

## IATA–UPU–ICAO webinar – Questions and answers

	Questions	Answers
1	Can you share the UPU POC matrix, as it would be useful for all in reaching out and having questions answered?	Key contacts are available at <a href="http://www.upu.int">www.upu.int</a> . For questions related to the supply chain (transport, customs, security, EAD, etc.), please contact <a href="mailto:jan.bojnansky@upu.int">jan.bojnansky@upu.int</a> .
2	Has ICAO developed or is it considering developing a policy/guidelines on the security of airmail delivered by unmanned aircraft systems (UASs)?	We have an extensive programme on remotely piloted aircraft systems and UASs, including safety, security, and protection of critical infrastructure from malicious UASs. Currently, there are no specific guidelines developed by ICAO, but we are working closely with States to ensure smooth information exchange.
3	Will the webinar recording be shared?	The recordings and presentation materials will be uploaded to the IATA and UPU web pages. You can find all relevant materials (including previous webinars) at: <a href="https://www.upu.int/en/postal-solutions/programmes-services/postal-supply-chain/transport#iata-upu:-cooperation-and-publications">https://www.upu.int/en/postal-solutions/programmes-services/postal-supply-chain/transport#iata-upu:-cooperation-and-publications</a> . ICAO will also provide cross-references to the IATA and UPU recordings.
4	Is there any guidance on performing oversight over designated operators (DOs)?	ICAO's supplement to Document 9284 (chapter 3) provides guidance to assist civil aviation authorities in assessing and approving procedures established by designated postal operators. For aviation security, Annex 17 requires States to detail oversight through a national quality control programme. Additional information can be found in Doc 8973 – Aviation Security Manual, and Doc 10047 – Aviation Security Oversight Manual.
5	What measures are planned to improve collaboration between civil aviation authorities (CAAs) and designated postal operators?	We organized online surveys with CAAs and Posts on both the ICAO and UPU sides. We will analyze the outcomes jointly in the second week of June and develop clear steps, meetings, guidance, training, and certification activities.
6	Are there plans to implement competency-based training and assessment for postal operators?	For aviation security, Annex 17 requires States to develop a national training policy detailing the training requirements for relevant entities. ICAO issued the first edition of the Aviation Security Training Manual (Doc 10207) this year, which includes competency-based training, assessment and certification.

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7	Can youths join ICAO or do they need to be licensed first?	ICAO, in collaboration with States and industry, is implementing the Next Generation of Aviation Professionals programme to share as many opportunities as possible. You can find opportunities relating to the Young Aviation Professionals Programme, internships and consultancy on the ICAO website.
8	Does the UPU provide support or training for postal operators getting certified?	Yes, we provide support and training. We have recruited seven regional security experts, prepared many online trainings, organized capacity-building activities, paid for dangerous goods training managed by IATA, and provided on-site visits. Contact <a href="mailto:dawn.wilkes@upu.int">dawn.wilkes@upu.int</a> for more details.
9	How can we improve the safe transportation of dangerous goods in Uganda's courier sector?	We organize special training on road safety, provide online training, and offer many guidelines focused on security, safety and dangerous goods. Visit the UPU website or e-mail <a href="mailto:dawn.wilkes@upu.int">dawn.wilkes@upu.int</a> .
10	Where can youths apply for ICAO training opportunities?	All ICAO opportunities are available on the ICAO website: <a href="https://inspira.icao.int/Careers/Home/Index">https://inspira.icao.int/Careers/Home/Index</a> Check the site regularly for frequent updates.
11	Are there guidelines for transporting radioactive products?	ICAO technical instructions contain detailed information on the transport of radioactive material, provided it complies with all applicable standards (type of radioactive material, limited quantities, markings, labels, etc.).
12	How can we ensure that mails are properly screened?	All mail handed over to air carriers must be screened and meet ICAO requirements. The Consignment Security Declaration (CSD) must be provided by a regulated agent approved by the civil aviation authority. Screening is mandatory. Exemptions are possible; refer to chapter 13 of Doc 8973 for ICAO guidance and to the national security programme of your State.
13	Are parcels under 500 grammes exempt from X-ray inspection? Does this pose a risk?	All mail on board must be X-ray validated.
14	What does “point of acceptance” mean? Is it the last point of departure or upon arrival?	It is the handover point of the shipment, when it switches from the custody of the DOs to the carrier.

