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
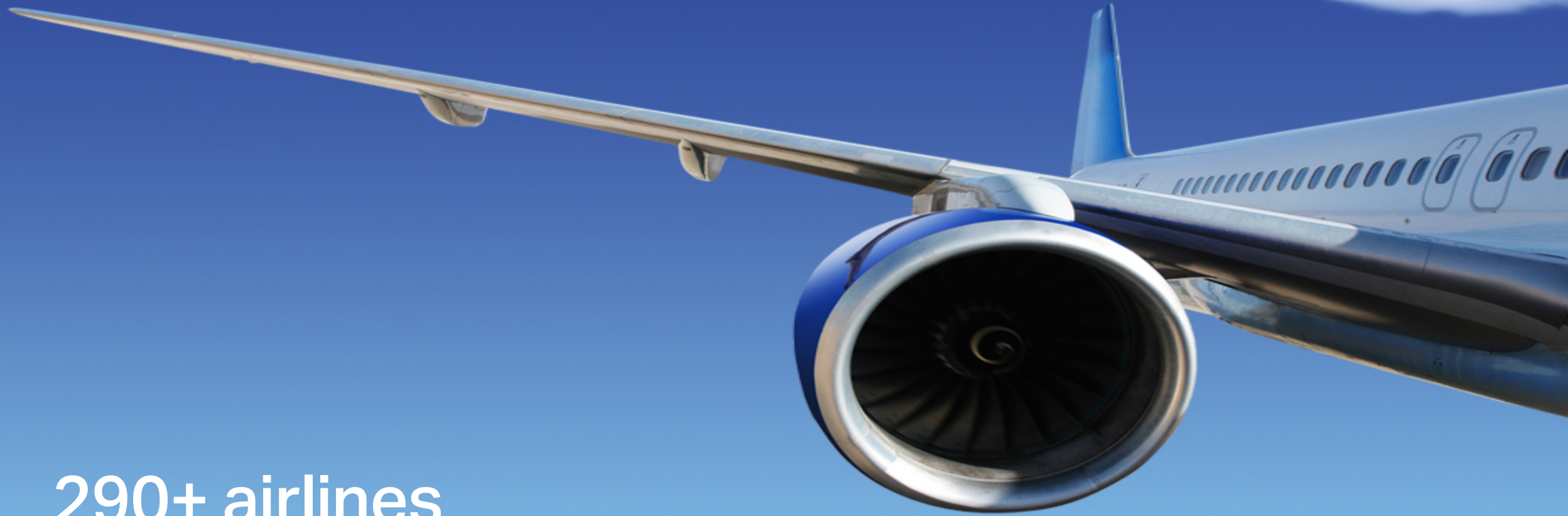
290+ airlines
83% of the world's air traffic
35% of the global trade by value

Serving the Industry

STANDARDS

ADVOCACY

SOLUTIONS

We make standards with the Industry

CSC Governance
07/05/2018
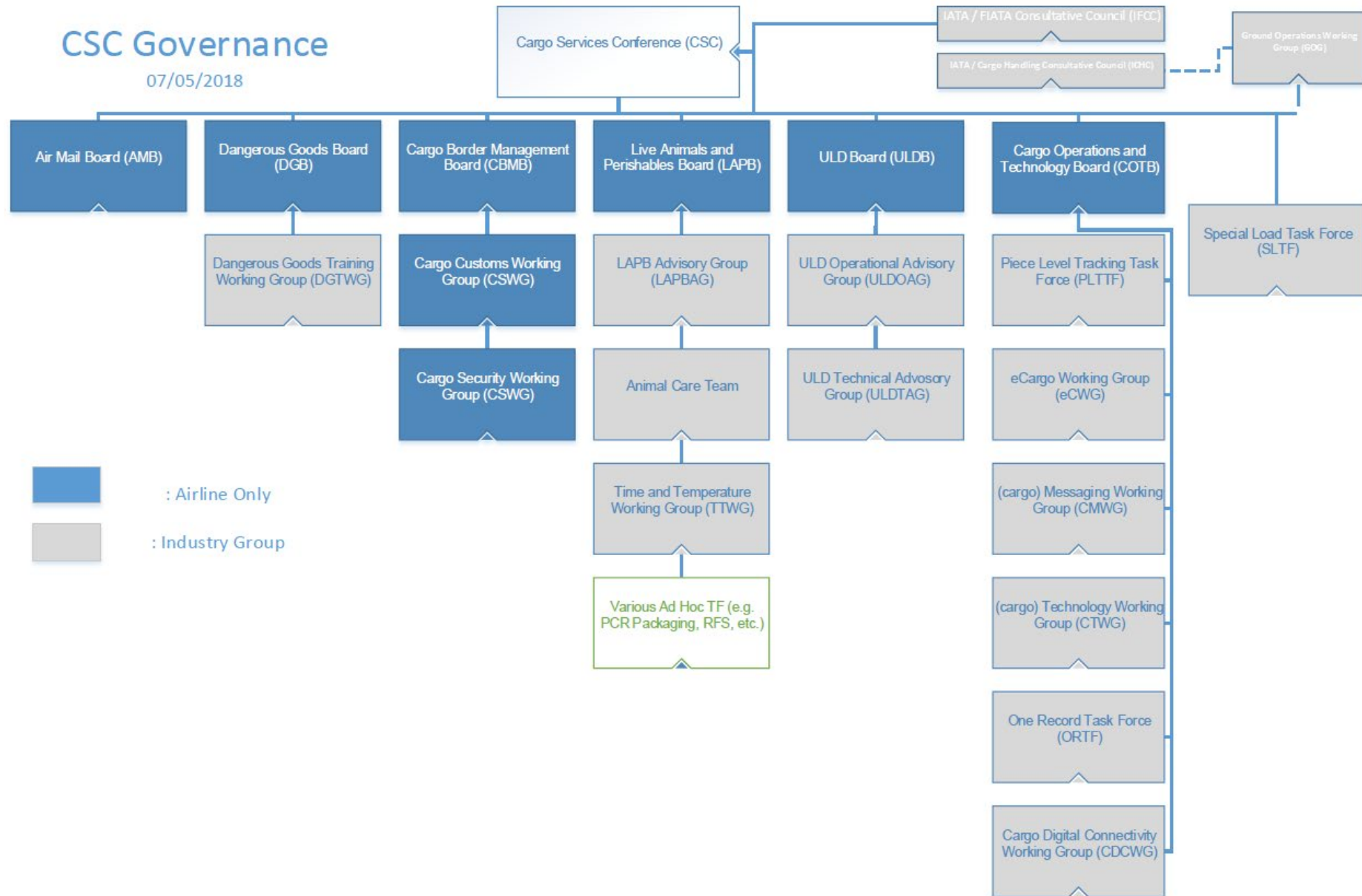
We collaborate with Industry Partners

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)**

Joint IATA and UPU webinar introduction

29 September 2021

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

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 Suply chain:

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

UNIVERSAL POSTAL UNION

Universal Postal Union
Data transfer to be mandatory. Changes to the remuneration structures.

