



DANGEROUS GOODS PANEL (DGP)

TWENTY-SEVENTH MEETING

Montréal, 16 to 20 September 2019

Agenda Item 10: Other business

REPORT ON THE ICAO/UNIVERSAL POSTAL UNION (UPU) CONTACT COMMITTEE

(Presented by the Eric Gillett, Co-Chair of the Contact ICAO/UPU Committee)

SUMMARY

This information paper provides an update on the International Civil Aviation Organization (ICAO)/Universal Postal Union (UPU) Contact Committee.

The Contact Committee held its second meeting in ICAO from 12-14 February, 2019. On 8 August, 2019, a virtual meeting between the Contact Committee Co-Chair and Secretariats of ICAO and UPU was held. The reports of the meetings are provided in Appendices A and B to this information paper.

APPENDIX A

SECOND MEETING OF THE ICAO UPU CONTACT COMMITTEE (ICAO-UPU CC/2)

(Montréal, 12 to 14 February 2019)



UPU | UNIVERSAL
POSTAL
UNION

ICAO-UPU
CC/2-REPORT
25/03/2019

SECOND MEETING OF THE ICAO UPU CONTACT COMMITTEE (ICAO-UPU CC/2)

(Montréal, 12 to 14 February 2019)

1. OPENING OF THE MEETING AND ADOPTION OF AGENDA

1.1 The second meeting of the ICAO-UPU Contact Committee was held in Montreal, from 12 to 14 February 2019. Opening statements were delivered by ICAO co-chair Mr. Eric Gillett from the United Kingdom, ICAO Focal Point Dr. Katherine Rooney, UPU Co-Chair Mr. Daniel Cortez from the United States, and Mr. Noor Adan, UPU Supply Chain Coordinator. Brief introductions were provided by all committee members. In attendance were Members from Brazil, Canada, France, Germany, Japan, the Netherlands, South Africa, United Kingdom and the United States and representatives from the ICAO (Safety and Security sections) and UPU Secretariat. The list of participants is provided in Appendix A to this report.

1.2 The draft agenda was amended to accommodate for the forecasted winter storm in Montreal on day two of the meeting and adopted.

2. BRIEFING ON THE REPORT OF THE FIRST ICAO UPU CONTACT COMMITTEE MEETING

2.1 The UPU Co-Chair delivered an update on the outcomes of the first meeting of the Contact Committee held in Berne, Switzerland, on 2 March 2018. It was noted that all outstanding tasks from the report of the first meeting were covered in the agenda of this second meeting.

3. UPDATE ON THE TERMS OF REFERENCE OF THE ICAO-UPU CONTACT COMMITTEE

3.1 Partly due to personnel transitions at the UPU, some delay was encountered in receiving the modified terms of reference (ToR) of the Contact Committee from the UPU legal counsel. Upon receipt of the proposed amendments provided by the UPU, the ICAO Secretariat noted that the revised ToR was in general, as agreed on during the first meeting of the Contact Committee but some amendments were needed to align legal terms to reflect equal and joint ownership of this Contact Committee by both Organizations. Both Secretariats will undertake work to finalize the ToR swiftly. The Secretariats will present the final version for adoption via email to the members before the next meeting.

3.2 On the issue of the roles and term duration of members and observers on the Committee, it was expressed that a rotating Membership was set up to allow for a diverse representation. Non-members could participate as observers and would have the same level of participation at meetings as members.

3.3 It was reiterated that the Contact Committee is not a decision-making body. The purpose of the Contact Committee is to attempt to attain consensus on specific issues and present conclusions and advice to the respective decision-making bodies within UPU or ICAO, as appropriate.

4. ELECTRONIC ADVANCE DATA

4.1 A presentation on “The UPU Global Postal Model Implementation”, provided by the UPU, outlined the project designed to capture, transmit and monitor compliance of data from the Designated Operators (DO) of Origin to DO of Destination. This model is designed to help Postal Operators meet security requirements to submit pre-loading data to Customs authorities in order to identify threat at the origin as an additional security enhancement layer.

4.2 Different scenarios on how this Electronic Advance Data (EAD) exchange could be achieved were demonstrated. The entire operation would also necessitate cooperation with airlines and Customs which the UPU is addressing via their Contact Committee with the International Air Transport Association (IATA) and the World Customs Organization (WCO).

