



POSTAL OPERATIONS COUNCIL

Committee 1 (Supply Chain Integration)

Issues relating to electronic advance data (EAD)

Document by the EAD Steering Committee Chair
(Agenda item 7)

1 Subject	References/paragraphs
Report on progress with the EAD roadmap and update on the approach, recommendations and prioritization of its related work elements for 2021.	§§ 1 to 7 and Annexes 1 and 2
2 Decisions expected Committee 1 is requested to: <ul style="list-style-type: none"> – note what has been accomplished to date for advancing the goals and deliverables of the EAD roadmap; – review what needs to be advanced for implementation of the global postal model and endorse the continuation of work by the POC groups on the priority items identified for 2021; – agree on the recommended ways forward outlined in the report (and its annexes) for the remainder of the Istanbul cycle as well as what should be brought forward to the next POC after the Abidjan Congress. 	§ 5 and Annex 1 § 6 and Annex 2 §§ 6 and 7 and Annexes 1 and 2

I. Introduction and purpose of the document

- 1 This document is intended to provide Committee 1 with:
- some background on the guidelines shaping the roadmap for implementing electronic advance data for the UPU global postal model;
 - an update of work accomplished in the implementation of the roadmap associated with the global postal model for EAD;
 - a way forward for advancing or transitioning the ongoing activities of the Istanbul cycle’s EAD roadmap for work to be undertaken by the POC during S7, by designated interim expert teams from S7 to the Abidjan Congress, and by the POC and other stakeholder groups during the Abidjan cycle.

II. Background to the EAD roadmap, groups responsible, and roadmap guidelines

2 The roadmap for EAD implementation was a result of the adoption of POC resolution CEP 2/2015.1, which established a steering committee to develop a roadmap, taking into account the need to coordinate the roadmap’s projects with the World Customs Organization (WCO). For reference, the early achievements of the EAD roadmap to 2017 were outlined in POC C 1 2020.1–Doc 7.

3 The Electronic Advance Data Steering Committee (EAD SC) is currently chaired by the United States of America (as C 1 Co-Chair) and includes the Committee 1 standing group chairs of the Customs Group (France), Transport Group (Russian Federation), Standards Board (Italy) and Postal Security Group (US) as well as their respective secretariats. The roadmap steering committee also includes Japan (representing the POC Chair), India (C 1 Co-Chair), and Canada (Customs Vice-Chair). The roadmap steering committee is tasked with:

- ensuring information flow between the various standing groups and experts working on their respective elements of the EAD project (e.g. ensuring inclusion of items on standing group agendas);
- providing cross-cutting coordination of the EAD multi-track, inter-related deliverables (as many different groups were involved in providing input or acting upon input received);
- maintaining (and updating) Microsoft Project/Gantt Charts to track deliverables;
- developing new key performance indicators (KPIs), as needed; and
- coordinating the final development of the deliverables involved, with outreach efforts to external authorities and external stakeholders.

4 A guiding principle of the EAD roadmap is to ensure that its efforts help prepare UPU members for EAD requirements coming into force shortly after the end of 2020. These EAD projects need to be placed into one of the following four categories:

- Category 1 – Outreach activities to identify the exact nature of the EAD requirements (e.g. engaging stakeholders to clarify the requirements and share feedback; monitoring new requirements, ensuring their alignment with the unique nature of international mail; and obtaining international approval of the UPU global postal model and solutions);
- Category 2 – Testing and building the global postal model to meet the requirements (e.g. testing and building (flow by flow) messaging standards to cover the model's needs, IT systems (such as CDS), operational procedures and methods for data capture, and undertaking projects aimed at providing solutions for transit/transshipment or newly emerging EAD requirements);
- Category 3 – Raising awareness among members of the need to meet EAD requirements and to assist in building capacity to do so (e.g. EAD-related training workshops, online training methods, SECUREX, cooperation with International Bureau (IB) development cooperation initiatives, and “adopt and deploy” strategies for IPS and CDS, joint designated operator (DO)–Customs training materials, and raising awareness on how to electronically capture CN 23 data in flow “0”);
- Category 4 – Integration of commercial and product opportunities with the expanded capabilities of designated operators that are implementing global postal model protocols and requirements (e.g. EMS Cooperative plans, the ECOMPRO e-commerce programme, the Integrated Product Plan (IPP), leveraging provision of EAD to improve quality of service, and enhancing products by leveraging processes now facilitated by provision of electronic data).

