3rd IATA-UPU Webinar

MAIL TRANSPORT CHALLENGES AND SOLUTIONS

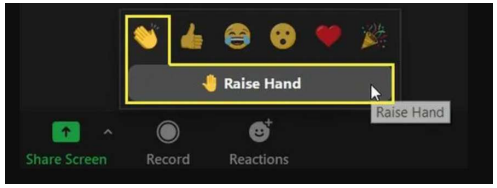
30 November 2022, 13:00 – 15:00 CET

Online on Zoom | *In English only*

Before we start

- **Asking questions**
  - Use the chat window

  - Raise the virtual hand



- **This session is being recorded**

Please note that the presentation slides and the recording will be made available to you after the session both on the UPU and IATA websites where you also can find previous webinars.

Time (approx.)	Topic	Presenter
13.00 - 13.10	Welcome	Jan Bojnansky Andre Majeres
13.10 - 13.40	Mail registration Device (MRD)	Hector Martin Arias
13.40 - 14.15	Paper-free transports • From a postal point of view • From carrier point of view • How to get started?	Chu Quynh Anh Pascal Lai Mette Boisen
14.15 - 14.30	Dangerous Goods in the Post: Recognition and Reporting	Vincent Desiderio
14.30 - 14.50	Electronic Advance Data Status	Mette Boisen
14.50 - 15.00	Closure	Jan Bojnansky Andre Majeres

International Post Corporation

MAIL REGISTRATION DEVICE

IATA – UPU webinar

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Presented by Héctor Martín Arias

Classification: Public

18 pages

30-11-2022

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INTRODUCTION

General background

IPC MAIL REGISTRATION DEVICE

CONCEPT

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Why a Mail Registration Device (MRD)?

- Insufficient or absent electronic data-based visibility of handover processes (post-carrier at origin, carrier-post at destination) in airport operations
- Existing systems (postal system, carrier system, ground handling agent (GHA) system, provide data, but these are not always trusted by all stakeholders (data capture methods, data capture locations)
- Tedious verification processes in place to investigate what the actual operational reality was, to determine where failures occurred (meetings, data exchanges, contradictory information) → "he said, she said" situations
- Non-standard operational setups in airports lead to misunderstandings by stakeholders on where and when the actual handover takes place

→ The "grey zone" in mail handover operations is one of the biggest areas of waste in international postal transportation

→ In 2007, IPC launched the "Mail Registration Device" (MRD) concept

IPC MAIL REGISTRATION DEVICE

WHAT IS AN MRD?

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What the MRD is about:

- Providing visibility over two critical processes in operations: Handover at origin and at destination. To shed some light over the “grey zone”, where accountability over the handover process is often unclear.
- The MRD is a tool provided to monitor TRANSPORT related operational events
- The events that the MRD process focuses on are ULD and RECEPTACLE level
- (note: item related events can be derived from receptacle events in some cases, based on the principle of item-to-receptacle nesting)
- The success of the MRD process relies on several parties’ involvement: sending posts, receiving posts, air carriers, local Ground Handling Agents
- The use of the MRD allows for easy increase of RESDIT (RESDIT 21, delivery and RESDIT 74, possession at origin) events reporting by air carrier in multiple airports with little investment required

IPC MAIL REGISTRATION DEVICE

WHAT IS AN MRD

What the MRD is NOT about:

- The MRD is not a “commercial product”. IPC is a non-profit organization, that needs to cover costs of any operational solution implemented
- IPC’s aim is not to compete with system vendors that provide valid solutions to record and report operational events
- The MRD is not the only solution available to provide clear handover information in a given airport. Other alternatives exist
- The MRD is not a tool implemented and primarily used to monitor item related events, and is not meant to replace item monitoring tools
- The MRD is not meant to determine liability when operational issues occur (loss of receptacles, damage of goods or receptacles)

IPC MAIL REGISTRATION DEVICE

WHAT IS AN MRD - HARDWARE

- The MRD consists of a touchscreen terminal, a scanner, a label printer and technical infrastructure to manage the data produced
- It is installed at the locations identified as handover points, either at origin or at destination of mail consignments

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INTRODUCTION

MRD Operations

MRD OPERATIONS

"Push" Proof of Delivery (POD) scenario and alternative scenarios

- Most common operational scenario
- GHA brings mail into the postal facility and delivers it to the local post at a defined handover point
- Post takes possession of mail at a warehouse or staging area
- Post processes receptacles by scanning them individually either on site or at a different point (office of exchange in a different area)

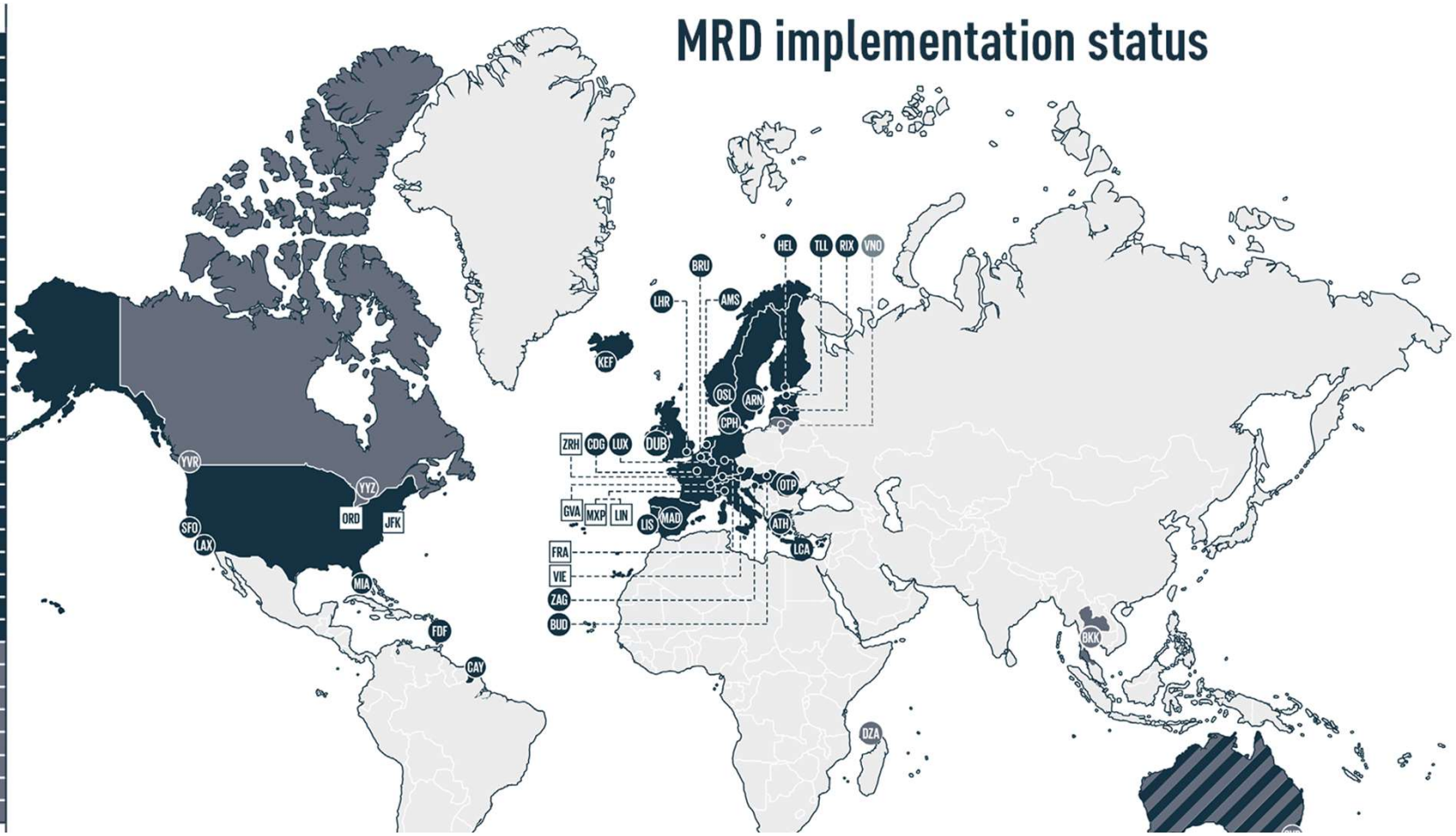
MRD operational video

- Alternative scenarios: IPC develops, based on the outcome of the on site operational assessment, the best solution, based on MRD registrations, to properly report critical handover events in any airport