4.3 Discussions on the presentations highlighted that the UPU and WCO are currently discussing the details of this model. It is expected that an automated risk assessment by Customs authorities can be concluded within a timeframe between two seconds and two hours, given the aim of the post is to move items as fast as possible.

4.4 The ICAO Secretariat reported that ICAO and WCO have established a joint working group on advance cargo information (JWGACI) and are yet to reach a conclusion on the use of advance cargo information for aviation security purposes. To date, ICAO does not have requirements related to pre-loading advance cargo information (PLACI) in its legal instruments.

4.5 Given that different government departments are involved in different elements of the screening of postal items and the submission of EAD, it was concluded that all relevant Stakeholders (ICAO, UPU, WCO, IATA) should be involved to determine the best way forward on the implementation of the Global Postal Model.

5. DRONES AND THE POST

5.1 The ICAO Secretariat presented to the group on the work being done by ICAO as well as challenges encountered on developing guidance for the regulation of drones. It was stated that drones were used more in domestic operations, which is technically outside the scope of ICAO (as ICAO develops provisions for international aviation). However, States have requested ICAO to develop guidance material that will enable States to develop harmonized regulations for drone operations in general.

5.2 It was noted that current challenges encountered in drone operations included unknown items being transported by drones from unknown locations and to unknown destinations with uncertainties on the capabilities of States to deal with potential dangerous goods incidents.

5.3 Since it is anticipated that dangerous goods will be transported on unmanned aircraft, stakeholders should start exploring mechanisms to be put in place, to allow for transport of these items including the environmental conditions and potentially different packaging standards for items being transported by drones to reflect, for example, exposure to weather.

5.4 The meeting was informed about an incident involving the transport of blood samples by a Swiss Post drone from a clinic to a laboratory that occurred a few weeks before the meeting. The drone carrying blood samples crashed into lake Zurich over which the blood samples were being transported. Apparently, the crash was due to a short circuit fault in the drone battery.

5.5 The Federal Aviation Administration (FAA) of the United States informed the meeting of their Unmanned Aircraft System (UAS) Integration Pilot Program (IPP) which has brought State, local, and tribal governments together with private sector entities, such as UAS operators or manufacturers, to accelerate safe drone integration. The programme is helping the U.S. Department of Transportation (USDOT) and FAA craft new rules that support more complex low-altitude operations. More information can be found on https://www.faa.gov/uas/programs_partnerships/integration_pilot_program/.

5.6 The Contact Committee member from France also informed the meeting of La Poste's drone project from Brittany to a nearby island. La Poste is in consultation with national authorities and France will share more information with the Contact Committee when available.

5.7 ICAO informed the meeting that many global air cargo carriers, such as UPS, DHL and Amazon are currently testing the use of drones for the delivery of packages although it was difficult to determine the effects of drops, landing and /or meteorological conditions, etc. It was agreed between the UPU and ICAO Secretariats that each would conduct a survey of their members on the current or planned use of drones to carry post and any related guidance material or regulations. The two Secretariats will coordinate on developing the survey questions.

5.8 ICAO thanked the meeting for the information shared and requested that States inform the UPU or the CC if their postal authorities are using or testing the use of drones. The meeting was invited to collaborate with ICAO to develop guidance on the use of drones by the post.

6. SECURITY CERTIFICATIONS - STEPS TO CROSS RECOGNITION

6.1 The Contact Committee was presented with the "Security Standards Certification Process S58/59" by the UPU. The UPU Postal Security Group (PSG) relies on conducting reviews of offices of exchange and other critical facilities, such as airmail units, to verify and confirm a designated operator's compliance with the mandatory UPU Security Standards S58 and S59 available via the following link: <http://www.upu.int/en/activities/postal-security/security-standards.html>. Moreover, the PSG has been working to develop and implement a proactive security strategy to assist member countries in successfully demonstrating their compliance to the security standards.

6.2 The certification process that has been implemented included the proposed creation of Security Action Groups (SAG) within each postal restricted union area to ensure consistency within the regions. Currently the Caribbean and Latin American regions have SAG's.

6.3 ICAO provided a presentation on the "Approval of Regulated Agents and Known Consignors" to the meeting. ICAO Annex 17 and the guidance material in Doc 8973 provide for a secure supply chain system that includes the approval of entities as regulated agents or known consignors by the state. While baseline security measures and best practices are established, each State is required to develop its own approval process for regulated agents and known consignors. Mail and/or cargo may only be regarded as secure if it is handled by government approved entities. To further inform the meeting of the secure supply chain, participants were provided with a copy of the joint ICAO-WCO brochure 'Moving air cargo globally'.

