



Fourth joint IATA–UPU webinar



# STAKEHOLDERS' COMPLIANCE AND READINESS FOR MAIL TRANSPORT UNDER PLACI REGIMES

30 May 2023, 13:00 – 15:00 CEST  
Online on Zoom | *In English only*



# Welcome

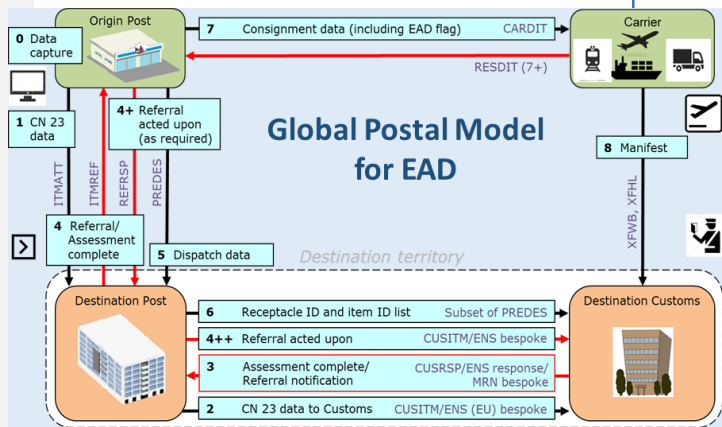
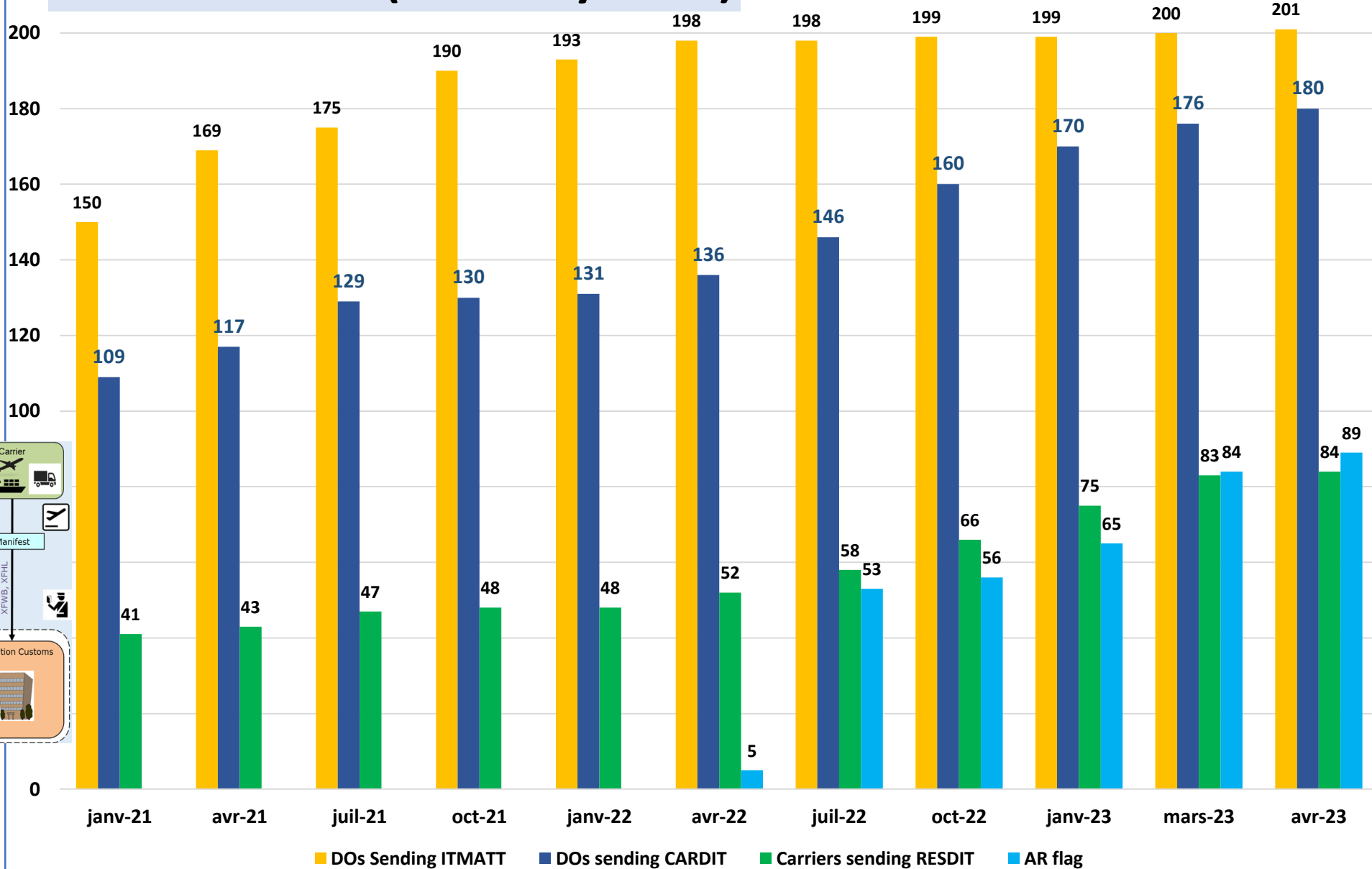


- **4<sup>th</sup> joint IATA-UPU webinar**
- **Competition law Guidelines**
- **Focus of the workshop on the ICS2 implementation status by the European Commission, Member States, carriers, designated operators (EU and non-EU), IT providers (IPC and PTC), IATA and UPU**
- **Webinar is a forum for sharing information – defining processes, protocols and business rules is discussed in other forums**
- **Agenda**
- **International Bureau UPU short status**





# EAD readiness (as 1 May 2023)





# AR flag in the CARDIT message

```

UNB+UNOA:2+GB101:UP+BAW11:4+210304:1700+12345678'
UNH+87654321+IFCSUM:D:96A:UN:CNS200'
BGM++GBLAM0238824+9'
DTM+137:130403+101'
FTX+ABK++A'
FTX+AAY++SM+PHS:IMP-AVS:IMP-US-20110310-TSA/EA/12345'
FTX+BLT+++SECURED'
RFF+ABO:GBA'
RFF+ACF:DKA'
RFF+AH:BA-96-745'
GOR+2'
FTX+REG+++CUS: IMP-US-20210101- TSA/EA/12345:1'
TCC+U'
EQN+12:NMB'
QTY+101:847.7:KGM'
TCC+C'
EQN+25:NMB'
QTY+101:1256.4:KGM'
TDT+20+KL203+4'
LOC+5+AMS:163:3'
LOC+7+LHR:163:3'
DTM+189:2104040400:201'
DTM+232:2104041000:201'
TDT+20+BA175+4'
LOC+5+LHR:163:3'
LOC+7+JFK:163:3'
DTM+189:2104041000:201'
EQD+CN+AKE3354BA::3+11:102:5:J43GBAXBAYUL710501XX'
MEA+WT+AAB+KGM:890'
SEL+194852'
EQD+UL+AAB1234::3+11:102:5:J14AAB1234'
MEA+WT+AAB+KGM:567.1'
SEL+258491'
CNI++GBLALAUSJFKAAUN10485001000123'
FTX+INS++R'
FTX+AAC'
RFF+AAQ:J14AAB1234'
GID++:PU'
MEA+WT+AAB+KGM:12.3'
CNI++GBLALAUSJFKAAUN10485002000234'
FTX+INS++R'
FTX+AAC'
RFF+AAQ:J13AKE3354BA'
GID++:PU'
MEA+WT+AAB+KGM:23.4'
CNI++GBLALAUSJFKAAUN10485001000123'
FTX+INS++R'
FTX+AAC'
GID++:PU'
MEA+WT+AAB+KGM:12.3'
UNT+53+87654321'
UNZ+1+12345678
    
```

**CUS Customs**  
 AVS Aviation security  
 BOC Border control  
 QRT Quarantine

EXP Export  
**IMP Import**  
 TRA Transit

- New CARDIT EAD compliance report details:
- Based only on consignments to the EU from outside the EU (EAD is mandatory for these consignments)
  - Checks performed:
    - Presence of AR flag
    - Presence of origin and destination office codes (business rule, important for airlines to obtain addresses)
    - EAD line okay (ar-flag value is "1", ar-border-agency-authority is "CUS" or other allowed values)
    - ar-reference-ID in valid format: IMP-xx-999999999-xxx...

2 PRE CONSIGNING NOTIFICATION AND STATUS INFORMATION (Mandatory information repeating up to 9 times)					
Level	M/C	Dataflow element name	Format	Example	Description
3	M	ar-border-agency-authority	a3	CUS	See 6.2.11 – Applicable border agency authority
3	M	ar-reference-ID	an..35	IMP-US-20110310-TSA/EA/12345	See 6.2.10 – Applicable security regulation
3	M	ar-flag	an..2	1	Indication, with value 1, that all applicable regulations are met. <sup>3</sup> No other value is allowed. This indication applies to the full consignment. In case the applicable regulations are not met for an item in one of the receptacles, the item must be removed from the receptacle/consignment before consignment closure. See 6.2.12 – applicable regulations.

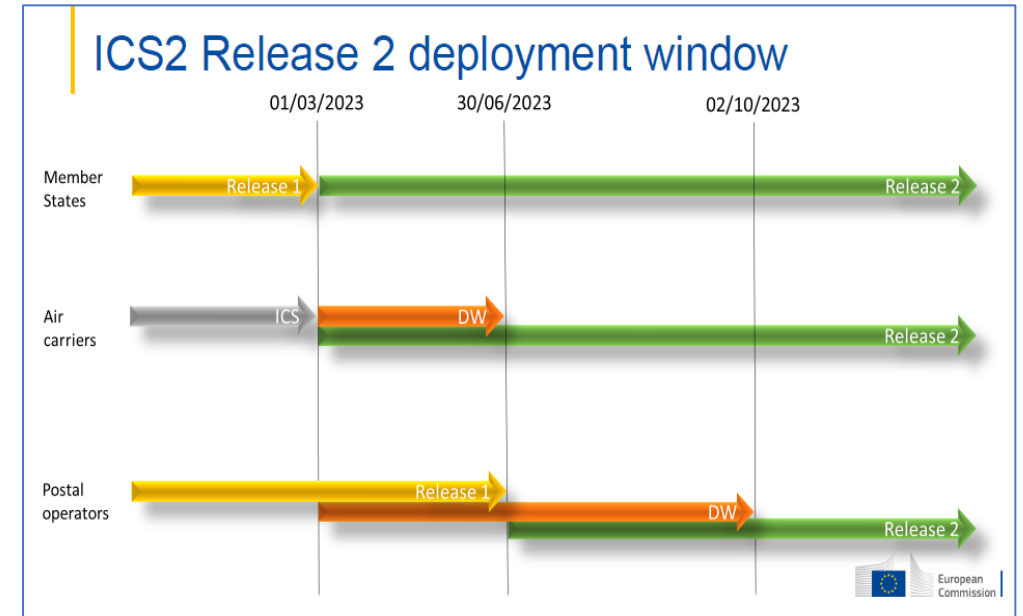
**List of member countries** that have declared specific **reference ID** and customs/security-based requirements for the mandatory provision of EAD

<sup>3</sup> The ar-flag indication within the CARDIT message serves as confirmation from the origin postal operator that all required electronic advance data (EAD) has been submitted to the applicable authority in line with all applicable regulations and that there was no known outstanding referral (i.e. RFI – request for information; RFS – request for scanning; DNL – do not load) at the time of transmission of the CARDIT message and handover to the carrier.



# ICS2 R2 timelines

- All **EU Customs** should connect to ICS2 R2 *on 1 March* (but about half of **member states** are not yet ready and **have a deployment derogation until 30 June or later**).
- **Airlines** must start ICS2 R2 on 1 March and complete their deployment *by 30 June*. **However, all carriers have asked for a derogation until the end of June 2023**. At this stage, non-EU DOs need to be providing CARDIT messages to airlines for filing in ICS2.
- *From 2 October: All stakeholders* (Customs, airlines and European DOs) fully on board with ICS2 R2. Many airlines will be requesting the AR flag in the CARDIT message (UPU Convention Regulations article 08-002 § 6). As the AR flag implies that all ITMATT and PREDES messages have been sent and that the consignments have no open referrals, DOs need to start implementing ITMREF/REFRSP.



# ICS2 readiness



*IATA-UPU webinar  
2023-05-30*

*Renata Pauliukaityte, European Commission*

# Member State readiness with ICS2 R2

## MS in ICS2 R2

- Bulgaria
- Czechia
- Germany
- Spain
- Finland
- Hungary
- Italy
- Lithuania
- Latvia
- Portugal
- Slovenia
- Slovakia
- Switzerland
- Norway
- Northern Ireland

## MS to deploy by 01/07/2023

- Austria
- Belgium
- Cyprus
- France
- Croatia
- Ireland
- Luxembourg
- Malta
- Netherlands
- Poland
- Sweden

## MS that will deploy by 02/10/2023 or later

- Estonia
- Greece
- Denmark
- Romania

# Member State readiness

- Information about the MS go-live planning is published and regularly updated on the [ICS2 webpage](#)
- Go-live of the Member States **after** 1 July 2023 does not affect the deployment of air carriers within the transition period established for them (1 July 2023). Those Member States will have to ensure a proper level of security and safety risk analysis and controls is carried out, in accordance with the ICS2 [Business Continuity Plan](#).
- Once the air carrier has connected to the system and fulfills its new ENS requirements under the UCC, it can stop filing into the ICS1.



# Requirements for air carriers

- For the goods destined to or in transit via the EU:
  - File master postal ENS (F42) for goods in postal consignments which are destined to the EU
  - Ensure that in the case of the Do Not Load instruction was issued by the EU customs, goods are not loaded on an aircraft
  - Make a commercial decision in the case the goods may be still subject to an open referral (RfI, RfS) and transport the goods to the EU in non-compliance with the EU customs (UCC and its Implementing Regulation (EU) 2015/2447) and non-compliance with the EU Civil Aviation Security legislation (Implementing Regulation (EU) 2021/255 and provisions in its corresponding Annex)

# Requirements for air carriers

- For the goods to be transhipped via the EU:
  - File F42 for goods in postal consignments which are going to be transported and transshipped through the EU, AND
  - Either file F43 and F44 themselves\*, or arrange with the origin postal operator that they file (in the latter case the origin postal operator will have to have an EORI number)
  - Ensure that in the case of the Do Not Load instruction was issued by the EU customs, goods are not loaded on an aircraft
  - Make a commercial decision in the case the goods may be still subject to an open referral (RfI, RfS) and transport the goods in non-compliance with the EU customs (UCC and its Implementing Regulation (EU) 2015/2447) and non-compliance with the EU Civil Aviation Security legislation (Implementing Regulation (EU) 2021/255 and provisions in its corresponding Annex.