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

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

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

GDPR. EU General Data Protection Regulations legislation.

Import Control System 2. Pre-departure data requirements for aviation security.
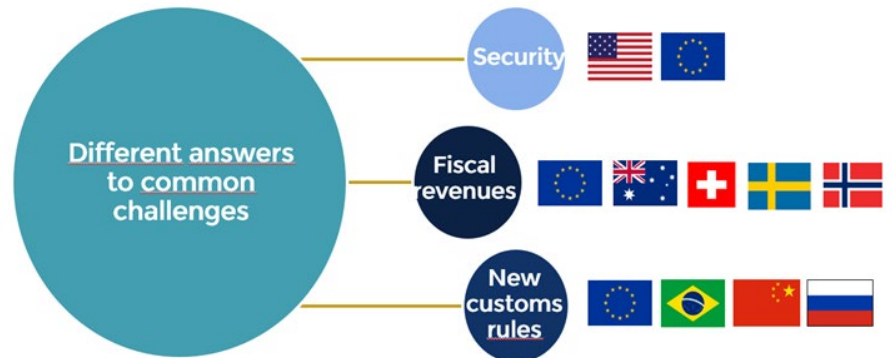
Modernising VAT. EU legislation shifting the tax liability to the sender.

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

Multiplication of new regulations worlwide

Different answers to common challenges

Security

Fiscal revenues

New customs rules

Different standards… though very similar…

EDI, handling, customs filing, security screening…

Necessity to align…

Who is involved in EAD (Global postal model) implementation

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

Mette Boisen & Silvia Chacon Ramos
29th September 2021

postnord SWISS WorldCargo

Definitions

Postal tender

Framework for a Postal Service Agreement

postnord SWISS WorldCargo

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

Preparation	Invitation	Negotiation		Implementation
Prepare documents	Send invitation letter inc. Attachments	Process replies from Carriers / Initiate negotiations	awarding	Prepare & Sign contracts / Establish followup process

Once per Tender

Once per Carrier
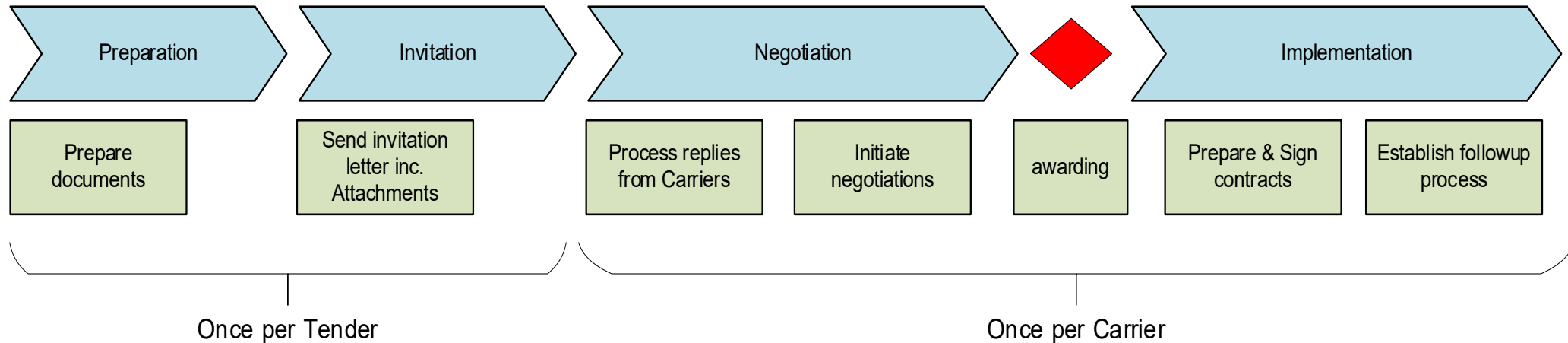
Framework for a Postal Service Agreement (FPSA)

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 than 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

postnord SWISS WorldCargo

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
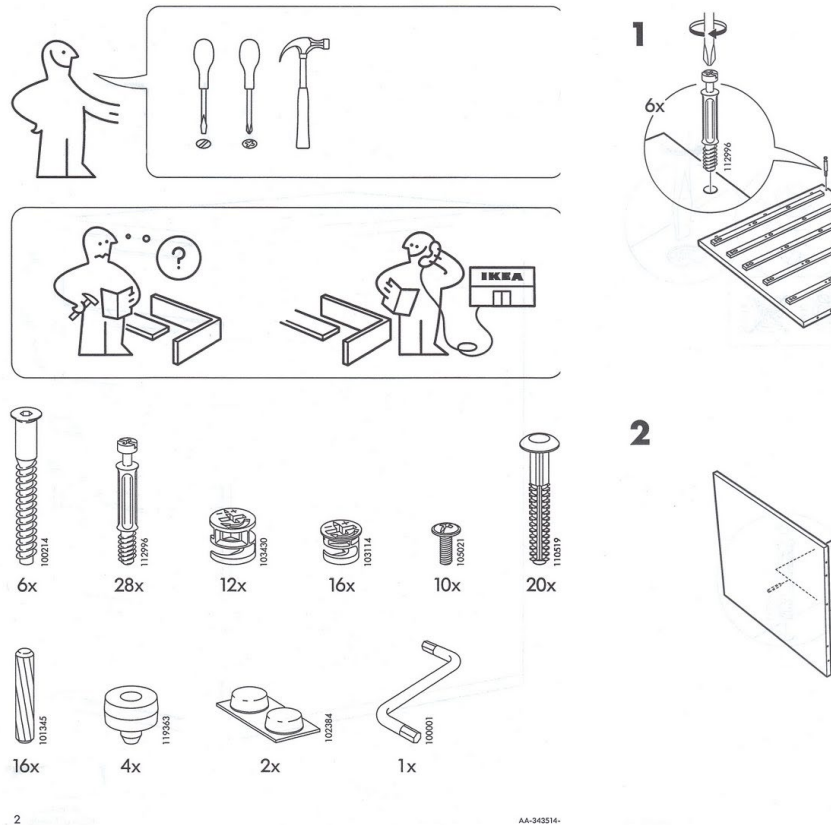
Description of a standard type of a tender process