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15	Are there materials on security screening relating to our current concerns? Any new directions?	Some States, regions and stakeholders, including IATA, have developed materials on security measures, such as screening. ICAO is working with these stakeholders to develop guidance in the coming months.
16	Can another method be developed to identify the exact items in a mailbag since X-rays can't capture them?	The most suitable screening method should be selected based on the nature of the item being screened. Technological enhancements and algorithms are being trialled to support the detection of improvised incendiary devices (IIDs).
17	Is there progress on the issue of States sharing security information with airlines for cargo and mail?	The reform initiative aims to consider and enhance the ability of States to share security information with accepting airlines for both cargo and mail.
18	How is the Electronic Consignment Security Declaration (eCSD) generated at consignment level?	The eCSD is generated based on the data provided in the CARDIT message. It reflects the security status of mail consignments. For each leg of the journey, the departure-location-code should match the transit points listed in CARDIT.
19	What if a user attempts to generate the eCSD at consignment level at an initial stage where mailbags should transit via one transit point but in reality transit via different transit points (e.g. M1 at DEL, M2 at DXB and M3 at CDG)? As per the UPU's eCSD guidelines on the departure-location-code for Leg 2, should the transit point mentioned in the CARDIT (i.e. BLR) be displayed in the eCSD?	The CARDIT and the information in the eCSD should correspond to each other, as the eCSD is part of the CARDIT message. Any deviation in transit should be reported by carriers via RESDIT messages.
20	Will the exemption of mail from screening be revised owing to recent incidents?	A group of experts from States, IATA and industry is working hard to collect all available information and develop the best guidance possible. This concern will be conveyed to the group. Colleagues from IATA and the UPU may have supplementary answers.
21	We are interested in screening consolidated mail.	Thank you, this is also a priority for our members.
22	Are there global statistics on dangerous goods incidents in mail?	Yes, we have global statistics on dangerous goods incidents in mail. Although the number of incidents is very low (single digits in recent years), each case is taken seriously given the potential risks.
23	In reference to your response that "Some States, regions and stakeholders, including	The threat is not specific to airmail, so the guidance will not be airmail-specific. It is being

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	IATA, have developed materials on security measures, such as screening. ICAO is working with these stakeholders to develop guidance in the coming months" – will that document be specific to airmail security measures?	developed by aviation security experts from ICAO groups, including States; the WCO; the UPU; IATA and more. The aim is to support everyone in addressing these threats.
24	How do designated postal operators ensure that frontline staff are trained in handling dangerous goods? Does the UPU monitor this?	The UPU reinforces compliance with dangerous goods regulations through security audits and assessments by its Postal Security Group, targeted technical assistance and training programmes, and operational monitoring of CARDIT/RESBIT messaging and item-level data, including dangerous goods indicators.
25	What is ICAO's view on using security screening to detect dangerous goods or lithium batteries?	Several expert groups are assessing the added value and possible consequences of using security screening to detect dangerous goods or lithium batteries. The objectives are to prevent the presence of undeclared dangerous goods and of prohibited articles. Many entities are implementing measures for both, and we need to build on this without jeopardizing either objective. Stay tuned.
26	Can you include a list of prohibited and dangerous goods in your document?	Relevant information is available at: <a href="https://www.upu.int/en/postal-solutions/programmes-services/postal-supply-chain/security">https://www.upu.int/en/postal-solutions/programmes-services/postal-supply-chain/security</a>
27	Please confirm whether referrals received from the PLACI (pre-loading advance cargo information) authority are finalized: RFI (request for information), RFS (request for screening) and DNL (do not load). Is any other referral expected to be received?	RFI, RFS and DNL are the only ones.
28	What will be a "HOLD" message for mail transporting to Import Control System 2 (ICS2)?	Only RFI/RFS/DNL
29	Will there be a message for "OK"?	The assessment complete (ASC)
30	Is the applicable regulations (AR) flag enough for carriers to consider that the mail is okay to load onto the flight, or do we still need to receive the ASC?	The AR flag is fully in line with European Commission (EC) requirements and WCO–ICAO guidelines on ICS2. The ASC is not mandatory. IATA and the UPU are discussing the ASC issue for the future, not from 1 July.
31	The fact that a deployment window can be granted to air carriers for the F43/F44 (messages expected to be sent in general by Posts) until 2 October 2023 implies that after that date, air carriers will be	Yes