\* air carrier may be granted a deployment, until 2 October 2023, for the filing of F43 and F44 submission, by the competent MS upon receipt of such request

# Requirements for air carriers

- In the case air carrier is not in a position to obtain the necessary data to comply with the transshipment obligations, it is its commercial decision to either:
  - transport the goods, and take responsibility of non-compliance with the EU customs legislation governing the obligation with respect to the ENS
  - to arrange a transport of goods that will not involve passing through the EU customs territory
  - arrange with the origin postal operator to send the postal consignments in transit (opposed to transshipment) i.e. implying that origin post establishes with transit post in the EU (CH/NO) the necessary arrangement

# Requirements for postal operators

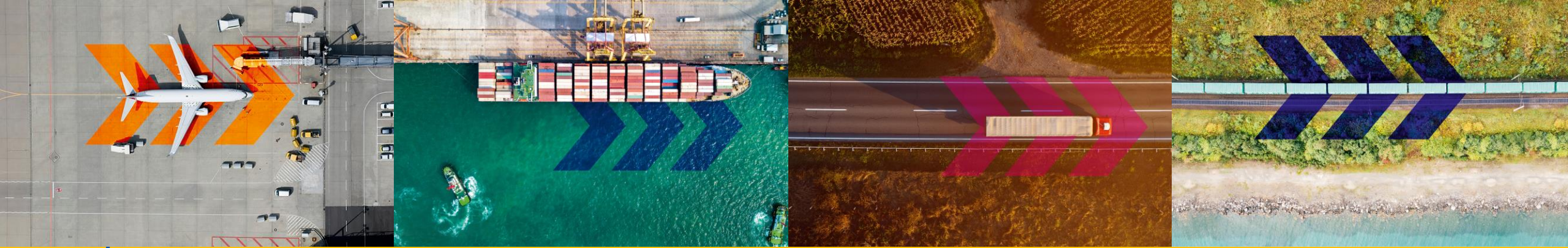
- For the goods destined to or in transit via the EU, the EU postal operators will have to continue to:
  - fulfill R1 obligations until the end of the granted deployment window\*,
  - fulfill R2 obligations (e.g. HS6 digit, type of person, Consignee EORI, and ENS for items in transit) after their connection to ICS2 R2 (from 2 October 2023).

\*EC recommended to the MS to grant deployment window to all of the EU postal operators until 2 October 2023.

# Requirements for postal operators

- For the goods to be transhipped via the EU, the origin postal operators:
  - file F43 and F44 ENS filings\* (the origin postal operator will have to have an EORI number), or
  - provide ITMATT data to the air carrier for them to file and comply with the EU customs requirements (UCC and its Implementing Regulation (EU) 2015/2447)
  - alternatively, send the postal consignments in transit (opposed to transshipment) i.e. implying that origin post establishes with transit post in the EU (CH/NO) the necessary arrangement

\* Postal operator may be granted a deployment, until 2 October 2023, for the filing of F43 and F44 submission, by the competent MS upon receipt of such request



# Thank you

ICS2 page on Europa website:

[https://ec.europa.eu/taxation\\_customs/general-information-customs/customs-security/ics2\\_en](https://ec.europa.eu/taxation_customs/general-information-customs/customs-security/ics2_en)



UPU / IATA Webinar  
**Airmail Compliance under PLACI  
Regimes**

30.05.2023

Rani Joseph George

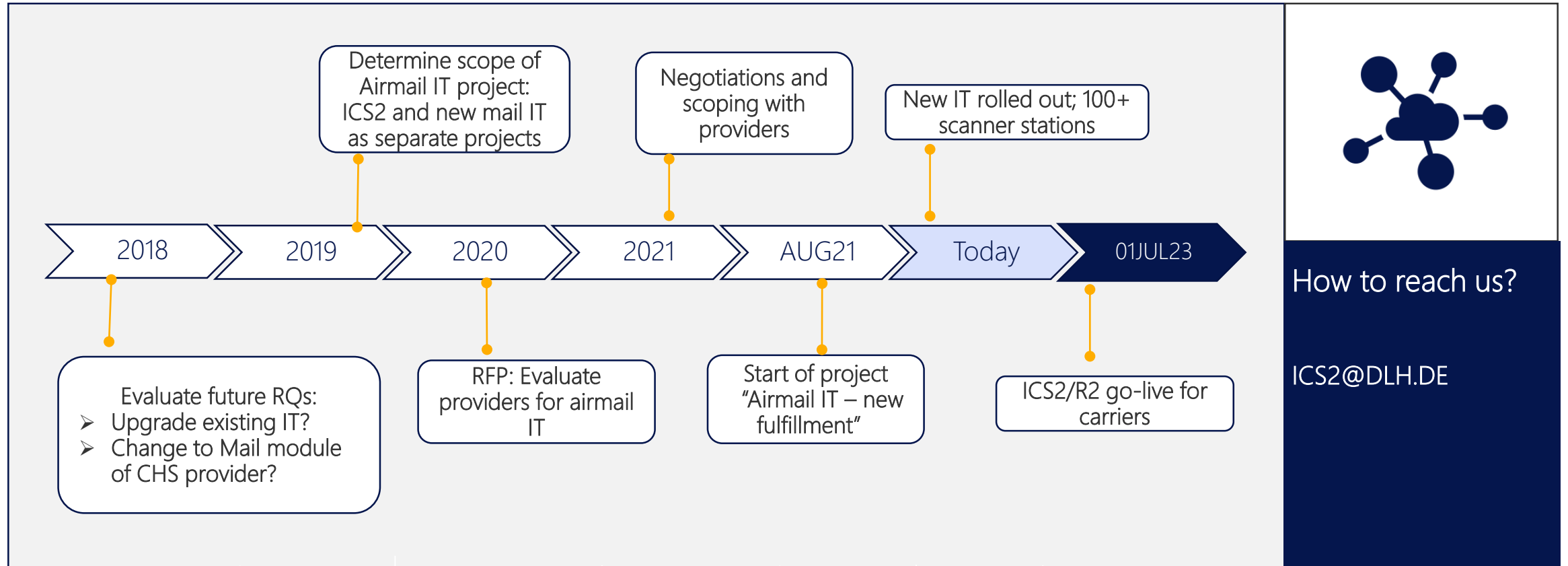


**Lufthansa Cargo**



# Timeline of project history to achieve ICS2 readiness (Airmail)

Due to many time constraints and interdependencies in large companies







Considerations taken into account cover many aspects

One final solutions to cover all needs to be found

## Customs/External

Postal Airway Bill

Postal Operator or Airline

Late Referral

Communication & Risk

Assessment Complete

How will it be provided

Readiness of Postal Operator

ITMATT/Cardit

Readiness of EU country customs

Provision of A/C

Converting Cardit Data

Cargo Messsaging

## Internal

Postal Airway Bill

AWB Stock Management; avoid clashes with other processes such as US; handle consignments without PAWB

Scanning at every Station worldwide necessary

LCAG Equipment or GHA Equipment

New Process requirements

Possible Contract/GHA changes

Transit at EU Hub's

Risk for main business/volumes

Business/Revenue Loss

Postal Operator avoids EU

Transfer from/to Interline at Non-EU Stations

ICS 2 ? / Cardit ? / IT ?

Exceptions e.g. Letter/Military



## Outcomes lead to processual and technical changes

### New Airmail Handling to be implemented globally

#### Process

##### Acceptance check

Scanning is a must to check for AR flag of postal consignment

##### Referral Handling

Set-up new central team as 24/7 POC

##### Relevance of Airmail and Cargo

Separate handling streams that both need to be considered

##### TSD for Airmail

Entirely new process now required

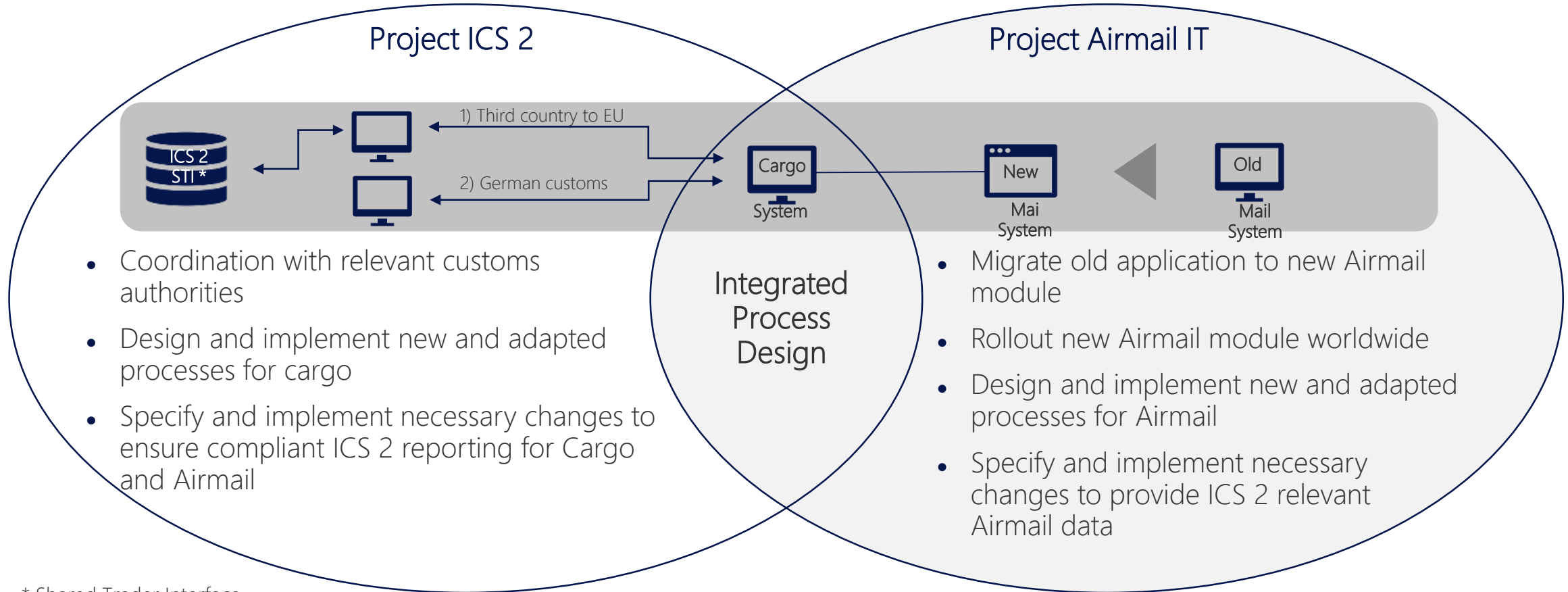
#### Technical

- Bring airmail and cargo messaging together for reporting purposes (affected: handling system, 3rd party DE customs, 3rd party EU customs)
- Entirely new message stream and related mapping of same in clearing center of DE customs provider for TSD
- Implement new stream of messaging and mapping for postal pre-arrival message F42 at EU customs provider
- Parameters to differentiate when to include/exclude mail
- IATA PAWB mapping (1CARDIT = 1 PAWB, 1 receptacle = 1 HAWB)
- New service for PAWB stock
- New parameters for system checks of CARDIT version plus AR flag; consider exceptions



Full ICS 2 compliance requires two well aligned projects

## Distinction and dependencies between ICS 2 & Airmail IT projects





## 1 Month before go-live relevant milestones accomplished

From implementing new system internally to activity in industry groups

- Pro-Active Communication and Support for Customers ( Postal Operators ) regarding Cardit Performance and Compliance as well regarding AR-flag Performance and Compliance
- Pro-Active Information regarding Late ( revised ) Referral for ICS 2 Release 1 & 2
- Lobby for understanding that carriers need an Assessment Complete
- Cooperation with UPU & IPC regarding Cardit / AR-flag / A/C
- Specification, build, testing of new Mail IT completed
- Roll-out of Scanning at 100 Stations worldwide
- Acceptance process changed ( validation of EAD at acceptance )
- PAWB Process incl. Airmail to Cargo messaging
- Separation of EDI Mailbox per Airline



Even today some uncertainties remain

From implementing new system internally to activity in industry groups

- Late ( revised ) Referral - Frequency & Communication / Risk as Carrier
- Assessment Complete ( AR-flag ) – Currently only means „reporting done and no open referral “ → Risk on Carrier side
- Readiness of Postal Operator – CARDIT availability and quality
- Response Times of EU Country Customs - Provision of A/C
- Transit at EU Hubs – Potential risk for main business/volumes; pending solution and clarity on authority’ s stance
- Transfer at Non-EU Stations – ICS2 ? / Cardit ? / IT ?
- Release 2 Exceptions Handling of Letter, Military, etc as no explicit ok from customs, rather not reported



## Appeal to Postal Authorities as valued airline customers

Joint approach needed to ensure compliance and keep global postal flows moving

- Join UPU CARDIT initiative
- Be **ready** with IT and process
  - CARDIT version 2.1 required
  - With all data required to map a PAWB
  - With AR flag
- ICS2 Airmail reporting is a **regulatory requirement**
- Not being able to fulfill it means that carriers **will not accept** your consignment **from 01JUL2023**



Lufthansa Cargo AG  
Rani Joseph George  
Senior Manager Customs & Authorities  
ics2@dlh.de