POD MRD IMPLEMENTATION

Map of installations

Country	Airport	Site	Type	Status
AU	SYD	AUSYDA	POD MRD	Active
BE	BRU	BEBRUA	POD MRD	Active
CY	LCA	CYLCAA	POD MRD	Active
DK	CPH	DKCPHA	POD MRD	Active
EE	TLL	EETLLA	POD MRD	Active
ES	MAD	ESMADA	POD MRD	Active
FI	HEL	FIHELA	POD MRD	Active
FR	CDG	FRCDGA	POD MRD	Active
MQ	FDF	MQFDFA	POD MRD	Active
GF	CAY	GFCAYA	POD MRD	Active
GB	LHR	GBLHRA	POD MRD	Active
GR	ATH	GRATHA	POD MRD	Active
HR	ZAG	HRZAGB	POD MRD	Active
HU	BUD	HUBUDA	POD MRD	Active
IE	DUB	IEDUBB	POD MRD	Active
IS	KEF	ISREKA	POD MRD	Active
LU	LUX	LULUXC	POD MRD	Active
LV	RIX	LVRIXA	POD MRD	Active
NL	AMS	NLAMSA	POD MRD	Active
NO	OSL	NOOSLA	POD MRD	Active
NZ	AKL	NZAKLA	POD MRD	Active
PT	LIS	PTLISA	POD MRD	Active
RO	OTP	ROBUHA	POD MRD	Active
SE	ARN	SESTOA	POD MRD	Active
US	LAX	USLAXA	POD MRD	Active
US	MIA	USMIAA	POD MRD	Active
US	SFO	USSFOA	POD MRD	Active
AT	VIE	ATVIEA	MRD like	Active
CH	GVA	CHGVAA	MRD like	Active
CH	ZRH	CHZRHC	MRD like	Active
DE	FRA	DEFRAA	MRD like	Active
IT	LIN	ITLINA	MRD like	Active
IT	MXP	ITMXPA	MRD like	Active
US	JFK	USJFKA	MRD like	Active
US	ORD	USORDA	MRD like	Active



PROOF OF CUSTODY (POC) MRD

HIGH-LEVEL PROCESS DESCRIPTION

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1. **Concept:**

   a) Post physically nests receptacles into container/cart/roll cage
   b) Post prints and attaches barcoded label with Container Journey ID (CJID) (CARDIT M39/M48 standard) and stages containers/carts/roll cages at handover point
   c) Handler uses POC MRD scanner to scan CJIDs →date time stamp of handover is recorded
   d) IPC consolidates data from MRD + receptacle ids associated to CJID in CARDIT
   e) IPC shares handover files with carriers (hence able to generate RESDIT 74 event) and produces CAPE reports for posts and carriers

2. **Identified applicable IPC sites (status):**

The above process is applicable to all locations where the handover from post to carrier is made by using nested receptacles into equipment AND the post is capable of including CJID in CARDIT. Current status:

CPH, LIS, ARN, OSL, AMS, BRU, CDG : Fully operational, files exchanged with carriers on a daily basis
MXP, LIN, VIE, GVA, ZRH: POC MRD-like data received for all receptacles

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REPORTING

Available reports and data sharing

REPORTS - MAIL REGISTRATION DEVICE

Available reports

IPC shares MRD generated data with multiple parties, and has developed over time MRD related reports accessible to all stakeholders:

- Posts: sending and receiving posts have access, via the CAPE reporting system, to multiple reports allowing them to monitor the MRD operations and the quality of the process. Examples of KPIs available:
  - Comparison of the delivery time recorded with an MRD and the actual time of arrival of the flight → Gap shows the total process time of the GHA
  - Denesting performance report: Allows to monitor the % of receptacles that were properly processed by following the expected MRD procedures → Supports action plans to increase the amount of receptacles with a POD
  - Track and trace for receptacles: Proof of delivery time stamp can be compared to other events provided by airlines and posts → Gap between the claimed POD by a carrier or post and the MRD recorded physical handover (see next slide)

- Ground handling agents
  - GHAs can have full visibility of the delivered receptacles, weight, actual arrival vs delivery time, etc.

MAIL REGISTRATION DEVICE

Available reports

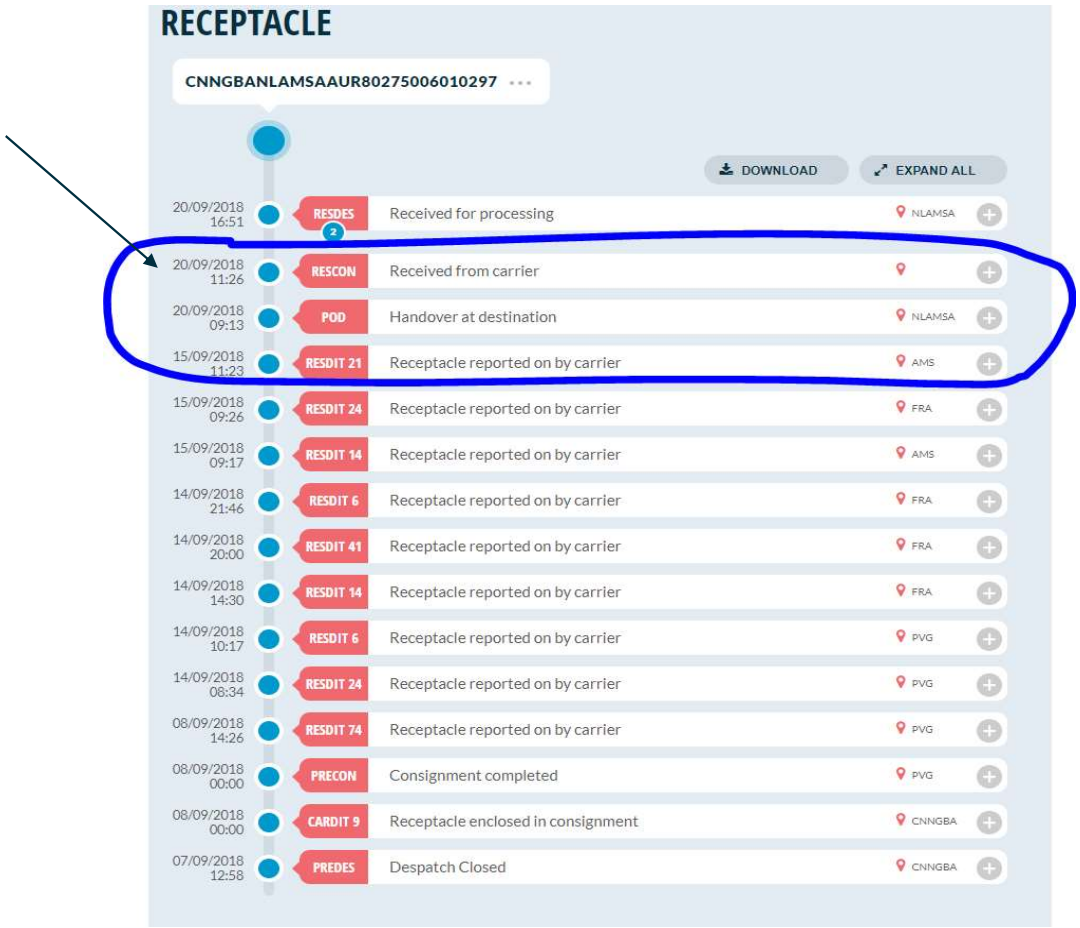
- Carriers: Available reports, similar to the ones for GHAs are completed with data sharing directly into the carriers systems (see next slide)

- Data sharing with parties: Direct feeds into the different systems can be configured between IPC and requesting parties. Typically these are XML files shared via secured FTP servers for the users to then process the data as they wish:

    - Carriers: they use our XML files to either generate RESDIT 21 events based on MRD data or to enhance their internal reports
    - GHAs: XML files fed to some GHAs, are used for them to feed internal reports
    - Posts: some posts have requested direct feeds into their systems for analysis purposes

REPORTS - MAIL REGISTRATION DEVICE

Example of track and trace



MAIL REGISTRATION DEVICE REPORTS

Handlers/carriers views

CAPE

805. MAIL REGISTRATION DEVICE DELIVERY

International Post Corporation

PERIOD 01/10/2022 - 14/11/2022

HANDLER

SUMMARY | CARRIER PERFORMANCE | DETAILS

Generated on 14/Nov/2022 at 08:50 UTC (total of 250 records) DOWNLOAD

Registered carrier	Registered flight	MRD location	Origin	Handler	MRD label	Unit ID / receptacle ID	Attributed carrier	Handover date	Actual arrival	Reg. vs arr. (d hh:mm)	Attributed receptacles	Weight (kg) attr. rcpts.
Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter	Filter
SN	3731	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CNFOCDESMADBAEN20661004100161	SN	04/Oct/2022 08:16	03/Oct/2022 23:16	09:00	11	136.5
						CNCGODESMADAAUX25631001000171	SN					
						CNCGODESMADAAUX25631003000129	SN					
						CNCGODESMADAAUX25631006000198	SN					
						CNCGODESMADAAUX25631007100033	SN					
						CNCGODESMADAAUX25633007000179	SN					
						CNCGODESMADAAUX25634001000144	SN					
						CNCGODESMADAAUX25634002100029	SN					
						CNFOCDESMADAAUX25831012000109	SN					
						CNFOCDESMADAAUX25831014000106	SN					
						SNDKRAESMADBAUN20104001110106	SN					
SN	3727	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	HKHKGFESMADBAUR20379001110011	SN	05/Oct/2022 17:26	05/Oct/2022 16:38	00:48	26	110.6
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	FIHELZESMADBAUN20182002100017	SN	05/Oct/2022 13:15	05/Oct/2022 12:13	01:02	39	227.9
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CC019583192ES		28/Oct/2022 14:26	28/Oct/2022 12:16	02:10		
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CNFOCDESMADAAUX25831017000146	SN	01/Oct/2022 13:20	01/Oct/2022 12:01	01:19	22	264.2
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	SNDKRAESMADBAUN20111001110058	SN	24/Oct/2022 12:51	24/Oct/2022 11:53	00:58	10	123.9
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	INBOMCESMADBACN20235001000174		05/Oct/2022 13:15	05/Oct/2022 12:13	01:02		
SN	3731	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CNCGODESMADAAUX25633006000228	SN	04/Oct/2022 08:16	03/Oct/2022 23:16	09:00	21	206.2
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	SNDKRAESMADBAUN20115001110005	SN	02/Nov/2022 12:...	02/Nov/2022 11:...	00:38	12	63.3
SN	3721	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	INMAAAESMADBAUN20110019000060	SN	05/Oct/2022 13:15	05/Oct/2022 12:13	01:02	14	134.7
SN	3727	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CNBJSAESMADCBCN20309026010092	SN	05/Oct/2022 17:26	05/Oct/2022 16:38	00:48	34	191.7
SN	3727	ESMADA	BRU	WFS-MADFHAA	BEIPCAESMADA...	CNBJSAESMADBACN24234010110020	SN	05/Oct/2022 17:26	05/Oct/2022 16:38	00:48	28	88.4

