

Exclusion	What is it?
Non-Compliant	Mail identified as non-compliant due to inaccuracies in mail preparation. All mailpieces for the for the identified container, job, or CRID will be excluded.
Invalid Entry Point for Entry Discount (FAST MDF)	The Entry Point for Entry Discount claimed in eDoc is invalid for the entry point and destination of the mail. All mailpieces in the container with this error will be excluded.
Non-Unique IMb	The eDoc contains mail pieces with a non-unique IMb. All mailpieces with this error will be excluded.
Incorrect Entry Facility	The entry facility on the eDoc does not match the facility specified in the associated FAST Appointment. All mailpieces in the container with this error will be excluded.
Undeliverable-as-Addressed / PARS	During processing, the mailpiece was redirected to a different delivery point or was identified as undeliverable by PARS (Postal Automated Redirection System).

Non-Unique IMtb	The Intelligent Mail tray barcode (IMtb) in the eDoc is not unique or is 24-digit of 9s (999....9999). All mailpieces in the tray or sack with this error will be excluded.
FAST Appointment Irregularity	The appointment that the container was unloaded from had an irregularity. Appointment irregularities are noted in the Facility Access Shipping and Tracking (FAST) system. All mailpieces in the containers on the appointment will be excluded.
Inaccurate Scheduled Ship Date	The eDoc scheduled ship date time is 48+ hours earlier than the postage statement finalization date time. All mailpieces in the container with this error will be excluded.
Non-Unique Physical IMcb	The IMcb on a container was scanned on multiple different appointments. All mailpieces in the container with this error will be excluded.
Orphan Handling Unit	A tray or sack from the electronic documentation was not placed on a pallet or other type of container and is being entered at a facility other than a BMEU. All mailpieces in the tray or sack with this error will be excluded.
Invalid Container Level for Entry	A container prepared for Destination Flats Sequencing System (DFSS) is entered at facility that does not support FSS entry.
Non-Unique IMcb	The Intelligent Mail Container barcode (IMcb) in the eDoc is not unique. Non-unique 99M Container Barcode. All mailpieces in the container with this error will be excluded.
PBV Threshold Failure	During the mail acceptance process, the mailing did not pass all manual verifications performed by the clerk. All mailpieces on the postage statement with verification failures will be excluded.
Unknown Entry Facility	The entry facility provided in the electronic documentation for a container does not exist in the USPS network.
Invalid Delivery Point	The delivery point in the Intelligent Mail barcode (IMb) does not exist in the USPS addressing systems.
Invalid Origin ZIP5	If a locale key was not provided, the entry point 5 digit ZIP Code does not match to a valid Area or District.
Broken Pallet	While unloading a container from the truck, the user identified that the container was a broken pallet. This error is identified on the SV handheld. All mailpieces in the container with this error will be excluded.

Invalid Start-the-Clock Date	On the date when it was set, the Start-the-Clock date was 120 days or more from the current date.
Destination Entered FCM	In the electronic documentation, First-Class Mail was identified as destination entered which is not a valid preparation.
Incorrect Appointment	Non-matching Appointments between the eDoc and the Surface Visibility (SV) unload scans associated Appointment.
Inaccurate eDoc Nesting	When scanned, a mailpiece is found in a different tray or container than the piece was included on in the electronic documentation.

% of Total Excluded Volume (March)	% of Mailer Attributable Excluded Volume (March)	% of Mailer Attributable total Excluded Volume (April 9)
11.46%	38.42%	49.853%
4.30%	14.39%	11.980%
5.31%	17.79%	11.064%
1.28%	4.28%	10.056%
2.97%	9.95%	7.880%

1.76%	5.91%	2.850%
0.75%	2.52%	1.626%
0.39%	1.30%	1.347%
0.43%	1.45%	0.977%
0.41%	1.37%	0.718%
0.30%	1.00%	0.688%
0.07%	0.22%	0.301%
0.18%	0.61%	0.300%
0.18%	0.59%	0.297%
0.06%	0.20%	0.039%
0.01%	0.02%	0.023%
0.00%	0.00%	0.001%

0.00%	0.00%	0.000%

Actions

Questions

Communication from BMS to the mailer when exclusions are vetted and accepted. If mailers are not receiving information about errors on their scorecard regarding SPM they can reach out to BMS (John Nabor) for contact by a BMS analyst. Is it possible to break this down into different categories. Fast issue with appointments and duplicate barcodes issues are the most common. Suggestion should the STC ties back from the SV (99M) ties back to the scan to the appointment via the current fast rules

The Zone Skipping could be a possible gap with this, a Help Desk ticket has been issues. Co-located SCF, BMEU is also a possible gap

Occasionally Mailers do see duplicate lmb's for jobs and the same barcodes were uploaded.

