

United States Postal Service®
Quarterly Performance for USPS Marketing Mail®

Quarter IV
FY2019

Overview

Beginning FY2019 Q1, service performance for USPS Marketing Mail® Letters and non-Saturation flats is measured through the USPS® internal measurement system. The system uses documented arrival time at a designated postal facility to start the clock, and an Intelligent Mail® barcode (IMB®) scan by postal personnel at delivery for randomly selected delivery points to stop the clock. Mail piece tracking from IMB® in-process scans is used in conjunction with the sampling data to extrapolate results for the entire volume of measurement eligible Full Service Intelligent Mail. The transit time from the start-the-clock through final automated processing is the Processing Duration leg, and the transit time from final automated processing until delivery is the Last Mile. Total transit time was calculated for the mail and compared with the appropriate service standard for the product to determine the service performance.

Scores prior to FY2019 Q1 were calculated and compiled by an independent external contractor. The system used for this reporting was called the Intelligent Mail® Accuracy and Performance System (iMAPS). The external contractor determined service performance based on the elapsed time between the start-the-clock event recorded by U.S. Postal Service® and the stop-the-clock event recorded by anonymous households and small businesses that report delivery information directly to the contractor. The service measure consisted of two parts: (1) how long mail pieces take to get through processing, and (2) how long mail takes from the last processing scan to delivery. The second portion was used as a delivery factor differential to determine the percent of all USPS Marketing Mail® delivered on the last processing date versus the percent delivered after the last processing date. Service performance was measured by comparing the transit time to USPS® service standards to determine the percent of mail delivered on time.

The service performance measure for Destination Delivery Unit (DDU) Entry Saturation flats involves the identification of major weekly Saturation mailings within delivery units. Delivery of these mailings is captured with a scan made by carriers at the completion of delivery of all pieces on the route. Service performance is measured by comparing the delivery date to the end date of the mailer requested in-home window to determine the percent delivered on time.

The service performance measurement system for Every Door Direct Mail – Retail® (EDDM Retail®) uses the documented arrival time of a mailing at a retail unit to start the clock, using the point-of-sale scan when mail is handed to U.S. Postal Service®, and an Intelligent Mail® parcel barcode (IMpb®) scan by a USPS® carrier to stop the clock. The delivery of bundles of EDDM Retail® pieces is captured with a scan made by carriers at the delivery unit upon distribution for delivery. Service performance is measured by comparing the total transit time of mail piece bundles to the service standard to determine the percent delivered on time.

Results for DDU Entry Saturation flats and EDDM Retail® are combined with other Destination Entry Standard Mail in the Destination Entry scores in this report.

The service performance measure for USPS Marketing Mail® Parcels with USPS Tracking® serves as a proxy for measuring service performance for USPS Marketing Mail® Parcels.

Limitations

Due to limited automated processing for USPS Marketing Mail® Flats, the service performance results may not be representative of all USPS Marketing Mail® Flats performance. While Destination Delivery Unit (DDU) entered Saturation Flats and EDDM Retail® Flats have been included this quarter, significant gaps in the coverage of non-Saturation/non-EDDM Retail® DDU Entry mail still remain and are excluded from measurement. Results for USPS Marketing Mail® Parcels, which represent less than 0.1 percent of all USPS Marketing Mail®, are not included in the overall USPS Marketing Mail® results.

Performance Highlights

National Destination Entry mail achieved 94.6 percent on time in FY2019 Quarter 4, which is 0.2 points higher than the same period last year. For Destination Entry mail, 99.4 percent was delivered within service standard plus three days. The Western Pennsylvania Performance Cluster led the nation in Destination Entry performance with 98.0 percent on time. Sixty-three out of 67 districts achieved an on-time performance at or above the performance target of 91.8 for Destination Entry mail.

End-To-End Entry national performance was 72.2 percent on time, which is 1.1 points lower than the same period last year. In FY2019 Quarter 4, 94.6 percent of End-To-End Entry USPS Marketing Mail® was delivered within the service standard plus three days. The Caribbean District had the highest End-To-End Entry score with 86.5 percent on time.

