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2024 PLACI Compliance Requirements Session

Hilton Abu Dhabi Yas Island, United Arab Emirates

14 - 15 May

2024 PLACI Compliance Requirements Session 3rd Edition

Summary of Discussions



Recap Day 1 (14th May 2024)

2024 PLACI Compliance
Requirements Session
3rd Edition



Recap (1 of 9)

1. Opening and Welcome by IATA

2. Keynote speech by His Excellency Mohammed Al Kuwaiti, General Director of Ports Security, ICP, UAE

3. Setting the scene by IATA

- a. Historical context & International Regulatory Framework
- b. Pre-Arrival regime versus Pre-Loading
- c. Implementation status of various PLACI programs
- d. PLACI impact on Global Air Cargo Traffic (35% worldwide shipments impacted)
- e. Non-compliance consequences
- f. Components of PLACI (Business Process, Operational SOPs, IT Systems, Filing solutions, Messaging Standards etc.)
- g. Collaboration between various stakeholders is a key to success.
- h. IATA Resources (PLACI Manual, Cargo-XML Manual and Toolkit, EPIC, Training)

4. ICP Video

5. Recap of 2023 PLACI Compliance Requirements Session by IATA

6. Expectations

Recap (2 of 9)

7. EU ICS2 Status and Progress – Session by EU Commission (Renata Pauliukaityte)

a. ICS2 Release 2 Readiness

- i. 2 October 2023 – end of ICS2 R2 deployment window.
- ii. 1 April 2024 – phased in closing of the ENS filing gap (90%).
- iii. 1 January 2025 – full compliance.
- iv. Romania operational since beginning of May.

b. Postal Mail Readiness

- i. As of 1st April, ENS must be lodged for air postal consignments transiting EU or transshipping through EU with a stop.
- ii. Up to 10% air postal consignments exempted from ENS until, at the latest, January 1, 2025. Case by case assessment by customs (least developed or low volumes countries).

c. ICS2 Operational Stats and Success

- i. Daily ICS2 Transaction ~0.8 millions House Waybills.
- ii. STI Global Error rate on daily basis 6.3%.
- iii. More than 2.5 tones of drug precursors with retail value of 75 million EUR seized in Liege in March.

d. Operational Outstanding Issues

- i. System availability/Unplanned downtime.
- ii. Helpdesk Availability and 24x7 Support by Member States.
- iii. Readiness of other customs' systems (presentation of goods and temp storage).
- iv. Activation of Business Continuity Plan.
- v. Software bug causing performance and delayed AC issues.
- vi. MAWB number to be provided following the structure defined in IATA Resolution 600a and Recommended Practice 1675.

Recap (3 of 9)

e. Legal proposal being considered

- i. Requirements to declare container ID in the ENS for air cargo
- ii. Reference to the ENS in other customs declarations to enable the control at the most appropriate place (mainly postal and express consignments)

f. Upcoming developments planned to be deployed 2nd half of 2024

- i. Push of carrier notifications in pre-loading when filing is done using F23+F25 ENS filings. Carrier will receive all notifications when MAWB is filed.
- ii. Carrier to query the status of postal consignments based on MRN of F42 filing or a (list of) receptacles .

g. Business Monitoring

- i. Data Quality
- ii. Use of correct ENS filings

8. Q&A Session with EU Commission (Renata Pauliukaityte)

- i. Industry concerns with new requirement for container number and requested EU to have further discussions with the EOs. Apparently Dutch customs is already requesting Container numbers from carriers on house waybill level resulting in operational issues.
- ii. Issues foreseen when multiple house waybills belonging to 1 Master Air Waybill loaded into multiple containers.
- iii. **EU Clarifications:** Container number will be applicable on pre-arrival filing and wouldn't be mandatory for carriers on Master waybill level but house waybill level.
- iv. There is only 1 STI and when it is down, the contingency/fallback procedure kicks in. Carriers must follow these procedures. EU is measuring the outage internally, but results are not shared with the industry.
- v. EU deployed a patch to fix the record not found issue at presentation of Mail Consignment where F42 is already filed. Another patch in process.
- vi. In case of e-commerce items, the HWB data must show real consignor and consignee instead of e-commerce platform/merchant.
- vii. EU data hub project under the customs reform will hopefully bring more harmonization and standardize customs clearance including presentation of Goods and Temp storage.

Recap (4 of 9)

9. Lessons Learnt - EU Commission (Renata Pauliukaityte)

- i. Openness and transparency
- ii. Engagement and partnership
- iii. More centralization (27 MS vs 1 EU authority)
- iv. Gradual implementation rather than aggressive hard date deployment.

10. Useful links [ICS2 page](#) on Europa website [Document library](#) on CIRCABC

11. Panel Discussion on EU-ICS2 Implementation

Panelists: [Bernard Heuzeveldt](#), Program Manager, Air France KLM Cargo, [Lydia Thater](#), Global Regulations Manager Air Logistics, Kuehne+Nagel Management AG, [Serkan Eren](#), Ground Operations Director, MNG Airlines

AF KLM Feedback:

Tough Process, PLACI also incorporates ACI making it complex, KL together with AF built their inhouse system, IATA PLACI meetings were very helpful.

Challenges:

- Acceptance process vs PLACI and ACI
- The test period
- Type code XFWB 741/740 consolidation vs direct
- XFZB eCommerce shipments > 100 gr
- HS codes in MAWB / missing HS codes
- EORI nr
- Post codes
- No referral received to date but lots of N99
- Air mail part was (and still is) underestimated on the transshipment part
- