

# Meeting Minutes

**Private and Confidential**  
Air Policy Group Meeting (hybrid)  
15<sup>th</sup> June 2022, 10.00 hours

Attendees
[Redacted]

In attendance
[Redacted]

Apologies for absence
[Redacted]

## Agenda Items

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

Agenda item 1 –
Chair asked for agreement of the previous meeting minutes – agreed and seconded

Agenda item 2 – Matters Arising from the meeting of 2nd March
Members were requested to contribute to environmental issues (see later in the agenda). BIFA to supply support contacts for CDS (see under Customs update)

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## Agenda item 3– BIFA Training and YFN update

Please see attached presentation – Mike Jones standing in for Carl Hobbis

## Agenda item 4 – ASM update

ASM confirmed HMRC are not delaying the start date of Imports on CDS – the September start date will go ahead.

**The secretariat asked if there was an overlap period for import entries (that still exist in CHIEF) when CDS starts. ASM would check and advise.**

## Agenda item 5 – BIFA Customs update

### **Government Announcement – Postponement of additional Border Controls**

The postponement of stage 3 of the BOM was announced by HMRC but all the requirements of stages 1 and 2 will remain as they are now.

There will be a target operation model, probably in Sept or Oct 2022 that will outline plans for stage 3.

The reason for the delay is probably linked to the introduction of the 'Eco System of Trust' because there is a big focus on end-to-end automated customs with validated data. Also, the lack of readiness and extra costs were considered. This delay will also allow for more focus on the implementation of CDS.

This means:

- The planned additional checks Phyto sanitary checks at BCP's will not happen, the checks will continue to be done at the destination. No further Health certificate requirements will be implemented.
- It was also noted that the BCP's that were prepared will now be put on hold and there are discussions between the Ports Association and the government because of the amount of money that has been invested in infrastructure that is now not required.
- The requirement for Safety & Security declarations on Imports from Europe will not be required from the 1<sup>st</sup> of July.

Some members have welcomed the delay, but some are concerned because they have been implementing their own solutions, with costs and time involved. Members heard that BIFA has written to government asking for compensation for members who have invested time and money to be ready for the 1<sup>st</sup> of July because the postponement came so close to the implementation date. If there is a mechanism agreed, members will be informed but BIFA is currently waiting for a reply.

It was noted that some parties are relieved because they are not prepared for the additional work the changes would have caused.

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## GVMS

GVMS was introduced 'successfully' although there have been some downtimes in March & April.

There are still system related problems and compliance problems:

There are some problems where the TAD MRN is declared in the GMR and not the export declaration. In some cases when the export declaration is not cleared (Route 1 or Route 2) and shipments are still leaving the country. This is still a problem and HMRC are working on a solution.

There is still no official fallback procedure released. HMRC has introduced the ANGA code (Agent Notify Goods Arrival) and instructions on how to arrive goods manually through CHIEF when the system is unavailable are on the HMRC website: <https://www.gov.uk/guidance/manually-arrive-your-goods-in-the-uk>

Some BIFA members have expressed concerns that this is a 'work around' and is giving the false impression of compliance when RRS01 code is used. Approx. 30% of GVMS movements are still coming through with the ANGA code.

The dedicated GVMS IT team are looking at ways to improve the system and simplify it. Some of the suggestions are:

- Send messages to multiple recipients because in the process there are so many parties involved but currently only the GVMS user can see the messages.
- Time Log for each update within the GVMS system so you can see what happened and when.
- Add a Box for an agent reference so when hauliers are working with different companies the GMR can show a reference number
- Specific messages – for example currently only 'inspection required' but additional messages such as 'inspection complete' would help.
- Suggestion of using C21s in GVMS was accepted and the option will be available from 21<sup>st</sup> of June 2022

## HMRC Webinars – preparing to move to CDS

BIFA arranged webinars with HMRC about the transition from CHIEF to CDS. The information was not very detailed but feedback from members has been good. The slides are available on the BIFA website: <https://www.bifa.org/media/4878810/town-hall-preparing-to-move-to-the-customs-declaration-service.pdf>

More webinars will be arranged, so BIFA are collecting questions from members to submit to the CDS team. This will allow future meetings to focus on the details of any issues concerning members. Webinars will be announced on the BIFA website and invitations will be sent out via the normal channels.