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
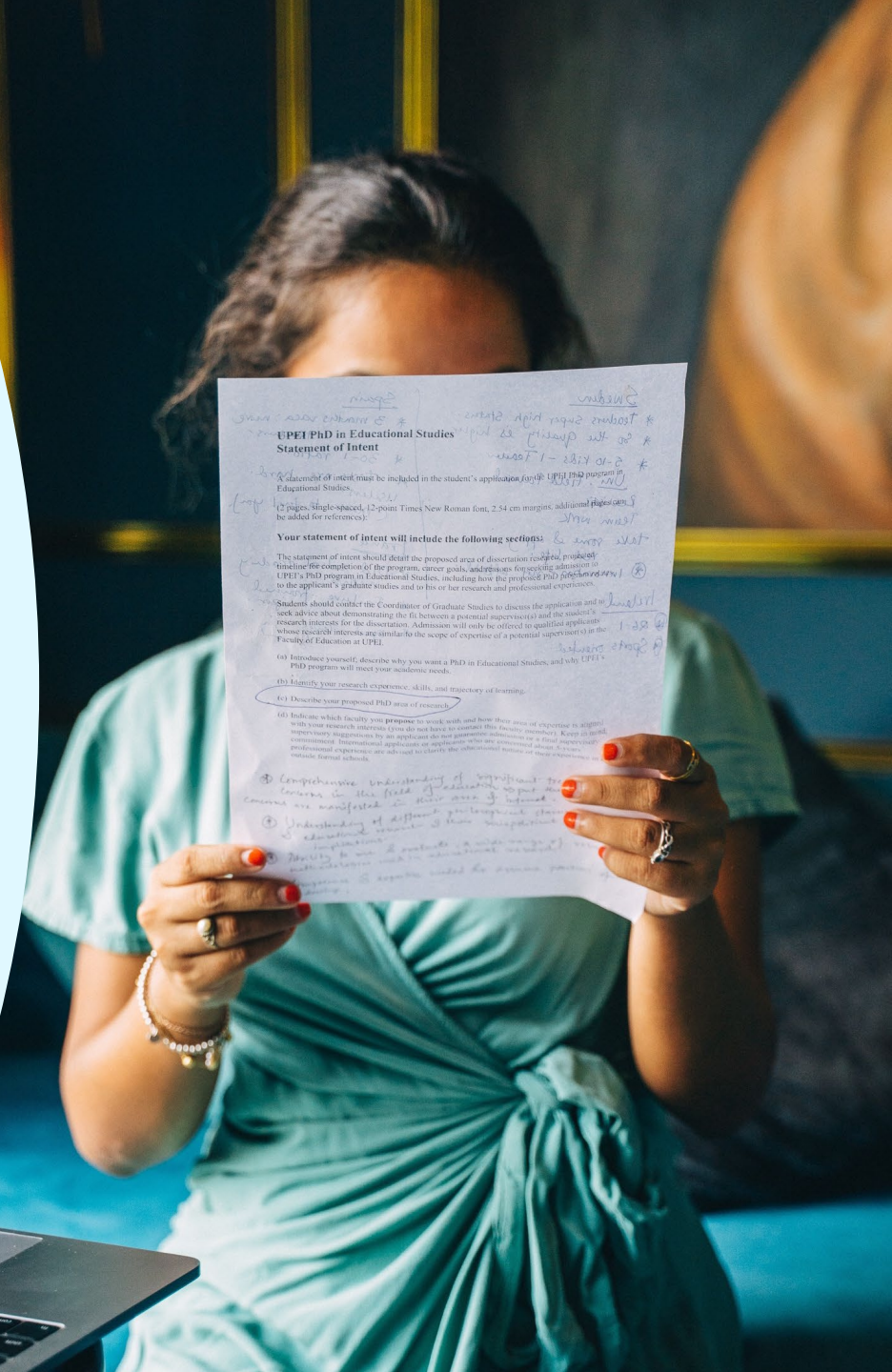
postnord   SWISS WorldCargo
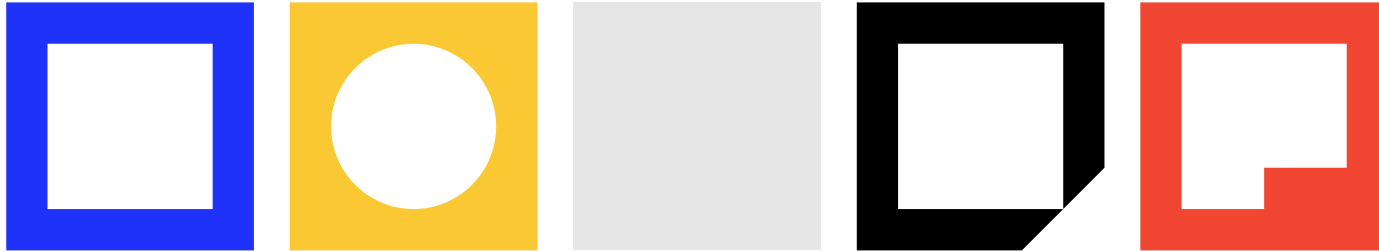
Mail e-CSD initiative

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

1 EU Legislation: Must secure Mail 100%

2 EU Legislation Effective: 29th April 2010

3 Other countries: USA, Canada

IATA

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?

IATA

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

6

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)**

7

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

IATA

Mail e-CSD Business Process

Postal Operator

| Acceptance and Secure Mail | Maintain Mail Security Information (Receptacles) | Transmit Mail Security Information (Consignment) | Produce Mail Security Information (On Demand) |