**Lufthansa Cargo**  
Networking the world.

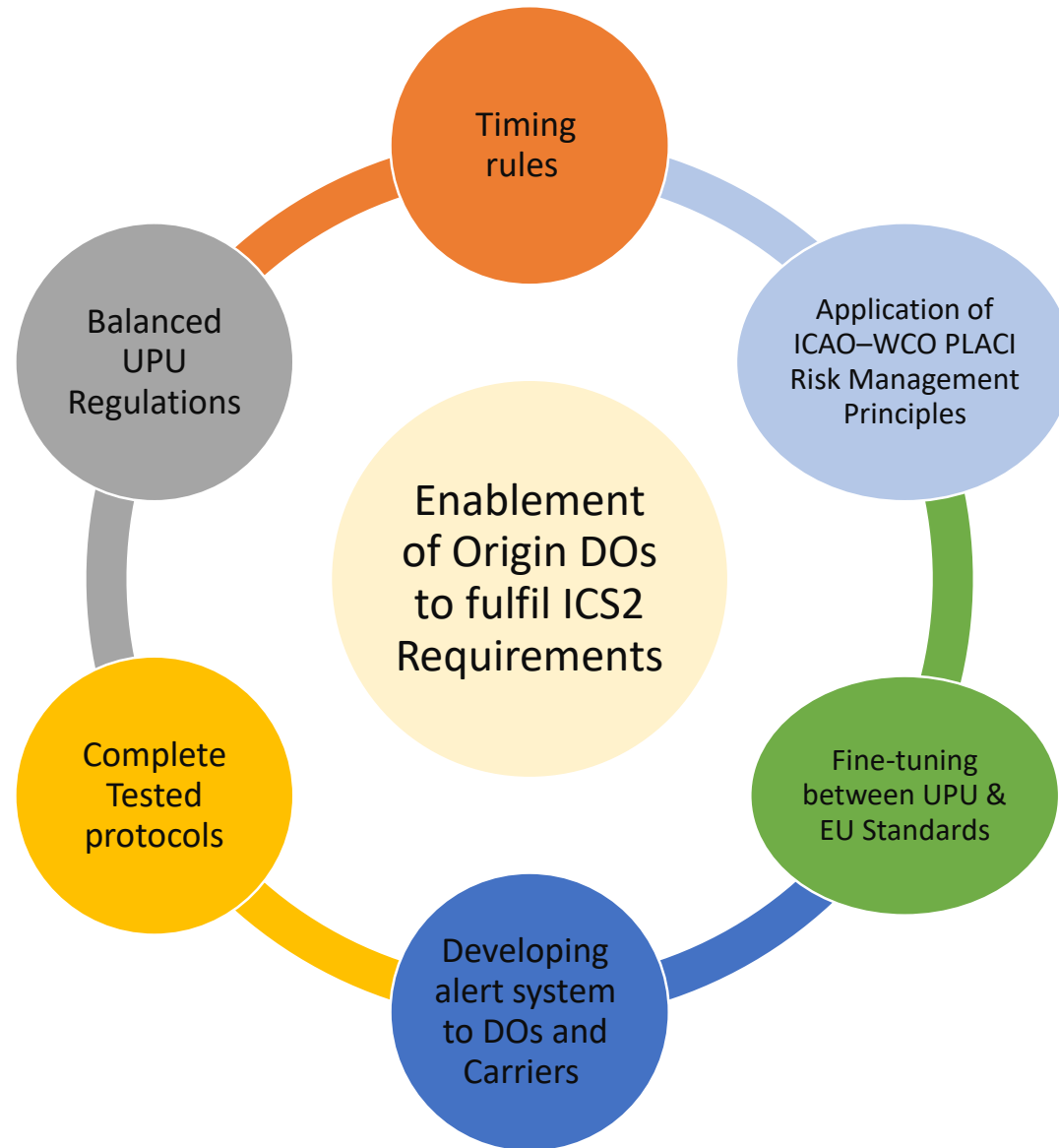
# EU ICS2 from the perspective of a non-EU Post By Egypt

The fourth IATA–UPU webinar - electronic advance data

30<sup>th</sup> of May 2023



# EU ICS2 from the perspective of a non-EU Post By Egypt , Requirements for a sending Post



# EU ICS2 from the perspective of a non-EU Post By Egypt , Requirements for a sending Post

- Timing rules

- Timing rules in cases of not receiving ASC per case , shall be identified :

- No received referral : How long Origin DOs shall wait before assuming there are no referrals to be sent and processing the item through the standard dispatching procedures ?
- For RFI and RFS , after sending referral response to Destination , How long Origin DOs shall wait to receive ASC , and if there is No ASC received , How to ACT ?

# EU ICS2 from the perspective of a non-EU Post By Egypt , Requirements for a sending Post

- Application of ICAO–WCO PLACI Risk Management Principles
  - Pre-Loading Advance Cargo Information measures are intended primarily to supplement the traditional methods of security screening used at origin countries .
  - Except in the case of a “do not load” message being issued , mail flow shall keep moving through the supply chain during the PLACI process.
  - The issuances of RFS shall not be too frequently and for minor issues such as (incorrect postcode , or invalid email ,,etc.) – **consideration for differences in culture and technological capabilities shall be given**
  - The screening in OEs take place as per ICAO Annex 17 regulations and/or applicable national cargo security Programme measures , and it is made by Border Security at Egypt Post OE by screening Equipment's approved by them , till now , it is not clear how the additional screening will be done , and by who ? .
  - Late arriving RFI or RFS should not trigger the emergency responses or protocols that would take place for a late arriving DNL . As late referral means that mail is accepted by Airlines , after conducting several screening measures (Dual view X Ray , ETD , Dogs Check) by Border Security at office of exchange , at ground handling , why additional screening shall be conducted again ?

# EU ICS2 from the perspective of a non-EU Post By Egypt , Requirements for a sending Post

- Fine-tuning between UPU and EU standards , and regulations
  - As per UPU regulations data – whether mandatory or optional - are provided , but not amended. The responsibility of data accuracy is on the sender and not the Post. As per commission regulation EC data are amended

UPU 214, RFI data elements		EC 752, Additional information code (subset)	
A10	sender name	A10	Amend Consignor name
A20	sender postal address	A20	Amend Consignor address
A21	sender postal address street or premises		
A22	sender postal address locality		
A23	sender postal address country code		
A24	sender postal address postcode		
A25	sender postal address locality region (country subdivision, state, province)		
A26	sender contact email	B10	Provide phone number and e-mail address(es) of Consignor
A27	sender contact telephone	B10	Provide phone number and e-mail address(es) of Consignor
B30	addressee name	A30	Amend Consignee name
B40	addressees address	A40	Amend Consignee address
B41	addressee postal address street or premises		
B42	addressee postal address locality		
B43	addressee postal address country code		
B44	addressee postal address postcode		
B45	addressee postal address locality region (country subdivision, state, province)		
B46	addressee contact email	B20	Provide phone number and e-mail address(es) of Consignee
B47	addressee contact telephone	B20	Provide phone number and e-mail address(es) of Consignee
C50	detailed content description	A60	Amend description of goods
C70	number of items (one by default)	A50	Amend number of packages
D60	gross weight	A70	Amend gross mass
E80	unique item identifier		N/A

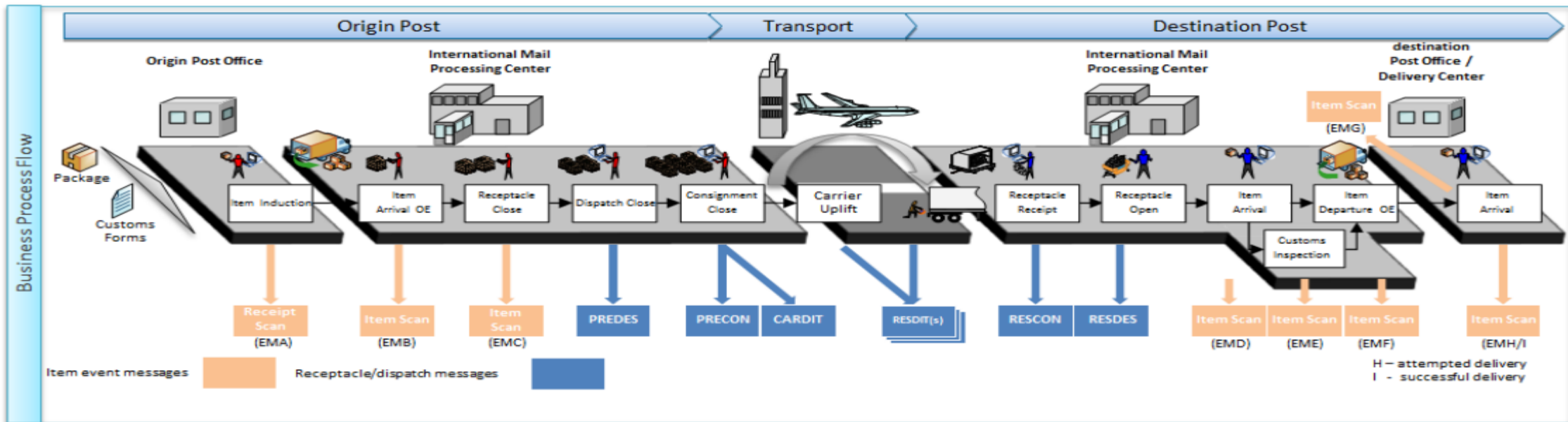
The EC and the UPU are not aligned in referral codes

# EU ICS2 from the perspective of a non-EU Post By Egypt , Requirements for a sending Post

- Developing alert system to DOs and Carriers
  - Egypt Post has implemented validation rules in our operation system (In-house) to prevent the movement of an item which receives a referral to next step of operations (EMB , EMC , PREDES , CARDIT ) once item is dispatched , an alert email is triggered for certain contact list , till now we could not test the late referral scenario to see if it works and how the stakeholders ( Egypt post team – Carrier team ) will act
- Complete Tested protocols that can be implemented by all stakeholders in all member countries .
- Balanced UPU Regulations
  - Commitments of Destination countries to respond within certain times to origin countries referral response .
  - To define the scope of referrals that will stop the movement of the mail .
  - Freedom of Transit and single postal territory shall be maintained to maintain the USO

# EU ICS2 from the perspective of a non-EU Post By Egypt , Expectations regarding stakeholders to ensure success

- Joint and gradual implementation with considerations of the capacity of all the member countries .
- It is well understood that data analytics combined with the traditional methods of security screening enhance security intelligence, this shall be done without impacting mail flow negatively . X rays , ETD , dogs checks are the tools that discover the real threats of explosives , drugs , and not the data alone. Data are used to Combat Crimes , and arrest criminals , Once the physical check discovers the prohibited items. **Referrals shall be limited for suspected persons and suspected content.**
- Continue piloting GPM Flows 3-4, 4+, 4++ (referrals and responses) with Union member countries, Customs, DOs to reach Complete and well tested Protocols that can be implemented by all stakeholders in all member countries .



Thank you



## IATA–UPU webinar

EU ICS2 from the perspective of an EU Post

**Correos Spain**

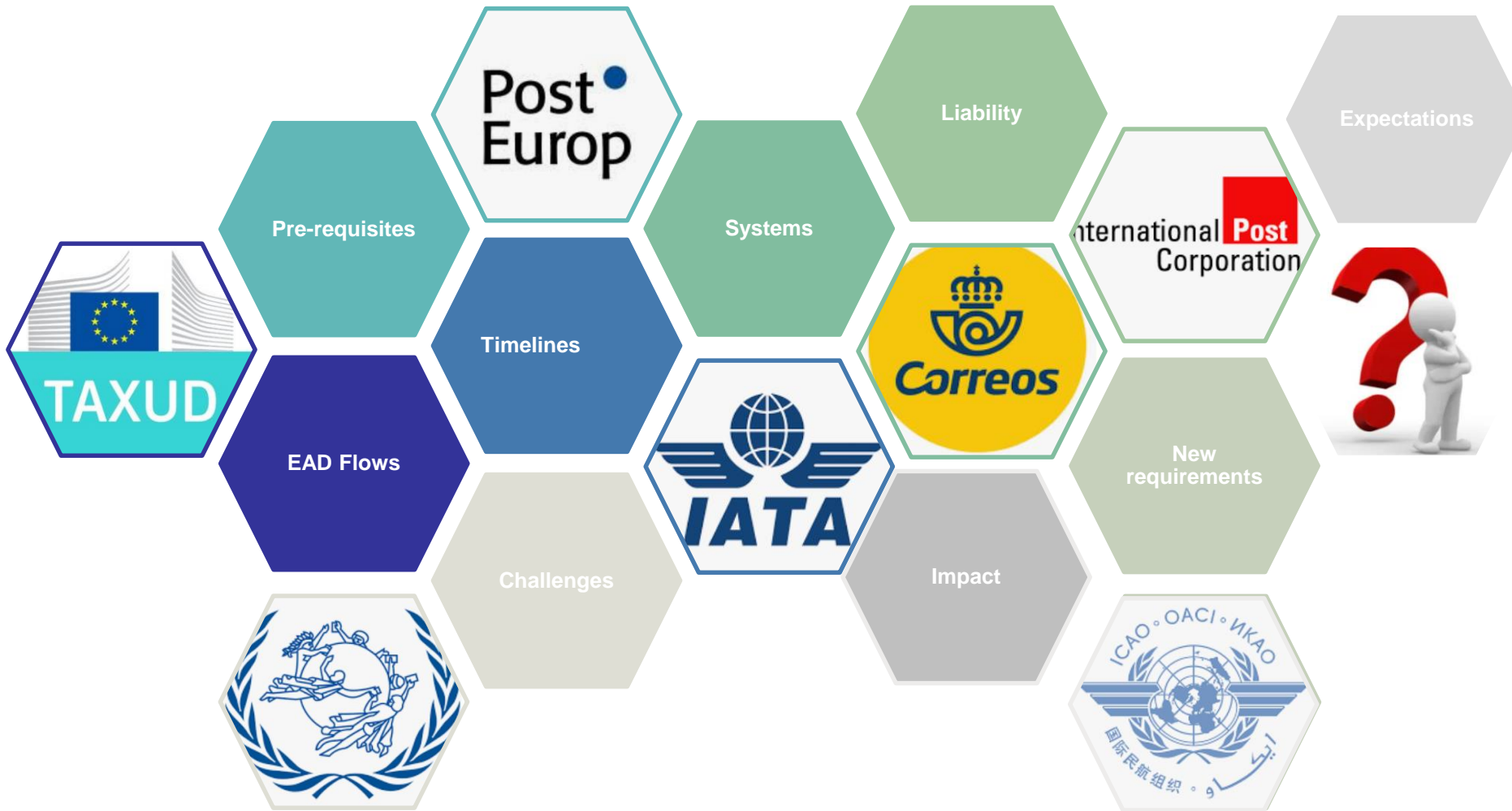
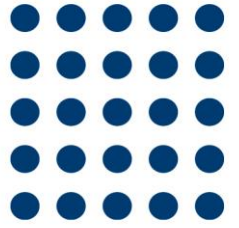
30 May 2023