MRD PROJECT

How to trigger an MRD installation. What to do

- Preparation:
  - Expression of interest and confirmation by all stakeholders
  - Operational assessment
  - Technical and operational setup

- Activation:
  - Confirmation of readiness, technical tests (plug & play)
  - Training and communication
  - Definition of kick-off date and ramp-up phase

- Operations:
  - Monitoring of operations and support procedures
  - Reminder of training, communication
  - Use of reports, optimization of operations, action plans

MRD PROJECT

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Available documentation and contact details

- MRD webpage: https://www.ipc.be/services/supply-chain-integration-services/mrd

  - MRD handbook: a practical hands-on oriented document, ideal to get started and know all the elements that make up the MRD project
  - User guides (GHA, POD MRD, POC MRD, postal POD denesting)
  - Standard slides presentation MRD project
  - Link to MRD video

- For more information, please contact IPC:

  - MRD project: hector.martinarias@ipc.be and claudia.albuquerque@ipc.be
  - Support on MRD issues, action plans, reports: marcial.fournier@ipc.be
  - Operational and technical issues: helpdesk@ipc.be

  (note: IPC and the UPU have a cooperation agreement to support the efforts of communication around the MRD project. Any contact through the UPU IB will be properly conveyed to IPC)

QUESTIONS

VIETNAM POST'S EXPERIENCES ON CN 38 PAPER – FREE PROJECT

VNPOST.VN

KICK OFF PROJECT BETWEEN
VNPOST – QUATAR AIRWAYS - POSTNORD

Discuss, plan and agree on the pilot implementation plan among the 3 parties

Jan 12, 2021

PILOT IMPLEMENTATION

Evaluate the results of pilot implementation and withdraw lessons and challenges

May 15, 2021

OFFICIAL IMPLEMENTATION

Monitor and evaluate official implementation results

IMPLEMENTATION PROCESS

ORIGIN

VNPOST

VNSGNA/VNHANA

POL: SGN/HAN

DESTINATION

POST NORD

All OEs with IMPC codes beginning with

DK (DK…….) and SE (SE……..)

POD: CPH/ARN

POST NORD

All OEs with IMPC codes beginning with

DK (DK…….) and SE (SE……..)

POL: CPH/ARN

VNPOST

VNSGNA

POD: SGN

HOW TO PROCESS TRIPARTITE AGREEMENT AND CHECKLIST FOR IMPLEMENTATION

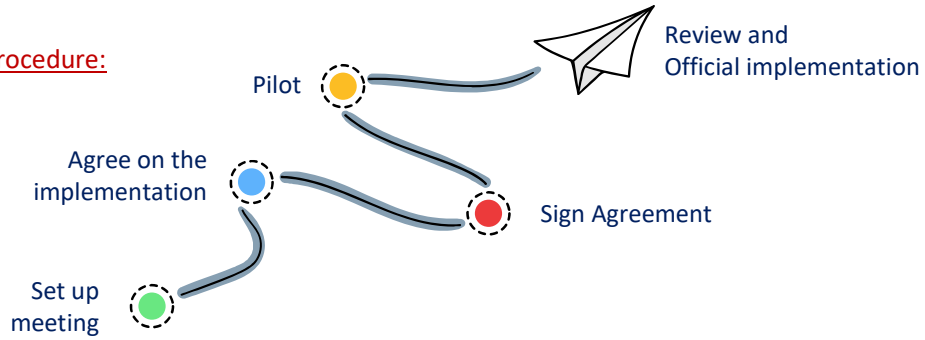
Prerequisite:

Both Origin & Destination DO must be exchanging CARDIT/RESDIT messages with the airline carrier.

Scope of service:

Letter-post, Parcel, EMS

Procedure:



Key points of agreement and checklist:

- Operation and Handing over processing
- EDI messages

Tripartite Agreement

Thỏa thuận ba bên

This agreement confirms the paper free transportation of mail between PostNo Vietnam Post and Qatar Airways. The paper delivery bills are replaced by EDI messag on the following routes:

Thỏa thuận này xác nhận việc triển khai hoạt động giao nhận, vận chuyển hàng bưu chí không dùng giấy tờ giữa Bưu chính Thụy Điển, Bưu chính Việt Nam và Hàng khô Qatar. Phiếu giao chuyển thư được thay thế bởi các bản tin EDI theo kế hoạch như sau:

From DK/SE to VN

Hàng bưu chính từ DK/SE đến VN

Origin IMPC's	All IMPC's starting with DK (DK____) and SE (SE____)
Origin Airport	CPH
Destination IMPC's	All IMPC's starting with VNSGN (VNSGN_)
Destination Airport	SGN
Start date	12-01-2021

Origin IMPC's	All IMPC's starting with SE (SE____)
Origin Airport	ARN
Destination IMPC's	All IMPC's starting with VNSGN (VNSGN_)
Destination Airport	SGN
Start date	12-01-2021

From VN to DK/SE

Hàng bưu chính từ VN đến DK/SE

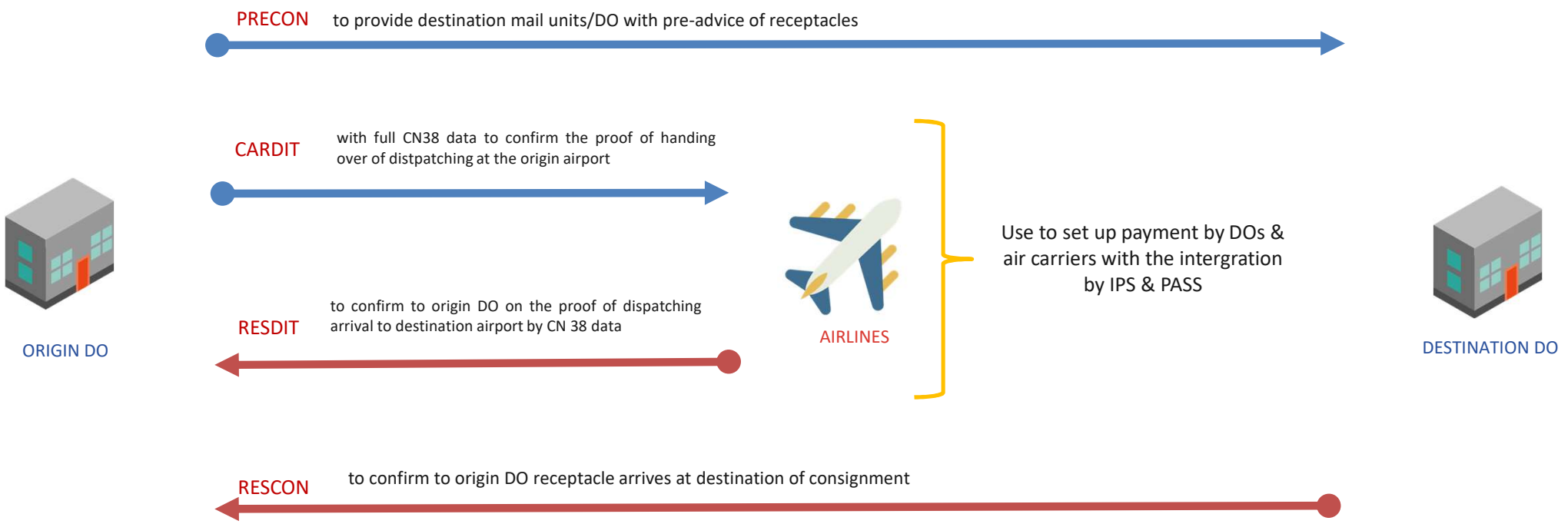
Origin IMPC's	All IMPC's starting with VN (VN____)
Origin Airport	HAN/SGN
Destination IMPC's	All IMPC's starting with DK (DK____) and SE (SE____)
Destination Airport	CPH
Start date	19-01-2021

