

Minutes of the Air Policy Group Meeting - 14, Feb 2019

Apologies for absence were read out by the Secretariat

Agenda item 1, 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 2, Appointment of Vice Chair

The Secretariat advised that one member had volunteered for the Vice Chair position and unless there were any objections, it was proposed that the member should be elected unopposed. The motion was approved.

Agenda item 3, Agree Minutes of the meeting of the 7th November 2018

These were accepted as a true and accurate record of the meeting and were signed by the Vice Chair. However, the Vice Chair pointed out that the minutes showed the incorrect meeting date and the date was amended accordingly.

Agenda item 4, Matters arising from the meeting of 7th November 2018

There were no actions arising from the meeting on the 7th November 2018.

Agenda item 5, ASM Update – Customs & CDS

The meeting heard that CDS will not be ready in time for Brexit, however that was never really the intention.

The CHIEF upgrade has gone well, and processing capacity has been increased in stages from the original capability of 13 entries per second, to 48 per second and is now estimated to be capable of up to 90 per second. CHIEF should now be able to handle 300 million entries per year.

The 8-million-pound fund for customs entry training, will be for CHIEF training only

Agenda item 6, Member discussion – Brexit

Members heard about the announcement from HMRC on Transitional Simplified Procedures (TSP) which is a form of self-assessment. Traders are invited to register and to do so, they must have an

EORI number and be established in the UK. The EORI number should be provided to whoever moves the goods to their location.

TSP is only applicable for goods imported from EU using roll on roll off locations like Dover or the Channel Tunnel and does not apply to goods subject to special procedure and controlled goods will be subject to a procedure requiring a frontier declaration. A supplementary declaration will be required, and all duties and taxes will be taken by direct debit at a later stage.

Although not all conditions are clear yet, and there could still be changes, the secretariat gave a brief update on the situation for Aviation, in the event of a No Deal Brexit:

- Aviation market access: There is no existing regulatory fall-back option that would allow continuation of basic connectivity for air transport services between EU & UK. (Unlike Road & Maritime)

The EC have proposed that point to point flight connections from UK to EU27 will be temporarily allowed and last until 30 March 2020. This would have to be reciprocated and rights granted by UK to EU air carriers must be equivalent. These measures will only ensure basic connectivity and in no means replicate the significant advantages of membership of the Single European Sky.

This is likely to be limited to basic connectivity (3rd & 4th Freedoms) because the EU say contingency measures cannot replicate the benefits of membership of the EU or the transition period. It only allows cover for the basic needs of the economies of the member states.

- SLOT Allocation: Should remain unchanged as these must be transparent & non-discriminatory
- Air Traffic Control: Should be unchanged as there is an International obligation for EU countries and the UK to provide air navigation services.
- Aviation safety: It is proposed that the validity of certain certificates that can only be issued by EASA (European Union Aviation Safety Agency) will be extended for a limited period of 9 months.
- Aviation Security: The EC has committed to accept UK cargo standards and the UK will accept theirs. EU one-stop-security for cargo will continue. However, UK MSM's continue to apply to EU in-bound cargo (transfer cargo screening, etc)

UK-IRE & IRE-UK cargo consignments will continue in the same way as currently under the existing MOU.

Agenda item 7, e-AWB & Digitisation

Members were informed about the workshop meeting hosted by HAL at the end of Nov, where representatives of BIFA, ASM, AFSS and the AOCC met with HAL, IATA and Airlines, to discuss the key issues that are currently preventing the wider adoption of e-AWB.

A member of the group who has been lobbying for e-AWB to be adopted at a much faster rate, stated that everybody needs to rise to the challenge. 'Ready for Carriage' now means an FWB, properly transmitted.

Members discussed the IATA One Record program, which is API based. It was agreed that this could be a suitable way to increase the spread of e-AWB, but members felt that a time line is key and suggested that a 2-year timescale should be realistic.

The BIFA secretariat advised that the DFT had set up a forum called Digital Cargo UK and BIFA will invite them to a future Air Policy Group meeting to discuss the benefits to the industry of digitisation.

Agenda item 8, Aviation Security

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 Recruitment/Staff Vetting, ETD and SeMS.

Agenda item 9, Regional Consultant Reports

London West & the South West

Heathrow:

Border Force: Customs House have a same day return of import documents on trial for three weeks and this includes carnets, licences etc.

HAL Consultants: Both ARUP and Alchemmy have expressed their thanks for the participation of our members in the respective projects that they are leading on behalf of HAL.