Cristina Cuerda Albaladejo



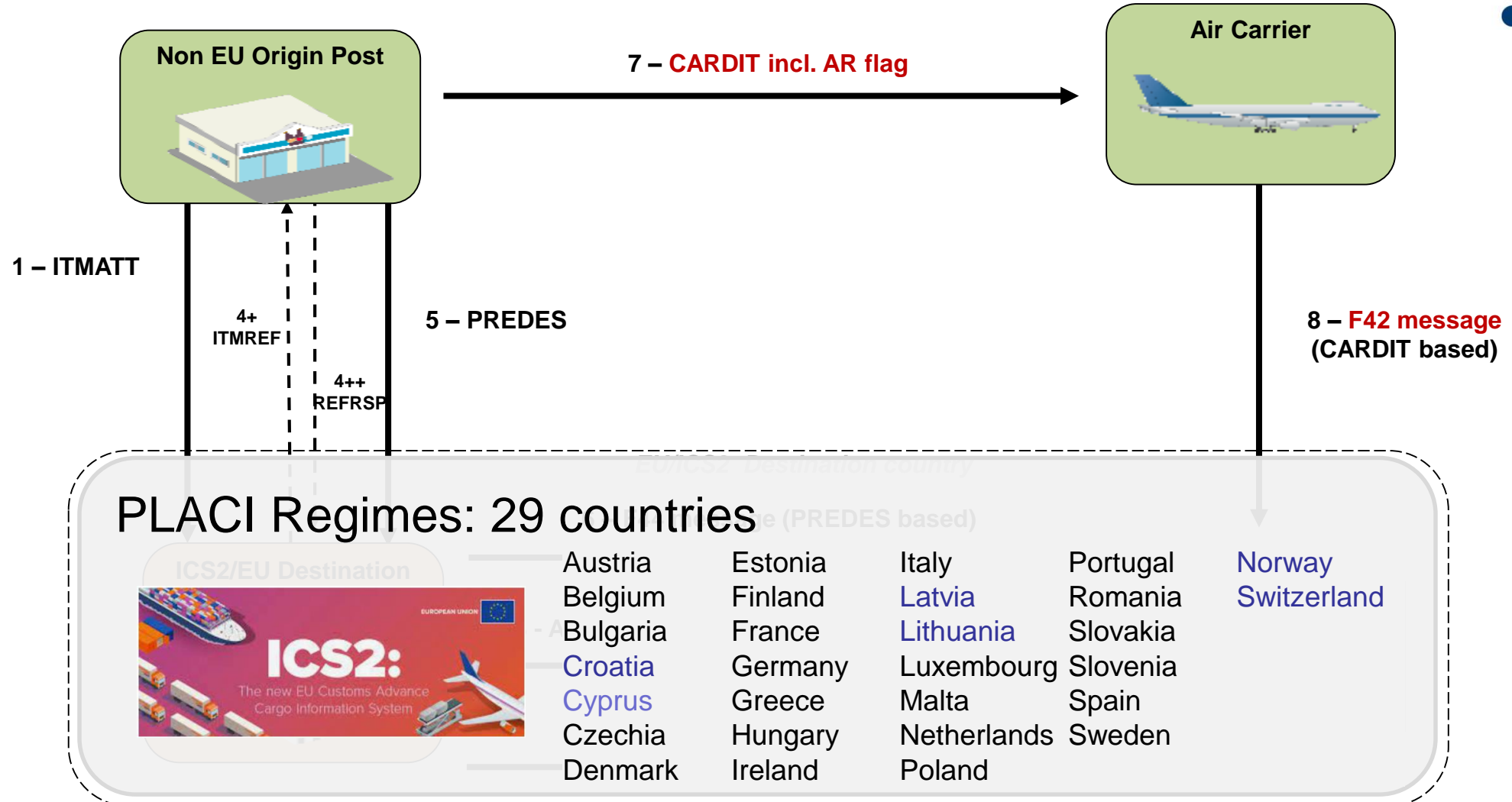
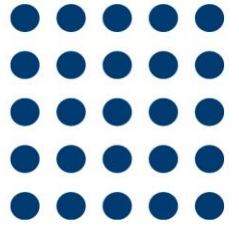


# Correos - perspective as EU Post



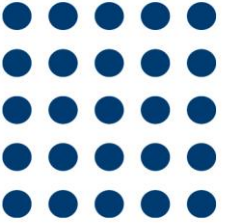
# EAD Global Postal Model vs ICS2 PLACI Regimes

## Full Process?





# ICS2 R2 - Timeline



2021

2022

2023

January



## UPU – ITMATT

Obligation to capture and exchange EAD for all goods

## ICS2 Release 1

*Electronic Security pre-loading Declaration (7 +1) based on the ITMATT received from Origin Post.*

March 15th



## VAT/LVC

- Abolition 22 EUR import VAT exemption threshold.
- Electronic Customs Declaration (more than 7+1)
- Collection of VAT for Goods ≤ 150€: IOSS (Marketplaces... ) Special Arrangement (EU Post)

July 1st



January 1st



UPU- AR flag in CARDIT mandatory for PLACI destinations

March 1st



*Deployment window for Airlines*

*Deployment window for EU/PLACI Post*

July 1st



*Airlines ENS/ F42 based on CARDIT (AR Flag) + PN*

October 1st



## **EU/PLACI Post has to provide to ICS2:**

➤ «new» F43 based on the «new» ITMATT provided by non-EU Post including:

- **HS-6 code** for B2B, B2C
- **Type of person** (B2B, B2C, C2C)
- **EORI consignee**

➤ F44 (based on PREDES)

➤ Same info is required for EU/PLACI destinations in the transit flow: Non EU – EU- Non-EU

# Pre-requisites for non-EU Posts sending goods to PLACI Destinations



Data Sharing Agreement (GDPR) between Origin and Destination Post. Transit Post not included.



S 10 Barcode ID for all items containing goods conforming to UPU technical standard.



Data Capture tools with new functionalities/latest versions (CDS, IPS) to ensure compliance with ICS2.



Good Data Quality on the ITMATT message as a core driver of the electronic flows of GPM.



Post-to-Post ITMATT (item level) “as early as possible” including all data required for PLACI.



Post-to-Post PREDES (receptacle, bag level) and electronic “Nesting” item-receptacle.

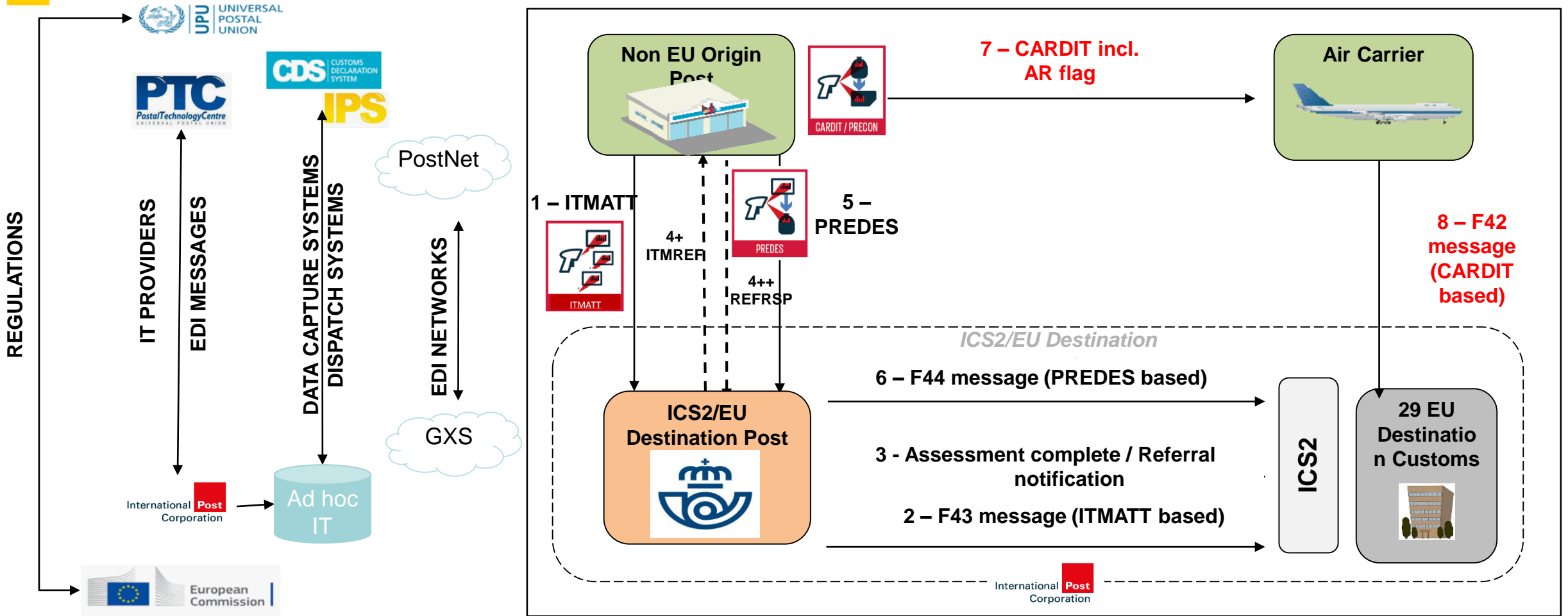
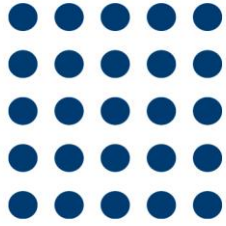


Post-to-Airline CARDIT (consignment level) including the Applicable Regulations (AR) flag “EAD has been filed with the destination authorities and no open referral exists”.

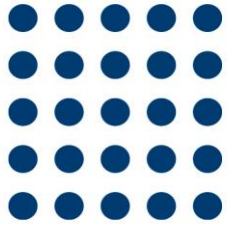
***As a sending EU PLACI Post we will not send ITMATT, PREDES and CARDIT with AR Flag to other EU PLACI destination***



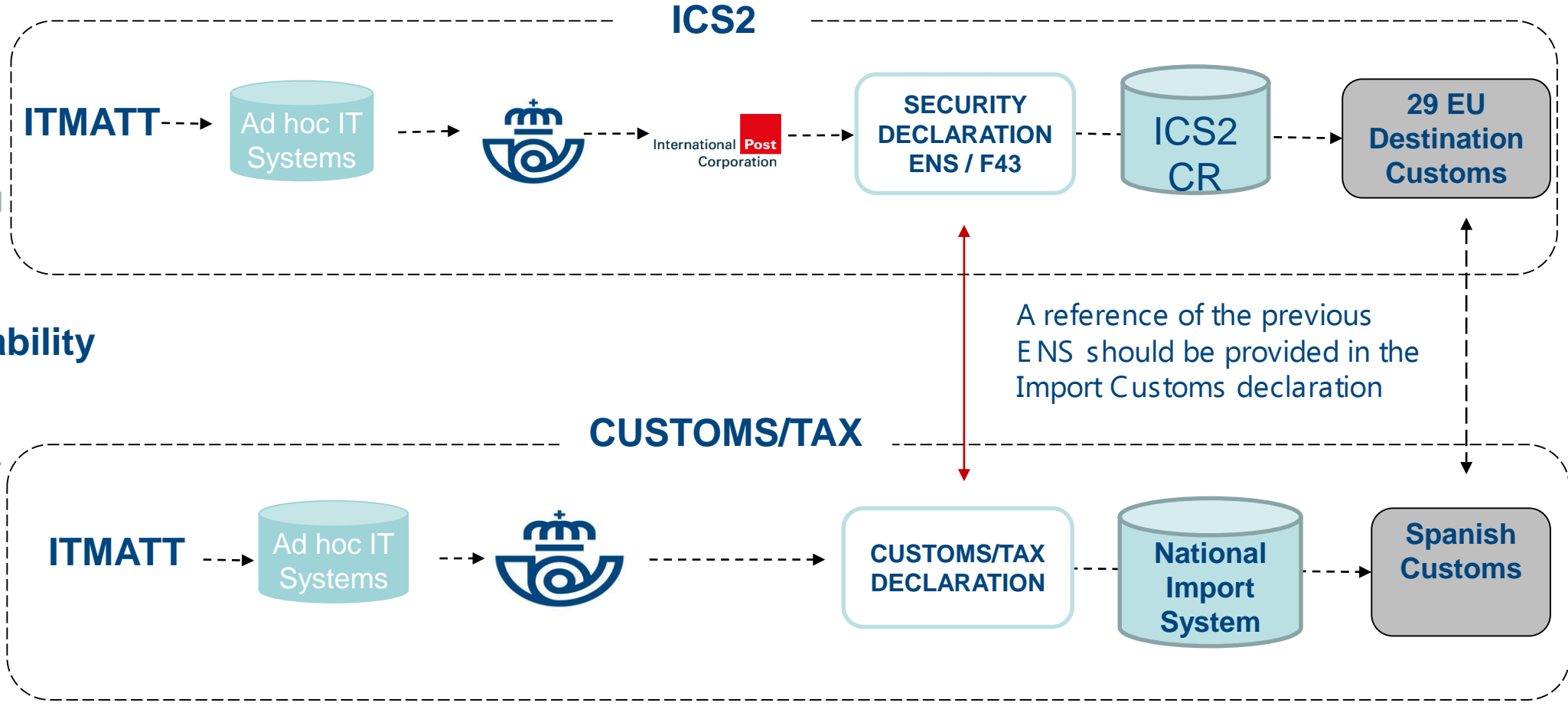
# Same but Different



# Liability of the EU Post



Liability





# What will change with ICS2 Release 2?



New requirements	EU Posts	
Air security and safety	Increase customs checks.	
Pre-loading and pre-arrival	«bomb in the box» + additional Risk Analysis (e.g. P&R).	
EU Posts and carriers involved	EU Post will provide data at item level (F43) based on the ITMATT and at receptacle level (F44).	
	Carriers will provide data at consignment level (F42).	
<ul style="list-style-type: none"> <li>• 7+1 data for all goods</li> <li>• HS-6 code for B2B, B2C</li> <li>• Type of person: B2B, B2C, C2C</li> <li>• EORI consignee</li> </ul>	<ul style="list-style-type: none"> <li>- «New» F43 based on the «new» ITMATT (including HS-6 for B2B, B2C) provided by non-EU Post.</li> <li>- F44 (based on PREDES provided by non-EU Post)</li> </ul>	
	<ul style="list-style-type: none"> <li>• Difficulties to provide HS-6 code by non-EU Posts (not mandatory by UPU regulation until 2025)</li> <li>• No technical solution ad-hoc is in place to identify the type of person nor indication in the ITMATT.</li> </ul>	
Import in EU	Non-EU → EU	«New» F43 based on the «new» ITMATT (including HS-6 for B2B, B2C) provided by non-EU Post.
	Non-EU → EU → EU	
All open/close transits	Non-EU → EU → Non-EU	«New» F43 based on a copy of the «new» ITMATT (including HS-6 for B2B, B2C) + PREDES provided by non-EU Post.
		Non technical solution nor legal requirements in place.
Transshipment in EU	In Transshipment EU Post is not involved	

# ICS2 R2 - Challenges for Correos / EU Post



## Non-alignment between EU and UPU regulations

- EU requirements for ICS2 R2 will be into force in 2023: HS-6 B2B, B2C; Type of person, transit, transshipment.
- UPU Referral standards currently are not mandatory (for non-EU) and HS-6 code will be into force in 2025.
- No legal requirements are in place to provide EAD for EU Transit countries. No-UE → UE → no-EU.
- “New” Data Sharing Agreement between No-EU and EU-transit-Post is required due to data

## Gaps between capabilities and ICS2 R2 requirements

- No UPU mechanisms are in place to penalize Origin Post for non-compliance/lack of EAD nor to refuse items.
- Referrals testing is ongoing, but we still need to solve some issues. ES (Correos, Customs) + BR+ PTC+ IPC.
- How to operationally cope with items arriving without ENS, open referrals...