Checklist for Implementation Paper Free transport

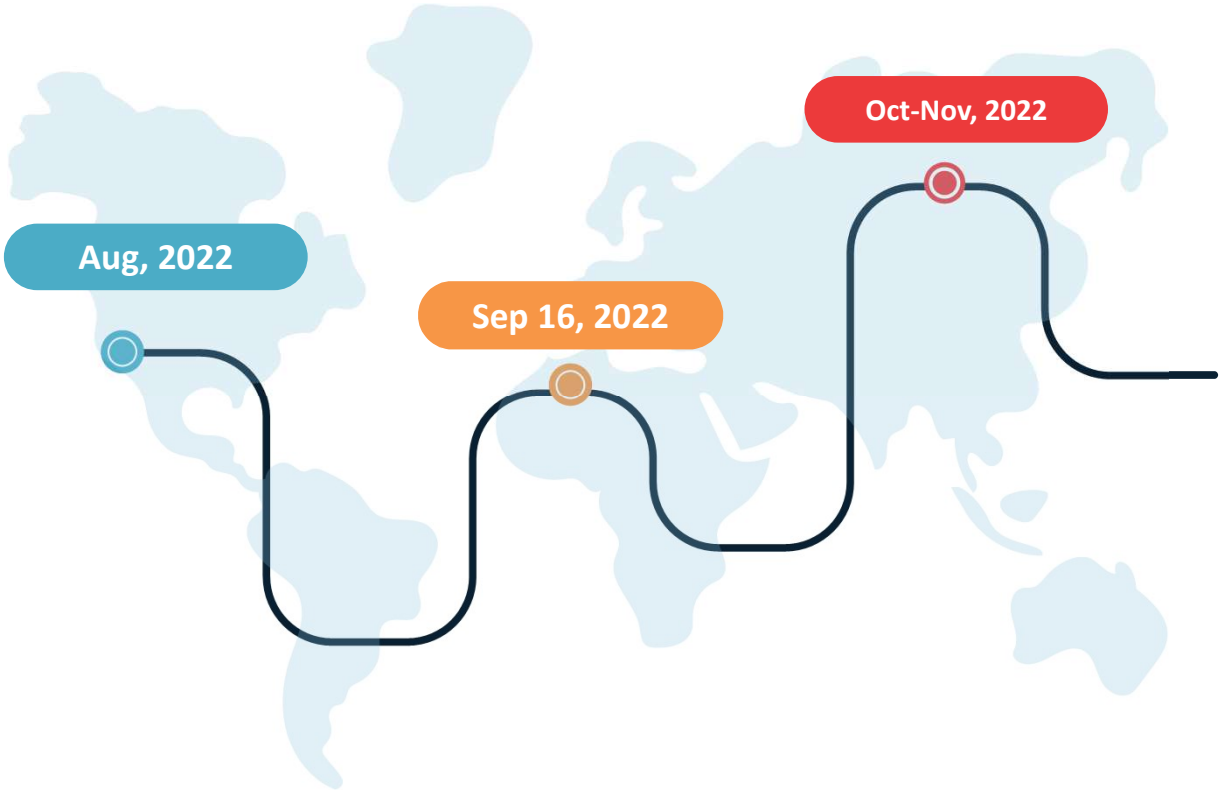
Origin: PN - DK (CPH)& SE (ARN)
Destination: VN (SGN)
Carrier: QR

ID	Phase/Activity	Assigned to	Due Date	Status
0	**Tripartite agreement**			
0.1	Origin post, carrier and destination post to confirm acceptance of CARDIT in lieu of the copies of the paper "Delivery Bill ".			PN : OK
0.2	Origin post, carrier and destination post to confirm acceptance of RESDIT messagesin lieu of the signature of copies of the paper "Delivery Bill" as proof of handover at origin, transit point and destination.			PN : OK
0.3	All 3 parties confirm readiness to the paper free process as per the agreed requirements.			PN: OK
0.4	Inform relevant parties of the agreement for the purpose of reporting.			PN: OK
1	**Origin Post**			
1.1	Confirm that origin customs, security screening parties, and other local authorities will accept mail without paper "Delivery Bill" for export.			PN: OK
1.2	Confirm with all relevant departments within their organization (accounting, IT, operational staff, etc.) that they will process mail without paper "delivery bill".			PN: OK
1.3	The origin post shall send CARDIT to carrier and PRECON to destination post.			PN: OK
2	**Destination Post**			
2.1	Confirm with all relevant departments within their organization (accounting, IT, operational staff, etc.) that they will process mail without paper "delivery bill".			Available. Already discussed with Customs, internal units of VNPost on paperless process.
2.2	The destination post shall send RESCON to origin post in response to PRECON.			Done
2.3	Confirm that a process is in place to report irregularities in receipt of mail from Carrier in lieu of the paper delivery bill.			OK
3	**Carrier**			
3.1	Confirm that origin customs, security screening parties, and other local authorities will accept mail without paper "Delivery Bill" for export.	QR	01.12	OK
3.2	Confirm that all subcontracted parties (ramp and ground handling agent) will accept mail handling without "Delivery Bill".	QR	01.12	OK
3.3	Confirm with all relevant departments within their organization (accounting, IT, operational staff, etc.) that they will process mail without paper "delivery bill".	QR	01.12	OK
3.4	Coordinate approval from any relevant code share partners.	QR	01.12	OK
3.5	Provide applicable RESDITs to the origin Post.	QR	01.12	Ok

EDI MESSAGES TO REPLACE CN 38 MANUAL PAPER



PROGRESSING STATUS



Aug, 2022

Tripartite Agreement signed between VNPOST – QATAR AIRWAYS – DEUTCH POST

Sep 16, 2022

OFFICIALLY IMPLEMENTATION

Oct-Nov, 2022

Discuss with Vietnam Airlines (VNA) to extend the implementation model to all destinations via VNA:

- In EU:GB, FR, DE
- In Asia: TH, HK, KR, TW

BENEFITS/ DIFFICULTIES, CHALLENGES

1. Speed up – Level up of performance of service
2. Reduce costs of materials of processing
3. Support the electronic customs clearance activities
4. Be as the good approaching to o digital transformation in the supply chain

1. Not 100% digitized processing by GHA and airlines
2. Problems during the exchange of EDI data, missing of CARDIT, RESDIT messages...
3. Not available solution of paperless - payment by IPS and PASS intergration

LESSONS

01

Establish the process

Each DO needs to analyze, evaluate, and establish internal processing for both inbound and outbound between DOs – Airlines – Ground handling – Customs.

02

Strengthen the cooperation

It is necessary to have a close cooperative relationship between the DOs, Local Customs, Airlines and Ground handling in all situations.

03

Connective Ability

It is necessary to check the possibility of exchanging the RESDIT messages between Airlines and Dos.

04

UPU's support

- To be the contact point of project between the origin DO, the destination DO and Airlines.
- To solve and guide all mandatory principles on how e-payments will be implemented with Parperless.
- To research on an upgraded version of IPS intergrated with PASS

THANK YOU!

CATHAY PACIFIC CARGO

The transformation roadmap of Cathay Mail

Nov 2022

Cargo Customer Solutions

The disadvantages of being non-paperless

What we learnt…

- Low shipment visibility & commitment to service quality & delivery
- Discrepancy of mail invoicing & lack of reconciliation ability
- Incapable of planning (booking) & managing shipment movement
- Improper space allocation due to unreliable forecasts
- Lack of data transparency & internal control
- Lack of data insights for performance measurements

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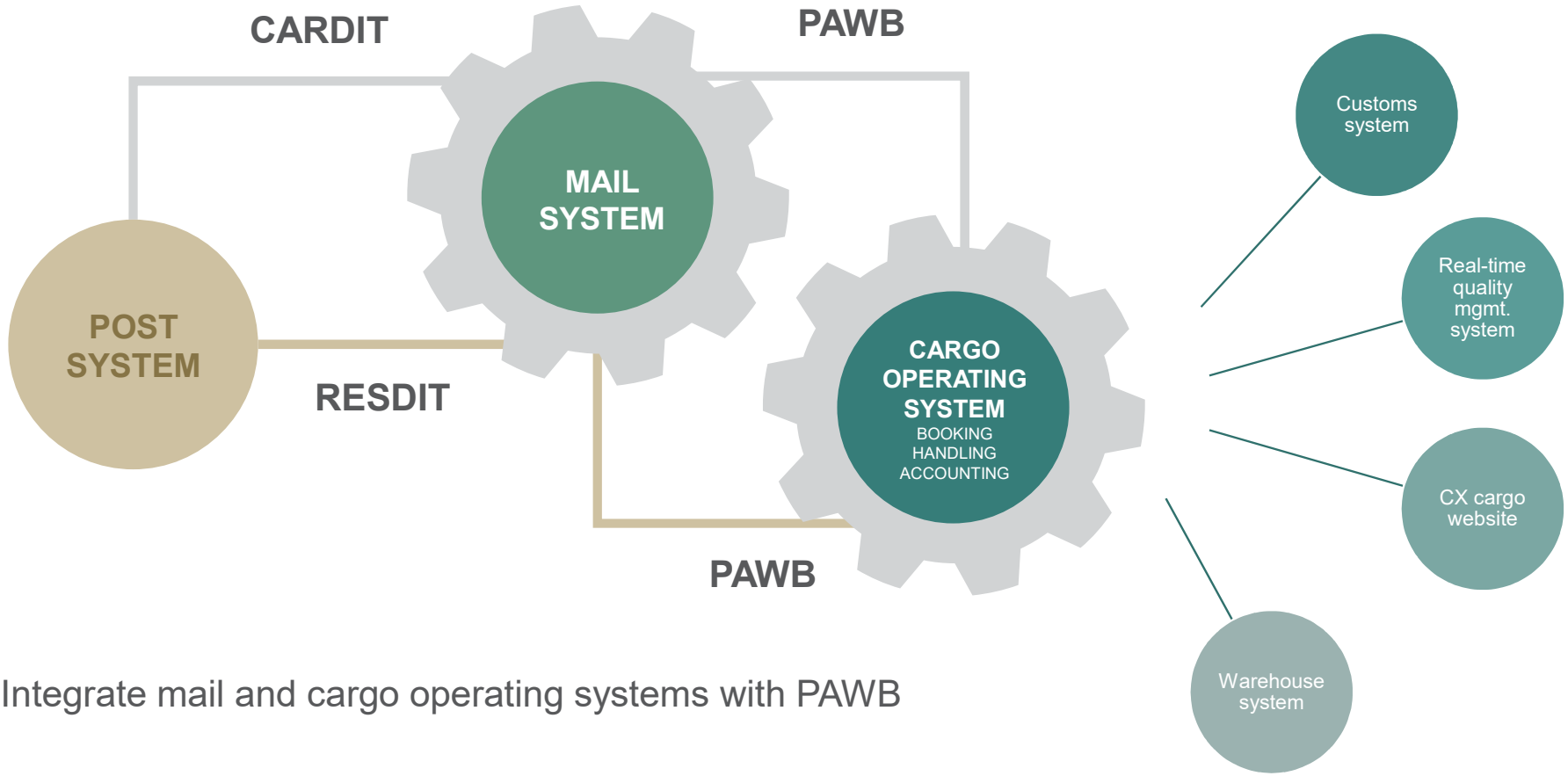
Our strategy to digitize, integrate and transform