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Mailpieces Delivered Between 07/01/2019 and 09/30/2019

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District	Destination Entry	End-To-End
	Percent On Time	Percent On Time
Capital Metro Area	92.4	63.6
Atlanta	90.5	51.9
Baltimore	92.5	56.5
Capital	92.5	68.3
Greater South Carolina	93.1	70.4
Greensboro	93.9	75.0
Mid-Carolinas	91.2	68.4
Northern Virginia	94.5	58.3
Richmond	92.2	61.9
Eastern Area	95.9	74.7
Appalachian	96.8	72.3
Central Pennsylvania	95.8	62.4
Kentuckiana	97.2	80.7
Northern Ohio	95.7	81.3
Ohio Valley	92.7	79.4
Philadelphia Metro	95.7	64.4
South Jersey	97.1	67.8
Tennessee	95.6	72.6
Western New York	96.5	74.1
Western Pennsylvania	98.0	84.8
Great Lakes Area	94.0	71.5
Central Illinois	92.7	70.2
Chicago	87.5	65.7
Detroit	95.1	74.0
Gateway	94.9	77.8
Greater Indiana	91.9	65.9
Greater Michigan	96.7	73.5
Lakeland	95.2	71.0
Northeast Area	92.8	63.8
Albany	95.2	60.9
Caribbean	94.3	86.5
Connecticut Valley	94.1	66.0
Greater Boston	92.6	61.2
Long Island	95.8	67.3
New York	92.2	69.1
Northern New England	95.9	66.3
Northern New Jersey	93.1	60.5
Triboro	86.5	54.8
Westchester	91.8	63.5
Pacific Area	95.9	76.3
Bay-Valley	95.8	80.3
Honolulu	95.4	71.7
Los Angeles	94.1	72.3
Sacramento	96.6	75.6
San Diego	96.6	78.8
San Francisco	95.2	80.5
Santa Ana	95.7	74.4
Sierra Coastal	97.1	79.6

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District	Destination Entry	End-To-End
	Percent On Time	Percent On Time
Southern Area	94.5	75.1
Alabama	96.8	74.0
Arkansas	97.1	74.7
Dallas	94.4	72.5
Fort Worth	95.7	76.9
Gulf Atlantic	95.1	74.0
Houston	93.9	79.6
Louisiana	92.1	75.1
Mississippi	95.7	77.1
Oklahoma	96.2	79.0
Rio Grande	95.6	74.8
South Florida	92.3	76.4
Suncoast	94.6	70.3
Western Area	96.1	74.5
Alaska	95.9	85.4
Arizona	97.3	69.2
Central Plains	96.7	80.0
Colorado/Wyoming	93.6	64.8
Dakotas	96.7	72.3
Hawkeye	93.7	79.1
Mid-America	95.3	78.2
Nevada-Sierra	97.4	76.6
Northland	95.7	76.3
Portland	97.0	71.4
Salt Lake City	96.9	71.3
Seattle	96.3	77.1
Nation FY2019 Q4	94.6	72.2

Nation FY2018 Q4 (SPLY)	94.4	73.3
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Nation FY2009 Annual	86.4	70.7
Nation FY2010 Annual	83.4	59.0
Nation FY2011 Annual	70.3	38.4
Nation FY2012 Annual	82.0	56.5
Nation FY2013 Annual	88.8	63.3
Nation FY2014 Annual	89.9	63.5
Nation FY2015 Annual	89.1	59.6
Nation FY2016 Annual	92.3	65.9
Nation FY2017 Annual	93.7	69.8
Nation FY2018 Annual	91.6	66.4
Nation FY2019 Annual	91.9	66.2
Nation FY2019 Q1	87.5	62.9
Nation FY2019 Q2	91.8	62.6
Nation FY2019 Q3	94.1	67.5

FY2019 Annual Target	91.8	91.8
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