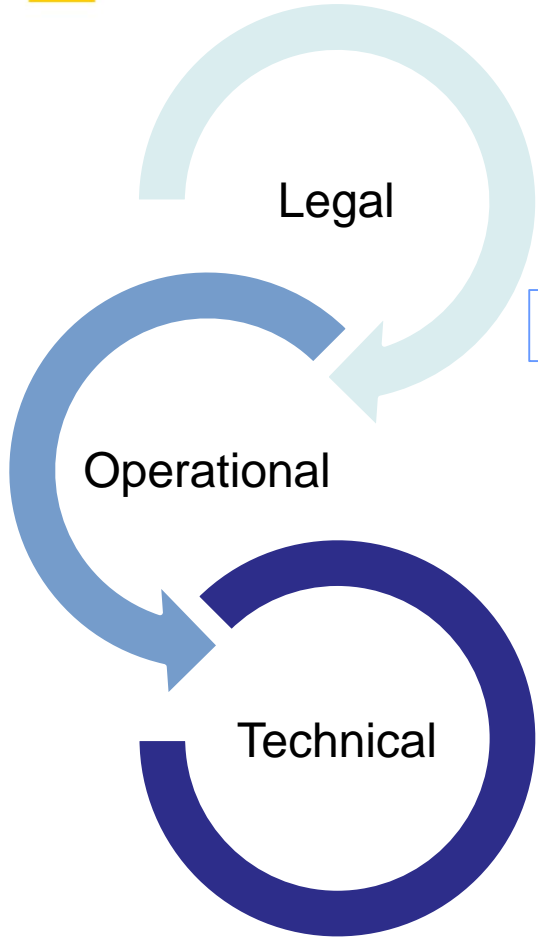
## Connectivity issues among IT stakeholders

- IPC, as our IT provider for ICS2, is working on enforcing current challenges from R1 like timelines issues, no data available, and incomplete data (e.g. Postcode) will increase in R2 (eg missing HS from October).
- How to operationally cope with downtime, technical maintenance windows ...
- No technical IT solutions are in place to support Posts to meet new requirements: Transit/Transshipment.

Legal

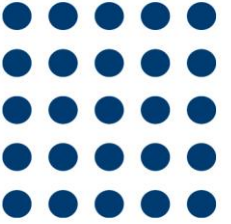
Operational

Technical

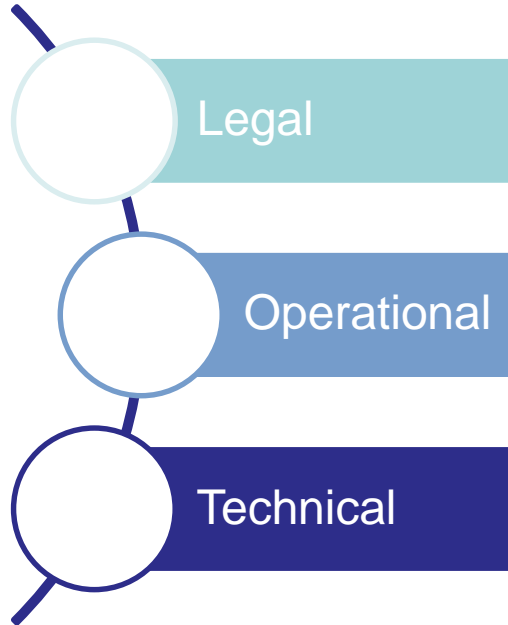




# Impacts for EU POST



From the EU Legal point of view, EU Post has the obligation to meet with EU Regulations and to provide new requirements for ICS2 R2 from 2023 October 2nd.



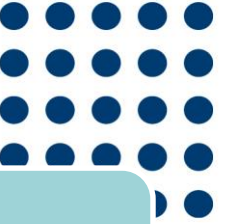
- Investment in IT solutions to meet ICS2 R2 requirements
- Loose of volumes/business
- Non-EU post could decide to avoid the EU as transit countries
- Sanctions for EU Post set at national level
- Data capture upon arrival, handling and treatment manually
- Bottlenecks in operations, delays in delivery...
- Bad customer experience

Extra costs for EU Post

***A realistic approach and gradual implementation are required.  
EU Post is fully dependent on Non-EU Post's readiness to meet ICS2 R2 requirements.***



# Expectations



## SENDERS (CUSTOMER)

- As responsible for the Customs Declarations, they should be well informed by the origin post about the requirements for goods to PLACI and the consequences of not providing good and accurate data.
- EU Destination Post has no contact with the sender in the origin country.

## ORIGIN POSTAL OPERATOR

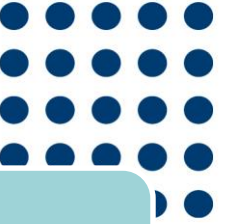
- Cooperation to improve data quality and quantity and new data requested for R2, if possible.
- Implement UPU Standards to be able to receive and act upon the Referrals.
- Checking the readiness of IT systems and UPU tools needed to meet ICS2 R2.

## AIRLINES

- Airlines readiness to receive CARDIT.
- The Destination EU/PLACI Post has not relationship with Airlines. This is an origin post's responsibility.
- Comply with security regulations and maintain high flexibility for common benefit.



# Expectations



## IT PROVIDERS

- Cooperation among IT providers to implement the new technical infrastructure for R2 (PTC, IPC, EC) and solutions to implement the new requirements.

## UPU AND EUROPEAN COMMISSION

- Solve the policy/regulations issues to find a common understanding.
- A realistic approach and gradual implementation are required.
- → EU posts as UPS providers and facilitators of trade, AND business and consumers into the EU and globally will be impacted.

## NATIONAL CUSTOMS AUTHORITIES

- Consider flexibility and cooperation for common benefit.
- Coordination on Regulation, Operational and Technical aspects.





Muchas gracias!  
Thank you!



# **CARISMA**

## **SUPPORT READINESS ICS2**

### **RELEASE 2**

IPC solution modules

# CARISMA

**How to support Carriers in deploying solutions**

## Solutions to support Air Carriers to be ready for ICS2 release 2 for Airmail

- **CAVA – Validation for Acceptance**
  - Origin Post declares to have complied with ICS2 regulatory requirement by including an “AR flag” (applicable regulation indicator) in CARDIT
  - IPC has developed a solution to validate if “AR flag” is provided in CARDIT
    - Mobile web app scanner
    - EAD Tool
    - API integration
  - IPC can support posts that want to validate if postal items or receptacles are compliant (API, EAD tool)
  - IPC can support posts and carriers if posts not yet ready to include AR flag

## Solutions to support Air Carriers to be ready for ICS2 release 2 for Airmail

- **CAFE – Filing ENS (F42)**
  - Airlines complete load plan and create manifest – provide data to IPC – IPC creates F42 file and files if required
  - IPC provides solutions for airlines to provide required data set (via API or entry form in EAD tool)
  - On receipt API call or form completion by carrier, IPC converts data to ENS IE3F42 message
  - Based on agreement and by configuration IPC either returns data/F42 or does F42 filing for Air Carrier



## Solutions to support Air Carriers to be ready for ICS2 release 2 for Airmail

- **CAVIAR – RESDIT provision based on API call**
  - Airlines that use CAVA or CAFÉ can opt for IPC to convert the API calls into RESDIT event messages that can be provided to the post on behalf of the Carrier in reply to CARDIT
  - If air carrier validates a set of receptacles for acceptance IPC can use the event (based on agreed rules) to generate RESDIT 74 or 5 (receipt or accept event)
  - If air carrier uses manifest data to confirm which receptacles are loaded on the flight IPC can use this API call to generate RESDIT 24 (uplift event)

## **CAVA solutions** (“AR” flag check)

### API integration

Carrier uses their scanners connected to carrier system (cargo/mail/handler) the API is integrated with the system and when receptacle is scanned API call is activated to IPC and AR status received

### Mobile Web App

Carrier uses Web app with integrated API on Android scanning device (obtained by carrier), when receptacle ID is scanned API call is activated to IPC and AR status shows on display (green, red)

### EAD tool website

Receptacle ID or consignment ID entered (which calls API) providing overview of receptacles with AR status

## **CAFÉ Solutions** (F42 filing)

### API integration

API for ENS filing integrated with carrier manifest system and on closure manifest the relevant data are send by API call to IPC and based on call IPC creates F42 file and if instructed files F42 for air carrier

### EAD tool website

IPC uses CARDIT data and scans from validation process (if applied) to prefill F42 file, carrier selects consignment from selection screen which through API opens prefilled form that carrier validates or modifies (manual data entry) and triggers F42 filing

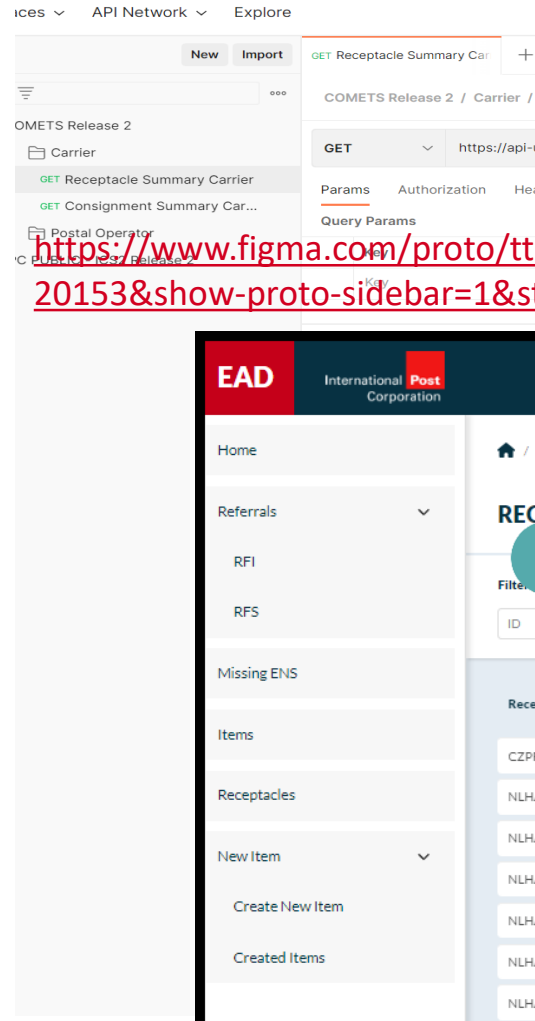
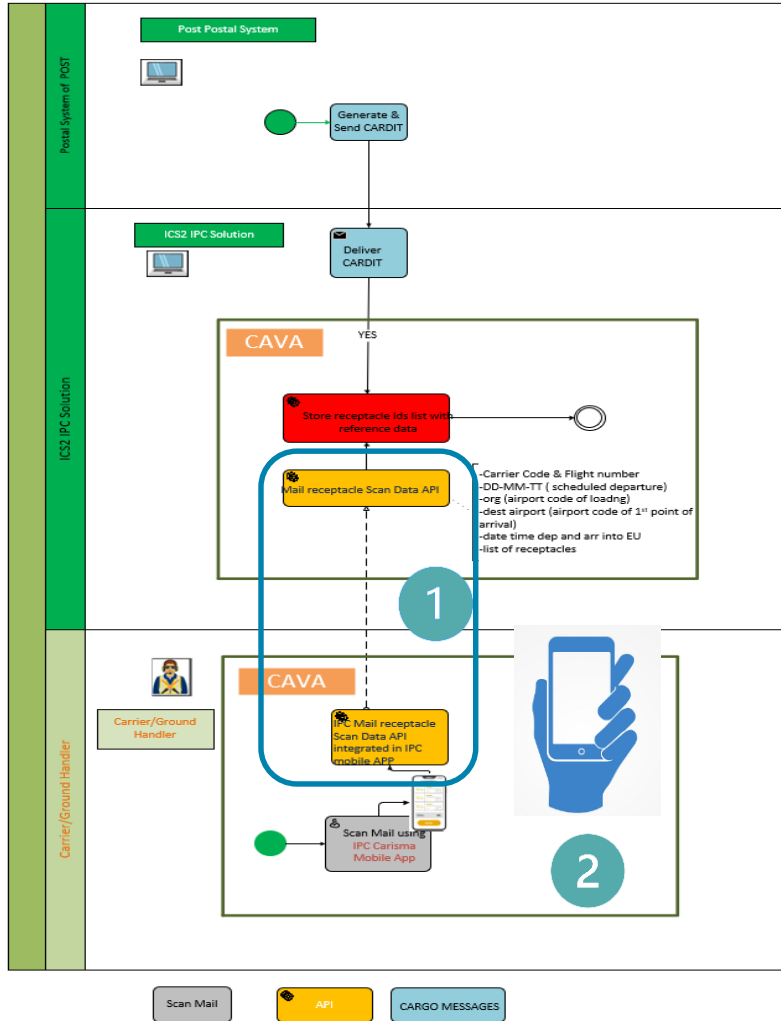
### Mobile App