III. Work accomplished for the EAD roadmap (Annex 1)

- / 5 Annex 1 to this document provides a consolidated listing of the roadmap work completed to date, including information on the category of work and the parties responsible for it, and supplemented with remarks recommendations and results. Committee 1 is asked to take note of what has been accomplished to date in advancing the goals and deliverables of the EAD roadmap. Please note that Annex 1 also contains certain recommendations for the continuation or expansion of some of the existing activities, or the next steps consequential to some of the completed deliverables.

IV. Key priority items for 2021 in support of the EAD roadmap (Annex 2)

- / 6 Annex 2 to this document provides a listing of the EAD roadmap deliverables still needing implementation as well as some new recommendations. Among the more notable items are:
- Continuing awareness raising and capacity building outreach activities in order to increase the number of UPU members transmitting and receiving ITMATT messages, with the aim being to provide these transmissions under pre-loading (PLACI) procedures;

- Asking the Customs Group and Postal Security Group to continue their work with the WCO and other stakeholders (IATA, ICAO, national and regional customs policy regulators, etc.) to settle and standardize the flow 4 and flow 4+ series of “referral message” elements, as well as their associated operational and contingency protocols (including “Do Not Load” protocols), and to guide the Standards Board with any electronic messaging requirements;
- Asking the Transport Group to work with IATA to formalize roles and messaging associated with flow 7, to develop agreement on default roles in conversion of CARDIT data for use in IATA’s Cargo Manifest system and offer CARDIT conversion tool(s) as well to advance the use of AR flags in CARDIT messaging so as to provide confirmation of the sending DO’s compliance with the destination country’s EAD requirements;
- Continuing awareness-raising efforts on i) the best practices used in capturing customs data (flow “0”); ii) the requirement to transmit PREDES 2.1 with the S10 item identifiers linked to the S9 mail receptacle identifier; iii) the development of operational practices that will ensure that EAD has been transmitted for items dispatched; and iv) other practices that will allow UPU member DOs to increase the percentage of EAD they provide for items containing goods;
- Having the transversal EAD-Transit expert team continue its work on how EAD should be handled for closed transit, open transit (à découvert) and transshipped mail going through intermediary countries or to final destinations requiring EAD, mindful of how national regulations may impact the ability of a DO to provide intermediary transit services on behalf of the origin operator.

V. Recent additions to the EAD roadmap from 2020 through to the beginning of the Abidjan cycle

7 In addition to endorsing the work on the key priority items for 2021 mentioned in Annex 2 and paragraph 6, Committee 1 is asked to endorse the EAD-related work by:

- continuing the work on an EAD compliance policy, mindful of the need to ensure sender compliance with the EAD requirements of the destination DO, as provided for in the UPU global postal model for EAD. Since January 2021, the UPU regulations have required the provision of ITMATT messages for various item categories. However, more work is needed to drive compliance from the origin, and to take steps to prevent large volumes of non-compliant items being dispatched or returned through the postal network;
- advancing the work on compliance of the quality of EAD provided, and investigating policy and regulations to encourage members to provide EAD that is compliant with ITMATT mandatory elements and that meets the 7+1 data PLACI requirements;
- enhancing IPS dispatching systems with an “EAD-check” software module to allow DO staff to scan items before placing them into mail receptacles for dispatch in order to detect if the required ITMATT messages have been provided, or if any customs referral messages have been received for the mail items concerned. This would allow Union member countries using IPS/CDS to ensure that the mail receptacles they dispatch contain only pre-advised items and that their compliant status can be confirmed through the use of the AR flag in CARDIT, an increasingly important feature for the future;
- asking the EAD roadmap steering committee to continue its work after April 2021 and to develop, for the POC session planned for late 2021, an action plan for the Abidjan cycle, including action points for work proposals relating to the customs, transport, postal security, standards and other stakeholder groups;
- supporting the recommendation for the continued work, up to the next POC session, of the expert teams working on flows 3, 4, and 4+, the expert teams on transit-EAD, and the select expert teams of various Committee 1 standing groups already engaged with external stakeholders (such as IATA, WCO, ICAO and EU ICS2 policy leads), so as to continue to update and enhance the global postal model for EAD;
- asking the IB to continue to advance its work on applications to allow it to be used to assist in the provision of customs information for flow “0”, and to develop the CARDIT conversion tool.