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	considered by European Union (EU) Member States as non-compliant if the F43/F44 are not filed (either by the air carrier or by Posts), correct?	
32	Could you clarify the difference between transshipment and transit shipment?	For transit, the local DO is involved. For transshipment, the local DO is not involved and mail handover at the airport is managed by carrier(s).
33	Is the extension of the deployment window for any type of cargo or only airmail?	Airmail
34	Can the EU mandate that DOs send an ITMATT to carriers?	In Article 113a of the Union Customs Code Delegated Act, the following paragraph 4 is added: "4. From the date set out in accordance with the Annex to Implementing Decision (EU) 2019/2151 for the deployment of release 2 of the system referred to in Article 182(1) of Implementing Regulation (EU) 2015/2447, where the third country postal operator does not make the particulars required for the entry summary declaration of postal consignments available to a carrier who is obliged to lodge the rest of the particulars of the declaration through that system, the third country postal operator at the country of dispatch, if the goods are transhipped through the Union, shall provide those particulars to the customs office of first entry in accordance with Article 127(6) of the Code."
35	What will the solutions be for those DOs that are not connected to IPS.post?	They cannot send mail to the EU without a CARDIT that includes the AR flag, if their own bespoke system is not able transmit CARDIT with the AR flag.
36	What possible penalties will be imposed on air carriers if they fail to comply with EU ICS2 requirements, at least before 2 October?	There is no list of penalties. Each country can impose what it believes is a suitable penalty. There is no guidance here.
37	Bhutan uses IPS.post and CDS.post. Is there anything Bhutan needs to do to comply with the ICS2 and EAD requirements? Please share the contact points for further assistance and clarification.	You are well prepared with IPS.post and CDS.post. We will only have to help you configure the AR flag in the CARDIT (we cannot fully automate this configuration, but some user guides are available). You can contact the Postal Technology Centre.
38	Regarding the type of person, how will consumer items be differentiated from	The "type of person" can be derived from the "nature of transaction".

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	commercial items if no type of person is provided?	
39	How are details of the CARDIT shared with EU Customs? Is it supported in ICS2?	CARDIT is a message between the origin Post and carrier. Carriers will use it for their F42 filing to Customs.
40	Postal operators may be granted a deployment window until 2 October 2023 for the filing of the F43 and F44?	Yes
41	How do we get an Economic Operators Registration and Identification (EORI) number?	You need to register with one of the EU Member States' customs authorities if you are not established in the EU. For more information: <a href="https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export-0/customs-procedures/economic-operators-registration-and-identification-number-eori_en">https://taxation-customs.ec.europa.eu/customs-4/customs-procedures-import-and-export-0/customs-procedures/economic-operators-registration-and-identification-number-eori_en</a>
42	Can you confirm that if mail is travelling from one EU DO to another EU DO, but transiting through a customs-controlled bond in the UK, it must adhere to ICS2 requirements?	All mail entering the EU, regardless of whether directly or transiting via the UK, must meet ICS2 Release 2 requirements.
43	Postal operators may be granted a deployment window until 2 October 2023 for the filing of the F43 and F44. Does that mean air carriers may also be granted a deployment window until October 2023 for the filing of the F42 and arrival notification? Because as an air carrier, we understand that we are required to convert the postal air waybill (PAWB) from CARDIT information to submit the F42.	Carriers are required to start filing as of 1 July.
44	What are the latest response times for PLACI data for mail? At our last meeting in Istanbul, it was stated that the Post is receiving "assessment complete" (ASC) between 4 hours to 24 hours; hence the origin Post did not want to wait for ASC messages. Any improvements here so that airlines can be sure that we only receive mail that has ASC confirmed?	Times are improving. We will monitor and, together with IATA, decide on the next steps as agreed in Istanbul.
45	The CARDIT message makes it possible to signal whether the ASC has been received, but it doesn't make it possible to state for which customs authority the ASC was given. What is the intent for the carrier to validate that it was the EU ASC and not, for example,	One of the AR flag data elements (part of the CARDIT) is clearly mentioning the customs authority and country reference ID.