6.4 The UPU members from France and Germany informed the meeting that La Poste and Deutsche Post, respectively, are both regulated agents and in order to avoid duplicating the process, are not involved in UPU Security Standards Certification Process-S58/59. They would appreciate an equivalence for recognition of security certification. On the other hand, Canada Post informed the meeting that due to legal frameworks in Canada, legally, they cannot not be approved as a regulated agent. Therefore, it is important that work on regulatory frameworks to cooperate and harmonize is undertaken.

6.5 ICAO stated that they have worked with the WCO and established principles on cross recognition with their Authorized Economic Operator (AEO) programme.

6.6 The meeting established that cross-recognition as such between the ICAO and UPU programmes does not seem likely as the UPU programme refers to a very limited number of specific entities and seems to focus more on capacity building at the moment. However, there is a need for further cooperation between ICAO and UPU on their respective security requirements. The ICAO Secretariat will assess whether the latest comparison of ICAO security requirements and best practices with UPU S58/S59 is still valid, while the UPU will investigate if reference to the regulated agent status can be included in their certification programme.

7. LITHIUM BATTERIES

7.1 The UPU draft survey to assess lithium battery status for UPU Postal operators was reviewed by the meeting and a number of recommendations on improving the survey were made. The Secretariats of UPU and ICAO will redraft the survey as it will be much broader than lithium batteries only, then the revised survey will be presented to the Contact Committee via correspondence for finalization.

7.2 A discussion was initiated on the low number of approved DPO. The number of states that hold the CAA approval is very few, which leads one to query as to whether or not DPO's are seeking the approval, in their process of application, or whether these DPO's are not interested or not worried about induction of these items. There was a concern that if DPOs had not sought approval for lithium batteries contained in equipment, they may not have had approval for their general controls over the introduction of DG into airmail and training programmes.

7.3 It was agreed that the survey would also include a question addressing the concerns raised as well as seek to determine if the current process in place is implementable.

8. CONTROLS OVER THE INTRODUCTION OF DANGEROUS GOODS INTO AIR TRANSPORT

8.1 The UK presented on the CAA approved controls of the Royal Mail Group (RMG) for accepting dangerous goods in the post. These controls included procedures implemented at the post office and over contract customers based on the considerations detailed within the *Supplement to the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). For international mail, the only item of dangerous goods allowed in the post by the RMG is lithium batteries contained in equipment.

8.2 At post offices, the RMG uses an electronic point of sale system called "Horizon" which facilitates all mail transactions. For every packet/parcel transaction the customer is asked what is in the package. The response enables the counter officer to scan an appropriate barcode to record a rejection, commence the mail transaction or initiate further dangerous goods checks. For permitted dangerous goods, the system prompts further questions aimed at ensuring the package meets the requirements, specifically that the batteries are installed within equipment and a rigid packaging has been used. The Horizon system cannot be logged into unless the user has a current dangerous goods training record.

8.3 The RMG responds to social and contract customers sending undeclared dangerous goods by sending warning letters and through client relationship management. The CAA is informed of repeat offenders after the fourth event recorded on the RMG system. The UK Civil Aviation Authority (CAA) has a database that processes approximately 4,000 reports (2,500 involving post, 1500 involving cargo) of undeclared or misdeclared dangerous goods each year. The CAA's minimum action is to issue a warning letter to the shipper. For a second offense, the shipper is written

to and a response is required. A third offense would typically prompt an audit. Where auditing does not achieve ongoing compliance, prosecution of the shipper is considered.

8.4 La Poste also presented to the group on controls applied by the post in France to accept mail with dangerous goods for air transportation. The meeting was informed that La Poste is a regulated agent and screens all items passing through their facilities. All staff at the office of exchange where mail is received and dispatched receive dangerous goods training. La Poste employees undergo two different levels of training sessions: Category A is for employees in the network post offices whilst Category C is for employees who handle dangerous goods in the processing centres. A guide for staff when dealing with dangerous goods has been developed. Awareness material based on the UPU Dangerous Goods campaign was created by La Poste and approved by the French CAA and is available on the La Poste website for customers.