EAD roadmap review document: Status of roadmap tasks of Istanbul cycle – comments and recommendations

Ongoing tasks related to capacity building and operationalization of the EAD global postal model

<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
RSC	Re-establish roadmap steering committee	POC			Expanded February 2017, updated in 2020
RSC	Establish RSC review and monitoring mechanism for individual project goals	RSC	IB to maintain Microsoft Project /Gannt Chart	Use to guide Standing Group work plans	Ongoing
Cat. 1	European Commission to clarify Union Customs Code (UCC) provisions and requirements relating to the reciprocal exchange of data	RSC + IB	Letter sent to EU with a detailed questionnaire. Not all requests for clarification of implications of UCC were addressed. Workshop with ISC2 held to seek clarification of some of their policies	Ongoing function and needs to be continued under both CG and TG	ICS2 team has made multiple presentations to C 1 groups and even to the UPU contact committees. Some areas are still not clear from a postal perspective. A document is also needed for awareness raising purposes and clarity about the impact of new UCC fiscal provisions, as well as EU ICS2 expectations on flow 4+ responses and transit EAD
Cat. 1	Develop regulations identifying the categories of mail items for which EAD must be provided	RSC + PSDEIG + IB	UPU regulations now in effect (as of 1 January 2021)	Compliance concerns: need to explore how to raise awareness of compliance with UPU regulations; work on EAD compliance policy	Concluded. Latest issues involve new data elements requested by different regions. Another area will involve transit EAD
Cat. 1	Clarify from which point in the supply chain the ITMATT should be issued	RSC + IB	ITMATT should be sent as early as possible in order to obtain the risk assessment as soon as possible	Global postal model involves pre-loading advance customs information (PLACI) IB to develop best-practice models for capturing and sending timely EAD. Essential for action plans of QSF Common Fund-EAD and tied-fund projects	National action plans and best-practice models under development within the framework of the QSF Common Fund-EAD and tied-fund projects



<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
Cat. 1	Participate in WCO, ICAO, IATA and EU forums	IB	Done continuously through UPU's participation in relevant forums. KPIs tracking this	Continue this important element of EAD roadmap outreach activities between the UPU and these groups	Ongoing. Some results. New focus on referral messages and assessment complete issues (role of airlines, timing rules, foundation of messaging on basis of providing 7+1 data elements).
Cat. 1	Brief stakeholders on UPU EAD roadmap, and seek their buy-in of approach, of roadmap principles, and of the UPU global model	POC + CG + TG RSC + IB	Stakeholders, namely airlines and customs authorities, were briefed through IATA–UPU Contact Committee and WCO–UPU Contact Committee ICAO, IATA, the WCO and the EU were briefed at multiple forums during which the details of the UPU EAD roadmap were shared	Continue outreach to finalize stakeholder buy-in of roadmap principles	While all entities acknowledged the UPU EAD model was viable, some work was done and some work elements still need completion in support of EAD flows 1, 4, 6 and 7 (and possibly 8) Possible need for updates or clarifications of any new areas (i.e. requirements, timing, referrals, regional request for fiscal elements) that could affect existing principles established
Cat. 3	Include EAD in regional workshops	IB RSC CG TG/PSG	Ongoing	Continue outreach. Phase II workshops to focus on technical and operational procedures to establish EAD data capture and transmission requirements	First round of online regional EAD workshops delivered in Q4 2020. Second round of online regional EAD workshops planned in Q1-Q2 2021.
Cat. 2	Seek inputs from the IB for maintaining CDS solutions for EAD	RSC + IB	Ensuring fit of CUSITM and CUSRSP for needs of EDI messages required in data flows 2 and 3	Concepts considered for flows 4 and 6 could require this to be revisited Consider whether the data needs of EAD flow 4 will require a modification to CUSRSP	Current CDS solutions fit current flows 1, 2, and 3 Now working on other flows which are contingent on identifying external requirements