Same as above but info displayed on mobile/PDA screen

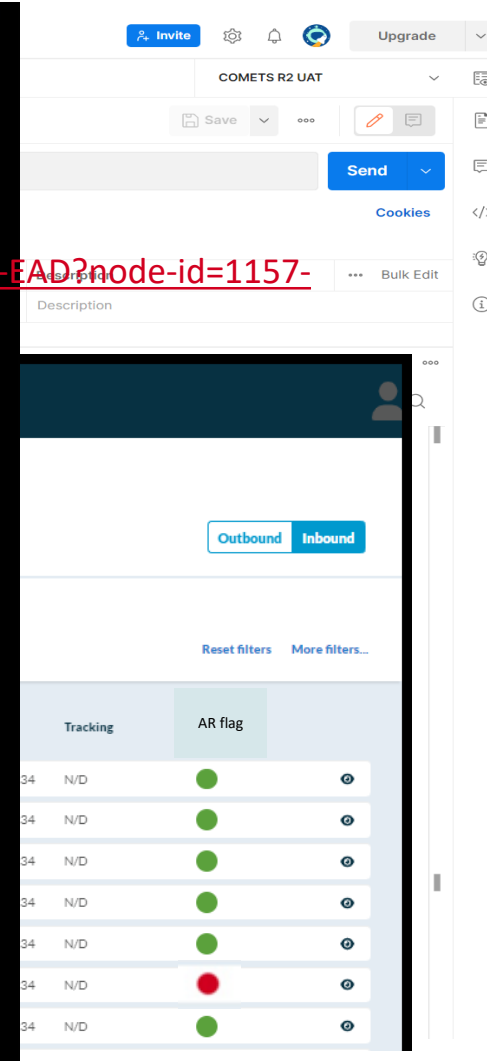
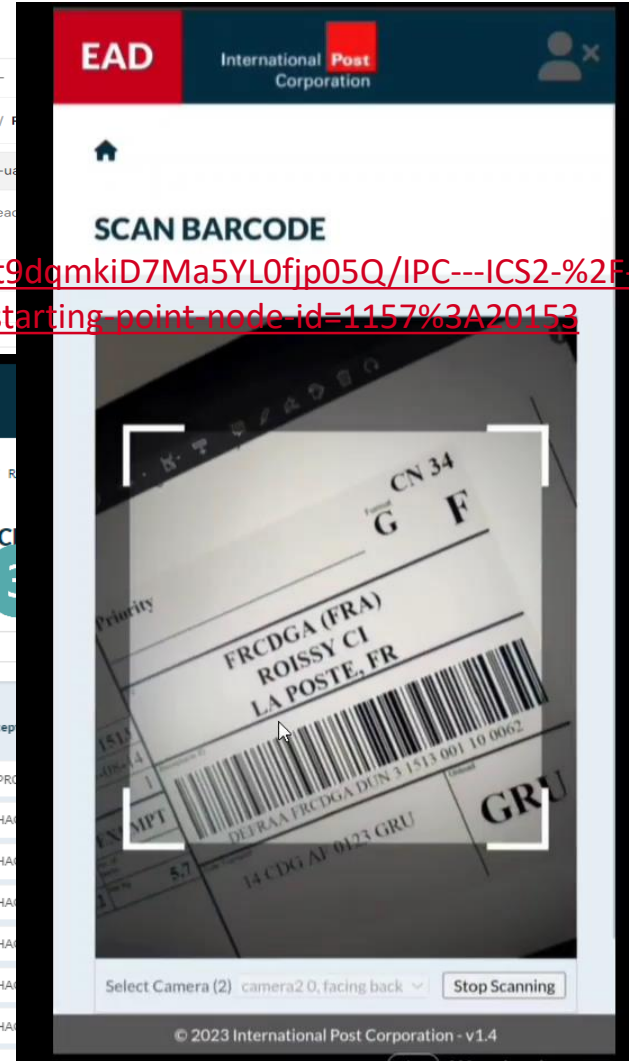
# CAVA – API

## API INTEGRATION, MOBILE WEB APP, EAD TOOL

Mock up



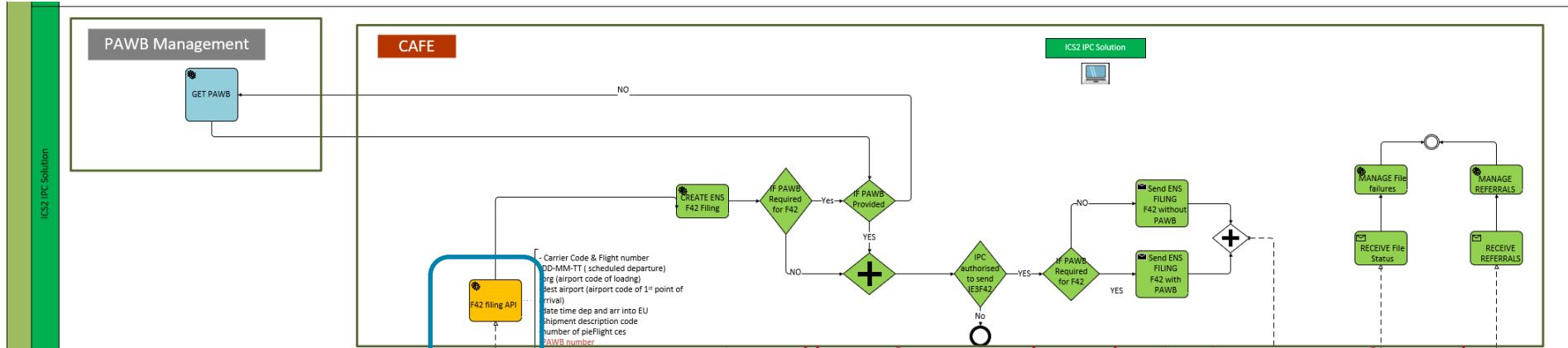
<https://www.figma.com/proto/tt9dqmkiD7Ma5YLofjp05Q/IPC---ICS2-%2F-EAD?node-id=1157-20153&show-proto-sidebar=1&starting-point-node-id=1157%3A20153>



# CAFE – API

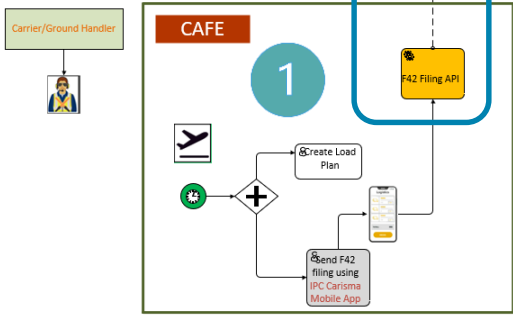
## API INTEGRATION, EAD TOOL

**Mock up**



Carrier Code & Flight number  
DD-MM-YY (scheduled departure)  
Org (airport code of loading)  
Dest airport (airport code of 1<sup>st</sup> point of arrival)  
Gate time dep and arr into EU  
Shipment description code  
number of pieFlight ces  
PAWB number

<https://www.figma.com/proto/tt9dqmkiD7Ma5YL0fjp05Q/IPC---ICS2-%2F-EAD?node-id=1157-20153&show-prot-sidebar=1&starting-point-node-id=1157%3A20153>



Scan Mail API ENS FILING

Receiptacle ID	Origin	Destination	Last update	Tracking	Severity
CZPRGABEBRUAAUN30066001000015	CZ-J1CCZA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116001010082	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116002010038	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116003010108	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116004010031	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116005010065	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●
NLHAGABEANRADUR30116006010057	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	●



# CAVA – CARDIT NO AR FLAG

Mock up

## CARDIT AR Flag determination

### CARDIT Aggregate Item Status determination if no AR flag in CARDIT

- IPC can determine for the Post (for sharing with Air Carrier) the Aggregate Item status for all items in receptacles in a CARDIT (if Posts are unable to Populate AR flag in CARDIT)

### How?

- **IPC item/summary API checks for each item for all the receptacles in the CARDIT message and returns**
  - On CARDIT level (Yes/NO) –All receptacles contain items with status “not applicable or ASC”
  - Receptacle level (Yes/No) –receptacle contains only items with status “not applicable or ASC” => true, false

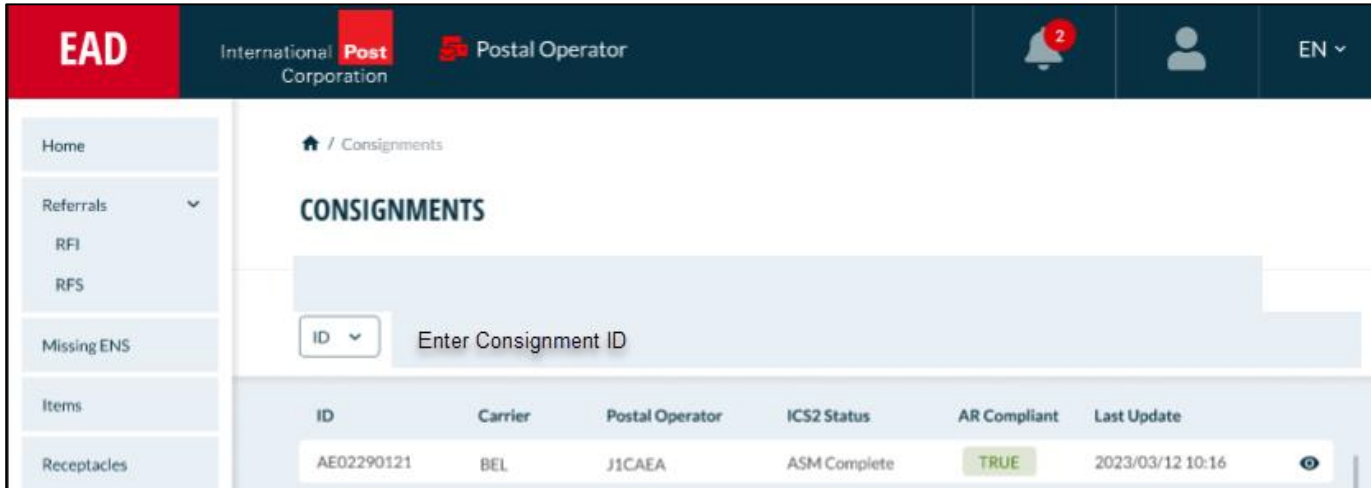
This is available in the IPC EAD tool

- CARDIT/Receptacle level – CARRIER
- CARDIT/Receptacle/**item** level – Postal Operators



# CARDIT VALIDATION THROUGH AGGREGATE ITEM STATUS

## Postal view EAD Tool at CARDIT level



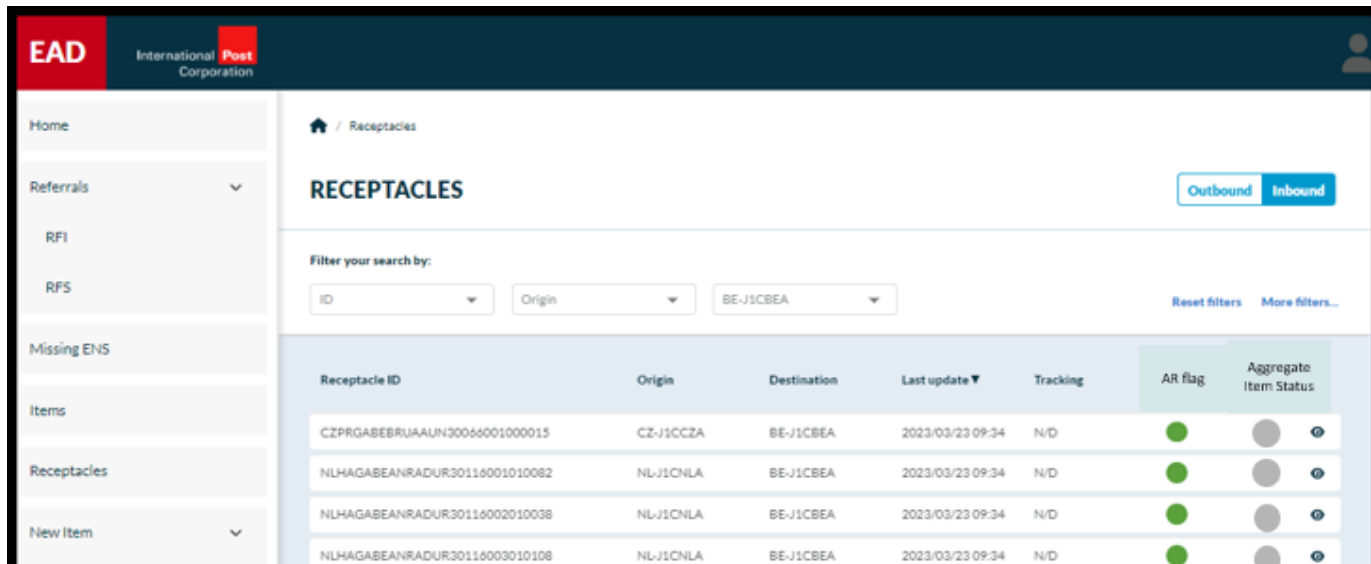
The screenshot shows the 'CONSIGNMENTS' view in the EAD tool. A search bar is present with the text 'Enter Consignment ID'. Below it, a table displays a single record:

ID	Carrier	Postal Operator	ICS2 Status	AR Compliant	Last Update
AE02290121	BEL	J1CAEA	ASM Complete	TRUE	2023/03/12 10:16

### AR Flag

(True) Green if CARDIT with AR Flag

(False) Red if CARDIT without AR Flag



The screenshot shows the 'RECEPTACLES' view in the EAD tool. It includes filters for 'Outbound' and 'Inbound' and a search filter set to 'BE-J1CBEA'. The table below shows several rows of data:

Receptacle ID	Origin	Destination	Last update	Tracking	AR flag	Aggregate Item Status
CZPRGABEBRUAAUN30066001000015	CZ-J1CCZA	BE-J1CBEA	2023/03/23 09:34	N/D	Green	Grey
NLHAGABEANRADUR30116001010062	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Green	Grey
NLHAGABEANRADUR30116002010038	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Green	Grey
NLHAGABEANRADUR30116003010108	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Green	Grey

### Aggregate Item status

Green if ASC or not applicable is "true"

Red is if validation for ASC or not applicable is "false"

Grey if "AR Flag" is provided, aggregate item status Validation is not applicable

# CARDIT VALIDATION THROUGH AGGREGATE ITEM STATUS

## Use Case – Origin Post not capable to include AR flag in CARDIT

ID	Carrier	Postal Operator	ICS2 Status	AR Compliant	Last Update
AE02290122	BEL	J1CAEA	Unknown	FALSE	2023/03/13 10:16

Origin Post authorizes IPC to provide Air Carrier access to Aggregate Item Status for Receptacles with AR flag for CARDIT “False”

AR Flag

(True) Green if CARDIT with AR Flag

(False) Red if CARDIT without AR Flag

Receptacle ID	Origin	Destination	Last update	Tracking	AR flag	Aggregate Item Status
CZPRGABEBRUAAUN30066001000015	CZ-J1CCZA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116001010082	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116002010038	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116003010108	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Red
NLHAGABEANRADUR30116004010031	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green

Aggregate Item status

Green if ASC or not applicable is “true”

Red is if validation for ASC or not applicable is “false”



# CARDIT VALIDATION RECEPTACLES FOR AGGREGATE ITEM STATUS

## Use Case – Origin Post not capable to include AR flag in CARDIT

The screenshot shows the EAD web application interface. The left sidebar contains navigation options: Home, Referrals (with a dropdown arrow), RFI, RFS, Missing ENS, Items, Receptacles, and New Item (with a dropdown arrow). The main content area is titled 'RECEPTACLES' and includes filters for ID, Origin, and BE-J1CBEA. Below the filters is a table with the following data:

