

Welcome

Air Mail

For an efficient, safe, secure
and seamless delivery

Andre Majeres, Manager Cargo, Mail and e-Commerce
Operations and Standards, **IATA**

Competition Law Guidelines

This meeting is being conducted in full compliance with antitrust and competition law.

The following Agreements and Activities are Prohibited:

- Any collective agreement concerning prices or charges, allocating markets, territories, customers, suppliers, agents, etc.

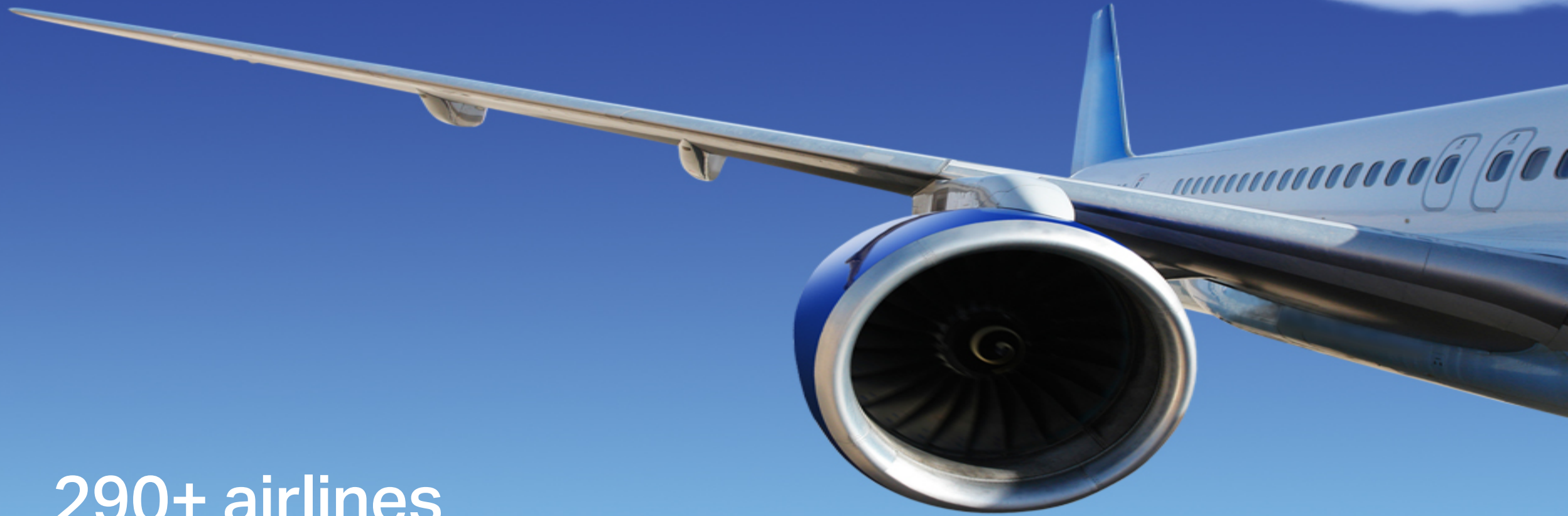
It is Prohibited to disclose the following information:

- Individual airline cost, rates, charges, surcharges or customer
- Individual airline intentions regarding increasing, reducing or reallocating aircraft capacity
- Sensitive commercial or proprietary information without consent

Delegates are cautioned that any discussion regarding topics outside the scope of the agenda, either on the floor or off, is strictly prohibited. The foregoing applies equally to email discussions, instant messaging and social media discussions

IATA Introduction





290+ airlines

83% of the world's air traffic

35% of the global trade by value

Air Cargo: Supporting World Trade

1% by Volume

35% of total

World Trade

\$5.9 trillion

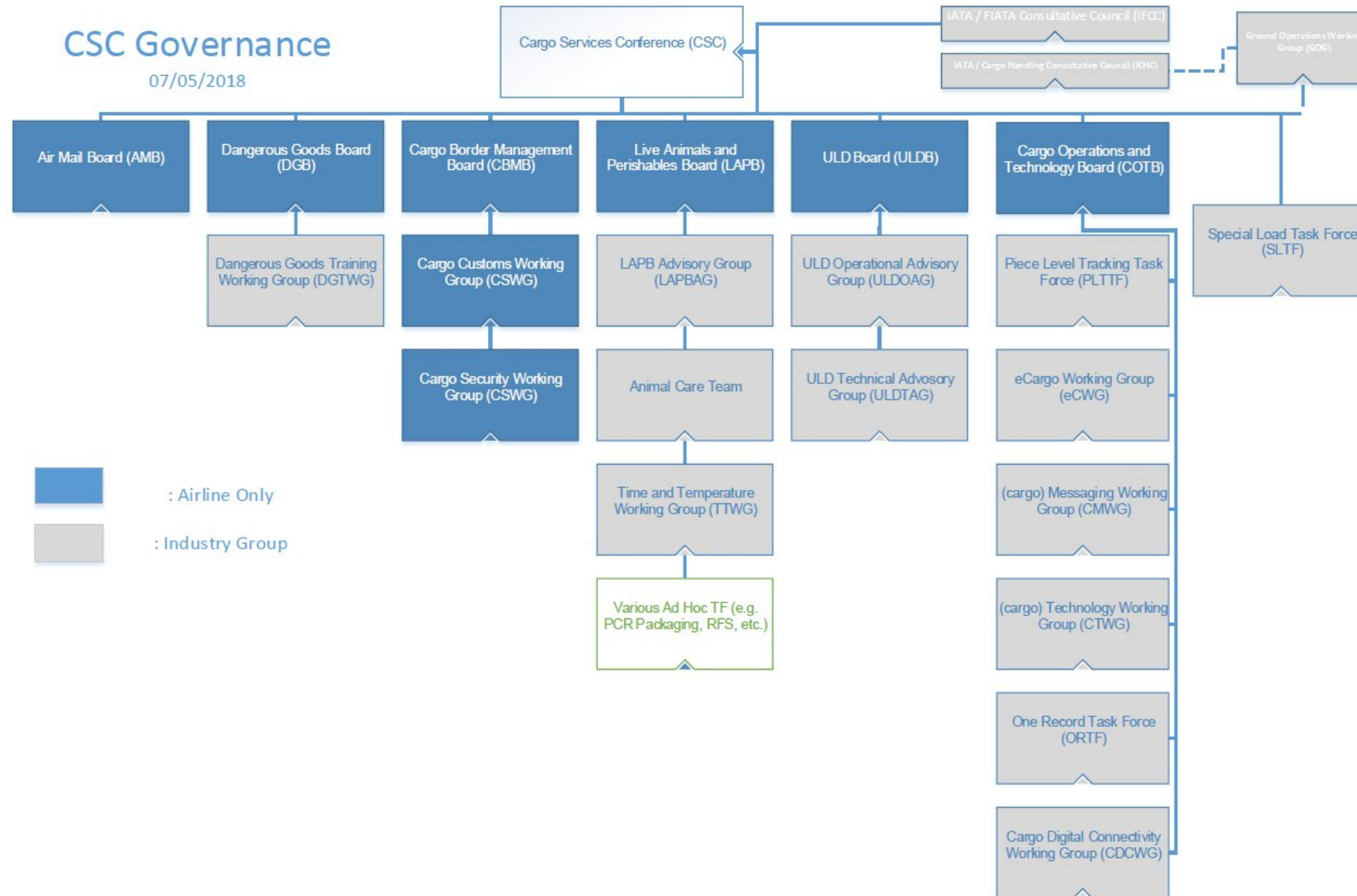
Value of cargo moved
by air



Serving the Industry



We make standards with the Industry



We collaborate with Industry Partners

Our industry partners



NB: Please note this is not an exhaustive list of the organizations we collaborate with, nor of the specializations within IATA Cargo.

Objective of the webinar: Create Awareness!

- I. Framework for a Postal Service Agreement – FPSA**
- II. Security and Mail e-CSD**
- III. Mail Safety Guidance**
- IV. Postal Air Waybill Number (PAWB#)**
- V. Electronic Advanced Data (EAD)**





UPU | UNIVERSAL
POSTAL
UNION

Joint IATA and UPU webinar

introduction

29 September 2021



The Universal Postal Union

- Founded in Berne in 1874 ([192 member countries](#))
- United Nations specialized agency (since 1948)

The Postal Network

- [320.4 billion](#) letter-post items
- 5.2 million employees, more than 690,000 post offices
- More than 80% of traffic comes from industrialized countries

Activities

- [Regulating](#) worldwide traffic of international mail
- Establishing quality-of-service [standards](#)
- Establishing technical standards
- Maintaining a system for [compensating](#) countries known as terminal dues
- Promoting the [development](#) of modern products and services
- [Monitoring](#) market trends
- Promoting international [cooperation](#) and technical assistance
- Fostering a [dialogue](#) among all postal sector players





Supply chain – key challenges

Improve the interoperability of network infrastructure, by ensuring quality of service, efficient and secure supply chains, the development of standards and of information and communication technologies (ICTs), and streamlined operational processes and regulations”

Three pillars of the Supply chain:

- **Security**
- **Customs**
- **Transport**





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Scale of the regulatory challenge



Universal Postal Union

Data transfer to be mandatory. Changes to the remuneration structures.



GDPR. EU General Data Protection Regulations legislation.



EU Regulation on cross-border parcel delivery services. EU digital strategy.



Import Control System 2. Pre-departure data requirements for aviation security.



