

**Quarterly Performance for Single-Piece First-Class Mail® International  
Service Variance****Overview**

Single-Piece First-Class Mail International® Inbound and Outbound service performance is measured via the USPS internal service performance measurement system. The service performance measurement system combines scanning of mailpieces by postal personnel at randomly selected collection and delivery points with in-process machine scans for all eligible mail to estimate total transit time for the mail. The total transit for outbound mail is comprised of two legs: collection to initial automated processing, known as First Mile; initial processing to final automated processing, known as Processing Duration. The final processing event for outbound pieces occurs once pieces are sorted and ready to leave the designated international processing center in the United States. Similarly, the total transit for inbound mail is comprised of two legs: initial processing upon arrival at the USPS® international processing center to final automated processing, known as Processing Duration; and final processing to delivery, known as Last Mile. Inbound flats are measured by proxy using the First Mile & Processing Duration performance of domestic flats. The estimated transit-time is compared against Single-Piece First-Class Mail® service standards to determine the percent of mail delivered on time. The service performance of inbound Single-Piece First-Class Mail International® parcels is measured by the USPS®, and represents the census data of all inbound parcels processed by the USPS®. On January 27, 2013, outbound Single-Piece First-Class Mail International® parcels became a competitive product and these data are no longer included in the measurement. Starting in FY2020 Quarter 2, inbound Single-Piece First-Class Mail International® parcels became a competitive product and these data are no longer included in the measurement.

Since not all postal administrative districts have sufficient international volumes for statistically representative reporting, the U.S. Postal Service® reports international quarterly service performance at a postal administrative area level.

**Performance Highlights**

The national Single-Piece First-Class Mail International® Inbound/Outbound Combined performance was 66.4 percent on time in FY2025 Quarter 1. Inbound performance was 67.4 percent on time and Outbound performance was 65.7 percent on time in FY2025 Quarter 1. Nationally, there was 93.9 percent of mail delivered within the service standard plus three days for Inbound/Outbound Combined.

In FY2025 Quarter 1, Westpac Area had the highest Inbound/Outbound Combined performance, with 81.6 percent on time. Westpac Area had the highest Inbound performance among the four areas at 76.7 percent on time and Westpac Area had the highest Outbound performance at 84.9 percent on time, in FY2025 Quarter 1. All areas had at least 90.9 percent of mail delivered within the service standard plus three days for Inbound/Outbound combined.