Receptacle ID	Origin	Destination	Last update	Tracking	AR flag	Aggregate Item Status
CZPRGABEBRUAAUN30066001000015	CZ-J1CCZA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116001010082	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116002010038	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116003010108	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Red
NLHAGABEANRADUR30116004010031	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116005010065	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green
NLHAGABEANRADUR30116006010057	NL-J1CNLA	BE-J1CBEA	2023/03/23 09:34	N/D	Red	Green

Postal view on status receptacle level showing Aggregate Item Status with **drill down to item level function**

### Aggregate Item Status receptacles

**Green** if ASC or exempt or “ITMATT sent no known unresolved referral”

**Red** if no ITMATT or unresolved referral outstanding



# CARDIT VALIDATION ON ICS2 STATUS

## Use Case – Origin Post not capable to include AR flag in CARDIT

Home / Items

ITEMS [Outbound] [Inbound]

Filter your search by: ID Origin BE-J1CBEA Tracking severity status

Please ensure all filters are available

Please explain Label meaning or change label to be more precise

Please change to ICS2 Status color code if related ICS2 status

Item ID	Origin	Destination	ICS2 Status	Tracking	Last update	Severity
RX150556301JP	JP-J1CJPA	BE-J1CBEA	ASM Complete	Pre-loading	2023/01/18 13:58	Green
EN234899328JP	JP-J1CJPA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
EN236046061JP	JP-J1CJPA	BE-J1CBEA	Failed	Arrival	2023/01/18 13:58	Red
LS596159174NL	GB-J1CNLA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
RR430366641DZ	DZ-J1CDZA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
LS488222685NL	NL-J1CNLA	BE-J1CBEA	ASM Complete	Pre-loading	2023/01/18 13:58	Green
LS487987890NL	NL-J1CNLA	BE-J1CBEA	ASM Complete	Pre-loading	2023/01/18 13:58	Green
RR358445602TR	TR-J1CTRA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
LS487038192NL	NL-J1CNLA	BE-J1CBEA	ASM Complete	Pre-loading	2023/01/18 13:58	Green
CH183207357NL	GB-J1CNLA	BE-J1CBEA	RFI	Pre-loading	2023/01/18 13:58	Red
LS592841688NL	GB-J1CNLA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
LS596152281NL	GB-J1CNLA	BE-J1CBEA	N/A	Pre-loading	2023/01/18 13:58	Green
LS488195866NL	NL-J1CNLA	BE-J1CBEA	ASM Complete	Pre-loading	2023/01/18 13:58	Green

Postal view on Aggregate Item Status drill down

### Break down of Aggregate Item Status

Green if ASC or not applicable

Red if no ITMATT, filing failed / unresolved referral outstanding



# CAFE – EAD TOOL

Data entry options PAWB range management and Data Push function

**EAD** International **Post** Corporation Postal Operator

Home / Consignments / AE022900121 / Edit IE3F42

IE3F42

Full IE3F42 Dataset

Full IE3F42 data set includes further non mandatory information.

### Consignment Details

Postal Airway Bill Number (PAWB): 123-45678911

Carrier: Bt-Air Baltic

Sending Post: J1CRUA

Receiving Post: J1CDKA

Split Consignment

### Active Border Transport Means

Conveyance Reference Number: BT0140

Actual Date And Time Of Departure: 01/01/2020 12:00

Estimated Date And Time Of Departure: 01/01/2020 12:00

Mode Of Transport: AIR, ROAD, SEA

Countries Of Routing Of Means Of Transport: Choose Country **ADD**

Sequence Number      Country Code

- Option to retrieve data from CARDIT and complete or modify data pre-populated based on Consignment Selection
- Option to select empty data entry screen and provide all data

# ADD PAWB FROM AVAILABLE ALLOCATED RANGE

**EAD** International **Post** Corporation Postal Operator

Home / Consignments / AE022900121 / Edit IE3F42

IE3F42 Full IE3F42 Dataset

**Consignment Details**

Postal Airway Bill Number (PAWB) Carrier Sending Post Receiving Post

Bt-Air Baltic J1CRUA J1CDKA

Split Consignment *Select next available PAWB from allocated range*

**Active Border Transport Means**

Conveyance Reference Number Actual Date And Time Of Departure Estimated Date And Time Of Departure

BT0140 01/01/2020 12:00 01/01/2020 12:00

Mode Of Transport

AIR, ROAD, SEA

Countries Of Routing Of Means Of Transport

Choose Country

Sequence Number Country Code

- Option to enter a PAWB number
- Option to have PAWB number pre-filled from PAWB number range management function

# SENDING OF IEF42

**EAD** International Post Corporation Postal Operator

Consignments / AE022900121 / Edit IEF42

IEF42 Full IEF42 Dataset

Full IEF42 data set includes further non-mandatory information.

**Consignment Details**

Postal Airway Bill Number (PAWB): 123-45678911  
Carrier: Bt-Air Baltic  
Sending Post: J1CRJA  
Receiving Post: J1CDKA

Split Consignment

**Active Border Transport Means**

Conveyance Reference Number: BT0140  
Actual Date And Time Of Departure: 01/01/2020 12:00  
Estimated Date And Time Of Departure: 01/01/2020 12:00

Mode Of Transport: AIR, ROAD, SEA

Countries Of Routing Of Means Of Transport: Choose Country

Sequence Number Country Code

**EAD** International Post Corporation Postal Operator

Ex: AEDXBABEBRUAEM37117001100092

ADD

**Receiptable Identifiers (2)**

AEDXBABEBRUAJUA30049001100006  
AEDXBABEBRUAJUAEM37117001100090

**Place of Loading**

Country: Portugal  
UNLOCODE: SVO  
Location Name:

**Place of Unloading**

Country:  
UNLOCODE:  
Location Name:

Custom Office Of First Entry: DK

CANCEL SAVE SEND

Push data via webhook to other applications

- Option to trigger F42 filing by IPC to EC ICS2 STI using EAD tool
- Option to trigger F42 file generation with F42 file pushed to Carrier / Carrier solution provider system via Webhook

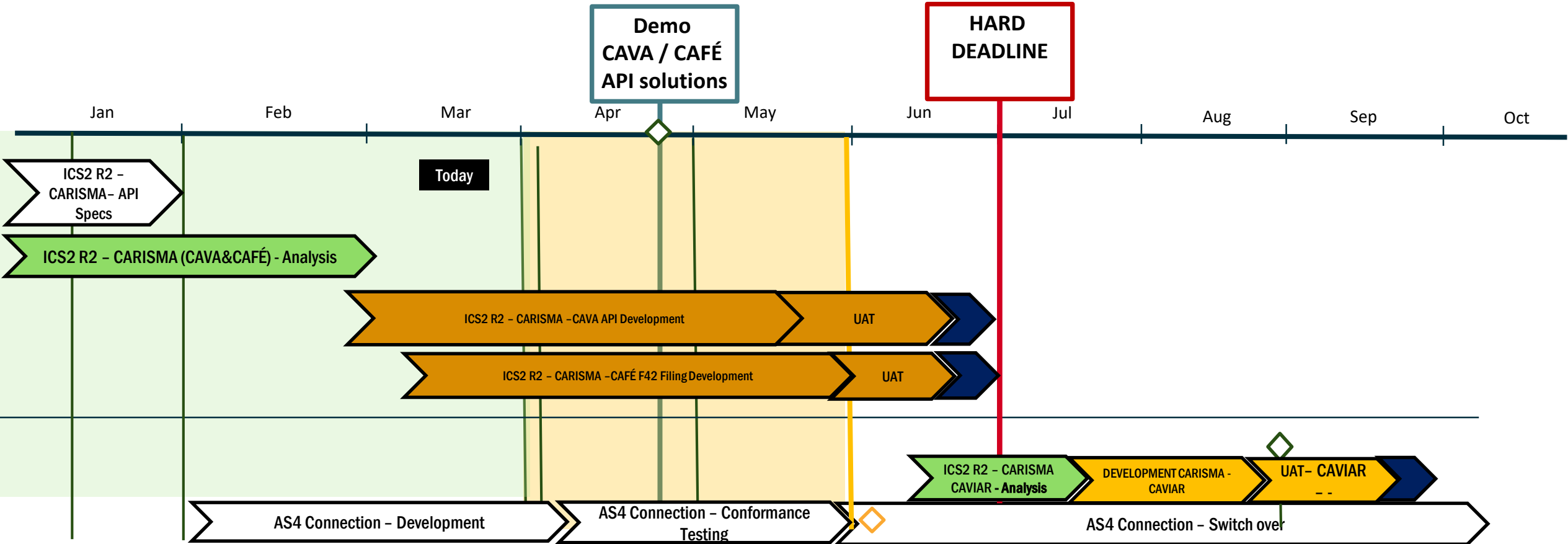


# STATUS

## Timeline

# CARISMA 2023

## Timing and Milestones



- Specification APIs available for testing and preparation of any possible foreseen integration
  - => IT expert airline can contact IPC for further clarification and info
- Airlines interested to use EAD Tool or Mobile scanner web application to contact IPC
  - => Testing and Training to be scheduled with airlines from mid May
- IPC has completed technical set up for end-to-end conformance testing
  - => end-to-end testing by interested airlines scheduled first half June
- IPC schedules to deploy end of June 2023
  - => airlines that have scheduled deployment to coordinate start date with IPC



# **UPU technical solutions for EAD Compliance and ICS2 Release 2**



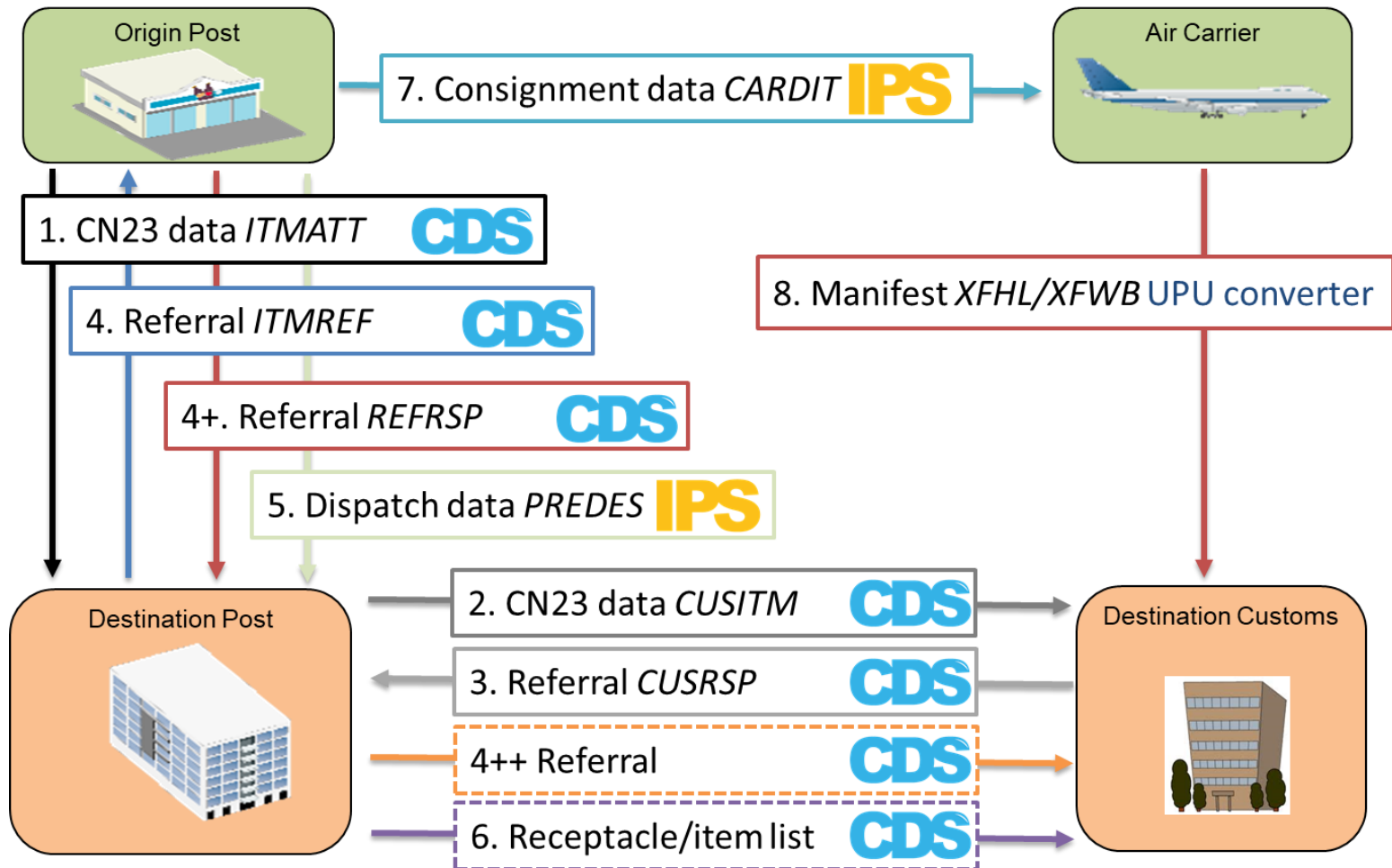
# Agenda

- Global Postal Model and UPU technical solutions
- Application Regulations information in CARDIT
- EAD Check API for posts and carriers
- POST\*Net
- ICS2 converter for carriers



# EAD requirements and Global Postal Model

UPU provides **technical solutions** for designated operators and carriers to comply with the **EAD requirements** and for each flow of the **global postal model**

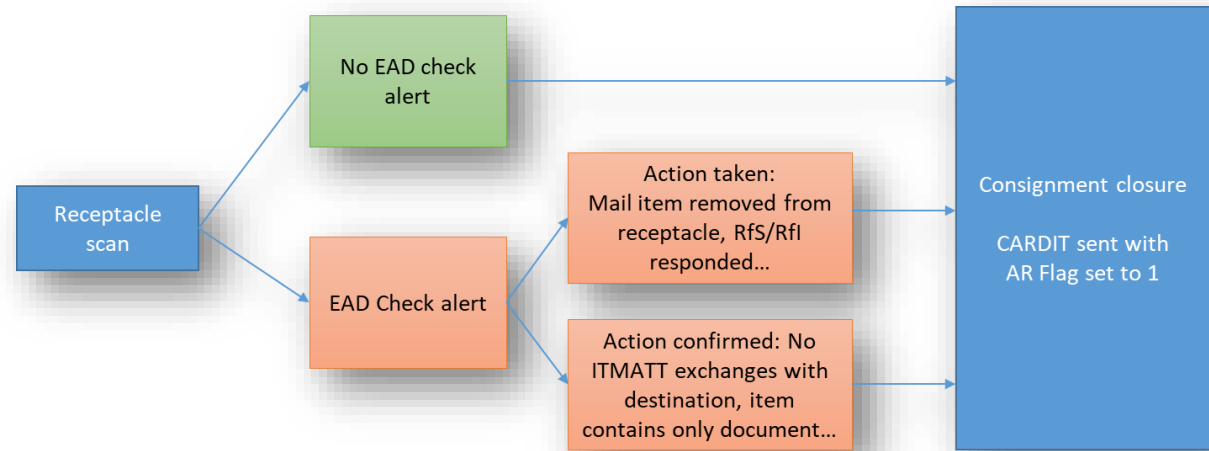




# Applicable Regulations in CARDIT

IPS allows designated operator to send **Applicable Regulations (AR)** information in **CARDIT**, including the **AR-Flag**.