E-privacy. Defining the need to “opt in” or “out” and its impact on DM.



Modernising VAT. EU legislation shifting the tax liability to the sender.



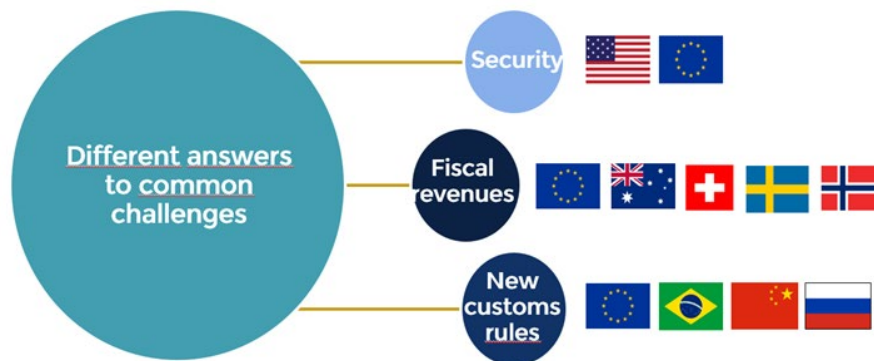
USO. Redefining the regulation in EU and how to finance the USO



US Stop Act. Data requirement on all goods required to enter the US.



Multiplication of new regulations worldwide





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Different standards... though very similar...

*EDI, handling, customs filing,
security screening...*

Necessity to align...





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Key electronic advance data EAD milestones for Posts (Designated Postal Operators)

New legislation

US - Stop Act - 70% of all incoming items containing goods by 31 Dec 2018 and 100% by 1 Jan 2021
Changes to UPU Regulations (article 8)
EU - ICS2, ...

S9/S10 linking

S9/S10 linking (nested PREDES) will be required for all items (including non-tracked letter-post items containing goods)

Mandatory ITMATT

Mandatory ITMATT for all postal items containing goods

PLACI - ICS-2 R1 (pre-departure)

EU Post at destination. Pre-loading item-receptacle level info needed for ICS2 (flows 1-7 of EAD model - pre-departure data sent by the origin Post, and relayed to ICS-2 by EU Post at destination)

CARDIT conversion

CARDIT message must be converted to the cargo message XFWB and XFHL before filing to the Customs (F42) from 2023

PLACI - ICS-2 R2 (pre-arrival)

Pre-arrival consignment level, for ICS2 from 2023 for air mail and from 2024 for rail, maritime and road (flow 8 of EAD model - pre-arrival data sent by carriers)

Today, S10, S9-S10 (PREDES), CN22/CN23/CP72

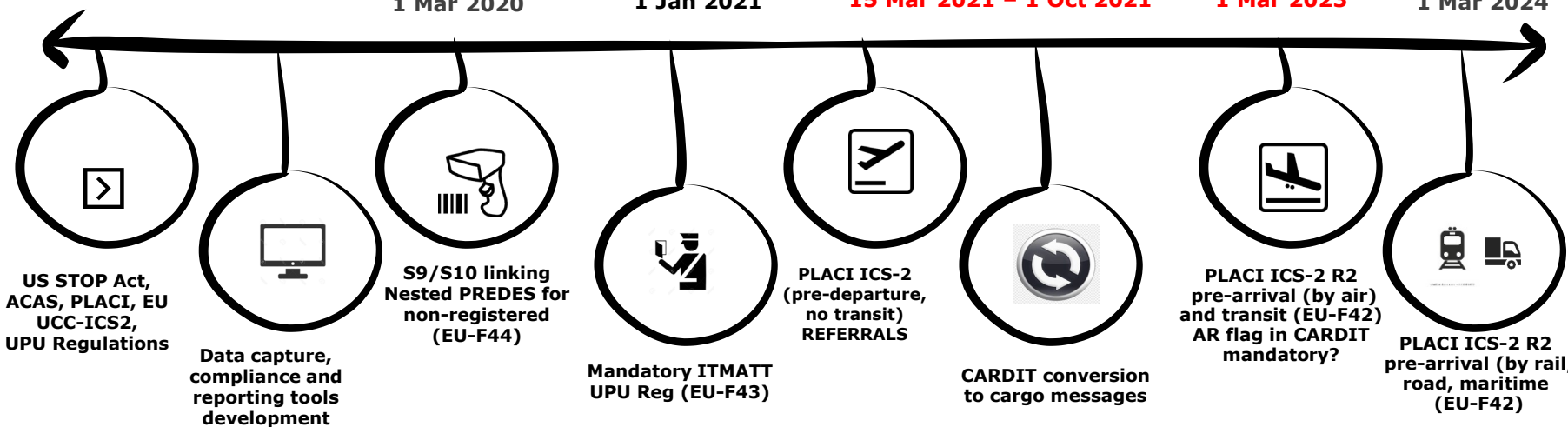
1 Mar 2020

1 Jan 2021

15 Mar 2021 – 1 Oct 2021

1 Mar 2023

1 Mar 2024



**2021: ITMATT, PREDES, ITMREF-REFRSP, 2021->2023 :
CARDIT AR FLAG, PAPERLESS TRANSPORT**



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Who is involved in EAD (Global postal model) implementation



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ICAO



WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES



Postal Tender & the framework for a postal service agreement (FPSA)

Mette Boisen & Silvia Chacon Ramos
29th September 2021

Definitions

Postal tender

**Framework for a
Postal Service
Agreement**

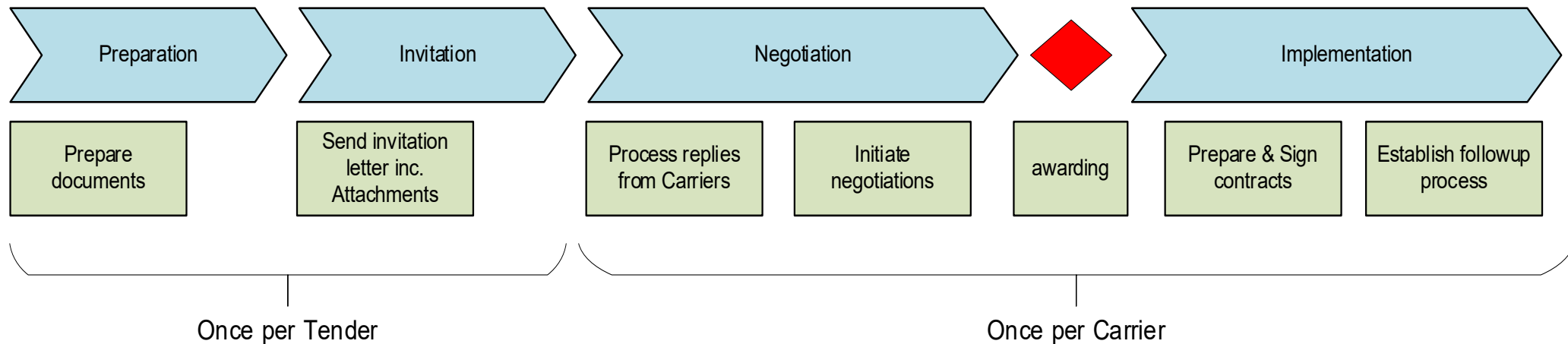


A postal tender

Process that covers all aspects related to purchasing international transport of mail by a designated operator

Process may vary depending on factors such as legal requirements

Standard process example



Framework for a Postal Service Agreement (FPSA)

Reference document designed to serve as a model for agreements between designated operators and airlines

The model can be **adapted** by the parties according to
Needs and practices
Specific national laws

The first version of the FPSA was drawn up in 2003. Since then it has been undergoing revisions when relevant.

Living document, will be updated when relevant. New version to be released in the beginning of 2022

The FPSA is **not obligatory**

FPSA Content

Main Text

Annexes

Guidelines



Main Text

Definitions of all
relevant terms

Objectives and
scope

The carrier's
obligations

The designated
operator's (principal)
obligations

Obligations common
to both parties

Rates

Terms of payment

Irregularities

Liability

Duration and
termination of the
Agreement

Disputes

Final provisions

Annexes

Rates

Estimated
tonnages

Performance
Success level

Safety &
Security

Special
Provisions

Contact list
designated
operator
(principal)

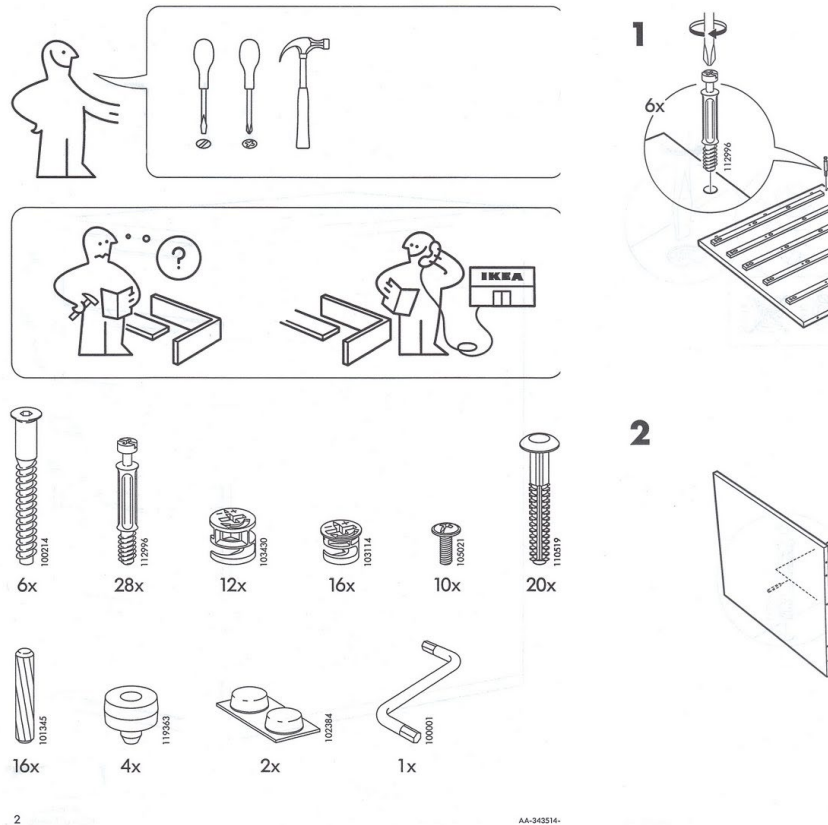
Contact list
carrier

Routing Plan

Contingency
plans

Guidelines

Meant to support designated operators and carriers when using the FPSA



Description of a standard type of a tender process

Explanation to the different articles in the main part of the FPSA including relevant references