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Service Variance**

Mailpieces Delivered Between 10/01/2024 and 12/31/2024

Area	Inbound			Outbound			Inbound/Outbound		
	Percent Within +1-Day	Percent Within +2-Days	Percent Within +3-Days	Percent Within +1-Day	Percent Within +2-Days	Percent Within +3-Days	Percent Within +1-Day	Percent Within +2-Days	Percent Within +3-Days
Atlantic	89.6	95.2	97.4	84.3	91.4	94.8	86.4	93.0	95.9
Central	78.9	88.4	93.1	71.6	82.9	89.4	74.6	85.2	90.9
Southern	80.0	90.4	94.6	74.0	83.3	89.1	76.5	86.2	91.3
Westpac	90.8	95.5	97.6	90.7	94.1	96.2	90.7	94.7	96.7
<b>Nation FY2025 Q1</b>	<b>85.2</b>	<b>92.6</b>	<b>95.8</b>	<b>80.4</b>	<b>88.2</b>	<b>92.5</b>	<b>82.4</b>	<b>90.0</b>	<b>93.9</b>
<b>Nation FY2024 Q1 (SPLY)</b>	<b>81.2</b>	<b>91.4</b>	<b>96.0</b>	<b>81.3</b>	<b>88.8</b>	<b>92.9</b>	<b>81.2</b>	<b>89.8</b>	<b>94.1</b>
<b>Nation FY2009 Annual</b>	<b>96.2</b>	<b>98.5</b>	<b>99.2</b>	<b>97.1</b>	<b>98.7</b>	<b>99.4</b>	<b>96.7</b>	<b>98.6</b>	<b>99.3</b>
<b>Nation FY2010 Annual</b>	<b>96.9</b>	<b>98.6</b>	<b>99.3</b>	<b>95.7</b>	<b>97.8</b>	<b>98.8</b>	<b>96.3</b>	<b>98.2</b>	<b>99.0</b>
<b>Nation FY2011 Annual</b>	<b>96.7</b>	<b>96.7</b>	<b>99.4</b>	<b>97.3</b>	<b>98.8</b>	<b>99.4</b>	<b>97.0</b>	<b>98.7</b>	<b>99.4</b>
<b>Nation FY2012 Annual</b>	<b>97.3</b>	<b>98.9</b>	<b>99.5</b>	<b>97.4</b>	<b>98.8</b>	<b>99.4</b>	<b>97.4</b>	<b>98.8</b>	<b>99.4</b>
<b>Nation FY2013 Annual</b>	<b>96.4</b>	<b>98.5</b>	<b>99.3</b>	<b>95.4</b>	<b>97.7</b>	<b>98.8</b>	<b>96.0</b>	<b>98.2</b>	<b>99.1</b>
<b>Nation FY2014 Annual</b>	<b>94.9</b>	<b>97.9</b>	<b>99.0</b>	<b>95.3</b>	<b>97.7</b>	<b>98.8</b>	<b>95.1</b>	<b>97.8</b>	<b>98.9</b>
<b>Nation FY2015 Annual</b>	<b>91.3</b>	<b>96.2</b>	<b>98.2</b>	<b>95.0</b>	<b>97.6</b>	<b>98.7</b>	<b>92.7</b>	<b>96.8</b>	<b>98.4</b>
<b>Nation FY2016 Annual</b>	<b>93.3</b>	<b>97.1</b>	<b>98.6</b>	<b>94.1</b>	<b>97.0</b>	<b>98.3</b>	<b>93.6</b>	<b>97.1</b>	<b>98.5</b>
<b>Nation FY2017 Annual</b>	<b>94.8</b>	<b>97.7</b>	<b>98.9</b>	<b>94.4</b>	<b>97.0</b>	<b>98.2</b>	<b>94.7</b>	<b>97.5</b>	<b>98.7</b>
<b>Nation FY2018 Annual</b>	<b>92.7</b>	<b>96.4</b>	<b>98.1</b>	<b>93.9</b>	<b>97.0</b>	<b>98.3</b>	<b>93.0</b>	<b>96.5</b>	<b>98.2</b>
<b>Nation FY2019 Annual</b>	<b>83.5</b>	<b>91.6</b>	<b>95.4</b>	<b>91.7</b>	<b>95.5</b>	<b>97.2</b>	<b>85.8</b>	<b>92.7</b>	<b>95.9</b>
<b>Nation FY2020 Annual</b>	<b>84.1</b>	<b>91.1</b>	<b>94.6</b>	<b>87.4</b>	<b>92.9</b>	<b>95.5</b>	<b>85.6</b>	<b>91.9</b>	<b>95.0</b>
<b>Nation FY2021 Annual</b>	<b>88.6</b>	<b>93.7</b>	<b>96.0</b>	<b>74.7</b>	<b>83.1</b>	<b>87.8</b>	<b>81.8</b>	<b>88.5</b>	<b>92.0</b>
<b>Nation FY2022 Annual</b>	<b>92.2</b>	<b>96.1</b>	<b>97.7</b>	<b>87.2</b>	<b>91.8</b>	<b>94.4</b>	<b>89.5</b>	<b>93.8</b>	<b>95.9</b>
<b>Nation FY2023 Annual</b>	<b>92.9</b>	<b>96.3</b>	<b>97.8</b>	<b>89.3</b>	<b>93.4</b>	<b>95.5</b>	<b>91.3</b>	<b>94.9</b>	<b>96.6</b>
<b>Nation FY2024 Annual</b>	<b>84.0</b>	<b>91.7</b>	<b>95.3</b>	<b>83.9</b>	<b>90.0</b>	<b>93.3</b>	<b>83.9</b>	<b>90.7</b>	<b>94.2</b>