<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
Cat. 2 Cat. 3	Seek clarification from the IB and establish pilot to ascertain suitability of CDS for EAD	RSC + IB	See results section	Countries using CDS will need to help in testing EAD flows to improve message status Continue to publicize CDS suitability for flow 0	CDS in production in 87 countries; 55 additional DOs actively testing the application CDS fully covering the first three flows of the EAD roadmap Identified as source for advancing CUSITM and CUSRSP
Cat. 3	Install IPS, CDS and similar systems	IB	Expand UPU applications to support UPU members' capacity for exchanging messages vital for EAD global postal model	Continue and accelerate if possible	UPU applications now used by over 180 users; some DOs do not use UPU solutions
Cat. 3	Obtain Quality of Service Fund (QSF) funding for CDS and EAD-related projects	IB DCDEV	See results section	Being addressed by expert team on QSF funding. Discussions on other sources of EAD funding (US tied funds) resulting in other outreaches, and more in 2021	Developments ongoing as regards details of additional US funding resulting from decisions at third Extraordinary Congress
Cat. 3	Publish, on the UPU and WCO websites, information lists regarding messages accepted/transmitted by DOs, airlines and Customs	IB	Covers ITMATT, CUSITM/ CUSRSP (or local equivalents) CARDIT/RESBIT – EAD partners, testing partners, contacts	Ongoing and needing update on a continuous basis Explore other ways to use this information, such as in the form of an EAD publication or an EAD report card	Ongoing. The IB has also issued, and continues to issue, joint questionnaire on DOs and Customs involved in exchanging EAD, conditions, contacts, and other information. Certain information is being sent out by IB circular Development of EAD Compendium
Cat. 3	Monitor country readiness to implement EAD and fiscal solutions through a questionnaire	RSC + IB	See results section See also proposed EAD survey in POC C 2 2020.1–Doc 2a.	Continue to update – good for KPIs and for use in follow-up at regional EAD workshops Survey airlines using CARDIT/ RESBIT	A joint WCO–UPU questionnaire was used to gather relevant information Questionnaire will be periodically updated in order to determine status

<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
Cat. 3	Develop, catalogue and communicate methods to transform CN 22/23 into ITMATT messages	RSC + IB CG	See results section The IB has suggested that the experiences of DOs that are able to capture CN 23 data could be published in the customs section of the UPU website	Flow 0 is the key to having data to use in the other flows of the EAD model Increase emphasis on best practices for ensuring cost-effective procedures for capturing and transmitting EAD before dispatch	Ongoing pilots to assess best practices Document developed by Customs Group – approved by WCO for joint publication
Cat. 1	Develop and clarify provisions relating to data privacy, keeping generally accepted and available privacy principles in mind	RSC + IB CG	Template of the UPU's model agreement for the electronic exchange of customs data was reviewed at several POC committee meetings	Continuous monitoring and review are needed, particularly as new requirements emerge in the postal sector	Committee 1 will be reviewing the latest template of the UPU's model agreement for the electronic exchange of customs data
RSC	Ensure that all items for which EAD must be furnished have a unique S10 identifier	RSC + PSDEIG	See results	See results	Regulations adopted in Committee 2 Joint RIG–CG team currently examining regulations for encouraging compliance
Cat. 1	Obtain formal acceptance by all bodies concerned of 7+1 data elements for risk assessment	CG + RSC + IB	See results section. Still some issues with ICS2 (EU Import Control System 2) expanded list of requirements	Included as part of the POC's outreach to confirm requirements of the EAD model (outreach avenues discussed earlier)	Great progress in obtaining formal approval of CN 23 data as data elements for risk assessment through the IATA–UPU and the WCO–UPU contact committees. Plan to engage in ongoing discussions regarding UCC ISC2 requirements for fiscal processes.
Cat. 1	Confirmation of core principles of data exchange and of stakeholder roles and responsibilities	POC + CG + TG RSC + IB	Refers to the issue of IATA's role in data transmission for the EAD model	Merge with other outreach elements relating to stakeholder requirements of the postal EAD model	The core principles of data exchange are still being fleshed out with IATA through the IATA–UPU Contact Committee. There are plans to test the various processes to assist discussions with data and lessons learned from pilot tests.