Explanation to the different annexes in the FPSA

Recommendations to the content of the annexes related to tonnages and rates

Information about CARDIT & RESDIT

Documentation

[UPU's website](#)

[IATA's website](#)

**UPU-IATA
Cooperation**

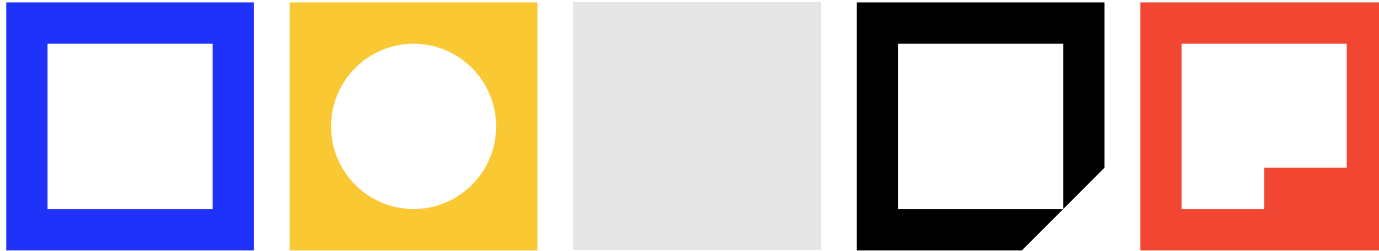


postnord



Securing the Postal Supply Chain

The Mail e-CSD for Carrier and Postal Operators



Wednesday 29th Sept 2021



Mail e-CSD initiative

Postal Mail must be secured before loaded on an airplane.
An electronic-Consignment Security Declaration (e-CSD) must be issued



Mail e-CSD Challenges

- **Lack** of Mail e-CSD awareness
- **Readiness** for Mail e-CSD
 - Business Processes
 - Technical Infrastructure
- **Demand** for paper CSD copy
- **Compliance** with the standards

What is an e-CSD & Why is it required?

Securing a Mail consignments under a [security program](#), exchanging mail [security data](#) electronically and maintaining [audit trail](#)

Who secured the Mail?

i.e. Regulated Agent

How is the Mail secured? Applied
security method e.g. X-Ray

Which Security status is
applied?

i.e. Secure for All Cargo Aircraft

What is the time for securing
Mail?

Mail e-CSD Requirements?

For All

Party Securing the Mail consignment must be authorized under the National Security Program

Must produce consignment securing proofs and maintain chain of custody

good data quality and connectivity

Complete audit trail

Maintain archives

Contingency Plans

Postal Operator

Transmit CARDIT 2.1 (UPU standard M48) or a newer version

Data submission prior to tendering mail

Print CSD on request (consignment level)

Data Availability for the flight time or at least 24 hours

Carrier

Receive & future transmit CARDIT 2.1 (UPU standard M48) or a newer version

Validate Data submission at tendering mail

Must produce chain of custody in the various handovers

Print CSD on request (consignment level)

Data Availability for the flight time or at least 24 hours



Mail e-CSD Basic Principle



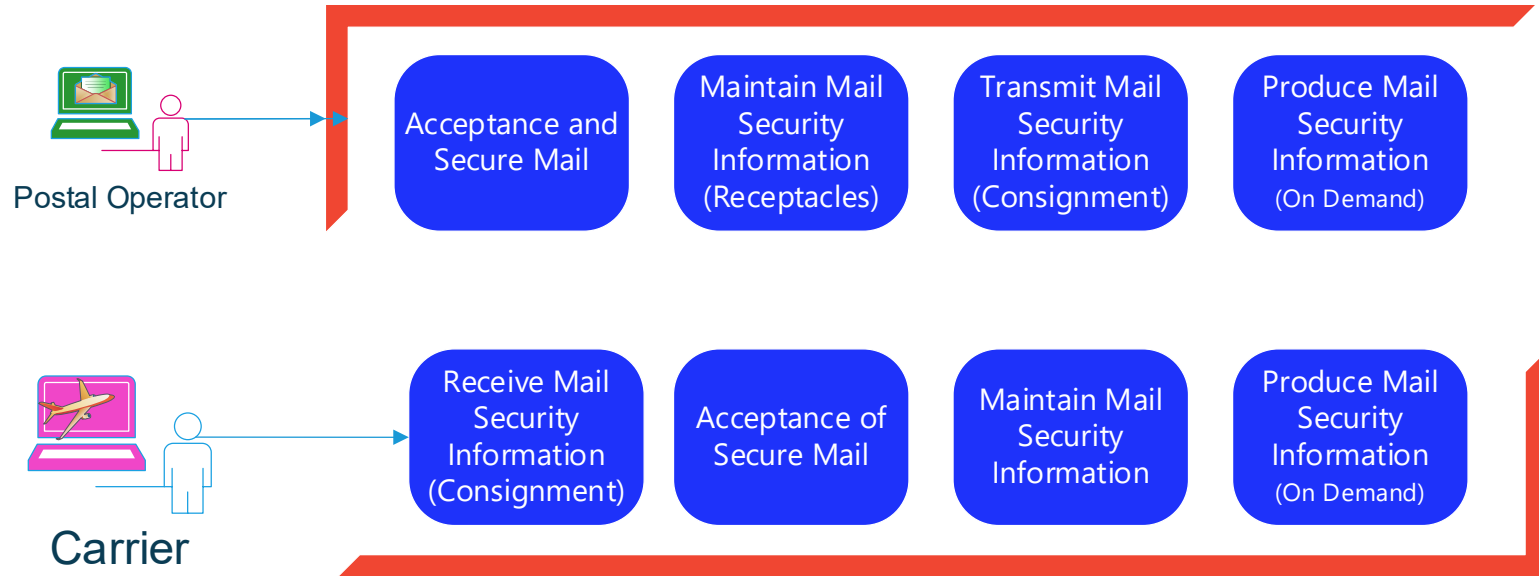
Postal Operators are responsible for securing **Mail Receptacles (i.e. individual Mail bags)**

Carriers are responsible for securing **Mail Consignment (i.e. Consolidation Mail bags)**

Resources?

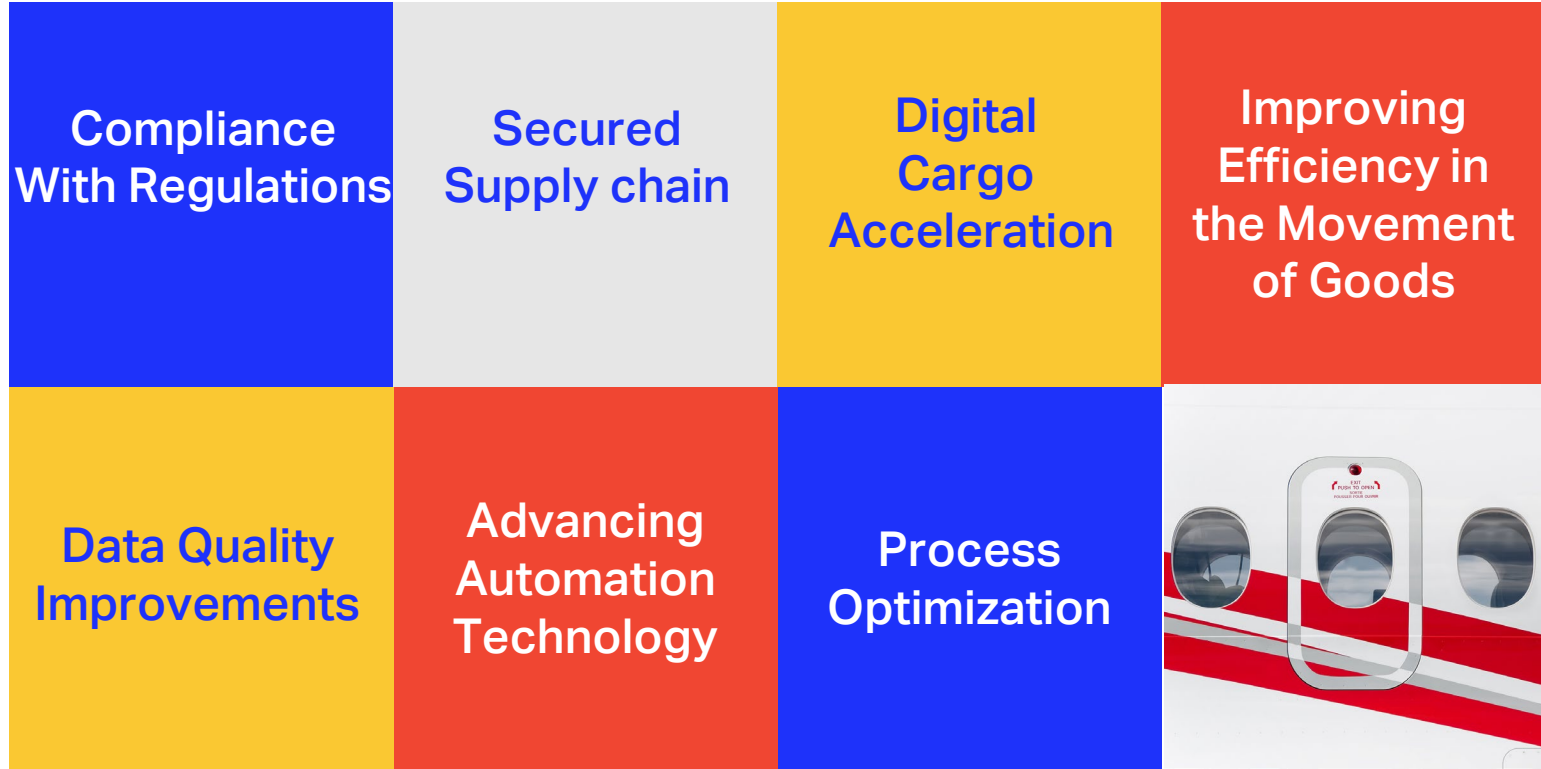
Standards (IATA)	IATA CSC Reso. 651 IATA CSC RP1688
UPU	https://www.upu.int/en/Postal-Solutions/Programmes-Services/Postal-Supply-Chain/Transport#transport-publications