8.5 Japan Post also shared with the meeting information on the methods utilized to stop dangerous goods in its post. These methods include the utilization of a postal website in several languages including Japanese, English, Chinese and Korean. These languages target the large tourist and ex-patriate population who are also likely to use the post while in Japan. Counter staff are required to affix a “check sheet”, provide an explanation of dangerous goods and confirmation that the sender declared no dangerous goods in the postal item.

8.6 A representative of Rapiscan Systems provided a presentation on the products and solutions they manufacture to meet security threat detection needs at airports, border crossings, railway stations, seaports, government and military installations and high-risk facilities globally. He informed the meeting of an automated screening product called the RTT10 which includes ECAC Standard 3 explosives detection plus an automated detection system for dangerous goods, designed with the air cargo industry in mind. The system uses an algorithm to scan for lithium batteries, flammable liquids, liquefied and compressed gases. The system can detect battery shape and array-like configurations which enables the operator to determine if the quantity and packaging of the batteries conforms with the provisions for small quantities of low power batteries to be shipped without dangerous goods documentation and hazard labelling. In the post this is further limited to lithium batteries contained in equipment.

8.7 It was advised that an integrator in the UK uses the RTT10. When the automated system referred images to the operator, security threats were shown in a different colour to any dangerous goods allowing the onsite trained screening officer to know the difference between the threats.

8.8 La Poste currently has a pilot project on screening machines to detect lithium batteries which is expected to be operational by 2020.

9. LIST OF DANGEROUS GOODS FOR INCLUSION IN UPU CUSTOMS DECLARATION SYSTEM (CDS)

9.1 The meeting was presented with a paper by the UK CAA, on the potential use of the Customs Declaration System (CDS) for the purposes of rejecting prohibited dangerous goods from the post. The paper proposed that it may be useful to compare a representative sample of operational CDS data with the list of Proper Shipping Names within the ICAO Technical Instructions to establish whether matches are likely.

9.2 UPU informed the attendees that at a recent UPU Standing Group meeting there was a presentation on a new online querying tool on prohibitions which is under development by the UPU Postal Technology Center (PTC).

9.3 The prohibitions tool may be embedded on UPU and Designated Operator (DO) websites to assist postal operators and customers in determining prohibited items in the post. The prohibitions referenced in the tool are provided and updated by the DO's.

9.4 Furthermore, it was suggested that ICAO and the WCO should work with the UPU to make this new tool more useable. The tool could act as a guidance document to customers, showing them what is prohibited in their region.

9.5 The CC discussed the types and number of keywords that would best facilitate this and established that using general descriptions and provisions from Part 7.6 of the ICAO Technical Instructions could be a start.

10. DRY ICE IN THE POST

10.1 The UK presented a paper outlining the requirements for the transport of infectious substances category B (UN 3373) packed with dry ice and questioned whether typical mail handling processes enable air operators to comply with these requirements.

10.2 USPIS informed the meeting that the US has special procedures for dry ice in domestic post and the US does not allow the use of dry ice in international post.

10.3 Canada Post also shared with the meeting that exempted specimens are accepted but for ground transport only.

10.4 The UK stated that the UK Royal Mail Group considered it would be too complicated to meet the requirements for dry ice so had decided not to accept it within either domestic or international post and enquired whether the provisions for dry ice with UN3373 in air mail were achievable.

10.5 It was agreed that issue of dry ice in the post would be added to the survey mentioned in paragraph 7 above.

11. CANADIAN INITIATIVE ON CONSOLIDATING SCREENING REGULATIONS

11.1 Canada informed the group that Transport Canada and Canada Post have jointly started a project to establish which regulations and best practices exist in relation to mail security on both the national and international (ICAO and UPU) level as national practice showed that these standards may not always match.

11.2 Members of the CC are requested to provide Canada with their experience, if such an exercise has been carried out. Canada will present an update on where Doc 8973 and S58/S59 differ at the next meeting.

12. E-COMMERCE AND THE POST

12.1 Given the rise of e-commerce, USPIS provided a presentation on the threat of dangerous goods in shipments by individuals or small-scale online enterprises and of efforts to tackle this issue.

12.2 UPU and ICAO informed the group about the ongoing cooperation between the two organizations in the field of international logistic constraints on e-commerce. A joint project has recently been established to assess which part of the supply chain or air route may be an impediment to the growth of e-commerce. The aim is to finalize this work before the ICAO Assembly in September 2019. In a next stage, cooperation may also be established with WCO.