**A member asked for assistance on issues processing carnets. Details to be supplied to BIFA and BIFA to investigate.**

**A member asked if CDS links could be provided for trader and forwarder**

For the TRADER:

<https://www.gov.uk/government/publications/customs-declaration-service-communication-pack/trader-checklist-moving-to-the-customs-declaration-service>

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For the DECLARANT

<https://www.gov.uk/government/publications/customs-declaration-service-communication-pack/declarant-checklist-moving-to-the-customs-declaration-service>

**Question was raised regarding the automatic transfer of MSS reports from CHIEF to CDS. BIFA will investigate whether a new registration is required or not.**

## Agenda item 6 – IATA/FIATA Updates

- Update on IFCC held 23/24 February 2022 – FIATA challenged the no vote rule and had its effectiveness suspended. Final decision with IATA Cargo Agency Conference. Under the rules the suspension was carried through at the Cargo Agency Conference (however, IATA are seeking to change the rules so that cannot happen again!)
- Letter lodged with IATA over non-co-operative behaviour – awaiting a response from Willie Walsh.
- Big push by IATA on sustainable aviation fuel – however, huge cost implications as SAF up to 10 times more expensive and no infrastructure to produce at the rate required.
- Attendees were reminded to check that their HR departments are aware of the DG training schedule that needs to be in place for all DG involved staff. It will be the responsibility of the employer to ensure the correct training is scheduled and applied. This may be subject to audit.
- **Access requirements on IATA.org Dangerous goods Appendix H of the 63<sup>rd</sup> edition**

## Agenda item 7 – Regional updates

### Heathrow

The latest meeting for Heathrow was held on the 5<sup>th</sup> of May 2022 via Microsoft Teams.

The meeting focused on updating members about the postponement of additional border controls and preparing for the move from CHIEF to CDS.

On the 14<sup>th</sup> of June (yesterday) BIFA had a meeting with the AOCC and a representative from one of the main transit sheds at LHR to discuss the Collection Process and review the document that was originally issued back in 2004 and revised in 2009 and again in 2018. The purpose of the meeting was to ensure the procedures are still fit for purpose and introduce any practical enhancements that could improve the security during the collection process. This topic also covered later on today's agenda.

### Heathrow Statistics

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The following figures comparing activity at Heathrow in April over the past 4 years, give a good indication of the post-covid recovery:

April	Passengers	ATM's	Cargo
2019	6,798,212	40,264	132,893
2020	206,600	4,873	51,003
2021	536,039	9,896	116,479
2022	5,081,428	32,491	112,828

Note: The reduction in cargo in April 2022 (71%) compared to April 2021 is mainly due to disruption to Asia/Pacific routes caused by the Russia//Ukraine war.

Next Heathrow meeting - 14<sup>th</sup> July 2022

## **Stansted**

The last meeting at Stansted was held on the 7<sup>th</sup> of June 2022 via Microsoft Teams.

Key points below regarding STN:

Freighter ATM's at STN are down -2.2% and cargo tonnages are down -3.2%.

STN Performance:

- China Southern experienced ground handling staffing issues on the Chinese side, resulting in a reduced schedule.
- DHL operation continued to increase with additional services
- Fedex consolidated their frequencies by up-gauging aircraft
- Titan commenced their own cargo operation on behalf of Geodis
- Ad hoc frequencies and tonnage reduced vs FY21 which was driven by the pandemic
- The reduced belly hold capacity in FY21 resulted in additional freighter operations and increased overall capacity.