<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
Cat. 1 Cat. 3	Establish interface between postal and customs systems	UPU + WCO CG	“Completed” but still considered a living document, mindful of ICS2 referrals/response issues	Living document will need to address operational and IT protocols in response to referral messages from Customs	Finalized joint UPU–WCO publication on how to establish an electronic interface between postal and customs systems Still considered a living document, mindful of ICS2 referrals/response issues
Cat. 3	Incorporate ASYCUDA into CDS	IB QSF	Completed	Include information on customs authorities with ASYCUDA–CDS interface in capacity-building publication or website listing	Development of the ASYCUDA–CDS interface, which is now being promoted via SECUREX project
Cat. 1	Establish joint IATA–UPU technical task force to finalize flows 7 and 8	RSC + IB + IATA	Ongoing See results section	Continue during next cycle DOs and airlines need to test various approaches and concepts	Ongoing – Task force concluded technical meetings and conversion-mapping meetings, and developed the information databases needed. Airlines have not agreed to the roles and responsibilities of the conversion, which will be settled once the various options have been tested
Cat. 1 Cat. 2 Cat. 3	Develop additional provisions for the provision of EAD if necessary	RSC + IB CG	Areas for consideration – transmission compliance and data quality compliance	Needed to ensure compliance with the Convention Regulations requiring ITMATT that come into effect on 1 January 2021 Update UPU standard M48 to advance the use of an AR flag in CARDIT messaging, that will provide confirmation of the sending DO’s compliance with the destination country’s EAD requirements	Since EAD requirements are now in effect, efforts under way on EAD compliance policy, to address and mitigate impacts of non-compliance with destination requirements, and to reduce the amount of non-compliant items injected into the postal network Work also under way on data quality compliance

<i>Cat. #</i>	<i>Task</i>	<i>Lead</i>	<i>Remarks</i>	<i>Recommendations</i>	<i>Results</i>
Cat. 3	Develop a conversion tool to covert CARDIT to XFWB and XFHL	RSC +TG	<p>Tool may be possible now, since access is being granted to a wider number of postal network stakeholders</p> <p>Possibility of attracting the airlines to join POST*Net and keep DOs in POST*Net</p>	Needed for ensuring the solution for DOs not willing to assign PAWBs to CARDIT messages	<p>The concept was approved by the RSC, TG and IATA secretariat;</p> <p>Still need to pilot, however, as COVID-19 impacts have delayed piloting. Need to align pilot schedule with regulatory timelines</p>
Cat. 3	Develop an analysis on how to provide EAD for transit and transhipped mail and establish an ad hoc group to develop standards, procedures and regulations as needed	RSC + IB CG + TG SB	<p>High complexity as it covers multiple types of handling:</p> <ol style="list-style-type: none"> 1 Simple transshipment (primarily airlines) 2 Closed transit 3 Open transit 4 Missent/misrouted 5 Incomplete transit EAD for intermediary to be able to forward to destination <p>This is viewed as an urgent deliverable by the airlines</p>	Expert team to work on this task during the period between the February 2020 POC and the first POC after the Abidjan Congress	<p>EAD work on transit contingent on finalizing the EAD model involved in direct exchanges between DOs</p> <p>Expert team has developed a “concept” paper on transit EAD and is now consulting with stakeholders on EAD policy, transport policy and IT options</p> <p>Meetings planned with IATA, WCO and ISC2 to clarify transit EAD issues (especially ICS2 release 2)</p>

Key EAD work items for 2021 for interim expert teams of POC standing groups

Category 1: Outreach activities – Outreach activities to identify the exact nature of the EAD requirements on which to base the UPU global postal model.