Carrier

| Receive Mail Security Information (Consignment) | Acceptance of Secure Mail | Maintain Mail Security Information | Produce Mail Security Information (On Demand) |
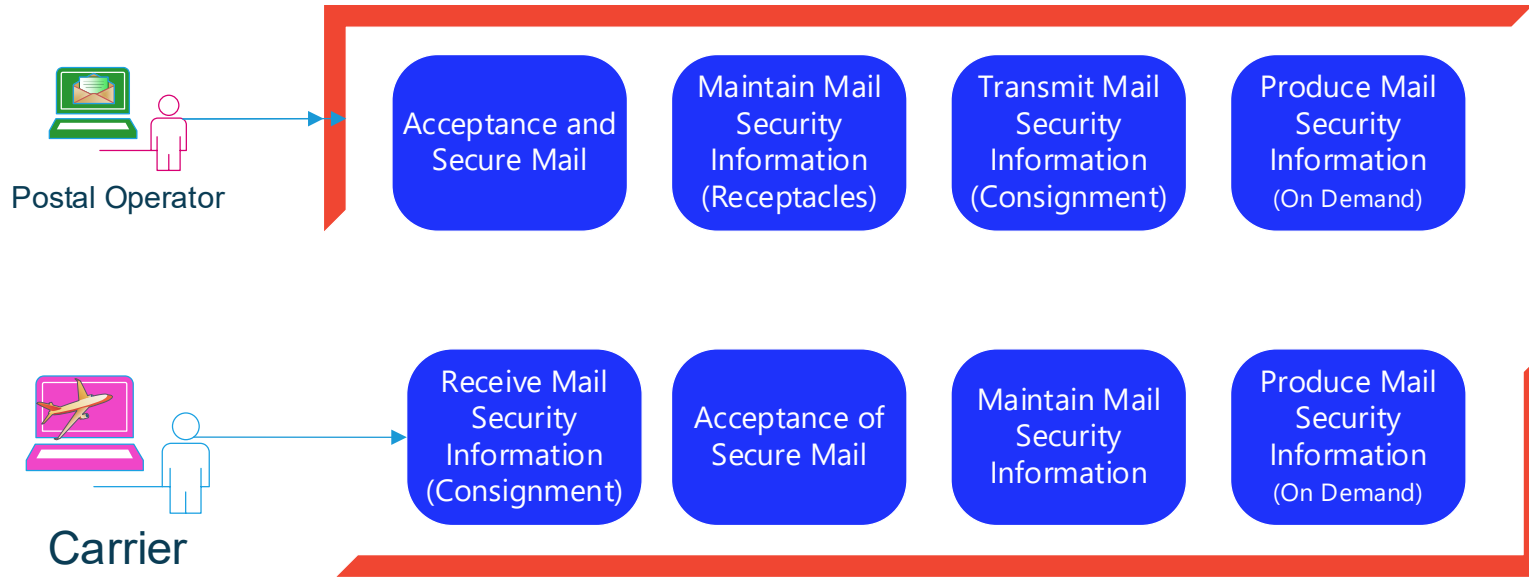
Throughout the Mail journey, all business partners must keep the mail secured, capable of electronic exchanges and maintain audit trial. This includes Ground Handler, Interline Partners etc.

IATA

Mail e-CSD benefits

Compliance With Regulations	**Secured Supply chain**	**Digital Cargo Acceleration**	**Improving Efficiency in the Movement of Goods**
Data Quality Improvements	**Advancing Automation Technology**	**Process Optimization**	
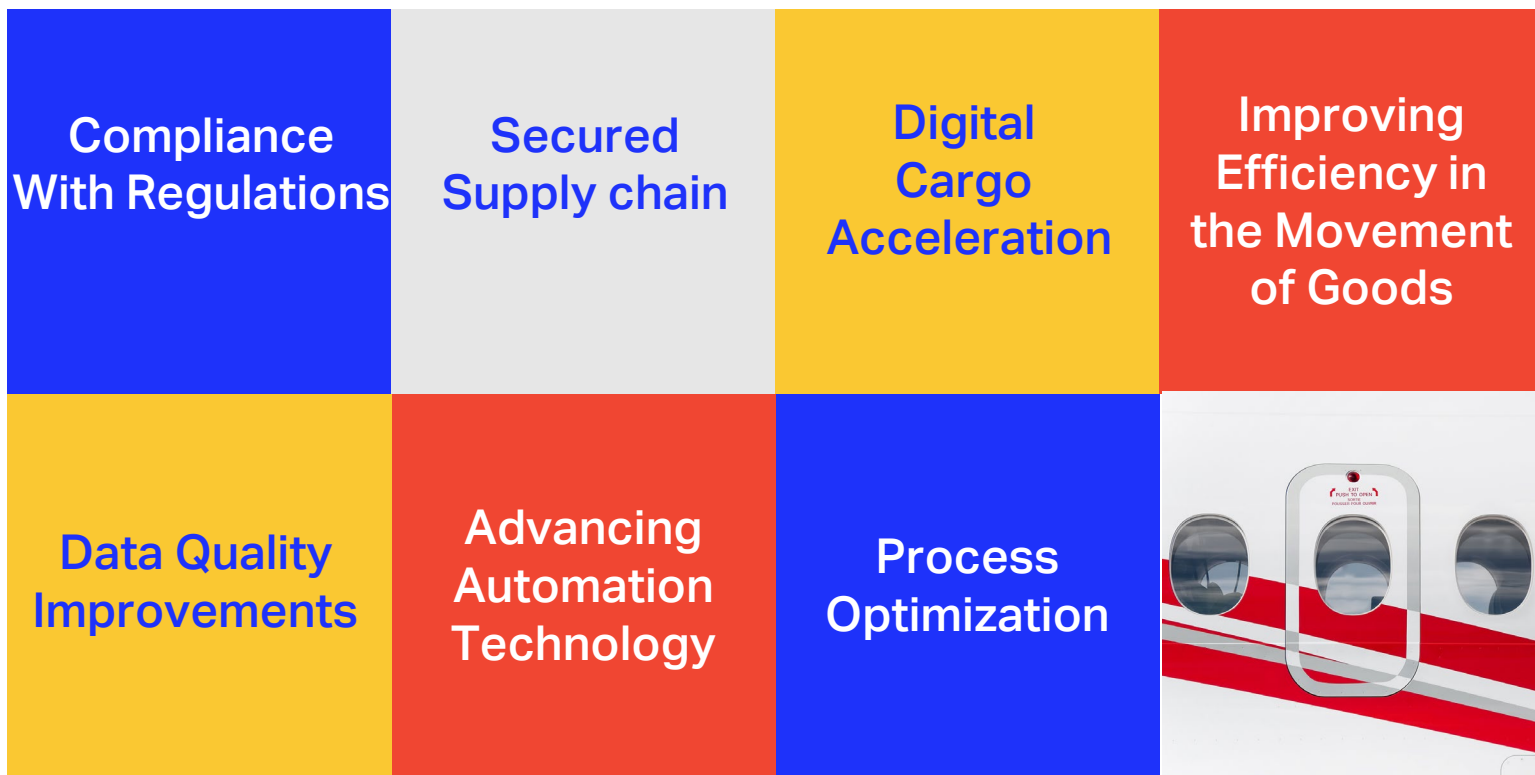
Thank you

Mette Boisen

International Process Manager
PostNord

IATA-UPU Mail Safety Guidelines
Recommendations to DPOs

01

Background

Repetitive incident involving Postal Bags containing DGR

➢ Spot check results:

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

Bag 7, box content description "Car accessories"