13. ICAO-UPU JOINT CAPACITY BUILDING INITIATIVES

13.1 The group was presented with an overview of capacity building activities carried out by ICAO AVSEC and UPU, respectively. Both Organizations are active around the globe to enhance the understanding of their respective security requirements. Funding is generally received from donor states. Joint capacity building activities are currently already undertaken with other international organizations, such as WCO, IATA and the UN Office on Drugs and Crime. ICAO and UPU are seeking ways to cooperate further in this field.

13.2 The Committee supported a joint ICAO-UPU capacity building effort initiative. A combined focus on both AVSEC and dangerous goods requirements is appreciated. ICAO and UPU Secretariats will continue cooperation on this matter and report back to the next meeting of the Contact Committee.

14. CANADA POST VISIT

14.1 The group visited the Canada Post office Exchange and were given a guided tour of the facility where mail is prepared for shipment by air. The Committee highly appreciated the invitation by Canada Post.

15. ANY OTHER BUSINESS

15.1 The third meeting of the Contact Committee is projected to be held in the first quarter of 2020 in Europe. ICAO noted in advance that it would like to discuss the topic of extra-territorial offices of exchange (ETOEs), as it has been requested to do so specifically by one of its Member States.



Eric Gillet
Co-Chair, ICAO

APPENDIX

LIST OF PARTICIPANTS

| State/Organization | Name |
|---------------------------|---|
| Brazil/ANAC | Leonardo Cascardo |
| Canada/Post | Christina Turney, Jake Hardonk |
| Transport Canada | Micheline Paquette, Vanessa Goggin |
| France/La Poste | Christelle Defaye-Geneste |
| Germany | Ulf Hirschberg |
| ICAO | Katherine Rooney, Steve Berti, Toru Hasegawa Leslie Cary, David Sterland, Lynn McGuigan, Kirsty Westra, Jessica Diaz de Leon Haaba Baldeh |
| Japan/Post | Sakae Kamibayashi |
| Netherlands | Ilse Lesage |
| Rapiscan | Eric Chavalier |
| South Africa | Nico Smit |
| UK | Eric Gillett |
| UPU IB | Dawn Wilkes, Adan Noor |
| USA/FAA | Michael Givens |
| USA/TSA | Katie Logisz |
| USA/TSA | Dominique Tarpey |
| USA/TSA | Yvette Jamison |
| USA/USPS | Peter Chandler |
| USA/USPIS | Daniel Cortez, Vincent Desiderio |

— END —

APPENDIX B

**SUMMARY OF DISCUSSIONS - AUGUST 2019 WEBEX MEETING OF THE CO-CHAIR AND
SECRETARIAT OF ICAO UPU CONTACT COMMITTEE**

(8 August 2019, Teleconference)



UPU | UNIVERSAL
POSTAL
UNION

ICAO UPU Contact
Committee
Secretariat
Teleconference

**SUMMARY OF DISCUSSIONS - AUGUST 2019 WEBEX
MEETING OF THE CO-CHAIR AND SECRETARIAT OF ICAO UPU CONTACT
COMMITTEE**

(8 August 2019, Teleconference)

1. INTRODUCTION

1.1 The Co-Chair and Secretariat of the ICAO-UPU Contact Committee held a virtual meeting on 8 August 2019, 10:00. The Chair of the meeting was Eric Gillett. The following members of the secretariat of ICAO and UPU attended:

| | | |
|------------------|---|-------------------------------|
| Eric Gillett | - | UK CAA & ICAO UPU CC Co-Chair |
| Dawn Wilkes | - | Secretariat UPU |
| Jan Bojnansky | - | Secretariat UPU |
| Stephane Hermann | - | Secretariat UPU |
| Haaba Baldeh | - | Secretariat ICAO |
| Katherine Rooney | - | Secretariat ICAO |
| Kirsty Westra | - | Secretariat ICAO |
| Lynn McGuigan | - | Secretariat ICAO |

**2. ELECTRONIC ADVANCE DATA - (ICAO, UPU, WCO, IATA) WAY FORWARD ON
THE IMPLEMENTATION OF THE GLOBAL POSTAL MODEL**

2.1 The Universal Postal Union (UPU) through cooperation with World Customs Organization (WCO) and International Air Transport Association (IATA) has developed a Global Postal Model (GPM). UPU will provide the current GPM via email to all members. Joint WCO-ICAO Guiding Principles on the use of Pre-Loading Advance Cargo Information (PLACI) are in the process of being finalized and will thereafter be distributed to States, who have the option of making use of this instrument. For now, there is no intention to develop Standards in Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference* on PLACI. UPU and WCO would be primary partners for PLACI and when additional information or the steps forward are determined, ICAO will be informed through the ICAO UPU Contact Committee Secretariats.