Actions

- CG: Formalize exact regulatory requirements for flow 4 and 4+ messaging (ITMREF and REFRSP), based on the messaging provided in flow 3. Work to align (or narrow gaps in) the procedures outlined in the current global postal model concept paper for flows 3,4,and 4+ with the expectations of the ICS2, and to achieve working clarification on the global protocols for Assessment Complete and referrals. Commence the piloting of these operational procedures and concepts and, if necessary, consult the SB on updates to requirements for flow 3, 4, and 4+ messages.
- CG/PSG: Continue work on concept around flows 3, 4, and 4+ series, based on confirmation of PLACI regulatory requirements, and develop proposed solutions based on the range of messages Customs are willing to provide, and if possible develop understanding on timing protocols.
- PSG: Once final consensus is achieved on Do Not Load issues, such as communication protocols and contact lists, ensure that DOs have informational materials on response protocols regarding any category of Do Not Load incidents. Consider how this information might be worked into training programmes and certification measures. Lastly, when the pilot tests for flows 3,4,and 4+ have resulted in policies governing EAD dispatching procedures, consider how this might be included in the above awareness raising efforts.
- TG/CG/SB: Continue discussions with IATA on the following areas: (i) undertake piloting conversion of flow 7 CARDIT information for airline needs for flow 8 fillings; (ii) undertake efforts to ensure maximum use of CARDIT-RESBIT transmissions between DOs and airlines; (iii) work to advance the AR flag in CARDIT to status 2 standard; (iv) continue the joint work with IATA and WCO on late referrals; and (v) continue the work of the expert teams on EAD transit and transshipment issues.
- TG/CG/SB: Consult with external EAD policy stakeholders (WCO, ICS2, IATA) and DOs' IT stakeholders on the concept work developed for a UPU global postal model for transit EAD.
- CG: Obtain formal clarification, in writing, of possible changes to EAD requirements and timelines as well as PLACI protocols (referrals) and non-security-related changes (VAT, fiscal) from the European Commission (EC) and other countries requiring EAD. Obtain input on treatment of items arriving without EAD.

Category 2: Testing and building the model – Technical requirements, messaging standards and pilot testing needing attention for 2021 and beyond.

- Global postal model “flow 1”: Origin DO transmission of electronic CN 23 data to destination DO.
 - Pending the results of pilot testing, seek to obtain status 2 (approved UPU standard) for ITMREF, REFRSP and the AR flag in CARDIT 2.1;
 - Key focus: Continue capacity building to widen adoption and usage of ITMATT and PREDES.
- Global postal model “flow 2”: Destination DO transmission of CN 23 data to destination border agency.
 - Advance the status of the CUSITM standard from its current status 0.
 - Start of awareness-raising and capacity building to widen adoption and usage of CUSITM;
 - SB, CG and PTC to develop timetable for upgrading CUSITM standard M43 to status 2.
- Global postal model “flow 3”: Destination border agency transmission of item-level CN 23 data + customs decision (referrals, etc.).