Mail e-CSD Business Process



Throughout the Mail journey, all business partners must keep the mail secured, capable of electronic exchanges and maintain audit trail. This includes Ground Handler, Interline Partners etc.

Mail e-CSD benefits



Thank you

Mette Boisen

International Process Manager
PostNord





IATA-UPU Mail Safety Guidelines

Recommendations to DPOs



Background

01

Repetitive incident involving Postal Bags containing DGR

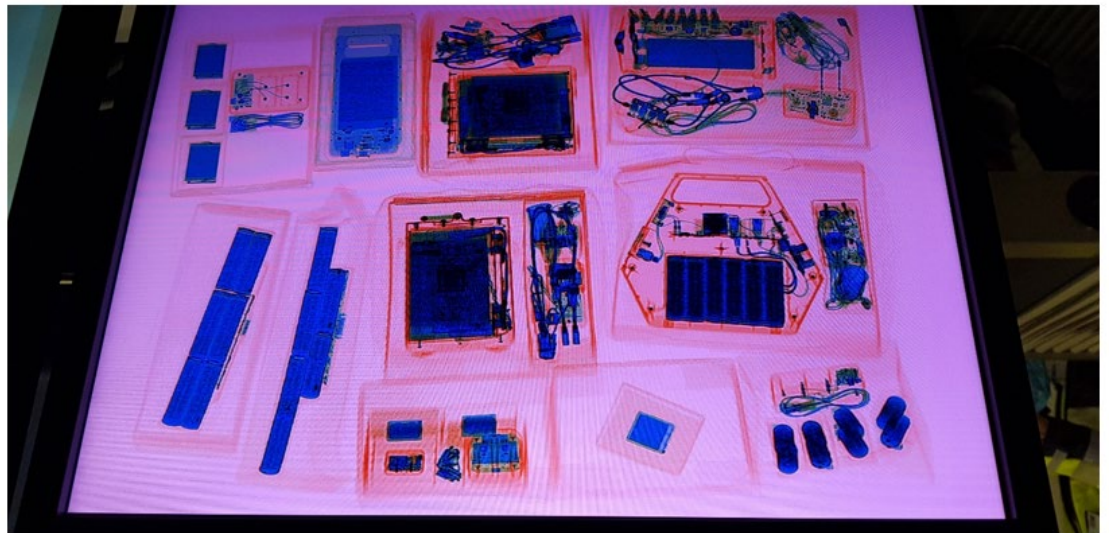
➤ Spot check results:

<u>Bag 1</u> Flashlight 2 Plug 13 Office supply 2 Notebook stand 1 Case of mobile 2 Cable 1 Accessories 3 Hardware accessory 1	<u>Bag 2</u> Phone holder 5 Case 9 <u>Loadspeaker</u> acc 1 Earphones 1 Camera acc 1	<u>Bag 3</u> Flashlight 12 Phone holder 1 2 XS + 2 Extra 1 Computer acc 3 Case 2 Plug 4 Smartphone 2 Accessories 3 Phone case 3 S5 replacement part 1	<u>Bag 4</u> Flashlight 3 Plug 9 Fish hook 1	<u>Bag 5</u> Flashlight 10 Accessories 2 Mobile access 2 Stationery 2 Phone case 6 Cable 3 Camera acc 1 Mp3 player 1 Hardware acc 1 Plastic shell 1
<u>Bag 6</u> Plug 4 boxes Fish hooks 7 boxes	<u>Bag 7</u> Camera accessories 2 Car accessories 4 Case 5 Bluetooth audio 2 Plastic shell 2 Speaker 2 Laptop adapter 2	<u>Bag 8</u> Flashlight 2 Computer accessories 6 Plug 6 Plastic case 1 Smartphone 2 Fish hook 2 <u>Servey</u> accessories 1 Mouse accessories 1	<u>Bag 9</u> Flashlight 8 Smartphone 2 Notebook stand 3 Accessories 3 Hardware acc 2 Cable 2 Plug 3 Camera acc 2 Phone case 1 Stationery 2 Electronic part 1 6S replacement part 1 Telescope 1 Mp3 player 2	<u>Bag 10</u> Flashlight 5 Camera acc 5 Survey acc 2 Plug 2 Cable 4 Laptop adapter 1 Data cable 1 Mouse 2 Speaker 1 Notebook stand 1

Bag 7, box content description "Car accessories"



Bag nr 7 seems to contain larger batteries as per below x-ray, therefore some of the boxes were opened as well.



Seen daily...



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you name it, we fly it!

Permissible DGR in the mail

- UN3373 Infectious substances/Patient Specimens
- UN2910 / UN2911 Radioactive material in excepted package
- UN3481 Lithium Ion batteries meeting the provision of Section 2 of Packing instruction 967
- UN3491 Lithium Metal batteries meeting the provision of Section 2 of Packing instruction 970



No more than four cells or two batteries may be mailed in any single package



No LIBAT markings should appear on any Mail Bag/receptacles (see P.I. 967 section 2)



Mail Safety Programs

02

Mail Safety Programs

- Training
- Acceptance Program
- Supervision by the NAA
- Risk assessment as per Annex 6 of ICAO Convention on International Civil Aviation chapter 15
- Risk assessment, trend analysis & transparency



Training Program & Screening & Sensitization

03

Training Program

- All categories of personnel shall receive training commensurate with its function/responsibilities on dangerous goods to ensure noncompliant lithium batteries and other dangerous goods are not accepted to be carried in airmail, in alignment with Table 1-4 of the ICAO Technical Instructions (Table 1.5.A of the DGR).

<u>Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum</u>	<u>Designated Postal Operators</u>		
	<u>A</u>	<u>B</u>	<u>C</u>
<u>General philosophy</u>	x	x	x
<u>Limitations</u>	x	x	x
<u>General requirements for shippers</u>	x		
<u>Classification</u>	x		
<u>List of dangerous goods</u>	x		
<u>Packing requirements</u>	x		
<u>Labelling and marking</u>	x	x	x
<u>Dangerous goods transport document and other relevant documentation</u>	x	x	
<u>Acceptance of the dangerous goods listed in 1.2.3.2</u>	x		
<u>Recognition of undeclared dangerous goods</u>	x	x	x
<u>Storage and loading procedures</u>			x
<u>Provisions for passengers and crew</u>	x	x	x
<u>Emergency procedures</u>	x	x	x

KEY

- A — Staff of designated postal operators involved in accepting mail containing dangerous goods
B — Staff of designated postal operators involved in processing mail (other than dangerous goods)
C — Staff of designated postal operators involved in the handling, storage and loading of mail

But who will train them?



Dropping their mail into these ones



Screening requirement

In addition to the requirements above, screening staff must be trained in accordance with the IATA Category 12 training.

As a minimum, personnel should be familiar with following aspects on transport of dangerous goods by air, depending on the category.	Shippers and packers		Freight forwarders			Operators and ground handling agents						Security screeners
	1	2	3	4	5	6	7	8	9	10	11	12
General philosophy	X	X	X	X	X	X	X	X	X	X	X	X
Limitations	X		X	X	X	X	X	X	X	X	X	X
General requirements for shippers	X		X			X						
Classification	X	X	X			X						X
List of dangerous goods	X	X	X			X				X		
General packing requirements	X	X	X			X						
Packing instructions	X	X	X			X						
Labelling and marking	X	X	X	X	X	X	X	X	X	X	X	X
Shipper's Declaration and other relevant documentation	X		X	X		X	X					
Acceptance procedures						X						
Recognition of undeclared dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X
Storage and loading procedures					X	X		X		X		
Pilots' notification (NOTOC)						X		X		X		
Provisions for passengers and crew	X	X	X	X	X	X	X	X	X	X	X	X
Emergency procedures	X	X	X	X	X	X	X	X	X	X	X	X



X-rays are Security tools: aim at finding bombs & weapons in boxes!