SHOT ON MI 8
AI DUAL CAMERA

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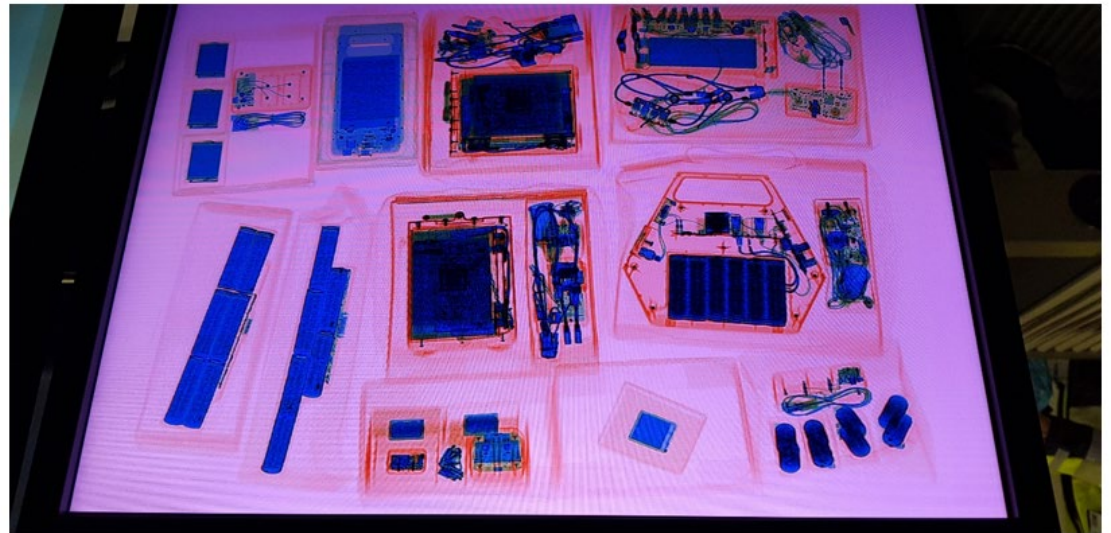
Seen daily…

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)

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you name it, we fly it!

02

Mail Safety Programs

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

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03

Training Program &
Screening &
Sensitization

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).

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Designated Postal Operators		
	A	B	C
General philosophy	x	x	x
Limitations	x	x	x
General requirements for shippers	x		
Classification	x		
List of dangerous goods	x		
Packing requirements	x		
Labelling and marking	x	x	x
Dangerous goods transport document and other relevant documentation	x	x	
Acceptance of the dangerous goods listed in 1;2.3.2	x		
Recognition of undeclared dangerous goods	x	x	x
Storage and loading procedures			x
Provisions for passengers and crew	x	x	x
Emergency procedures	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

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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
	Category											
	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

ATTENTION PLEASE

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

- 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

Sensitize the public (B2C)

➢ 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

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!

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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!

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05

CONCLUSION

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"

➡️ **<u>How ?</u>**

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

IATA-UPU WEBINAR

Postal Airwaybill Number

OPERATIONS

Presented by   Héctor Martín Arias   5   pages

Senior Manager Network Integration   19/09/2021

International **Post** Corporation

POSTAL AIRWAYBILL NUMBER (PAWB)

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/RESDIT 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 RESDIT) 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

International Post Corporation

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**
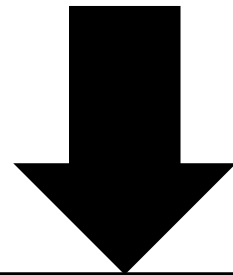
Use of PAWB to allow for systems alignment and process optimization