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	ASC in the case of a shipment travelling from Latam via the US to the EU?	
46	Carriers are also starting to request that Posts send them the AR flag for transit items through EU States. Will our mail be stopped from loading in July/October if we cannot send the AR flag for transit mail?	IATA is discussing this exact question right now with the EU Member States and is hoping for a unified, harmonized response soon.
47	We are EMS post. Sometimes we accept items from customers, and in half an hour, we send the items to the airport for transfer to the airlines. How quickly will we receive RFIs, RFSs or DNLs from destination EU Posts?	It should be within a few minutes, but for some items in some countries, it could be more than two hours.
48	Are the presentation notification (PN) and temporary storage declaration (TSD) required for the PAWB?	The PAWB number is required to convert CARDIT into XFWB and XFHL for carrier filing.
49	Are Posts expected to wait for the ASC (given that it is not mandatory for Posts to receive the ASC), or can Posts send the AR as long as there is no open referral?	An AR means that the postal operator has filed the necessary information (ITMATT and PREDES). They will then assign the AR flag in CARDIT, but it does not mean “assessment complete” (ASC). A carrier can request an ASC in addition to the AR flag for security assessment. AR only means filing done and no open referral. It does not mean that it has been assessed. It is the carrier’s decision as to whether to request an ASC.
50	In Lufthansa’s presentation, it says one receptacle = one HAWB. But that is not correct. Isn’t it one CARDIT = one FWB and all underlying receptacles will be on one FHL?	One CARDIT = One XFWB One CARDIT = One XFHL (list of receptacles) Or you can also create one XFHL per receptacle. Both work.
51	In relation to the previous question asked regarding referrals received, you answered that only RFI (request for information), RFS (request for screening) and DNL (do not load) should be received. We also heard that other referrals, such as ERR (error) or INC (incomplete), could be sent as well, on top of RFI, RFS and DNL. Can you confirm?	Error notification is not a referral. If the filing is not valid in terms of the content and format, it will be rejected and will not be processed. Such a filing needs to be amended.
52	Who will execute the PAWB?	Carrier
53	Can we please get additional clarification regarding the EC recommendation to grant a deployment window to all EU postal operators until 2 October? This would certainly give all stakeholders the chance to	The deployment window is granted to designated postal operators upon request. And if granted, it is until 2 October 2023.

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	collect actual data where we have no historical data currently available.	
54	When will the start of filing begin?	ASAP, and 1 July at the latest.
55	Can you confirm whether mail from an EU DO destined to another EU DO that enters the EU by road can move by air without the requirement to comply with ICS2 (AR CARDIT flag)?	No need for ICS2 filing within the EU. If the goods left the EU and re-entered, then an entry summary declaration (ENS) is required. Mail by road will be subject to this requirement in Release 3. Mail by air that stops outside the EU must be covered by an ENS.
56	Is there any timeline for API support for providing CARDIT that postal operators can use that is not limited to IPS/CDS applications?	Not 100% sure of your question. The EAD Check API is not limited to IPS/CDS. It can be used by any system to help you prepare the CARDIT with the AR flag.
57	Regarding “letter exemption”, as there are many subclasses of letter (e.g. UA, UB, UC), is there a definitive list of exactly which letter subclasses are exempt from ICS2 filing?	UX/UR/UN/UL/UE/UB
58	If you could confirm whether “INCOMPLETE” can also be received (and how it differs from RFI), that would be appreciated. Thank you.	ICS2 does not send “INCOMPLETE”. If the ENS is incomplete, the ENS filing is rejected. If data is not of adequate quality, an RFI with a request to amend might be issued or additional information may need to be provided.
59	Will the UPU mandate to all postal offices that only mailbags with assessment complete (ASC) will be handed over to air carriers?	All Posts are required to send mail to the EU with CARDIT that includes the AR flag (confirmation of all EAD messages needed and no open referral coming from destination) from 1 July. The matter of ASC as mandatory before the AR flag is issued will be discussed with IATA soon. We need to see the response time from EU Customs; we cannot hamper the mail if the ASC is not coming until many hours later.
60	If Member States declare that they are ready, will it become mandatory to load mail onto the plane only when the ASC is received, or can we still load the mailbags until the end of the deployment window on 2 October?	The AR flag will be issued if all EAD messages are sent and no open referral is received from EU Customs. The ASC is not mandatory according to the WCO–ICAO guidelines on PLACI. The matter of ASC being mandatory will be discussed very soon with IATA, after monitoring the responding time (ASC) from EU Customs.
61	Could you provide some information on how we should respond when we receive FRS or DNL results? Are we receiving results via the TAXUD UUM&DS (Uniform User Management & Digital Signature) portal? Do we need to report ICS2 via the TAXUD	The UUM&DS portal is used to register your technical certificates. No, ICS2 messages are exchanged via that portal. If you are an EU postal operator or carrier, then you will receive your messages to your system if it is connected to ICS2 or via the STI–STP (Shared Trader