REMINDER!

- The smaller the recipient, the more effective a screening is!
- Therefore, screening at the airport, after consolidation, is greatly reducing screening capabilities...too late!
- DPO are encouraged to proceed to screening at parcels levels: automated tools available on the market with successful implementation by some DPOs

- Warning posters about dangerous goods allowed in mail at postal facilities (official and contracted offices)
- Customer briefings by postal representatives
- Warning information to customers on DPO websites
- Other types of notices to customers such as mailed warnings, advertisements, etc



cargolux
you name it, we fly it!

Inform the customer (B2B)

- Providing informational pamphlets or brochures on dangerous goods to customers on a periodic basis.
- On-going training efforts by the DPO to inform each customer of acceptable or prohibited, dangerous goods in the mail.
- Information regarding penalties for account holders who improperly ship dangerous goods.
- Inclusion of clauses in contracts with account customers regarding dangerous goods not permitted in the mail



Examples of contract wording available in the guidelines!

04



The role of the NAA

As underlined in the regulations, DPO are under direct supervision of their NAA

- Strong demand for harmonization and standardization of oversight programs! (some accept Libat, some don't...which raises questions!)
- The NAA shall develop and enforce audits on a regular basis, compile reports received by airlines and take action when dangerous goods or other prohibited items are discovered in airmail.
- Annex 6 of ICAO Convention on International Civil Aviation chapter 15: *The State of the operator shall ensure that the operator establishes policy and procedures for that purpose which include the conduct of a specific safety risk assessment on the transport of items in the cargo compartment.*
- The term “items” includes Mail and this risk assessment shall include the safety of the complete supply chain for items to be transported



Requires transparency and collaboration to fulfil this new requirement!



CONCLUSION

05

Conclusion

- Security and Safety are two very different concepts that require different approaches
- The rise of Ecommerce has changed the business model of Mail transportation tremendously over the past decade. But did we adapt our security and safety models?
- “We do not accept Dangerous Goods”

 **How ?**

- The Mail Safety Guidelines aim at enhancing the safety **of all** by promoting a multilateral approach within the entire supply chain

IATA-UPU WEBINAR

Postal Airwaybill Number



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OPERATIONS

Presented by

Héctor Martín Arias

Senior Manager Network Integration

5 pages

19/09/2021

A few key dates

- February 2006: First Future of mail by Air meeting
 - The first process mapping exercises between mail and cargo (and their systems) are drafted
 - The need for the inclusion of PAWB in the postal EDI message standard is identified
 - The procedure to include the element in the standards starts
- October 2007: CARDIT/RESBIT M39 UPU standard upgraded to accommodate for the corresponding data element in CARDIT
- 2008: Special handling code “MAL” associated with mail product, is introduced by IATA as part of the available codes. Successful pilot testing (inclusion in CARDIT and RESBIT) with one post and one airline
- 2014: Process design proposal by IPC to address regulatory requirements (EAD). Pilot by IPC of booking process by using PAWB
- 2018-19: Several carriers report ad-hoc use of PAWB within their systems, with/without notifying the posts about it
- 2019: IPC's FOMBA Engage workgroup on PAWB is created, aiming at standardizing the process to assign and interpret PAWB within the postal EDI messages

POSTAL AIRWAYBILL NUMBER (PAWB)

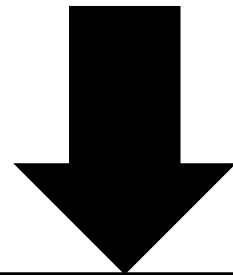
Why it was introduced

Postal operator view

- Receptacle-level tracking essential
- Only some hours notice possible
- Accounting should work on electronic data
- **Carriers should change their systems**

Carrier view

- Mail should be treated like cargo in carrier systems
- Space should be booked well in advance
- Accounting should work on electronic data
- **Posts should change their systems**



Use of PAWB to allow for systems alignment and process optimization

Potential identified benefits

The use of the PAWB number as an element of the EDI messages exchanged between a post and a carrier opens the possibility of obtaining both direct and indirect benefits for both parties:

- The ability to use cargo booking systems can help guarantee capacity on the desired flights
- The carrier can have more flexibility to offer ad-hoc routing arrangements in case of need
- Existing manifesting and filing processes already used for cargo can be extended to mail products, facilitating and accelerating the procedures (advanced electronic declaration, eCSD, etc.)
- Enhanced tracking can be provided, with potential data capture points already existing for cargo being used to track mail consignments
- Seamless interline communication to avoid missed connections
- Invoicing processes at AWB level can be applied to mail consignments, allowing for internal synergies at the carrier level and expedited invoicing and payment processes

How to implement it

Once the potential added value of it is assessed, several elements need to be considered when envisaging the implementation of the PAWB number:

- How to manage PAWB number ranges (posts to manage? Airlines to manage? Centrally managed by third party?)
- Which postal EDI message will be used to convey it in the first place (CARDIT? RESDIT? Alternative assignment method?)
- Which business rules will be implemented to process and manage the PAWB numbers in the different systems? (e.g. conversion rules, link PAWB-Consignment-Receptacles, etc.)
- Which business rules should be considered for different operational scenarios? (transshipment, par shipments, etc.)

→ PANEL DISCUSSION WITH EXPERT GUESTS

ELECTRONIC ADVANCE DATA (EAD)

Proposal on process

Rationale:

- *ICS2.0 release 2 goes into effect March 2023*
- *Likely other countries to follow*
- *Have a common process to handle late referrals between DO and carriers*

Authors:

*Wijnand Aalberts – PostNL
Bernard Heuzeveldt - KLM*



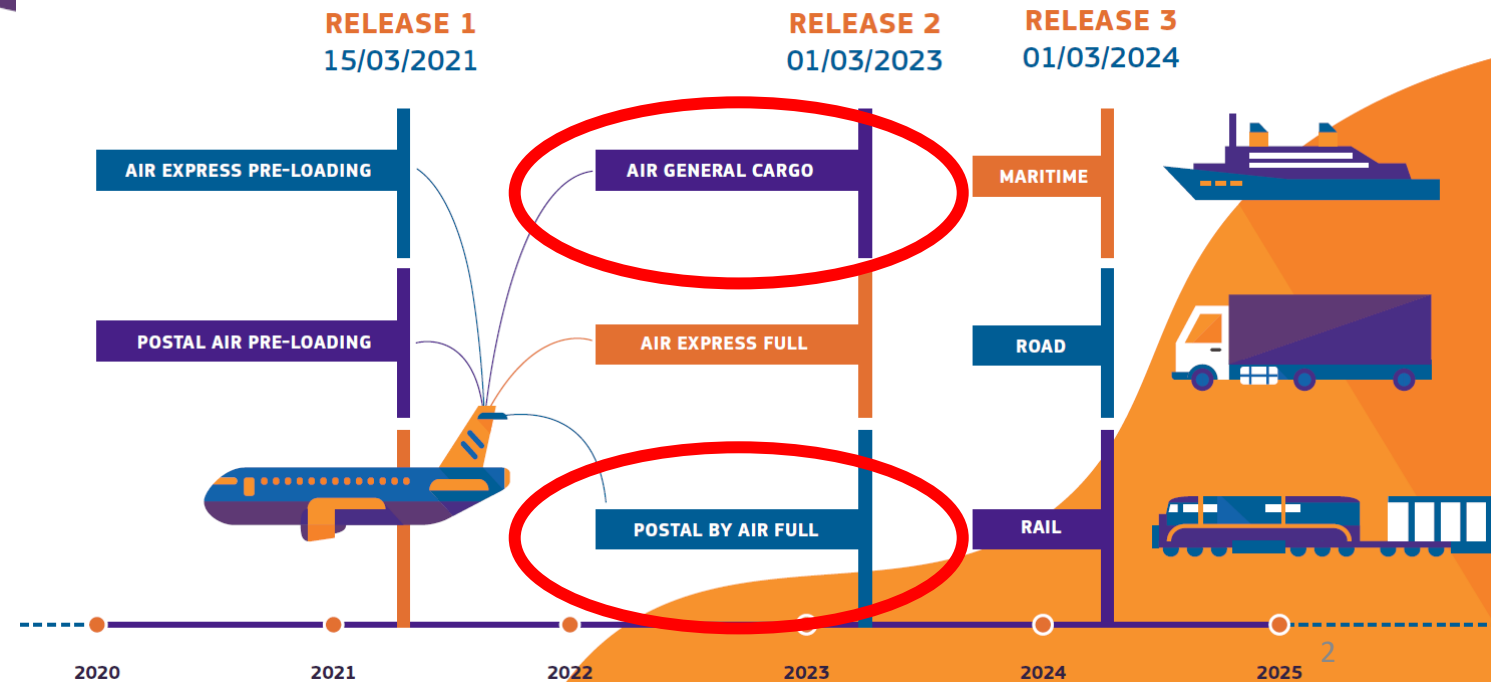
Are you ready for

ICS2?