The main issue discussed at the last two Stansted meetings is the proposed Northside development at the airport. The plans do not seem to include a BCP and the site of the current BCP appears to be in an area that will be redeveloped.

The BCP is crucial for Forwarders at STN because of the volumes of POAO and the movement of horses (racehorses and polo ponies). The proximity to Newmarket makes Stansted a popular choice for racehorse movements and recently STN handled one flight with 99 Polo ponies.

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All parties are pushing for MAG management at STN to engage and provide more information about the plans for a future BCP.

Next Stansted meeting September 20th

## **Gatwick**

The latest Regional meeting was held on the 9<sup>th</sup> of June

Significant increases in short-haul flying programmes from the airport indicate a strong 2022 summer season, with easyJet's leasing of BA slots giving the airline their greatest capacity ever at Gatwick with 120 routes utilising 79 Gatwick-based aircraft.

The return of BA's short haul operations will also see 18 aircraft flying 35 short haul routes, five Gatwick-based Wizz Air aircraft will support their inbound services for a total of 25 routes and Vueling will serve a total of 16 routes, basing two aircraft at Gatwick.

South Terminal – after an incredibly challenging two years for the airport, partners and local communities, the South Terminal reopened on 27th March.

Northern Runway Project – following the Consultation on the Northern Runway Project last year, the substantial task of analysing and evaluating the large number of responses received is progressing. Plans are currently being developed for a second stage, targeted consultation, which will include updates on some of the key issues raised. This will form part of ongoing engagement with statutory stakeholders which will continue throughout this year, prior to the submission of the Development Consent Order to the Planning Inspectorate.

Next Gatwick Meeting 6<sup>th</sup> September

## **Other**

### **Bournemouth Airport**

From almost no cargo pre-pandemic to 20,000 tonnes by end of March 2022. (Volume based mainly on Exports from UK to USA and temporary demand for PPE Imports)

The airport now aims to achieve 35,000 tonnes of through put by 2025 & 50,000 by 2030. A dedicated cargo handling service (Cargo First) has been created to grow the business. They have added nearly 100 jobs and there is potential to create hundreds more over next five years.

European cargo operates a fleet of six A340 cargo converted aircraft between Bournemouth, China, and the USA.

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Bournemouth airport claim to have an advantage with fast processing times and with their efficient airfield layout and quick access to motorways, they can deliver cargo from an arriving aircraft to a west London warehouse quicker than via the big London hub airports.

Midlands, North and Scotland

With thanks to MAG Airport Limited for the following on EMA and MAN.

Freighter ATMs are up at MAN (50.4%) and EMA (8%), but down in STN (-2.2%). Tonnes carried reflects these changes, as MAN and EMA are up (81.8% and 4%) while STN is down (-3.2%)

## **EMA – East Midlands**

EMA performance - DHL continued to grow its operations, with EMA increasingly being used as a hub within its European and Transatlantic network, with daily flights increasing to 32 - UPS commenced B747F operations on Transatlantic routes in September 2021, to capitalise on the increased volume capacity facilitated by the opening of its new facility in April 2021. - Fedex introduced regular B777F operations on its Transatlantic routes from February 2022 to meet increasing demand, with total volumes growing by c. 7% - Royal Mail continued to grow operations of its mail flights from EMA, with volumes growing by c. 6% YOY

## **MAN – Manchester**

MAN performance - Qatar Airways primary driver of YoY increase - operating as dedicated cargo service during covid. - Largest operator Fedex experienced 20% YoY growth - DHL commenced services in FY22

## **Edinburgh**

Bellyhold capacity between Scotland and the US has never been higher. Pre-pandemic capacity was typically narrow body but Delta has deployed a widebody aircraft on the route. We will also see the return of Air Canada in June with an upgrade to B787. A full list of transatlantic flights is listed below:

- Virgin is operating 2x weekly flights to Orlando which will operate for the summer season
- Delta has commenced regular widebody services to New York (JFK) and Boston. JFK is now confirmed to operate year-round using widebody capacity
- United is operating to New York (Newark), Washington and Chicago.
- Air Canada has commenced regular widebody services to Toronto
- Westjet has also commenced a 4x weekly Toronto service using B737-MAX8

In addition to transatlantic capacity we also have:

- Qatar Airways has increased to a daily B787 service to Doha and beyond
- Turkish Airlines is operating containerised services using the A321NEO which can connect into their global network
- Multiple daily frequencies operated by Air France/KLM, Lufthansa, Finnair and other EU hub operators

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EDI is exploring Green Freeport opportunities.