3. COMPARISON OF ICAO SECURITY REQUIREMENTS AND BEST PRACTICES WITH UPU S58/S59

3.1 There is a need for further cooperation between ICAO and UPU on their respective security requirements. Based on the latest version of *Aviation Security Manual* (Doc 8973), that will be published in August 2019, the ICAO and UPU Secretariat will renew their comparison of ICAO security requirements and best practices with UPU S58/S59, while the UPU will investigate if reference to the regulated agent status can be included in their certification programme.

4. NEW ONLINE QUERYING TOOL ON PROHIBITIONS

4.1 Currently, the UPU is using a system based on the SQL server with close matching, however this could be developed further. It was suggested that the ICAO Secretariat enquire from France DGCA (via the Dangerous Goods Panel member nominated by France) on how they populated their tool utilized for air passengers to determine whether an item can be carried on flights or not. ICAO Secretariat will engage the Dangerous Goods Panel members to determine how best to proceed with generic terminology. This issue will also be raised for discussion during the September AVSEC Board meeting. The UPU was requested to provide simple requirements on how the database works.

5. TERMS OF REFERENCE FOR THE ICAO–UPU CONTACT COMMITTEE

5.1 ICAO is currently awaiting response from their legal department for a finalized agreement. A potential timeline for a response would be late October 2019.

6. CENTRALIZED REPORTING SYSTEM

6.1 The UPU informed the meeting that they are currently discussing the feasibility for a centralized reporting system on dangerous goods occurrences. The UPU currently has a centralized email where designated postal operators (DPOs) can contact each other but the system is so cumbersome that since 2018, the UPU has received only two reports. The lack of an effective, utilized reporting mechanism hinders enhancing the safety of the supply chain.

6.2 The ICAO dangerous goods reporting requirements include the following:

- i. The Technical Instructions require an air operator to report any occasion when undeclared or misdeclared dangerous goods are discovered in mail to the appropriate authorities of the State of the Operator and the State in which this occurred.
- ii. Guidance within the Supplement to the Technical Instructions indicates that States ensure that DPOs establish procedures for the reporting of hidden and undeclared dangerous goods to civil aviation authorities.

6.3 In addition, if DPOs are to address non-compliance, realistically they need to receive the reports raised by other DPOs concerning post originating from within their territories. Further, the UPU and ICAO would benefit from having an overview of the global report data to identify trends in the commodities involved and measure regional performance in implementing effective controls.

6.4 The potential reporting structure is envisaged where DPO can report to another DPO, DPO reports to a CAA, with the involvement of the CAAs and UPU. The UPU will update the Contact Committee at the next meeting.

6.5 ICAO briefed the meeting on its task to explore the establishment of a global dangerous goods reporting system. Initial exercises conducted, concluded that States needed help establishing their individual reporting systems, to ensure that valid, reliable, and useful (consistent) data is collected before a global system could be established. A dedicated working group under the Dangerous Goods Panel (DGP) is working on this subject under a much bigger project of clarifying States' dangerous goods safety management responsibilities. Annex 19 of the ICAO Convention requires that States promote the establishment of networks for safety information sharing or exchange and to facilitate the sharing and exchange of such information. The reporting and sharing of information related to dangerous goods in the mail has been the subject of discussion for this group, but these discussions have been somewhat limited recognizing that input from the UPU was necessary.

6.6 The importance to determine the actual use of the data was also discussed. The aim of establishing such a system is for States to utilize it towards identifying hazards of global significance and then informing each other or relevant stakeholders.

6.7 A reporting system where the UPU can give info to the CAAs and the UPU can collate of data from Posts to give to ICAO was considered desirable and an important aspect of collaboration by both parties.

7. DANGEROUS GOODS SURVEY

7.1 The UPU sent out a dangerous goods survey on matters such as whether DPOs had received contact from their CAA regarding the dangerous goods approvals required for airmail. Responses are expected to be received by the end of August. ICAO can support the dissemination of this survey by forwarding to State DG focal points, urging them to encourage their DPOs to respond to the survey.

8. NEXT WEBEX MEETING

8.1 The next WebEx meeting will be held in either November or early December 2019.



Eric Gillett
Co-Chair, ICAO

— END —