

## **BRIEF NOTES- PANEL DISCUSSION**

### **SESSION 5: REGULATORY AND INDUSTRY INITIATIVES IN SUPPORT OF AIR CARGO.**

#### **1. INTRODUCTION**

- **The Pan African Postal Union (PAPU):**

A specialized agency of the African Union (AU), established in 1980 following the decision of the Plenipotentiary Conference of the then OAU member states in Arusha, the United Republic of Tanzania. The Union spearheads the development of postal services in Africa as well as spearheading and safeguarding the African Region's interests at the global arena. PAPU currently has a membership of 46 members.

The supreme policy making body of the Union is the Plenipotentiary Conference composed of ministers responsible for the postal sector. The Administrative Council reports to the Conference and runs the affairs of the Union between Conferences. The Council's work is beefed up by Technical Committees that address a wide range of aspects of postal services as follows:

- a. Improvement of quality of service, mail circulation, financial inclusion and security of the postal network;
- b. Postal development, international cooperation and development of human resources
- c. Strategy issues etc.

The General Secretariat, the executive body, plays the critical role of coordination and implementation of the decisions of the Plenipotentiary Conference and the Council.

- **The historical core business of postal activity:**

Collection, routing and delivery information, mail and goods from anywhere to anywhere else. To achieve this, the post has always taken advantage of the opportunities offered by various partners in its end to end supply chain; the air cargo is among the most important of them (cf. the ever first flight in history).

#### **2. INFORMATION EXCHANGE / COLLABORATION**

##### **2.1 AT THE GLOBAL LEVEL**

At the global level, the postal sector collaborates with other stakeholders such as ICAO, IATA, and WCO amongst others. In this regard, the Universal Postal Union (UPU) has come up with the following cooperation and collaboration agreements:

##### **2.1.1 UPU/ICAO:**

Within the framework of the UPU/ICAO agreement, security issues are addressed, for example, the International Civil Aviation Organization (ICAO) amended the 2013–2014 edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air to allow such transport from 1 January 2013.

Given the dangers that lithium batteries pose to air transport, designated operators wishing to transport equipment containing lithium batteries (ECLB) need to fulfill 2 conditions:

- Have procedures and training for controlling the acceptance of mail items containing dangerous goods destined for air transport
- Obtain specific approval from their national civil aviation authority prior to accepting and transporting ECLB.

### **2.1.2 UPU/IATA**

Under the UPU/IATA cooperation agreement, a framework Service Level Agreement and Dangerous Goods Regulations have been developed for use by postal operators.

The UPU renewed its collaboration with IATA in November 2014 through a new Memorandum of Understanding seeking to promote safe, secure and efficient circulation of mail by air transport.

### **2.1.3 UPU/WCO**

The UPU/WCO Memorandum of Understanding was developed in recognition of the fact that the mission of the World Customs Organization (WCO) is to enhance the efficiency and effectiveness in the area of trade facilitation, revenue collection, community protection and national security, and also that the mission of the Universal Postal Union (UPU) is to stimulate the lasting development of efficient and accessible universal postal services of quality in order to facilitate communication between the inhabitants of the world.

A number of initiatives have been carried out as follows:

- WCO/UPU Contact Committee;
- WCO–UPU Postal Customs Guide;
- Guideline for developing MOUs between national Customs and the Post.

## **2.2 AT THE AFRICAN LEVEL**

**2.2.1 PAPU/AFRAA Contact Committee** (recently reactivated)

**2.2.2 Multisector Airport Contact Committee** (to be reactivated)

## **3. IMPLEMENTATION STATUS OF REGULATED AGENT AND KNOWN CONSIGNOR PROGRAMMES IN AFRICA**

Data is not readily available on the implementation status of regulated agent and known consignor programmes in Africa as far as the postal industry is concerned.

However, in the postal industry, we strive to be Known Consignors to make sure that packets originating from the post are secure through a screening process before dispatch. In addition, packets are subjected to customs verification to establish value and content for quality control of their product and to reduce potential security delays.

Moreover, the physical and procedural security standards developed under the auspices of the UPU are applicable to critical facilities in the postal network as follows:

- S58, Postal security standards – General security measures defining the minimum physical and process security requirements applicable to critical facilities within the postal network;
- S59, Postal security standards – Office of exchange and international airmail security defining minimum requirements for secure operations relating to the transport of international mail.

#### **4. HOW REGULATORS AND OPERATORS CAN ADDRESS WILDLIFE TRAFFICKING ISSUES**

UPU security programs and crime prevention training are the mainstay in the development of worldwide postal security units. The post contributes to wildlife trafficking issues by:

##### **a) Regulators**

- Regulators come up with regulatory frameworks to prevent the acceptance, conveyance and delivery of prohibited goods including wildlife products;
- Funding of procurement of postal equipment such as screening machine;
- Funding training of postal staff in handling prohibited goods, etc.

##### **b) Operators**

- Conducting basic postal security and investigations;
- Conducting Airport security coordination and quality of service/security reviews;
- Procedures for accepting and controlling the induction of dangerous goods restricted and prohibited goods;
- Checking of shipments by customs officials present at offices of exchange.

#### **5. INNOVATION AND TECHNOLOGY TO ENHANCE AIR CARGO CONNECTIVITY AND ACCESSIBILITY**

A number of initiatives have been put in place in the postal industry to enhance airmail connectivity and accessibility such as:

- International Postal System (IPS) to enhance visibility of mail along the delivery chain through Electronic Data Interchange (EDI). This facilitates exchange of EDI messages with airlines conveying mail worldwide and Customs authorities.
- Customs Declaration System (CDS) to ensure seamless exchange of Customs declaration forms with customs;
- Global Monitoring System (GMS) for quality monitoring and improvement;
- International Financial System (IFS) to facilitate smooth payments.

## **6. CONCLUSION**

In conclusion, air cargo supply chain, which is a combined set of interconnected parties, locations, procedures and information exchanges enabling cargo to move from origin to destination by air is complementary to global postal supply chain which emphasizes on efficiency, safe and secure as well as reliable mail movement.

While the post can collect, process and deliver packets, it relies on efficient and secure transport systems provided by airlines.