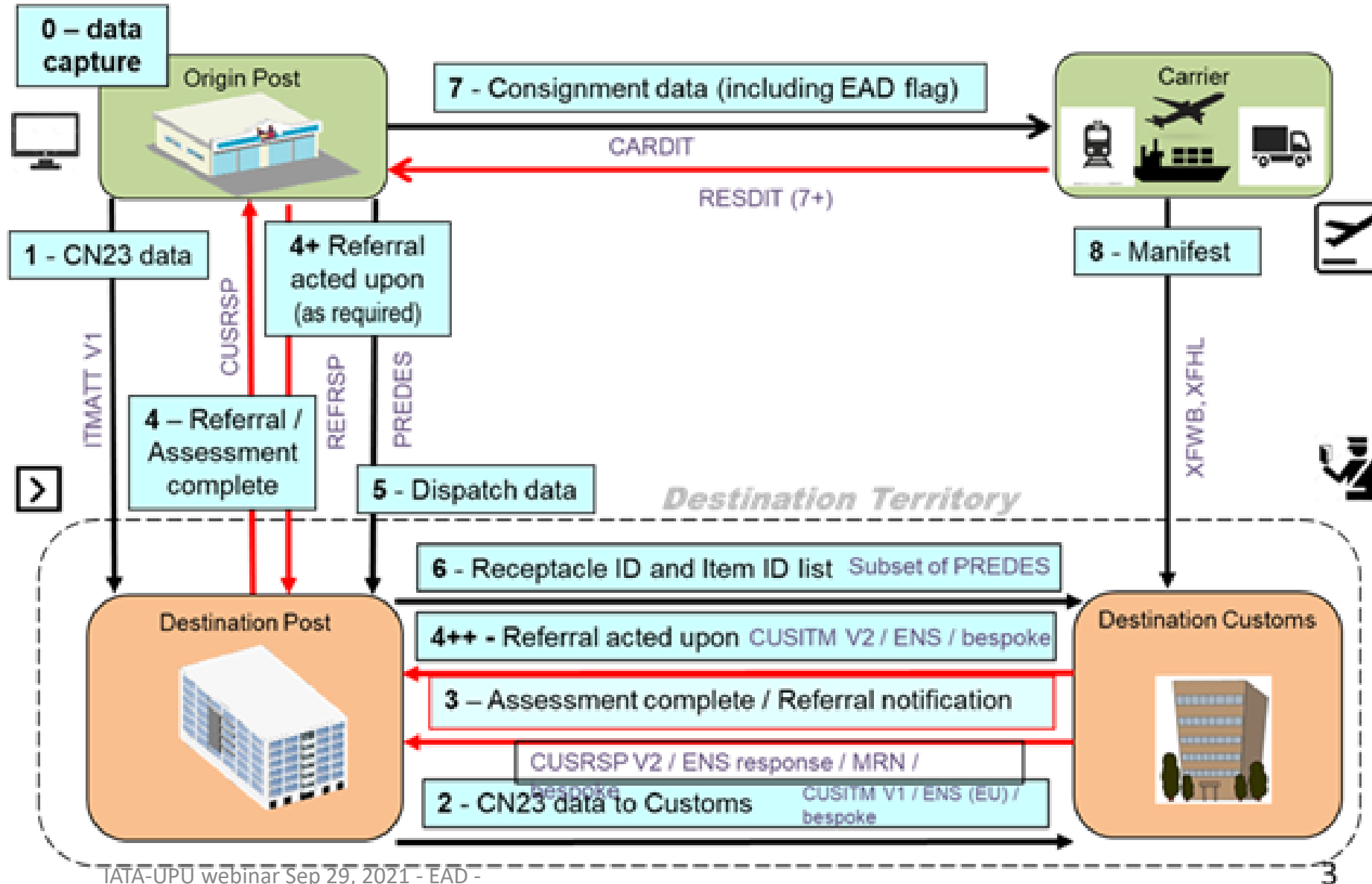
ImportControlSystem2



March 2023
Late referrals
process
proposal



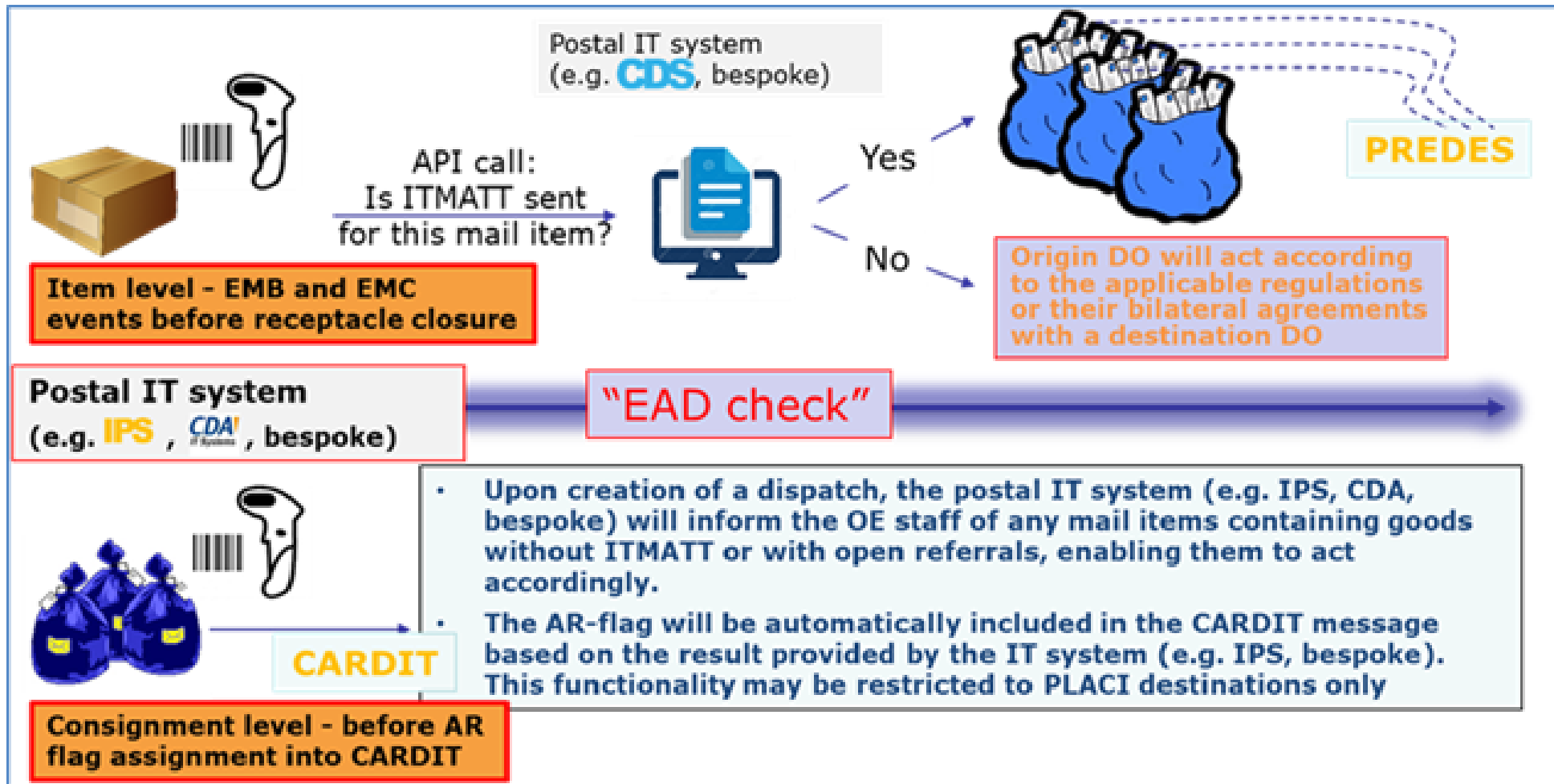
Postal Global Model



Between origin post, destination post and destination Authority information on item level is exchanged resulting in either an item allowed to be transported or not transported.

When it is not allowed to be transported the item will not be handed over to the carrier.