How do we handle a container that was scheduled on an appointment but not delivered on a subsequent day.

Can we explain what files these errors are being noted from i.e. FAST MDF, Could it be an old MDF file? any other files?

Drill reports will aid in trouble shooting this and correcting this issue.

How can we address when the mailer is being asked to take the mail to a facility other then what was entered into the eDoc

timeliness of EMIR a factor

In general the group did not look into metrics that were below 1% so we could concentrate on the larger issues

The group did not look into

Note: another way to look at the volume it to consider the total volume against the exclusion types, Suggested also to maybe view both ways to show representation.

Responses

It seems that the environment in today's marketplace of 2015 must be more like 95% unique 99M barcodes on containers and more like 98%+ unique 99M barcodes on containers from all volume mailers. The challenge is that mailers want service tied to when their transportation showed up for a FAST appt. They schedule appts before CET so that they can hit Day Zero and achieve desired service levels for their clients. They don't want an automatic Day Zero of next day if they arrived at 2 PM for FAST appt. but the pallet is not scanned until 4:30PM and if we changed the rule to 99M scan only, would alter Day Zero We need to alter the concept of FAST and tie 99M's to a Load and better ways of allowing the driver to self-check in (e.g. similar to Mobile Phone check-in vis cell Barcode at the airport) start the clock on time to unload and meet service expectations. When FAST appt slips due to traffic, equipment issues, or delays at prior USPS stop, the Load and its contents could be easily transferred and registered to the new start the clock time for the appt upon driver self-check-in. SCFs have no yard arrival to start the clock and measure complete time from arrival to unload currently. Mailers incur detention charges and truck drivers exceed hours of service per DOT. The current situation and uncertainty of getting unloaded at USPS SCFs has many transportation companies not wishing to subject their businesses to the risks and costs associated with the current uncertainties and inconsistent turnarounds on hauling mail.

largely multi stop loads > provide specifics details to mailer

See this less and less as long as there is a BMS feedback loop. Reversalsand duplicate Mail.dats - submitted & then corrected - Scorecard keeps original mail.dat data so scorecard reports duplicate

Synchronization of USPS and Industry data, Labeling Lists, and hand-held scanners is key for any of this to be accurate. BMS feedback loop will help but much of this may be attributed to workflows that were based on prior Qtrly updates and that have not been updated to accommodate the new 60 day lifespan of Labeling List info to be accurate. Centralize QC for all aspects of IMb/Seamless program

Suggest that COAs that are valid be tracked for Service performance in their own category. Rather than exclude them, we know that COAs should not be subjected or need to comply with standards for good address hygiene. Set a new benchmark for COAs and measure them going forward as their own category or tier.

Don't see the relevance if Imb on piece is unique except if the bad Handling Unit barcode means an automatic rejection on tray sorter or mis-sort. Obviously if you have a non-unique handling unit, then the eDoc will not validate for Full Service. BMS Feedback once all Handling Units are scanned should remedy this increasingly rarer situation.

Don't understand this one as I need a better example of irregularity. Relates to the comments on the first one reviewing logic of 99M and FAST and driver self check-in.

Don't see relevance of ship date. 99M comments above relate to solution.

This happens frequently with Multi-stop loads. Believe there is a way to address with logic

We don't update eDoc with FAST appts. Transportation companies will always opt for a full load, which may be different than what was planned. If a pallet is headed to a USPS SCF and it is paid for , if the consolidator had a cancellation they will fill the truck with our paid for pallet headed to the same destination so the truck delivers fuller. That Just-In Time change can happen hours before delivery. Likewise my paid for pallet that was planned to deliver on Wed could get bumped for a time specific In-Facility date job and get delivered on Thursday, yet it would be associated with FAST appt on Wed.