- The Call Forward solution for congestion is on-going and a further workshop is planned later this month and BIFA will be attending that meeting. The Consultants are expected to present findings to HAL at the end of the first quarter of this year.
- In the case of ARUP, this is a much longer review and first findings are due on the “Traffic Management Plan” by June 2019.

Import Collection Control Document

There are two queries that BIFA is currently trying to solve, along with the AOCC.

- The Thumbprint scheme has come into question by the legal team of one Transit Shed operator and the AOCC have been asked to poll their members regarding the practicalities of the scheme in the current climate. When replies are received, it may mean a small change in wording to the document - work in progress.
- We also had a query regarding the supply of a company ID for an agency driver and we believe that the document covers this situation and not further action is required subject to confirmation from AOCC members.

Gatwick:

BIFA has supported the Master Plan to improve/increase the number of flights in/out of LGW in the coming years.

- GAL have a plan to use the Northern runway for some domestic flights which will increase the hourly movement to 70 from 55 at the current time (all this will be subject to local agreements)

- There is also a possibility of a GAL led “Cargo Forum” to be established soon.

Stansted:

- New flights with China Southern 4 weekly and Turkish ex NBO 3 weekly.
- Loss of some perishable flights to Doncaster and Liege.
- Border Force are planning to move to a 24x7 operation.

DEFRA:

- There was a presentation at our Heathrow meeting on the new system to replace TRACES. The new system is known as IPAFFS-The Import of Products, Animals, Food and Feed Systems.
 - IPAFFS will take over from TRACES in April if there is a No Deal Brexit. If there is a deal, IPAFFS will still be introduced but the transition can be slower.
 - EU traffic on day 1 will be no change. A risk-based approach will be applied for the EU because there are standards in place and no checks will be required. The UK regulations will remain the same as the EU.
 - Third countries on Day 1 – IPAFFS will be used to report goods and arrange checks and clearance. IPAFFS will link to Chief.
 - Transit: it is still unsure how this will work as goods must enter via a BIP and there are no BIP facilities in Dover or Calais, or many of the other ports.

Scotland

The Regional Consultant for Scotland & the borders advised that Emirates has changed the type of aircraft on the GLA to DXB route and added extra flights from Edinburgh.

Manchester

The Chair of the Manchester members group advised that they had their last BIFA regional meeting on the 20th November. The meeting included a presentation about the roll out of FREDDs dogs, a presentation about training, including the apprenticeship scheme and MAG provided an update on the Manchester Airport transformation program.

Other information:

- Ethiopian Airlines four times weekly service to Addis Adaba
- Jet Airways five times weekly to Mumbai - all year
- Qatar Airways - flight to Doha 3 x per day from May
- EL AL service to Tel Aviv 3 x per week from 26th May
- Total cargo handled during 2018 was 113494 kilos, down 2.7% on the previous year.

Agenda Item 10, AOB & Date of next meeting

- The meeting heard that the BIFA consultant for London West & the South West will be retiring at the end of April and the BIFA Secretariat will ensure that his role is covered, and all regional meetings continue whilst a long-term plan is put in to place. The group thanked the BIFA

consultant for his valuable contribution to the Air Policy Group over many years and acknowledged that his experience will be almost impossible to replace.

- Members were informed about the Young Forwarder Network that will be launched on the 6th of March, consisting of several regional networking groups and will give members access to national BIFA networks and policy groups, along with other benefits.
- Members were asked whether they were able to estimate the amount of cargo that they consolidate at Heathrow, that has originated at regional offices and trucked under HAWB because of greater connectivity via LHR, more buying power or for centralised screening. It was generally agreed that a large percentage of freight passing through the Heathrow Gateway operations, originates at other regional offices. One company stated that it could be as much as 50% of their business and others agreed with that estimation and added that as a lot of manufacturing is based in the north and a lot of warehousing is based in the midlands, it is quite normal to receive a large volume of cargo from other regional offices.
- A member of the group, who is also a member of the RHA advised that a Truck Cartel Legal Action Group has been set up by the RHA to obtain compensation for road transport operators who purchased or leased trucks between 1997 & 2011. www.truckcartellegalaction.com
- The secretariat advised that the IATA CASS Associate Global Programme that was due to be implemented in January, is currently on hold because the European Air Cargo Program Joint Council (EACPJC) did not endorse the IATA resolution when they met in February this year.
- The 'Late Remittance fee' proposed by IATA in June 2017 was also prevented by the EACPJC at their meeting in 2018. It has now been agreed that there will be a joint Airline and Forwarder working group set up to look at the problem of Late Remittance, but the group will not consider any fees.

The next meeting will be held on the **22nd May 2019** at Redfern House, Feltham.