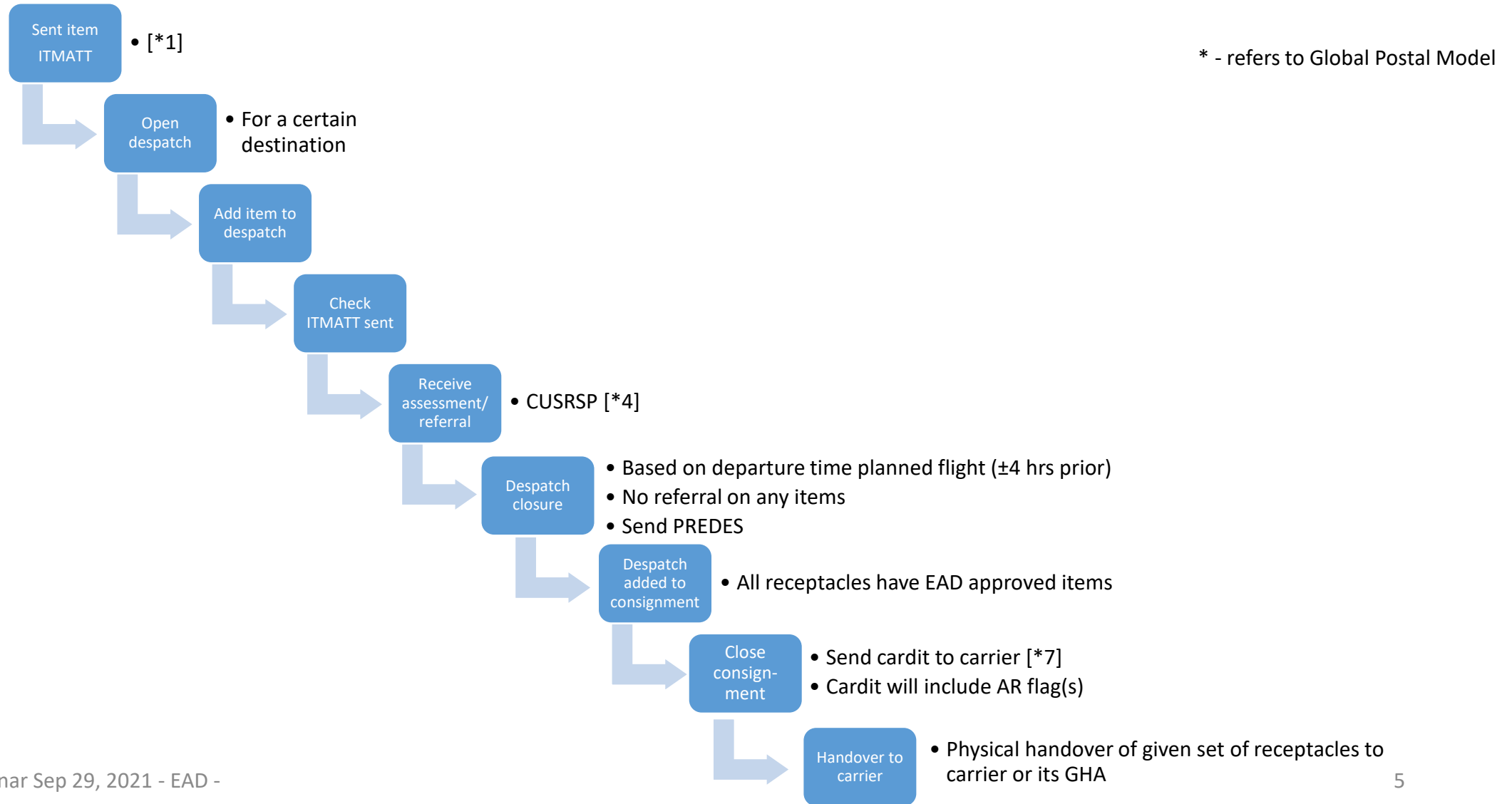
EAD before handover to carrier



At certain points in the origin Post process EAD check will be done to assure only allowed items will fly.

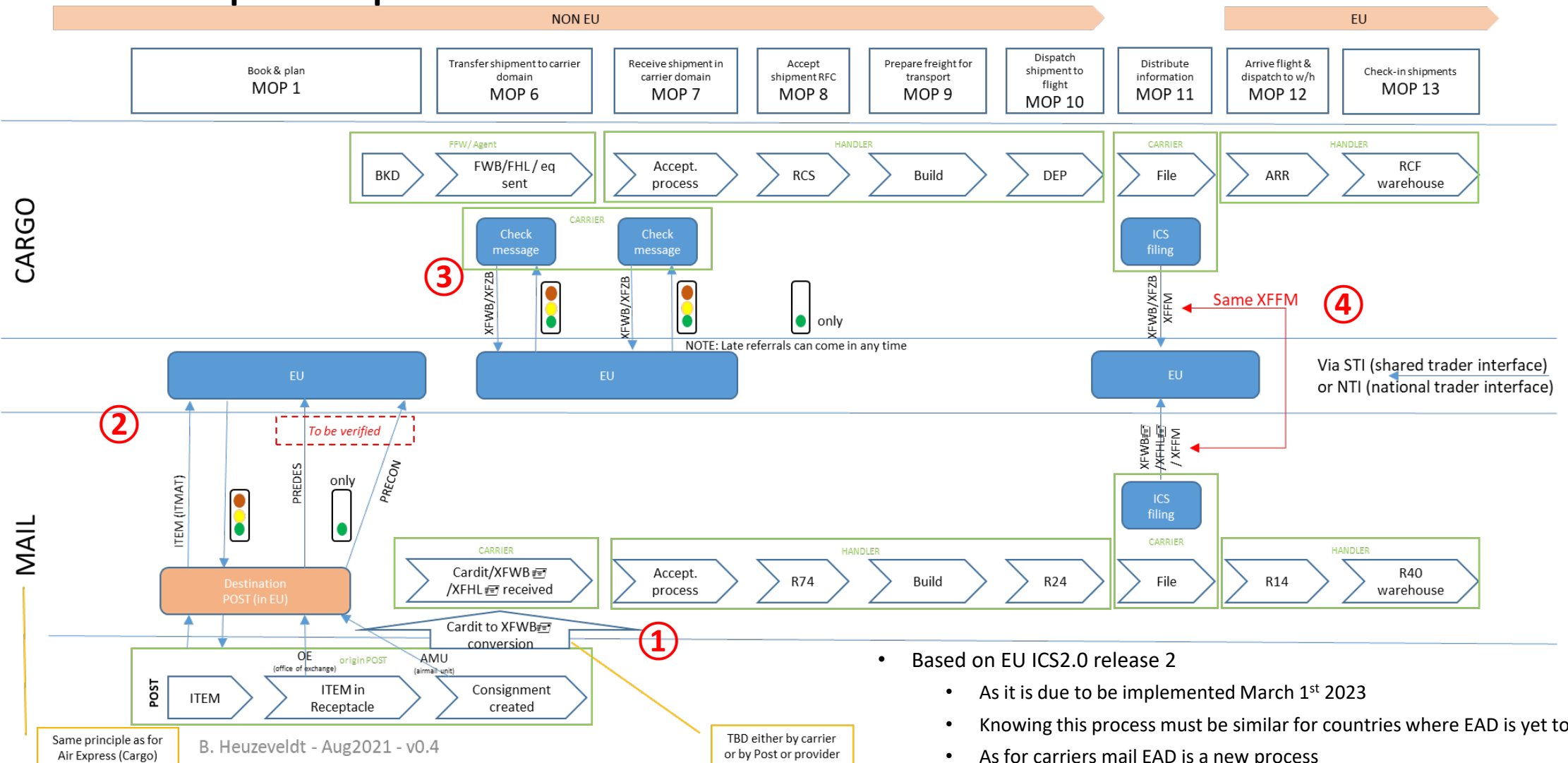
Currently expert groups are to determine how advise on how transit/transshipment/transfer regulators that enforce EAD can be part of the EAD process (e.g. *NON EU receptacle has NON EU destination but is transported via EU*)

Happy path - flow ITMATT approved



High level process from Carrier perspective

- **Overview of the total process**
 - Including EAD (Electronic Advanced Data)
 - Also including PLACI (Pre-loading Advance Cargo Information)
 - to show similarities and differences between Cargo and Mail



- Based on EU ICS2.0 release 2
 - As it is due to be implemented March 1st 2023
 - Knowing this process must be similar for countries where EAD is yet to come
 - As for carriers mail EAD is a new process

Business processes and applicable messaging

- Conversion
 - ICS (import) filing
 - (track&trace potential)
- Business process after handover
 - Next slides

Responses (approved and Referrals) starting points (1/2)

* - refers to Global Postal Model

- Response
 - A response is an answer to an ITMATT [1*] or an Origin DO's answer to a referral
 - Due to the nature of Airmail process, responses to item approval request:
 - must always be given by destination regulator and relayed by destination post
 - received by the requesting DO (via destination DO)
 - In a timely matter not to frustrate the process
 - Discussion point between carriers and Posts:
 - No shared vision on inclusion of AR flag – see Discussion point later in presentation

Responses (approved and Referrals) starting points (2/2)

* - refers to Global Postal Model

- Response
 - Referrals
 - Are responses [*4] that require (direct) attention – RFI/ RFS/ DNL
 - Speedy back and forth communication channel between origin post, destination post and destination regulator must exist to answer [*4+, 4] to referrals.
 - Late referrals are referrals that are received by the origin DO after handover to carrier
 - There must be case teams at origin to handle referrals that are DNL or referrals on receptacles that are too far in the process.
 - Discussion point between carriers and Posts (work in progress):
 - No shared vision on term 'late referral' – see Discussion point later in presentation
 - See next pages

Referrals

* - refers to Global Postal Model

- Three types [*4]
 - DNL (Do Not Load)
 - RFS (Request For Screening)
 - RFI (Request For Information)
- When late
 - For these cases there must be an agreed protocol between origin Post and carrier
 - Post and carrier processes must have an exception handling process in place
 - DNL process will be related to existing Cargo DNL process

* - refers to Global Postal Model

Late referrals – Mail already in carrier domain

* - refers to Global Postal Model

In case of RFI [*4]

- Origin DO contacts destination DO destination who in its turn contacts destination authority and acknowledges the receipt of RFI [*4] and provides additional information
- If RFI solved
 - Destination authority sends response (EAD approved)
 - Carrier does not need to be contacted if solved in short time (to be defined)
 - No new cardit is required as the referral is on item level
- If RFI not resolved or requires more that (to be defined) short time
 - Contact carrier with receptacle ID
 - Request offload of receptacle
 - Taken into account where in the process the receptacle currently is
 - If receptacle already in flight then notify destination authority and discuss specific situation
 - Return receptacle to origin DO
 - Send 'new' cardit to carrier, remove / rectify XFFM/ XFHL and update related system (both carrier and origin DO)

Late referrals – Mail already in carrier domain

* - refers to Global Postal Model

In case of RFS [*4]