Digitize our mail process
by integrating mail & cargo systems

- Digital platform for better shipment planning and process visibility
- Digital logistics to expedite process and accuracy
- Go beyond On Time Delivery

Process digitalisation for Cathay Mail (Mar' 2020)



- Integrate mail and cargo operating systems with PAWB

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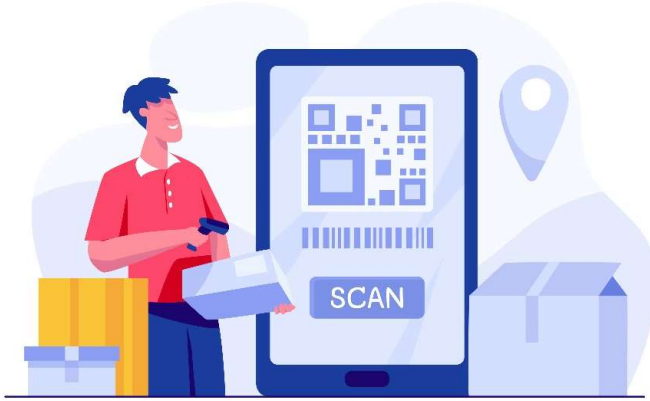
Redesigning the Scanner App (Jan’ 2022)

- **Streamline** scanning process
  Export / Transit / Import Scanning -> Scan ULD -> Select Task -> Scanning
- **Auto-fill & validate** flight/shipment data
  Link port profile and flight schedule to fully automate scanning process; validate flight information from web portal to scanner
- **Automate & paperless** nesting
  Link individual mailbag with ULD automatically through the scanning process
- Provide mail **data visibility** from the unit
  Allow user to retrieve ULD information, including all mailbags info from ULD and the event details
- Alert & warning message to **avoid mishandlings**
  Once INVALID mailbag is scanned, WARNING or ALERT message will be displayed



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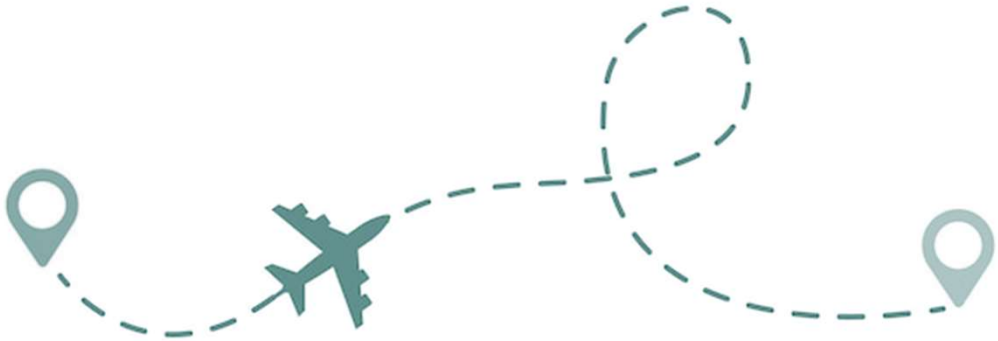
Launch of Track & Trace App (Apr’ 2022)



- Track your shipment in receptacle level through our platform
- Greatly enhance shipment visibility to the **Posts & Mail Agents**

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Introduction to mail density dashboard (Oct’ 2022)

- Allow us to determine the volume of mail shipment
- Avoid booking beyond allocation and shipment over-tender
- Maximize use of load capacity in a more efficient way

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Compliance with multiple regulations (Dec’ 2022)

Origin Post

7. Consignment Data with receptacle ID (CARDIT)

8. Milestone Update (RESDIT)

Cathay Pacific Cargo

1. CN23 Data (packet level)

4. Assessment complete / referral

5. Dispatch Data (receptacle – bag level)

ICS2 Requirements

8. Manifest Data (receptacle level)

Destination Post

ICS2 Requirements

2. CN23 Data to border agency

3. Assessment complete / referral notification

6. Dispatch Data (receptacle ID)

EU Customs

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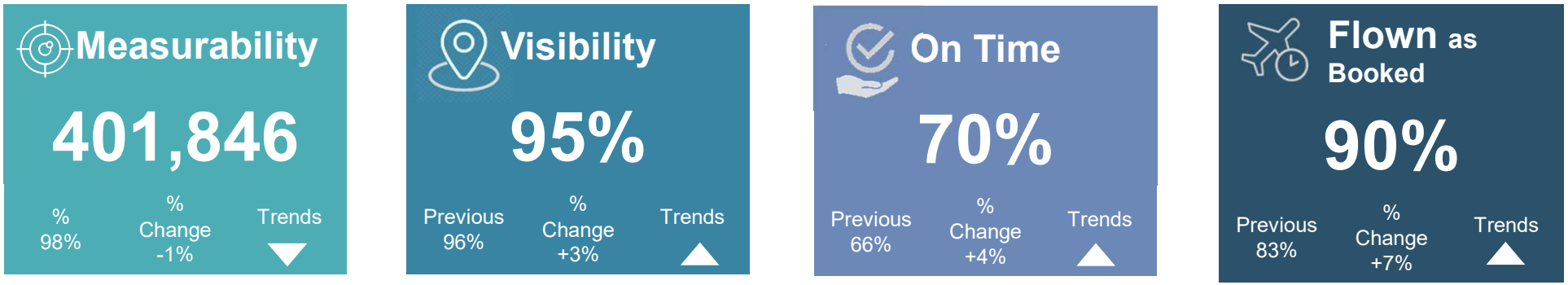
Coming next: Mail insights & KPI dashboard (Q2' 2023)



Mail Insights & KPI Dashboard

- Facilitate continuous improvement initiatives
- Monthly reporting and assessment of KPIs and gaps in performance
- Provide practical insights on how to manage our customers
- Demonstrate CX mail carriage capability

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Postal accounts reconciliation platform (Q4’ 2023)

Streamlined Process

Automate and digitalize postal account billing and settlement process

Manpower saving

Reduce workload required to verify and check operational data

Automation

Minimize invoice data errors and duplication with system validations

Data integrity

Decrease the number of claims driven by data transparency

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Compliance with postal EDI standards (on going)

Collaboration!

1. **Timeliness of CARDIT**
   - Delayed CARDIT
   - No CARDIT
2. **Update/Cancel of CARDIT**
   - Receptacles repeated in multiple active CARDITs
   - Receptacles not updated in the CARDITs
3. **Data accuracy in CARDIT**
   - Incorrect flight no. or flight no. no longer exists
   - Missing segment from consignment
4. **RESDIT events**
   - Duplicate or multiple events
   - Events with no CARDIT
5. **RESDIT compliance**
   - Error details

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Where are we now:
Paper-free implementation

Cathay is ready for:

- paper-free transport!
- a simplified paper-free contractual agreement process

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How to get started?

Paper-free transports
Mette Boisen, 30 November 2022

postnord

How to get started?

