

# Minutes of the Air Policy Group Meeting – 7, Nov 2018

## **Agenda item 1, Apologies for Absence**

Apologies for absence were read out by the Secretariat.

## **Agenda item 2, Competition Statement**

BIFA's Competition Statement as detailed on the Agenda was read out by the Chairperson at the start of the meeting.

## **Agenda item 3, Agree Minutes of the meeting of the 4<sup>th</sup> July 2018**

These were accepted as a true and accurate record of the meeting and were signed by the Chair.

## **Agenda item 4, Matters arising from the meeting of 4<sup>th</sup> July 2018**

There were two action items arising from the meeting on the 4<sup>th</sup> July:

**AP:1** *BIFA Secretariat to provide more information about Apprenticeships.* The meeting was informed that a BIFA Trainer, would provide a full training update at this meeting.

**AP:2** *BIFA Secretariat to provide further guidance related to NETP's (Non-established taxable persons) Members* were advised that BIFA published an article titled "EU Establishment and its potential implications" in the September edition of BIFAlink magazine.

## **Agenda item 5, Presentation: CCS-UK Advanced Information System**

The CCS-UK User Group gave a presentation to members about the Advanced Information System. The system has been designed to provide the Transit sheds with the ability to plan and manage their workload through advanced information and provide the functionality for Forwarders and Hauliers to communicate and plan deliveries and collections more efficiently

## **Agenda item 6, e-AWB discussion and update on Customs & CDS**

The Secretariat explained that there are two other items for discussion that are linked to the topic of Advanced Information and collections, so these topics were covered at this point in the agenda, whilst the relevant guests were still present at the meeting:

### Collection/Control issue:

Members and guests from the AOCC, cargo transit sheds and an airline, started by considering the recent security issues related to collections at LHR

Members discussed measures that can be taken immediately to improve security and others that could be considered in the long term to mitigate the risk.

It was agreed that drivers collecting import cargo should be required to provide two forms of I/D corresponding to the driver information provided on the collection note. The two forms of I/D should be one company issued I/D pass and one government issued proof of I/D, such as a Driving Licence or Passport. In the absence of two valid forms of I/D the transit sheds would complete additional checks with the forwarder to verify the identity of the driver.

BIFA and the AOCC agreed to put this recommendation to members for further feedback, with an aim to introduce the new requirements by no later than the 1<sup>st</sup> of December 2018. It was also agreed that the “Best Practice Cargo Collection” guide should be reviewed and updated.

A guest from one of the Transit sheds stated that they are seeing more collection notes that don't meet requirements, there is no standardised format and forwarders often scan the collection notes to hauliers, so they are not originals. This situation must be addressed, and some members will be involved in further discussions during the coming weeks.

- e-AWB:

Members heard that there have been several developments related to e-AWB. These included an open letter to IATA arranged by one of the policy group members, an announcement by IATA that e-AWB will be the default contract of carriage with as from 1, Jan 2019 and an exchange of emails about getting key stakeholders together at a meeting hosted by HAL and attended by IATA.

There was a discussion about the lack of ability of some of the carriers to meet the technical requirements and it was noted that whilst most software includes the FWB, some forwarders do not see the benefits of sending an FWB message. One member mentioned that “Ready for Carriage” should include the requirement for an FWB. It was agreed that all these points should be discussed at the meeting hosted by HAL and several members of the group had already registered to attend that meeting. Date to be confirmed.

- Customs Declaration System (CDS)

*\*This item was covered by the ASM representative, before item 5 on the agenda\**

The meeting was advised that although CDS went live as planned, there are currently only three traders being trialled and so far, only 15 declarations have been processed without intervention. Frontier declarations and inventory linking will probably be introduced between May and July 2019.

The meeting also heard that BIFA and the AFSS are currently working on a short guidance note for briefing the customers of members. It will explain that there is currently only limited CDS functionality and what the data set requirements are. It will also ask whether their staff understand the UCC requirements and suggest that they should consider the best time for their business to move over to CDS. It will explain that the continued operation of CHIEF will provide dual running flexibility, so they should move when they are satisfied that risks have been mitigated.