- Origin DO contacts carrier immediately
- Origin DO contacts via destination post the destination regulator to acknowledge RFS and inform about result of additional screening [*4+]
- If receptacle in manageable position and in time (both subjective and to be discussed)
 - Rescreen the receptacle
 - Give result to origin DO
 - Origin DO to inform destination DO who informs destination authority with result
 - If destination regulator approves
 - Origin DO to receive EAD approval
 - Receptacle can be transported
 - If destination regulator does not approve
 - Send 'new' cardit, remove / rectify XFFM/ XFHL and update related system (both carrier and origin DO) where applicable
- If receptacle not in manageable position and in time (both subjective and to be discussed) or departed
 - Contact specific case team to resolve the issue

Late referrals – Mail already in carrier domain

* - refers to Global Postal Model

In case of DNL [*4]

- Origin DO contacts carrier immediately
- Carrier/ GHA goes into DNL protocol
- Origin DO inform destination DO who informs destination regulator to acknowledge DNL
- Contact specific case team to resolve the issue

Discussion point – later referral

Work in progress

- Post and carrier differ on ‘late referral’
- Post have commitment to the customer and when authorities of receiving countries do not do their assessments in time and no referral is received before a to be determined expected response time, the post will be on transport with the AR flag in the cardit. If a referral is received after handover to the carrier then the ‘late referral’ process kicks in. The origin post have done their security checks so no direct safety issue for the carrier.
WCO/ ICAO guidelines: ‘If no referral then mail keeps moving’ and ‘assessment complete’ is optional.
- Carrier:
 - If a country requires EAD it MUST give a response on an ITMATT within reasonable time. Must be one of: referral, assessment complete or assessment in progress.
 - Receptacles with assessment complete can be handed over to the carrier
 - We, as carriers, know exactly from which country a response is required (as it is already done for Cargo)
 - As PLACI as well as EAD is a pre-loading advice and approval (‘assessment complete’ before loading is needed)
 - A Post should only set an AR flag for that specific EAD regulator for which it is required by law for that country
 - A Post should only handover shipment when assessment complete is received for EAD enforcing country
 - Therefore a late referral cannot exist when post is in carrier domain.
 - What can exist is revised referral when e.g. a route has changed or destination country recall their ‘assessment complete’ due to new information (exceptional case)

Discussion points – Miscellaneous

Work in progress

- What to do when routing of receptacles touches more than one EAD requiring country.
 - Where destination country sends 'assessment complete' while 'via' country sends referral
 - AR flag(s) in transit/transshipment/ transfer - How would origin post know the routing of an ITEM when sending ITMATT
- How is communication done when contacting carrier is not the operational carrier
 - Carrier A has contract with post and carrier B transports mail on (part of) route
- Expectations from ICS2.0 vs future authorities
 - Responses to EAD requests

Thank you for your attention





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29 September 2021



Key electronic advance data EAD milestones for Posts (Designated Postal Operators)

New legislation

US - Stop Act - 70% of all incoming items containing goods by 31 Dec 2018 and 100% by 1 Jan 2021
Changes to UPU Regulations (article 8)
EU - ICS2, ...

S9/S10 linking

S9/S10 linking (nested PREDES) will be required for all items (including non-tracked letter-post items containing goods)

Mandatory ITMATT

Mandatory ITMATT for all postal items containing goods

PLACI - ICS-2 R1 (pre-departure)

EU Post at destination. Pre-loading item-receptacle level info needed for ICS2 (flows 1-7 of EAD model - pre-departure data sent by the origin Post, and relayed to ICS-2 by EU Post at destination)

CARDIT conversion

CARDIT message must be converted to the cargo message XFWB and XFHL before filing to the Customs (F42) from 2023

PLACI - ICS-2 R2 (pre-arrival)

Pre-arrival consignment level, for ICS2 from 2023 for air mail and from 2024 for rail, maritime and road (flow 8 of EAD model - pre-arrival data sent by carriers)

Today, S10, S9-S10 (PREDES), CN22/CN23/CP72

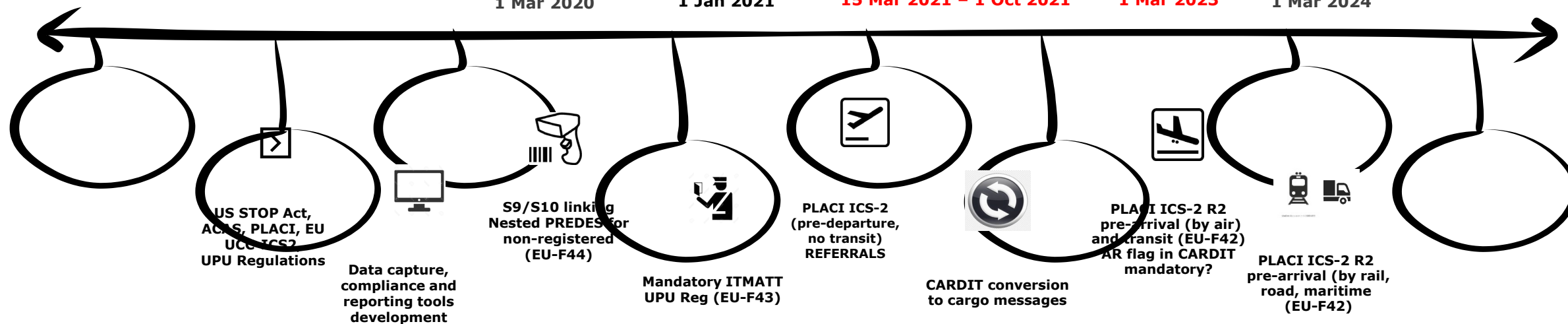
1 Mar 2020

1 Jan 2021

15 Mar 2021 – 1 Oct 2021

1 Mar 2023

1 Mar 2024



2021: ITMATT, PREDES, ITMREF-REFRSP, 2021->2023 :
CARDIT AR FLAG, PAPERLESS TRANSPORT



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Who is involved in EAD (Global postal model) implementation



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ICAO



WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES





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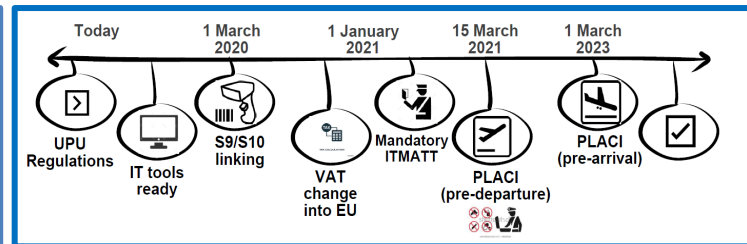
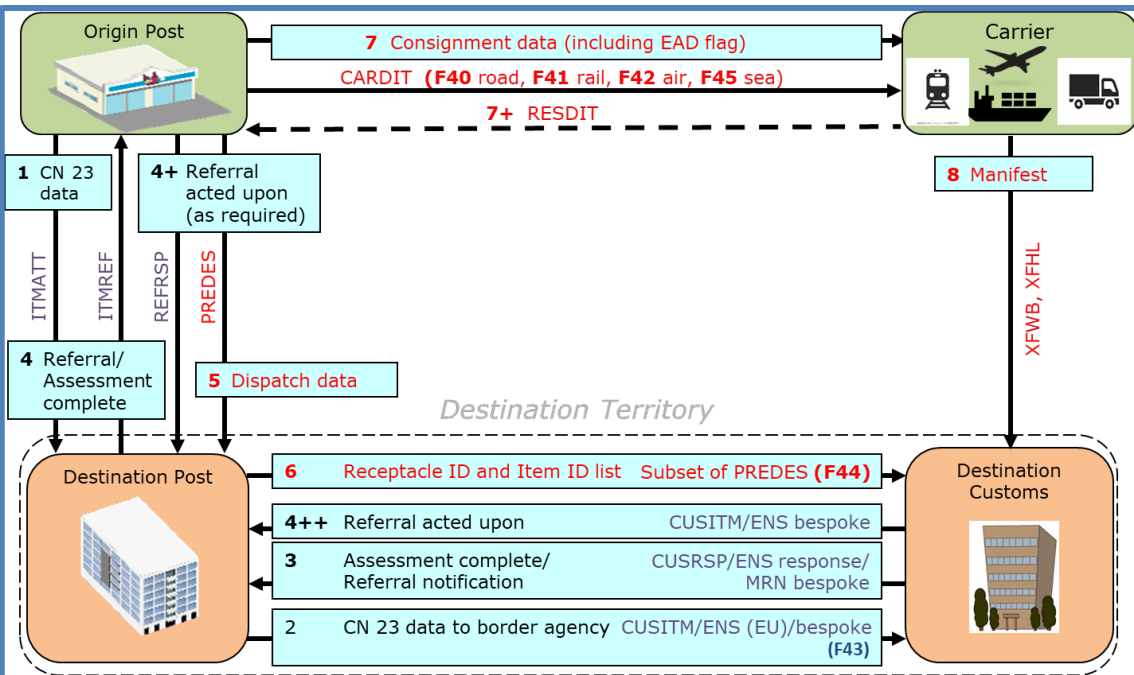
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Electronic Advanced Data (EAD) – key challenge (and next webinar ???)



Global Postal Model is seen as the enabler for supply chain stakeholders (Carriers, Customs, Border agencies and Posts) to meet all latest regulatory requirements in harmonized way

Next webinar(s) EAD topics:

AR flag implementation

EAD check API

CARDIT conversion

EAD Compliance

Paper free transport, accounting....