For a non-experienced partner, the typical steps in becoming a paper-free partner are listed below:

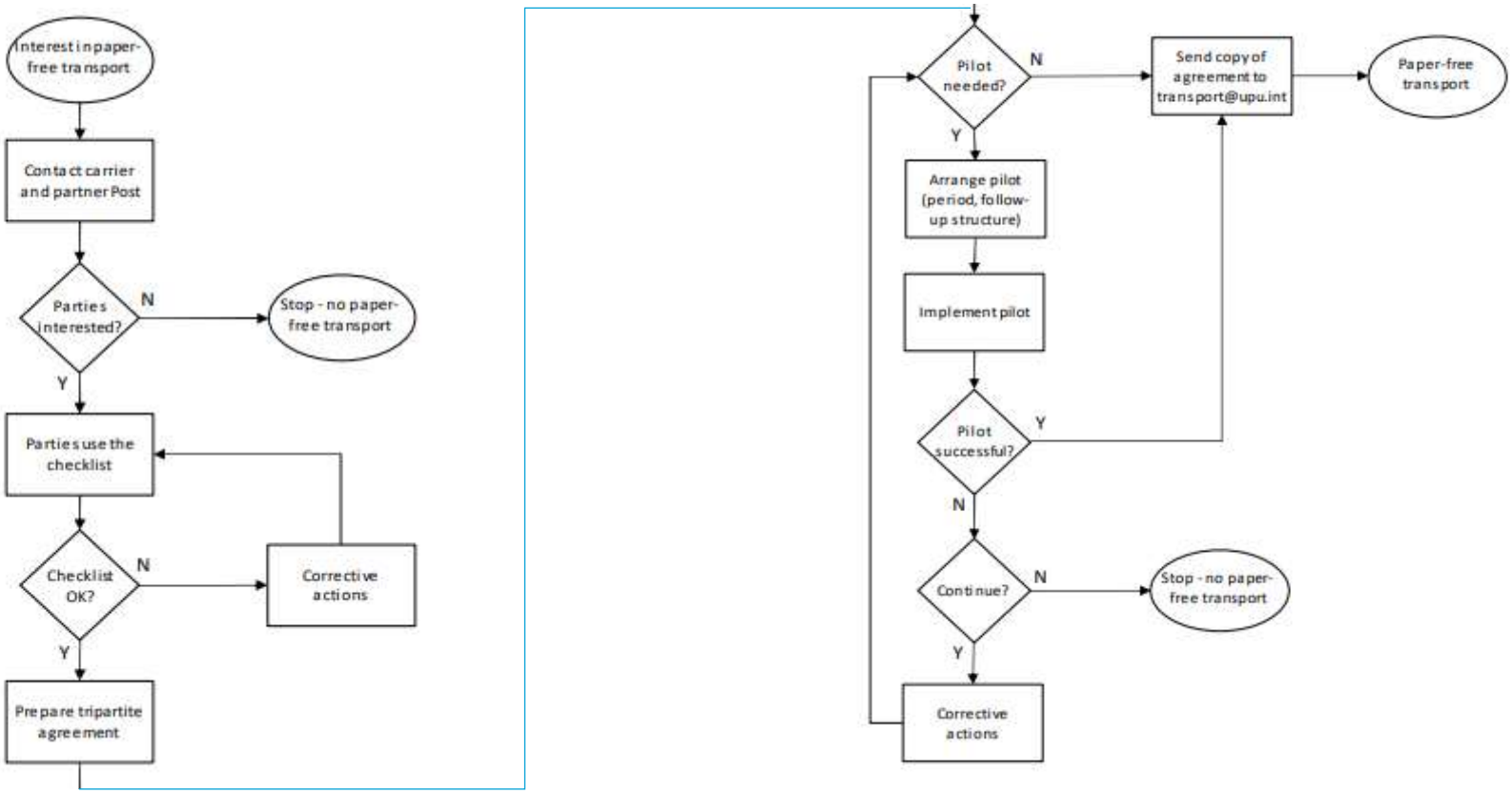
1. Contact UPU IB and/or IPC expressing an interest in becoming a paper-free partner

2. Together with UPU IB and/or IPC
   - Define contact details (Approver & Watcher)
   - Presentation of the Paper–free guidelines
   - Define routes in scope and obtain contact details

3. Follow the process for implementing paper-free transports

An experienced paper-free partner can go straight to point 3

Process


Interest in paper-free transport
Contact carrier and partner Post
Parties interested?
N
Stop - no paper-free transport
Y
Parties use the checklist
Checklist OK?
N
Corrective actions
Y
Prepare tripartite agreement
Pilot needed?
N
Send copy of agreement to transport@upu.int
Paper-free transport
Y
Arrange pilot (period, follow-up structure)
Implement pilot
Pilot successful?
Y
N
Continue?
N
Stop - no paper-free transport
Y
Corrective actions

Paper-free partners

as of 1November 2022

- Paper-free origin DO’s
  - AT, AU, BE, CA, DE, DK, FI, FR, GB, GR, HU, IS, NL, NO, PT, SE, US, VN

- Paper-free Carriers
  - AA, AC, AF, AY, BA, BT, CX, DL, EK, EY, FI, GL, IB, JQ, KL, LH, LO, LX, NZ,
  - OS, QF, QR, SK, SN, UA

- The updated list will be available in the transport section of the UPU website.

More information?

For more information about paper-free transports you can contact

- IB, UPU: transport@upu.int
- IPC: engage@ipc.be

The Paper-free route implementation guidelines for Posts and carriers can be found in five languages in the transport section of the UPU website.

https://www.upu.int/en/Postal-Solutions/Programmes-Services/Postal-Supply-Chain/Transport#upu–iata-cooperation

Questions

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Dangerous Goods in the Post: Recognition and Reporting

IATA-UPU Webinar

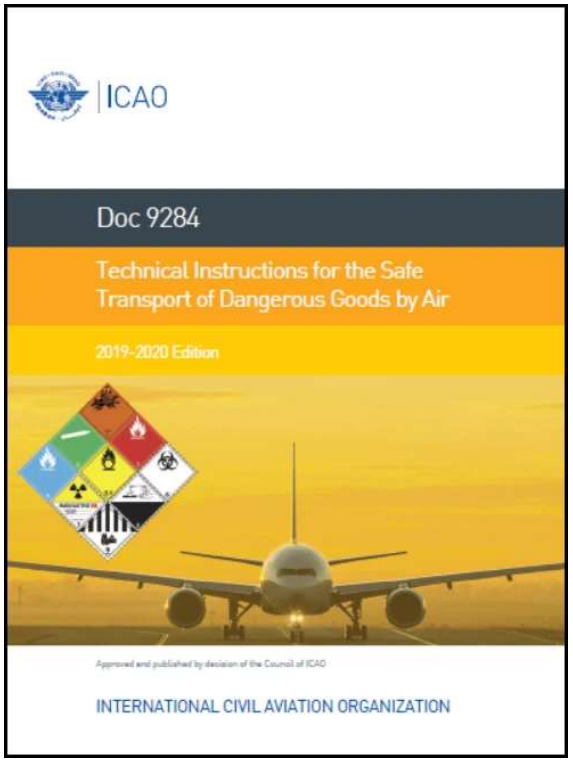
Presentation by:
Vincent J. Desiderio- Postal Operations and Safety Expert

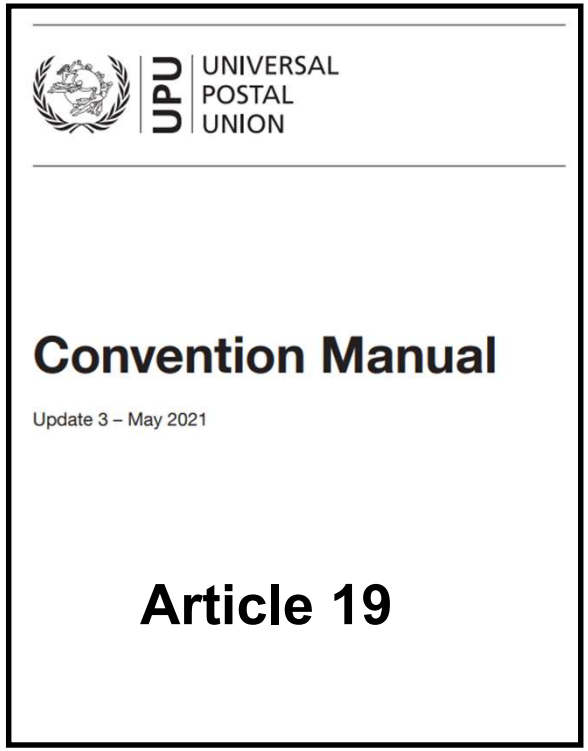
Goals and Objectives

Dangerous Goods (DG)