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	UUM&DS portal after taking required actions? Could you also provide TAXUD UUM&DS portal user guidelines? I cannot find enough information on the EU Customs website.	Interface–Shared Trader Portal) if you lodge your ENS via the STI–STP. It is difficult to answer your question without knowing the exact situation you are in.
62	Please share the airlines that are capable of complying with the ICS2 and PLACI requirement.	IATA does not monitor or enforce readiness. We only provide guidance.
63	I know about the EDI check and that we have an API for that and the referral response, but as far as I know there's no API for the CARDIT? An API would be preferred so as to not delay any consignments more than necessary.	Agreed. This is an area we are working on. Hopefully, we will manage to have all stakeholders use it. Comment from a carrier: I agree and we, as a carrier, do not deal with ITMATT messages as we cannot connect ITMATT with receptacle numbers.
64	Will the majority of postal operators be self-filers?	All Posts will transmit their CARDIT messages from their systems. In term of filing to ICS2, only EU DOs will file to ICS2 directly.
65	Is this arrangement the same after 1 July and before 2 October?	CARDIT with the AR flag is mandatory from 1 July. Some other ICS2 requirements, such as Harmonized System (HS) codes, are related to 2 October.
66	Submitting the Harmonized System (HS) code for cargo will become mandatory from 2 October, and it is also recommended to submit the EORI, although the EORI is not mandatory?	The EORI is legally mandatory where a consignee has one.
67	We have the latest versions of CDS and IPS, and we have already configured them to send all required messages (ITMATT, ITMREF/REFRSP, CARDIT with AR). Can we, right now, test to receive ITMREFs from any EU country?	Yes, of course.
68	What would be the scenario for mail from an EU DO to an EU DO via a non-EU station (airport)?	The ENS is to be lodged by the carrier and the EU DO in the re-entry Member State.
69	What would be the scenario for a non-EU carrier if mail is sent from a non-EU DO to a non-EU DO for transshipment in the EU (without unloading)?	The ENS is to be lodged by the carrier and the origin DO, or the origin DO gives the data to the carrier to lodge (feedback from the EC). No transshipment will be possible via the EU (feedback from the UPU International Bureau).
70	What would be the scenario if EU DO mail is returned after this mail leaves the EU and goes to another country (in this case, a non-EU country)? Is ICS2 still needed for returning mails?	Yes

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71	Is International Post Corporation (IPC) capable of sending the “assessment complete” to air carriers?	Feel free to contact IPC for further information: <a href="mailto:comets@ipc.be">comets@ipc.be</a>
72	Do you plan to hold a webinar on ICS2 cargo handling? That would be very helpful. We are struggling to get information from the EU.	Please get in touch with IPC for more information: <a href="mailto:comets@ipc.be">comets@ipc.be</a> There is an event at IATA dedicated to cargo on 6 and 7 June at headquarters in Geneva.
73	When you say in the IPC presentation that the Post would be able to access the data from the EAD tool to solve the issue with items not ISC2 compliant, are you speaking of the Post of origin or the Post of destination?	The origin Post has to authorize IPC, as the origin Post is the one not including the AR flag and as this is to replace that missing flag. IPC also encourages Posts not using IPS or CDS for the EAD check to use its solution.
74	Is the EAD check possible for IPS.post and CDS.post users?	Yes, please contact <a href="mailto:david.avsec@upu.int">david.avsec@upu.int</a> . IPC also has an API available that will provide an immediate reply on the status of a postal item (not only ASC or referral, but also in case the ITMATT failed owing to bad quality, for example).
75	Who is the IPS/UPU contact for carriers for the ICS2 tool?	<a href="mailto:david.avsec@upu.int">david.avsec@upu.int</a>