The Postal Technology Centre provides **guidelines, technical information** and **script** to enable designated operators to configure IPS



Routing plan: Applicable regulation (AR) configuration (MAN727)

Search criteria

Country: [ ] ...

Direction: [ ] ...

Search (F3)

Items in list: 0

Country	Transport direction	Reference ID	Border agency authority
---------	---------------------	--------------	-------------------------

New (Ins)...

Store (F2)

USJFKA | INTERNAL\PC1011

Edit applicable regulation configuration

Country\* [ ES (Spain) ] ...

Transport direction [ 2 (import) ] ...

Reference Id\* [ IMP-ES-20210429-EU185/2010 ]

Border agency authority\* [ CUS (Customs) ] ...

OK Cancel Help (F1)

**Country of destination**

**Transport direction**  
Value is always: 2 - Import

**Reference ID**

- Information can be found in the list of 'Mandatory EAD countries'
- The prefix is automatically added
- If the destination country has not published any reference ID, the value must have the following format: '**country code**-not-available' (replace 'country code' with the country code of the destination, e.g. for Chile: **CL-not-available**)

**Border agency authority**

Value is always: CUS

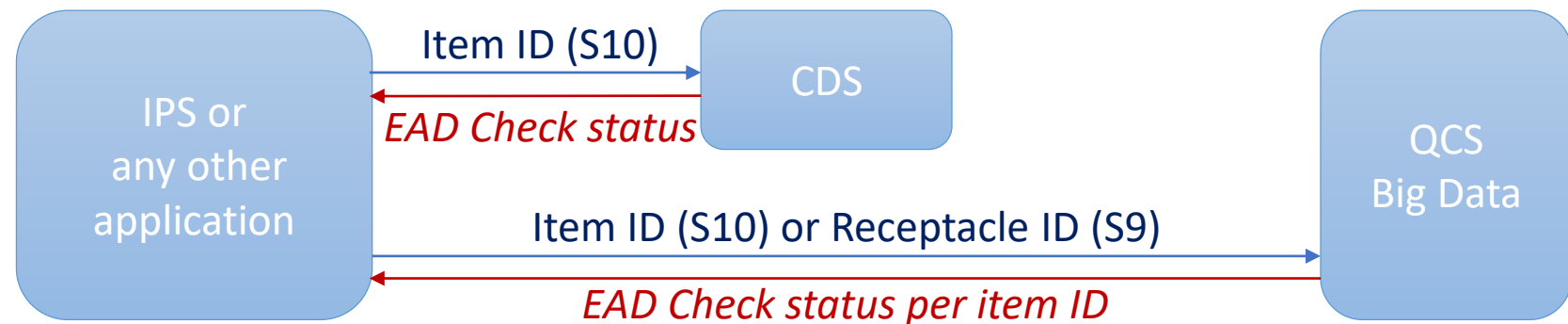


# EAD Check API

EAD Check allows designated operators and carriers to check that the mail they are sending, receiving or processing in open transit, closed transit or transshipment complies with the EAD requirements

A mail item identifier (S10) or a receptacle identifier (S9) is submitted to CDS or QCS Big Data then the EAD Check API returns an alert for each item that:

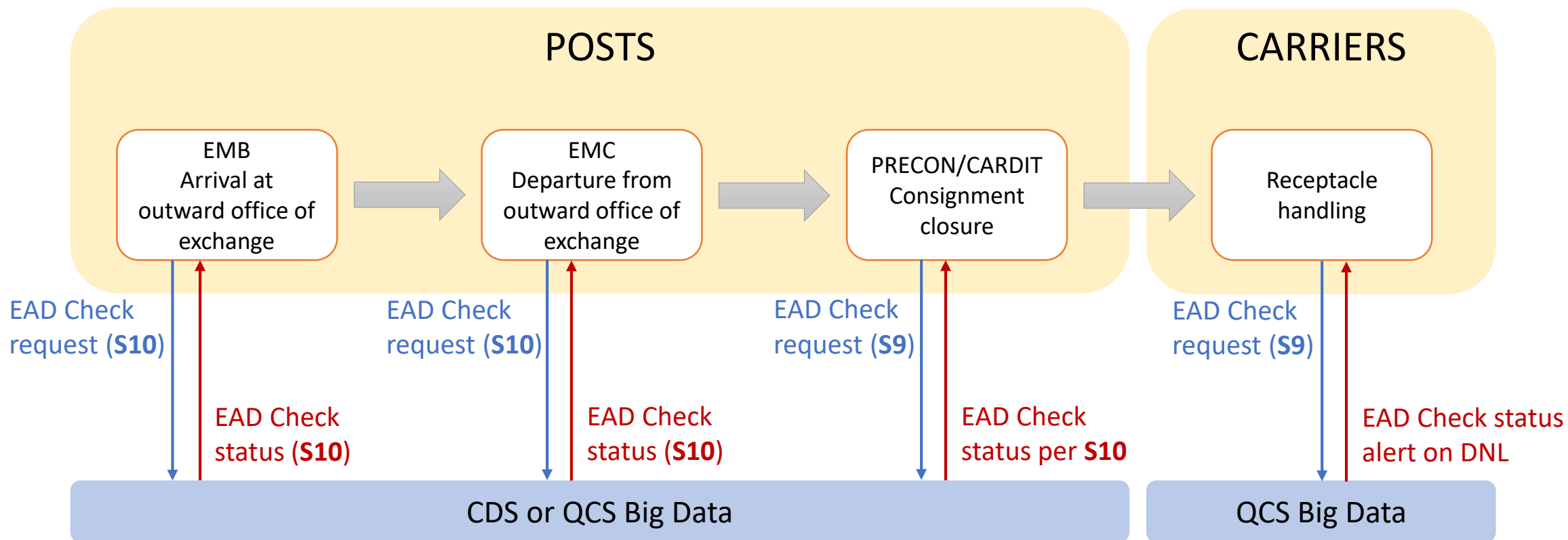
- does not have an **ITMATT**
- has a “do not load” (**DNL**)
- has a “request for screening” (**RFS**) or “request for information” (**RFI**), with no response
- does not have an “assessment complete” (**ASC**)
- No information found





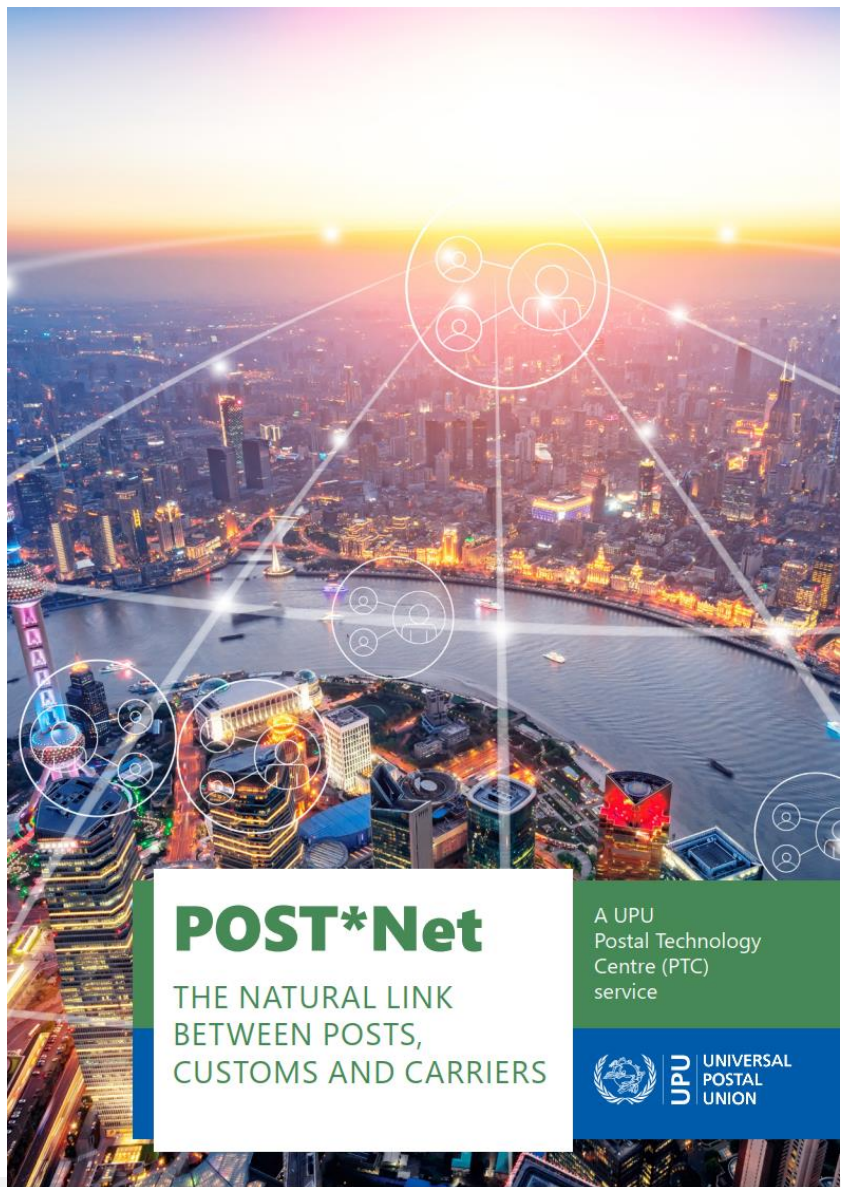


# EAD Check API





# POST\*Net and UPU solutions for carriers



POST\*Net is the EDI postal network hosted and managed by the UPU Postal Technology Centre (PTC).

POST\*Net is an affordable network available to all actors in the postal supply chain, designated operators and wider postal sector players such as customs, carriers, and ground handlers.

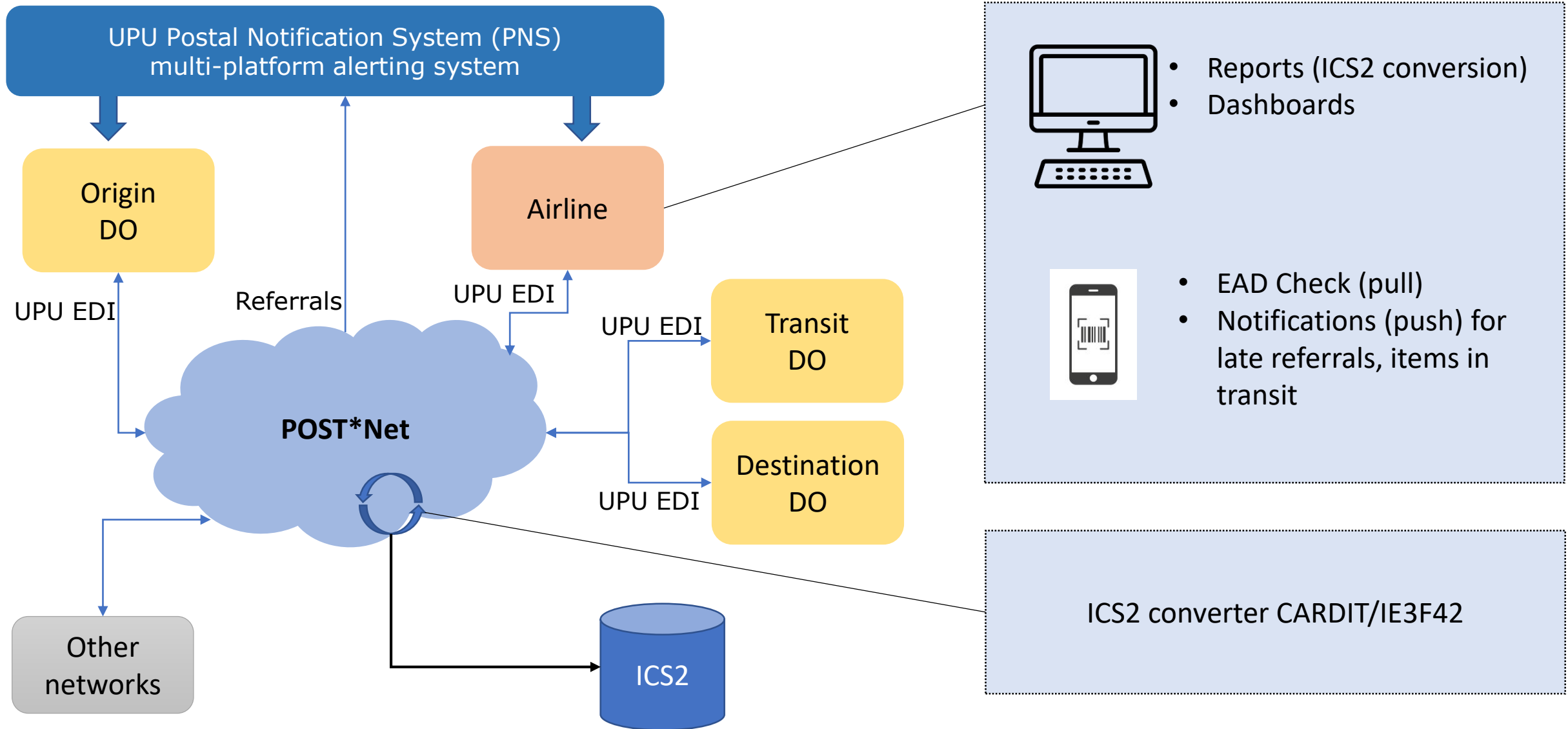
POST\*Net services:

- POST\*Net: exchanges of CARDIT and RESDIT with the designated operators
- CARDIT/RESDIT to Cargo-XML converter
- POST\*Net dashboards
- EAD Check API
- ICS2 converter\*
- Reports\*
- Dashboards on ICS2 conversion and EAD Check\*
- Notification system that alerts in case of late referral\*

\*being implemented



# POST\*Net and UPU solutions for carriers





**Thank you for taking the time to  
complete this survey.  
Your feedback is valuable.**

<https://www.surveymonkey.com/r/IATA-UPU-4thwebinar>