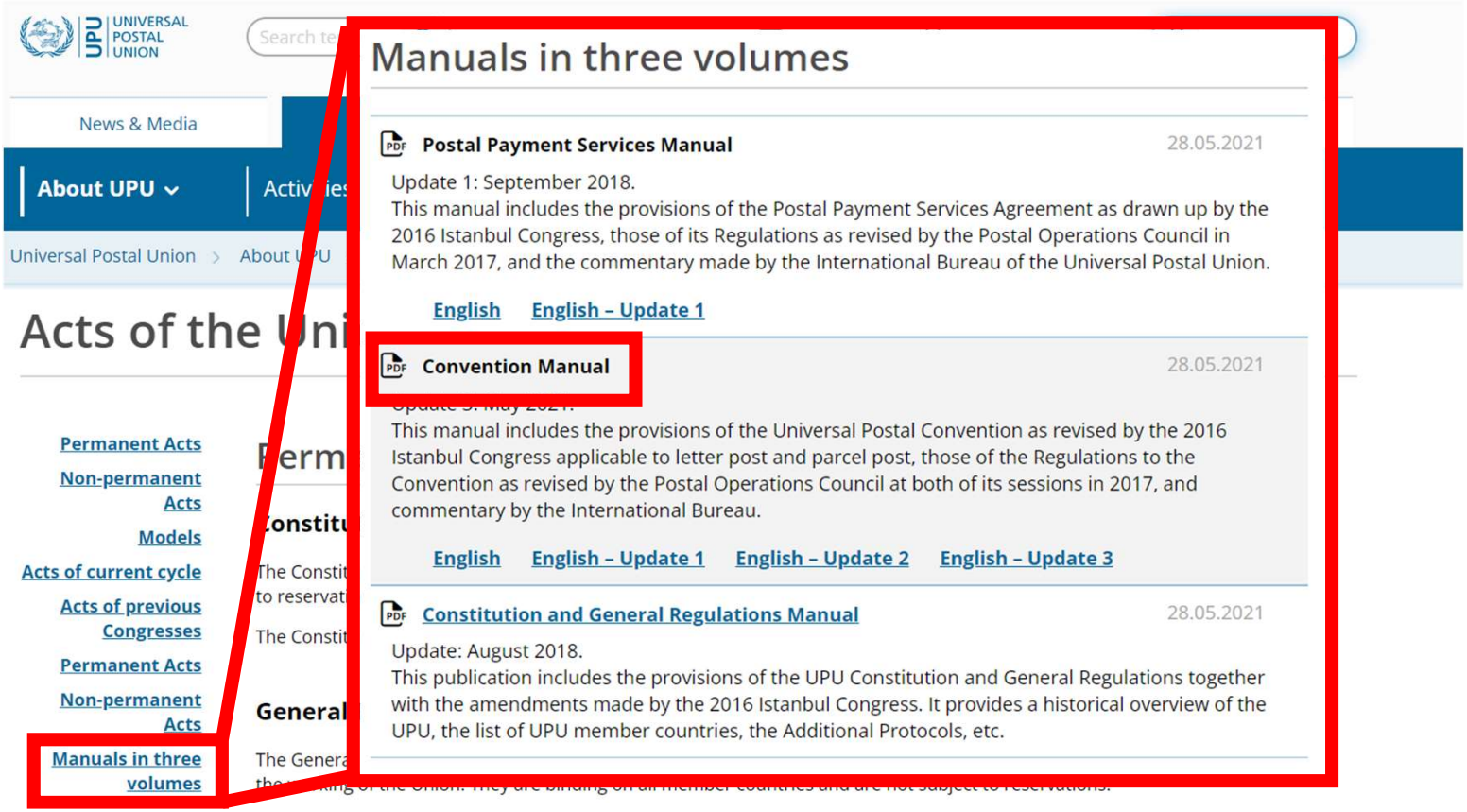
Articles or substances which are capable of posing a significant risk to health, safety, property or the environment during transportation.

Dangerous Goods Regulations





Dangerous Goods in the Post



https://www.upu.int/UPU/media/upu/files/aboutUpu/acts/manualsInThreeVolumes/actInThreeVolumesManualOfConventionMaj3En.pdf

Dangerous Goods in the Post

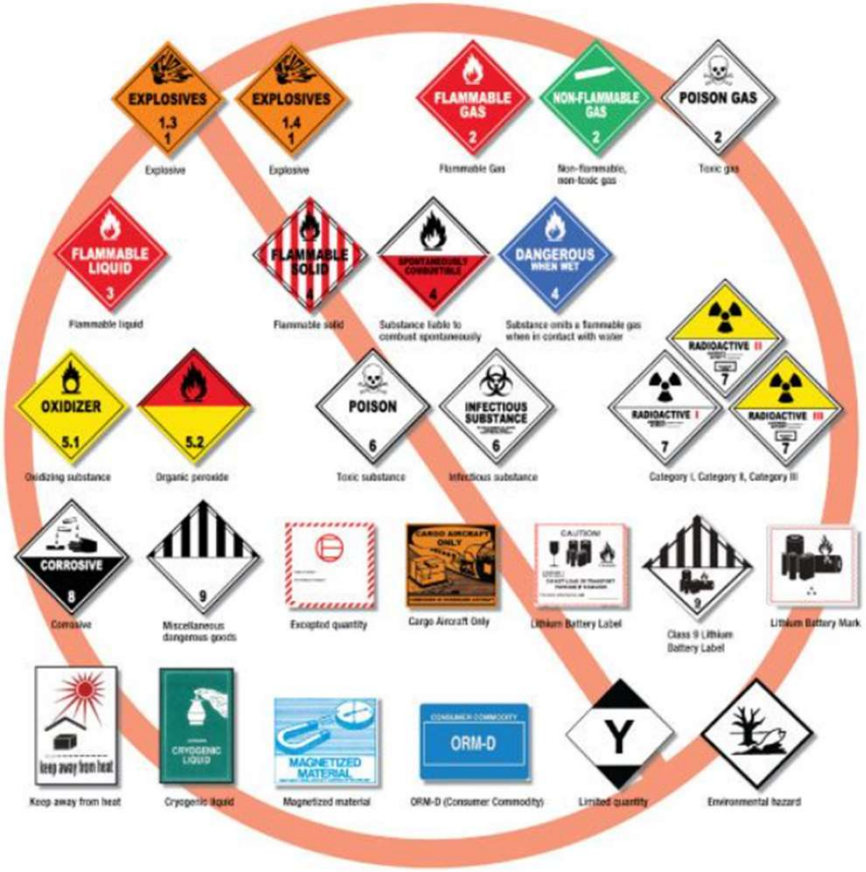
UPU UNIVERSAL POSTAL UNION

Convention Manual

Update 3 – May 2021

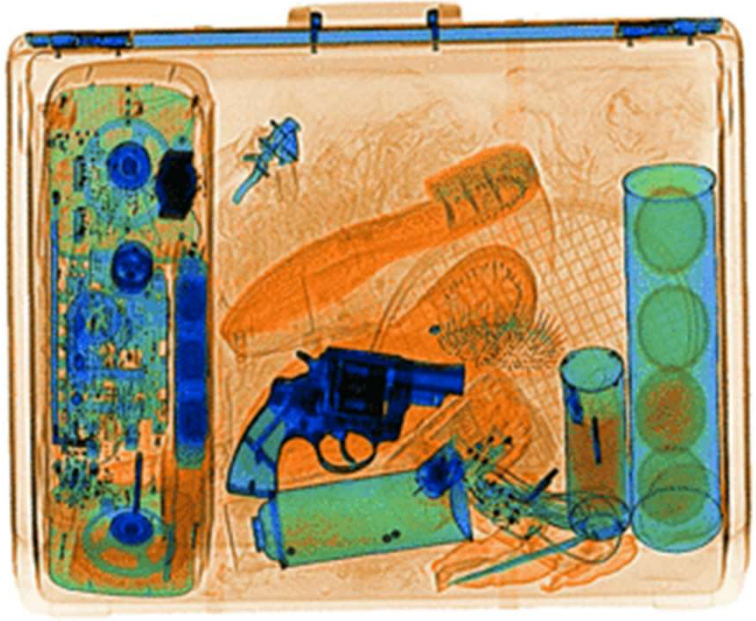
Article 19

Recognition of Declared DG



Undeclared DG

Recognition of Undeclared DG



Recognition of Undeclared DG

- Dangerous Goods Search Tool
  - Currently in development

Reporting Dangerous Goods

Reporting Dangerous Goods

- Please Report Findings
  - Critical data for determining the scope and frequency of incidents
  - Important for two way communication between Posts and Carriers
  - Critical information for shaping safety policy
    - Review of and Updates to UPU Articles
    - Development of Training
    - Allocation of Resources