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

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

| RELEASE 1 | RELEASE 2 | RELEASE 3 |
| 15/03/2021 | 01/03/2023 | 01/03/2024 |

AIR EXPRESS PRE-LOADING

AIR GENERAL CARGO

MARITIME

POSTAL AIR PRE-LOADING

AIR EXPRESS FULL

ROAD

POSTAL BY AIR FULL

RAIL

2020   2021   2022   2023   2024   2025
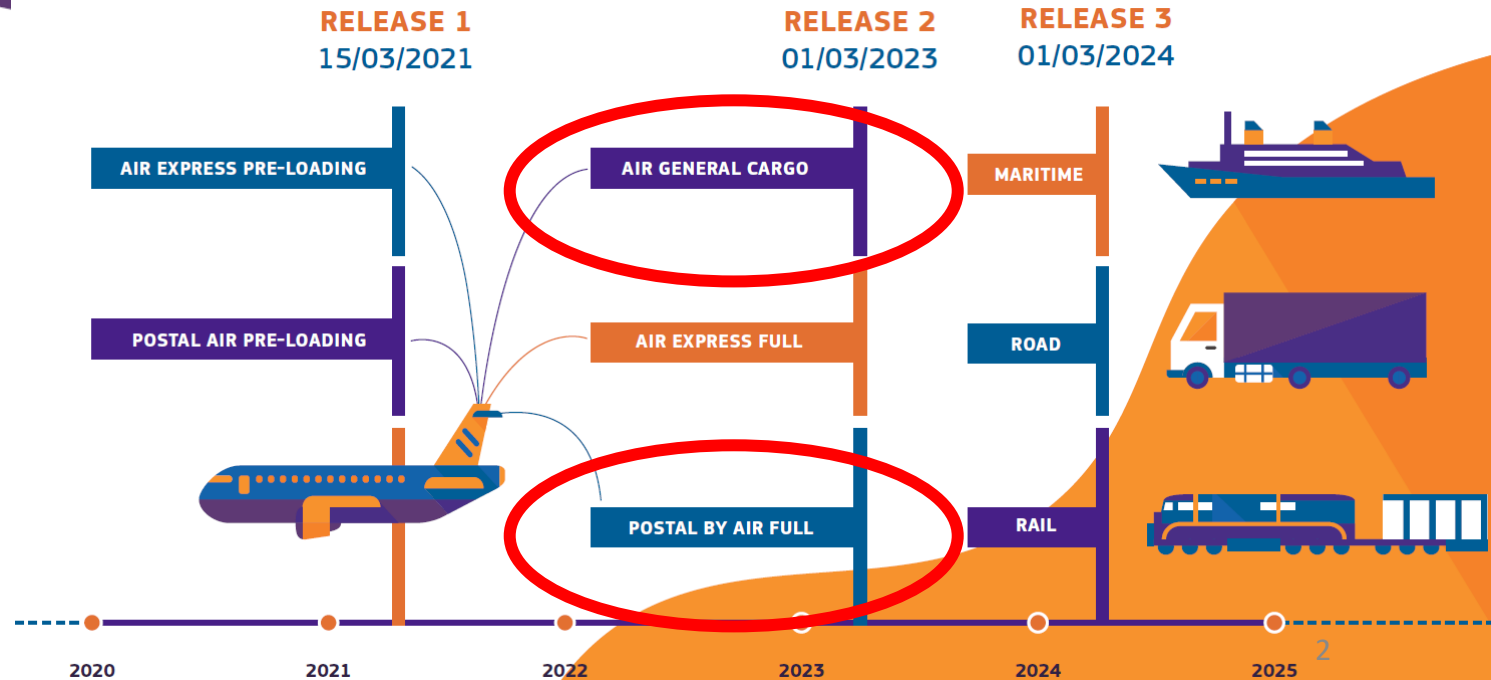
Postal Global Model
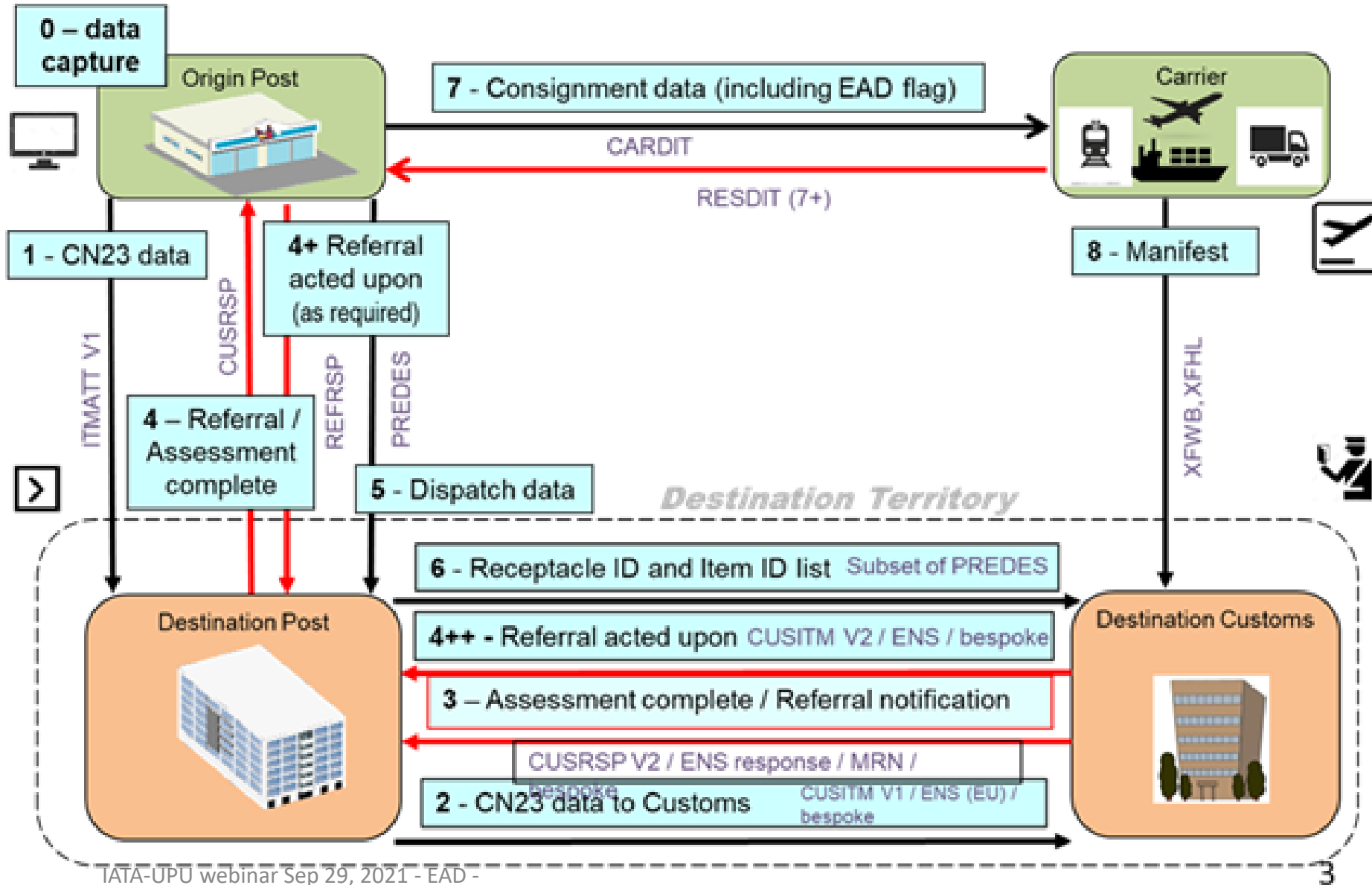
Between origin post, destination post and destination Authority information on item level is exchanged resulting in either an item allowed to be transported or not transported.

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

EAD before handover to carrier

Postal IT system
(e.g. **CDS**, bespoke)

PREDES

API call:
Is ITMATT sent
for this mail item?

Yes

No

Item level – EMB and EMC events before receptacle closure

Origin DO will act according to the applicable regulations or their bilateral agreements with a destination DO

Postal IT system (e.g. **IPS**, *CDA*, bespoke)

"EAD check"

- Upon creation of a dispatch, the postal IT system (e.g. IPS, CDA, bespoke) will inform the OE staff of any mail items containing goods without ITMATT or with open referrals, enabling them to act accordingly.
- The AR-flag will be automatically included in the CARDIT message based on the result provided by the IT system (e.g. IPS, bespoke). This functionality may be restricted to PLACI destinations only

CARDIT

Consignment level – before AR flag assignment into CARDIT

At certain points in the origin Post process EAD check
will be don 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

Sent item ITMATT
- • [*1]