There are benefits in using and supporting local capacity, reducing in some cases 350 road miles, and 200 air miles for transatlantic routes for those north of the border.

## **PIK – Prestwick**

Prestwick Airport has secured a launch partner for its spaceport development in a deal that hopes to propel Scotland's space industry ambitions.

The spaceport development – which anticipates the creation of 4,000 new jobs – aims to see horizontal launches take place from 2023.

Satellites, which weigh around 10kg each and carried via a rocket inside a C17 plane, will be launched into orbit and carry out activities including monitoring climate change, tracking deforestation and identifying illegal fishing or mining activities around the globe.

## Agenda item 8 – Aviation Security Update

### **SeMS update**

Introduction to SeMS training book via <https://caainternational.com/course/security-management-systems-sems/>

Accountable Manger training course (October 2022)

<https://caainternational.com/training-services>

### **Training**

6x6 image recognition project continues, reviewing existing provision around image recognition.

NXCT development to online deployment DNXCT (digital national x-ray competency test)

Any support for training or advice on background checks please contact [Avsec.training@avsec.caa.co.uk](mailto:Avsec.training@avsec.caa.co.uk)

### **Vetting**

Turnaround times for CTC (Counter Terrorism Check) for security managers is currently 32 days (same length of time as same period in 2019).

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## **FREDDS**

Testing on two new target materials is now complete and RAD (research and Development) are awaiting the technical report to allow rollout to the 21 dogs engaged.

## **Dense, Complex and Difficult (to screen) Cargo**

Consultation group is arranging visits to RA's to further understand the current issues

## **Explosive Vapour Detection (EVD)**

The European Civil Aviation Conference (ECAC) are finalising a common testing methodology that will allow EVD equipment to be tested for the screening of cargo. Probably no update until end of this year.

## **Agenda item 9 – Environmental/Green initiatives**

This topic encouraged good conversation.

One member advised on the roll-out of electric trucks (hub to hub) and vans (local collection and delivery). In some instances, electric bikes are being used in their network. Although charging will take place on their own sites, it is thought that overall charging of vehicles for the industry could be problematic.

An alternative is battery charging points but would require battery swap out operation. There is also the idea of solar power charging to consider.

Leasing such vehicles seems preferential to buying.

There are also alternative for fork lift trucks (FLT) insofar that lithium ion can be used rather than standard batteries.

One member said that carbon journey calculators (software) are available that can assist those smaller to medium companies.

Solar panels on buildings/facilities are considered an asset improvement and should be discussed with your landlord as there are many ways the electricity can be applied/paid for.

## **Agenda item 10 – Import collections**

The group discussed the lack of consistency around the import collection protocols of the ground handlers/TSO's. BIFA recently met with Airline Operators Committee Cargo AOCC and a ground handler to discuss the existing protocol (which has not often been referred to). The idea being that we update/amend the document with input from both agents and shed operators in order that the process can be consistent across all TSO's.

**Attendees were provided with a last page document (see attached) that required their input/feedback to confirm whether or not the practices are still relevant.**

## **Agenda item 11 – Action points and date/time of next meeting**

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The group bade farewell to Steve Bowles who has been a valuable contributor to the policy group meetings. His input was acknowledged and appreciated.

The action points are in bold in each subject above.

The next meeting will take place on September 14<sup>th</sup> 2022 10.00hrs – preference was expressed for a face-to-face meeting.