DangerousGoods@upu.int

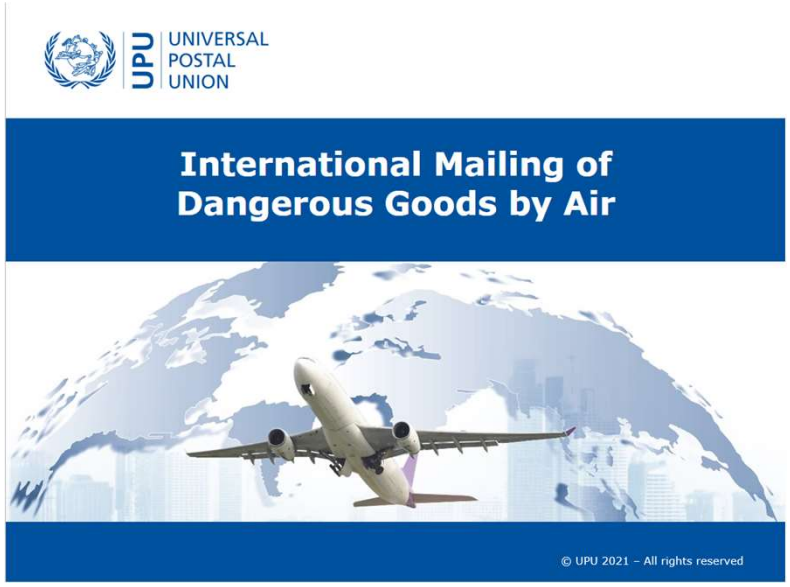
Dangerous Goods Resources

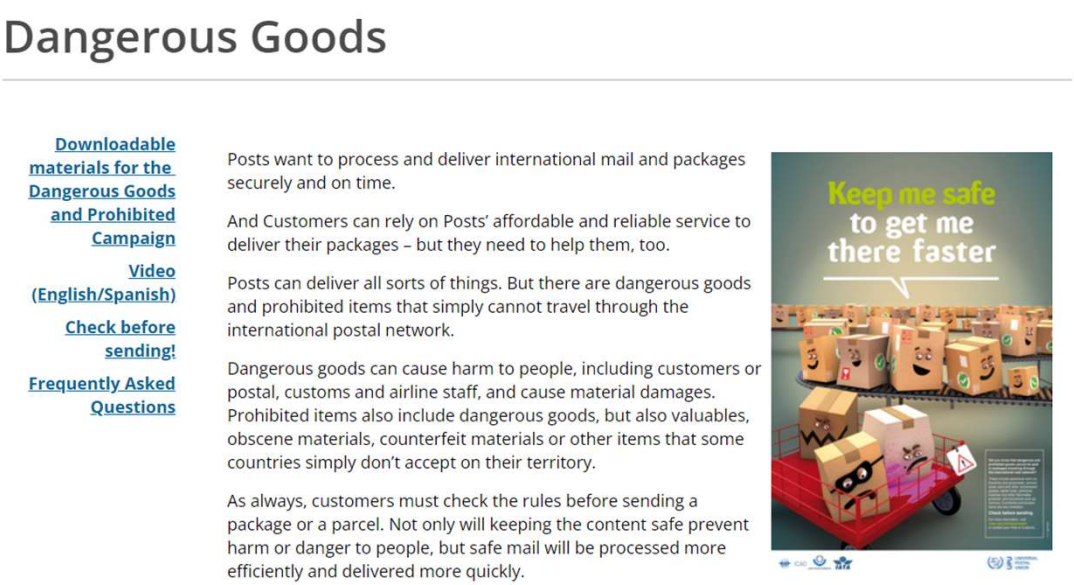
IATA-UPU Mail Safety Guidelines

Recommendations to DPOs

https://pmnlo-upu-iso01.upu.ch/doc/docview/viewer/docN699ADEFC4201ae982a560baec701684e5e6ebd263b1ed26aee1ecf21cac91a1b79f27be01eaf

Recognition of Undeclared DG





https://www.upu.int/en/Universal-Postal-Union/Outreach-Campaigns/Dangerous-Goods

Thank You!

LEARN MORE

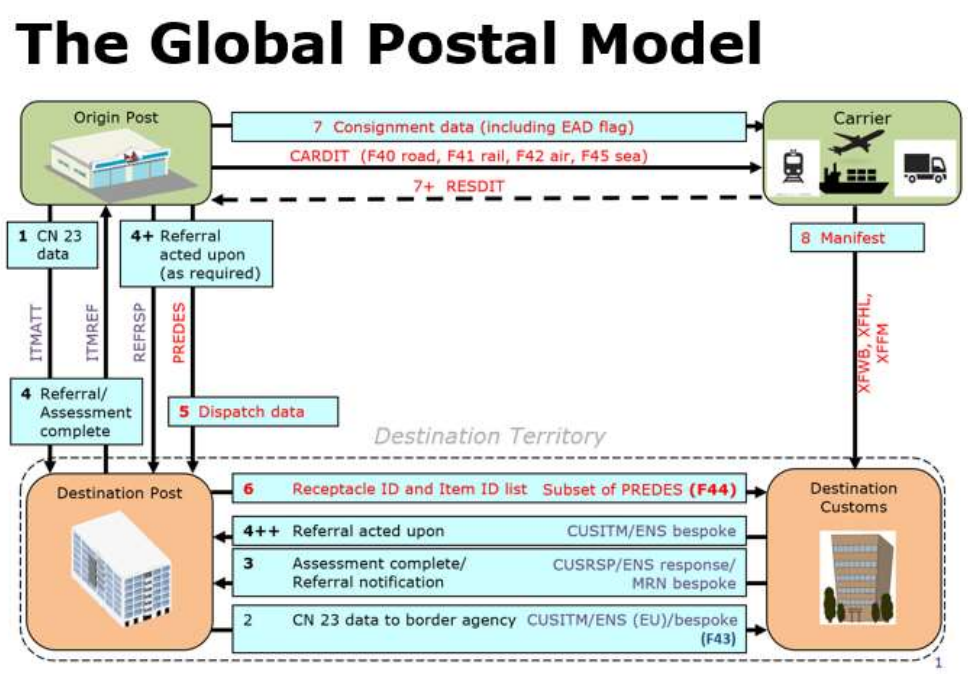
www.upu.int

EAD status

IATA UPU Webinar
Mette Boisen; 30 November 2022

postnord

Electronic Advanced Data - EAD



- One Global Postal Model and is based on the joint principles from ICAO & WCO
- Different countries/regions are working with EAD, for example
  - Canada: Pre-loading Air Cargo Targeting (PACT)
  - EU: Pre-loading Advance Cargo Information (ICS2)
  - UK: Pre-Departure Information for Cargo Targeting (Pre-DICT)
- ICS2 is probably the best known
  - Release 1: Air Express and Postal Air preloading (15 March 2021)
  - Release 2: Full filing for Air – Cargo, Express & Postal (1 March 2023)
  - Release 3: ICS2 will be expanded to cover maritime, road and rail transports (1 April 2024)

ICS2 Status from a postal point of view

- Origin Post sends UPU standardized messages ITMATT and PREDES to Destination Post
- Destination Post in Europe transfers the information from those messages to Destination Customs
- Message standards for transmitting a customs referral (ITMREF) and origin post's response in reacting to those referrals (REFRSP) have been approved in versions ready for pilot testing, but only a limited number of posts are transmitting and receiving referrals in IT tests.
- Pilot testing of transmitting referrals and acting upon them is ongoing (flows 3, 4, 4 + and 4++) and with plans for testing operational procedures performed in support of referrals received.
- EAD check has been developed in order to ensure no items with open referrals are handed over to carrier for transport to a PLACI destination. Posts are implementing the functionality
- Some Posts have started sending CARDIT with AR flag
- UPU regulations have been adopted to require transmission of CARDIT with AR flag when mail is transported to PLACI destinations, with a date of effectiveness of 1 January 2023

Challenges

- Data capture of electronic customs information on all items with goods in order to send the ITMATT message
- Data quality of the information being provided in the ITMATT message
- Not all Posts have currently implemented capability to exchange ITMREF & REFRSP nor the operational functionality needed to support the response protocols to referrals received
- Stakeholders have not enough information on how the referral/response process actually is in order to jointly implement an effective and pragmatic procedure, both IT wise and operationally
- Exchange of CARDIT/RESDIT between Posts and Carriers is not done on all links
- A number of carriers are transporting mail to Europe, and according to a survey carried out by IPC not all are ready to file their part of the information to European Authorities
- Post and carriers have discussed Late referrals from a theoretical point – pilots are needed
- There is an ongoing discussion with EC about transit and transshipment as this represents a significant challenge to all parties involved (operationally, technologically, and regulatorily.)

Next steps - principles

- The overall objectives are that we (Post & Carriers)
  - Comply with security regulations and maintain high flexibility for common benefit
  - Minimize the process changes and costs and the technical development costs for all involved stakeholders
  - Define and resolve the policy/regulations issues as they impact development of IT tools needed
- Post and Carriers need together
  - Retain a standardized model as much as possible but with flexibility that could accommodate possible varieties in the different region/countries' regulations on PLACI requirements
  - Find solutions that will not hamper the mail flow nor require performing processes that are unnecessarily complex or involve a wide range of exception-handling due to regional variations.
  - Respect that pilot-testing will provide us with experience and may influence the possible solutions
- No matter what we do it will be complex. Posts and carriers need to work as partners in order to find
  - The right way forward,
  - The right solution in the end

Next steps - actions

- Ongoing dialogue with EC regarding transit / transshipment
- Continued focus on CARDIT / RESDIT exchanges between origin Post and contracted carrier, and also test conversion of CARDIT with AR flag for use in cargo manifesting systems by airlines.
- Analyze the outcome of the pilots on flow 3, 4, 4+ and 4++ (referrals and acting upon them)
  - Determine predictable time-frames on when referrals are issued and when Posts receive them?
  - Determine metrics (percentage of overall traffic) on the types of referrals issued; also find a standardized and consensus understanding of the reasons/gravity for their issuance.
  - Other lessons learned to be able to implement the operational support procedures without significantly disrupting the flow of mail.
- Analyzing the outcomes of the pilots and drafting the joint Roadmap on how to deliver agreed steps/solutions in a reasonable time frame
- Post and Carriers work together on finding possible solutions that are acceptable for both parties. This includes:
  - Evaluating the possible solutions
  - Presentation to IATA UPU Contact committee for further discussion
  - Presentation to relevant bodies at UPU and IATA for approval

Questions?

postnord

Feedback assessment

- **Platform**
  - Survey Monkey
- **Link**
  - https://www.surveymonkey.com/r/BFH9CX7
- **Estimated completion time**
  - 3 minutes

Please note that the presentation slides and the recording will be made available to you after the session both on the UPU and IATA websites where you also can find previous webinars.