* - refers to Global Postal Model

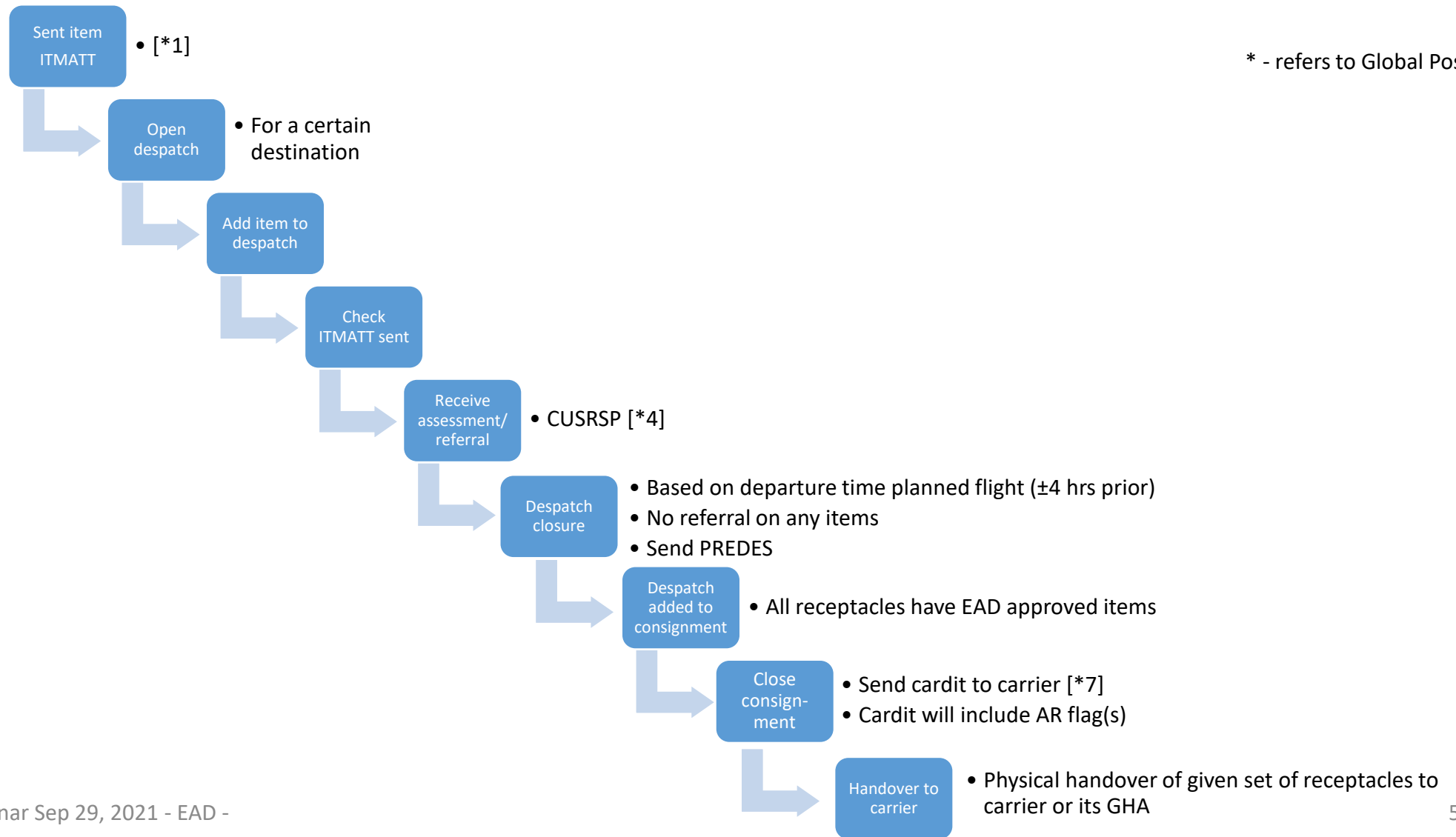Open despatch
- • For a certain destination

Add item to despatch

Check ITMATT sent

Receive assessment/ referral
- • CUSRSP [*4]

Despatch closure
- • Based on departure time planned flight (±4 hrs prior)
- • No referral on any items
- • Send PREDES

Despatch added to consignment
- • All receptacles have EAD approved items

Close consign- ment
- • Send cardit to carrier [*7]
- • Cardit will include AR flag(s)

Handover to carrier
- • Physical handover of given set of receptacles to carrier or its GHA
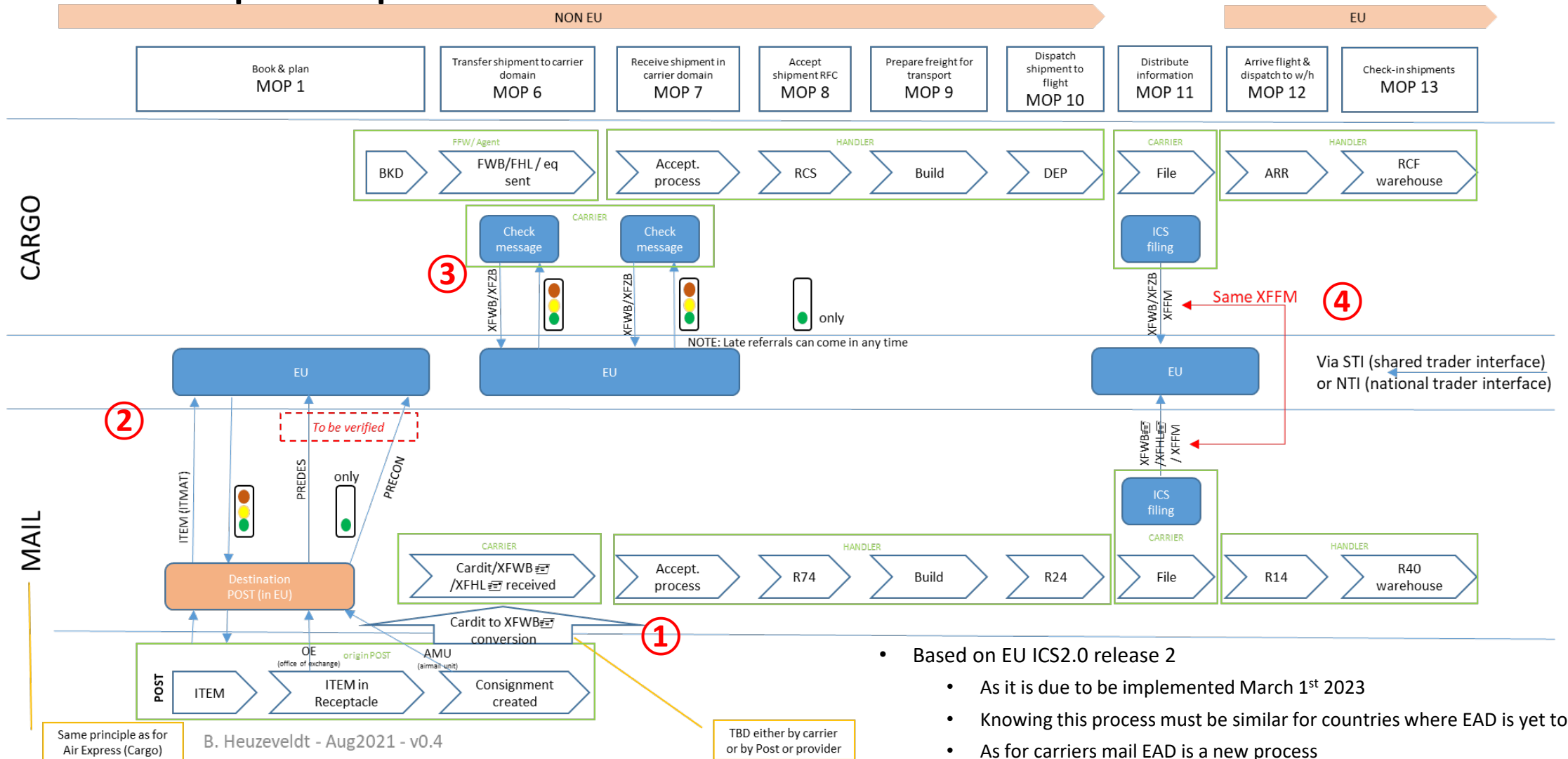
High level process from Carrier perspective

- *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

B. Heuzeveldt - Aug2021 - v0.4

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)

