

Core principles underlying the Global Postal Model

1 Various discussions have taken place with Posts, ICAO, the WCO, the European Commission, U.S. Customs and Border Protection, the U.S. Transportation Security Administration, European Union customs authorities, IATA and airlines on the provision of pre-departure electronic item-content data for aviation security and fiscal clearance purposes. These new requirements provide an extra security layer on top of the existing aviation security requirements currently met by export Posts.

2 The core principles listed in this section could underpin the capture, exchange and use of electronic item-content CN 22/CN 23 data. Item handling will need to comply with all applicable UPU regulations. It is anticipated that, as further work is undertaken on the use of electronic data for aviation security and fiscal clearance purposes, additional core principles will be identified and presented to the appropriate authorities for endorsement.

3 Listed below are the initially identified core principles, followed where necessary by some explanations. These principles seek to establish the basic building blocks for the exchange of item-content data for both aviation security and fiscal clearance purposes.

- i In line with article 9.2 of the Universal Postal Convention, EAD must be implemented without hampering trade and mail flows.
- ii Roles and responsibilities must be defined for origin and destination Posts and security authorities (e.g. customs authorities, border agencies, aviation security bodies) to ensure monitoring and reliability of end-to-end message flows.
 - In order for the time between the creation of an ITMATT and the receipt of the corresponding response to be in the order of minutes, all parties involved along the data exchange pipeline must ensure the rapid creation and transmission of messages. Moreover, the technical infrastructure must be robust enough to support this rapid transmission and have sufficient capacity to handle the volumes of data that will be exchanged at peak times.
- iii ITMATTs and their corresponding responses must be able to be exchanged 365 days a year, 24 hours a day.
 - International mail is exchanged continuously throughout the year. The exchange of ITMATT messages and their corresponding responses must support this operational reality.
- iv "Assessment complete for air conveyance" denotes that the appropriate destination authorities have, subject to any further advice, cleared the item to be conveyed by air to the destination country.
 - The purpose of an agreed definition is to ensure that all users of this term have a common understanding of its meaning. The phrase "...subject to any further advice" signifies that border agencies may reassess their decision of "assessment complete for air conveyance", based upon updated information or intelligence on the relevant mail item.
- v Aviation security decisions in response to the receipt of item-level data will be in minutes.
 - Once the origin Post creates an ITMATT message, it should receive a response from destination Customs within minutes. Longer response times would have a detrimental effect on the export Post's operations and there is a need for standardized time frames across all jurisdictions. It may also be possible to agree on an arrangement whereby, if no response is received within a specified time frame, the item may be tendered to the airline.
- vi Only items that have obtained "assessment complete for air conveyance" status or that have been processed in compliance with defined security referral procedures will be dispatched.
 - Apart from a "do not load" message, export Posts will expect one of two responses to their ITMATT: "assessment complete for air conveyance" or a "referral" message. "Assessment complete" status may also be inferred if no response is received from the destination authorities (i.e. absence of any referral) within an

agreed time frame. Detailed work has yet to be undertaken on referral messages, but it is envisaged that these will be sent by the import border agency via the import Post. For example, the referral message could request the export Post to either provide additional information or undertake additional screening of the relevant item. Once the item has been subjected to these additional procedures, it can be dispatched.

- vii A flag will be set in the CARDIT message (pre-advice message from Posts to airlines on the mail to be conveyed) to signal that the mail has cleared EAD requirements or is exempt.
 - The CARDIT message will generally be the vehicle through which the carriers are informed that the mail they are about to convey has been subject to aviation security scrutiny, and that the import border agency has assigned "assessment complete for air conveyance" status.
- viii Origin Post sends item data and dispatch data to the destination Post (ITMATT, PREDES).
- ix Destination Post sends data to the destination Customs (CUSITM or local equivalent).
- x Destination Customs sends customs response to the destination Post (CURSP or local equivalent).
- xi Destination Post sends data to the origin Post (EDI).
 - The EDI message referred to here conveys the "assessment complete" or referral messages that the destination Post sends to the origin Post based on the messages the former receives from the destination customs authority. This message still needs to be developed and identified. Equivalent Post–Customs messages can also be used.
- xii Origin Post sends dispatch data to the destination Post (PREDES).
- xiii Destination Post sends dispatch data to the destination Customs.
- xiv Origin Post sends consignment data to the origin carrier.
- xv Origin carrier sends manifest data to the destination Customs.