- CG, SB and WCO to consider how to ensure that the CUSRSP standard (and local equivalents) appropriately cover the “referral” responses. CG to work with the WCO and other stakeholders to settle and standardize referral elements and associated protocols on areas such as “derived” assessment complete and expectations on late referrals.
- Global postal model “flow 4”: Destination DO transmission to origin DO of customs decisions (referrals, etc.) received from border agency;
 - Primary action needed: advancement of ITMREF standard.
- Task force members to coordinate on developing pilots of the ITMREF concept and action plan, in order to refine the global postal model concepts for flows 3, 4, and 4+.
- SB, CG, PSG and PTC to develop timetable for piloting new flow 4 and 4+ series of messages with goal of obtaining status 2.
- Global postal model “flow 5”: Origin DO transmission to destination DO of dispatch pre-advice (PREDES) with receptacle ID data (with item IDs linked – “nested” – to receptacle IDs).
 - Status: Nesting proposal approved by POC is now in effect; however, capacity-building efforts may be needed to ensure that PREDES 2.1 is being used.
- Global postal model “flow 6”: Destination DO transmission to destination Customs of dispatch pre-advice (PREDES) with receptacle ID data (with item IDs linked to receptacle IDs).
 - Status: Flow 6 concept depends on what is relayed via flow 5. Currently, all entities requiring EAD have developed their own system for these flows; however, as other countries develop similar EAD requirements, an update to IPS and CDS might be needed for those using PTC systems (to be determined whether a P-status ticket is needed for this messaging flow).
- Global postal model “flow 7”: Origin DO makes up a consignment (with only cleared receptacles with a PREDES as in flow 5), closes the consignment, and sends a CARDIT message to the air carrier, including an EAD security clearance indicator (flag) in the CARDIT message.
 - Status: CARDIT standard in place and exchanges generally in place. Only CARDIT 2.1 can include an EAD flag. CARDIT 2.1 messages are exchanged to a certain extent by Posts and airlines, but the EAD flag is not currently used. Need to increase usage of CARDIT 2.1 and advance message status. Conversion mapping CARDIT to IATA’s cargo manifesting system is complete; however, roles and responsibilities are yet to be finalized (various approaches currently being tested with a view to resolving this issue). RESDIT 1.1 is not being used enough for implementation of the global postal model. Moreover, RESDIT 1.1 needs to be advanced as well. IB proposal to develop a tool for CARDIT conversion to XFWB and XFHL supported by TG and IATA.
 - Primary action needed: Increase exchanges of CARDIT 2.1. Pilot testing different methods of converting the information from the DO for flow 7. Update UPU Standard M48 with a mandatory AR flag to destinations requiring EAD data, increase the number of parties exchanging CARDIT 2.1 and RESDIT 1.1, and upgrade their status. Development and testing of the CARDIT conversion tool to XFWB and XFHL messages based on PAWB assignment to RESDIT (see POC C 1 2020.1–Doc 5b, § 7 for additional details).
- Global postal model “flow 8”: Airline files manifest information as requested by Customs, including common reference number (PAWB number) and/or receptacle IDs if required.
 - Status: Airline messaging – depending on requirements for flow 8. At this stage, DOs just need to ensure that they have a way of providing all data required for flow 8 in the CARDIT messages they send.
 - Primary action needed: Monitor requirements (TG and CG), determine the timetable for assisting the airlines to meet this requirement. This includes confirmation of ICS2 date of effectiveness for airline filing, mindful of the new deployment window for ISC2 release 1.

Category 3: Awareness raising/capacity-building activities – Raising awareness among the membership about the need to meet EAD requirements and building members’ capacity to do so.

Actions

- IB: Continue EAD capacity-building projects (QSF Common Fund-EAD, US tied funds, DCDEV capacity building, and other initiatives);
- IB: Conduct online training, and when possible joint UPU–WCO, IATA–UPU and ICAO-UPU workshop or pilots. Identify opportunities to support building awareness of impending EAD requirements, as well as obstacles. Focus on working with countries on their actions plans for implementing flows 0 and 1 and 7 and 8;
- IB: Provide timetable for the adoption and deployment of IPS upgrades needed to support CARDIT 2.1, ITMATT v1 and CDS – notably EAD-check functionality;
- IB, CG: Raise awareness on most successful practices in electronically capturing CN 23 data (coordinate with the DCDEV, QSF, tied fund project facilitators, and results from regional postal union efforts);
- IB: Consult with EAD roadmap steering committee on developing more technical training materials for online EAD workshops with a view to enabling capability capture of CN 23 data and transmission of EAD;
- IB: “EAD-check” initiative – Accelerate the deployment of this important modification to IPS/CDS to allow dispatching DO to detect if the ITMATT is missing for the item they are scanning into the mail receptacle, or if the item concerned is subject to security referral;
- IB: Pilot test use of an AR flag in CARDIT messaging, that will provide confirmation of the sending DO’s compliance with the destination country’s EAD requirements and CARDIT conversion tool to XFWB and XFHL needed for airlines’ filing to destination Customs.

Category 4: Integration of commercial and product opportunities for 2021:

- C 2 PSDEIG and EMS Cooperative: Begin exploring possible incentives for provision of ITMATT v1 (M33-12) – DDP, VAT resolution, etc. Develop a timetable and action plan for next generation of IMATT.
- IB: Work with committee chairs/secretariat on regulations associated with advancing the work on procedures and remuneration for destination DOs processing or returning non-compliant items missing EAD that had been dispatched to countries with EAD requirements.