- 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

- 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

Late referrals – Mail already in carrier domain

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
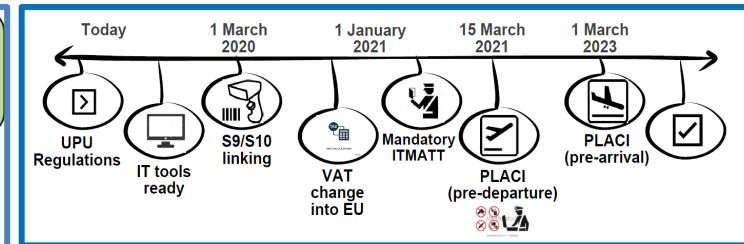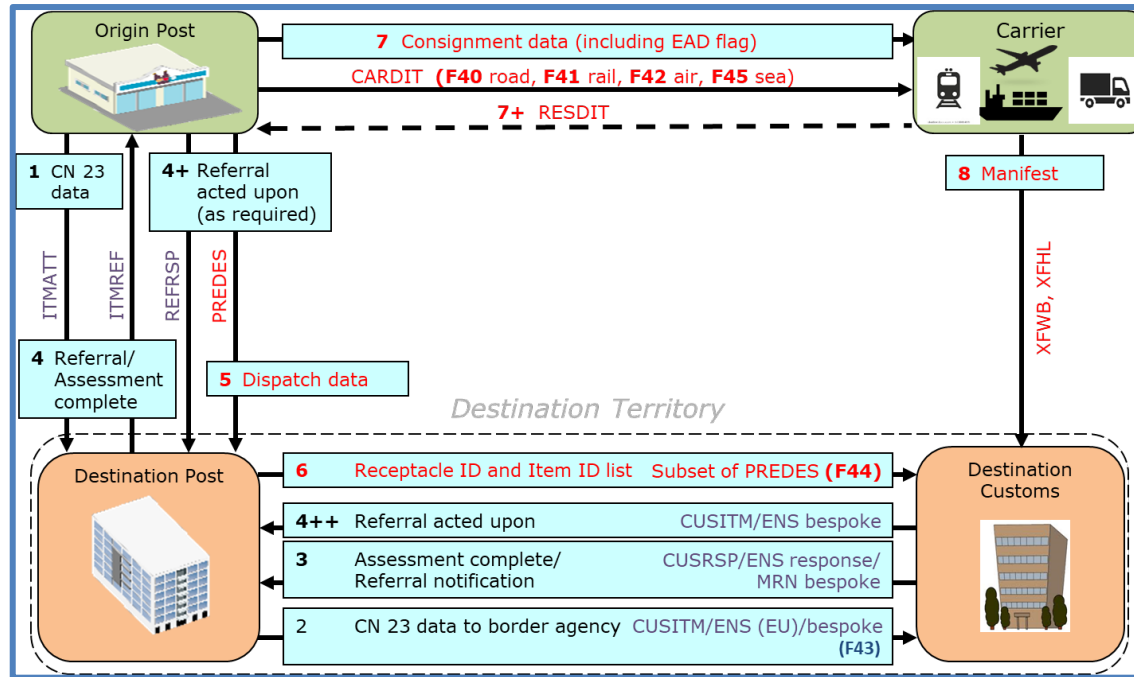 - Responses to EAD requests

Thank you for your attention

Joint IATA and UPU webinar

short comments to EAD after KLM and Post NL presentation

29 September 2021

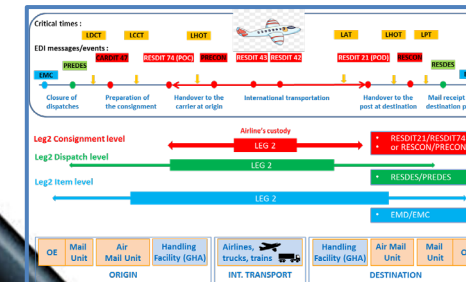**Global Postal Model is seen as the enabler for supply chain stakeholders (Carriers, Customs, Border agencies and Posts) to meet all latest regulatory requirements in harmonized way**

Next webinar(s) EAD topics:
AR flag implementation
EAD check API
CARDIT conversion
EAD Compliance
Paper free transport, accounting….

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 afor 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

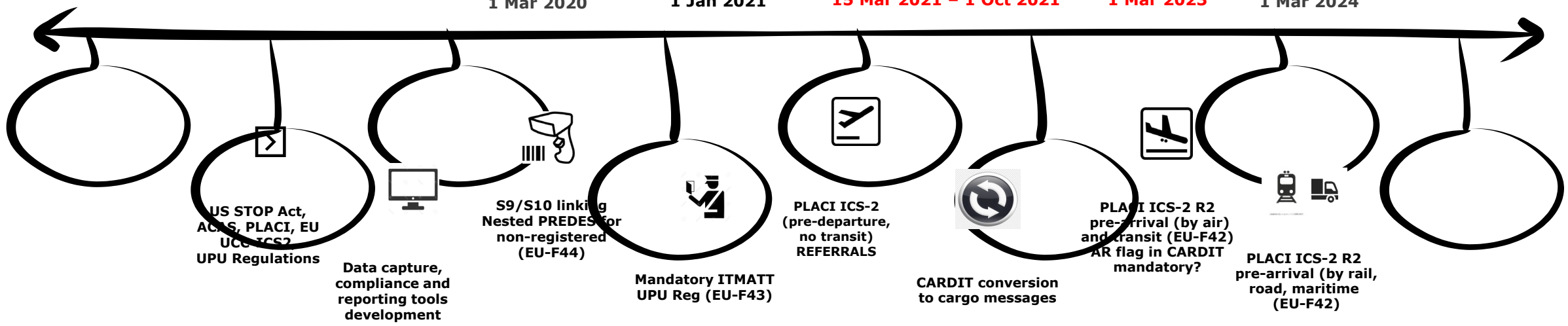1 Mar 2020   1 Jan 2021   15 Mar 2021 – 1 Oct 2021   1 Mar 2023   1 Mar 2024

US STOP Act, ACAS, PLACI, EU UCC-ICS2, UPU Regulations

Data capture, compliance and reporting tools development

S9/S10 linking Nested PREDES for non-registered (EU-F44)

Mandatory ITMATT UPU Reg (EU-F43)

PLACI ICS-2 (pre-departure, no transit) REFERRALS

CARDIT conversion to cargo messages

PLACI ICS-2 R2 pre-arrival (by air) and transit (EU-F42) AR flag in CARDIT mandatory?

PLACI ICS-2 R2 pre-arrival (by rail, road, maritime (EU-F42)

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

Who is involved in EAD (Global postal model) implementation

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short comments to EAD after KLM and Post NL presentation

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