It is likely that CHIEF will continue until at least the end of 2020 and could be extended into 2021 if there is a need to do so. The secretariat asked whether CHIEF could cope with the higher number of declarations in the case of a “No Deal” BREXIT and members were told that confidence of the CHIEF team is high. The target for CHIEF of 225 million declarations is realistic and some channels can be “throttled back” in order to prioritise frontier declarations or other priority areas.

### **Agenda item 7, Aviation Security & Safety updates**

The meeting heard that the threat level in the UK is still SEVERE, meaning that an attack is highly likely. An update was provided on subjects including Staff Vetting, ETD, SeMS and Brexit.

Cargo X-Ray screening equipment: Members were reminded of the ‘Ionising Radiation Regulations’ that came in to force on 1, Jan 2018. The secretariat is aware of more compliance checks being made by the HSE.

### **Agenda item 8, Regional Consultant Reports**

A report was given by the consultant for London West & the South West:

The Collection/Control issue at LHR was the main topic and was discussed during agenda item 6. The meeting was also advised that the Peak Season plans for the horse shoe area of the cargo terminal have now been put in place by HAL and Segro.

One member mentioned that Traffic Marshalls are turning trucks away from that area when it is too congested, and they suggested that when a truck is refused entry, the driver should be given a ticket, which they can show to their employer. The AOCC representative agreed to look at a ticketing system and have discussions with the landlords, Segro to get it implemented.

Members were also advised of a new App. that has been made available by HAL to show congestion at the Gate Posts. The App. will be developed to provide more cargo-related information.

Members heard that Border Force at Gatwick and Stansted are recruiting staff to deal with more demand after Brexit. Gatwick Airport have recently shown a stronger interest in Cargo and have supported forwarders requesting more space.

#### Scotland

The Regional Consultant for Scotland & the borders advised that Emirates has now started daily flights from EDI to DXB and PIK has been selected by the UK space agency as the location for development of a Space port. This could bring new jobs and trade to Prestwick Airport.

#### Manchester

The Chair of the Manchester members group advised that they had not any further meetings since the CDS presentation. However, the next meeting will be held on the 20, Nov and Manchester Airport will attend. Also, Jet Airways has started flying from Manchester to Mumbai.

## **Agenda Item 9, BIFA Training update**

A BIFA Trainer gave a presentation about the developments with the training programmes and apprenticeships. This presentation demonstrated the emphasis that BIFA has put on training and supporting the 'International Freight Forwarding Specialist' apprenticeship scheme. The presentation was well received by all.

## **Agenda item 10, IATA & FIATA updates**

The secretariat updated members on three current issues:

1. The IATA FIATA Air Cargo Program (IFACP)
  2. Late Remittance Fee
  3. New Global CASS Associate program
- The IFACP roll out has been delayed whilst some amendments to the forwarder's agreement have been agreed by representatives of the forwarders and airlines. As some of the changes are viewed as 'significant' by the airlines, the final version may be put before the airlines Cargo Agency Conference in March 2019. Roll out in Europe is currently scheduled to start in August 2019 but this could change.
  - The Late Remittance Fee is still a contentious issue, although it has not been introduced in Europe
  - A new CASS Associates Global Model is being implemented by IATA. A working group made up of Airlines and Forwarder representatives has been established to look at the proposed changes. The Forwarder representatives have asked for the decision to implement the changes in January 2019 to be postponed, to allow time for proper consultation.

## **Agenda item 11, AOB's & Date of next meeting**

- The Vice-chair position of the Air Policy Group is currently vacant. Members are requested to contact the secretariat if they are interested in being considered for this position.
- The meeting dates scheduled for the Air Policy Group next year are (14, Feb) – (22, May) – (4, Sept) – (27, Nov)

The next meeting will be held on the **14<sup>th</sup> February 2019** at Redfern House, Feltham.

Signed

(Chair)

Dated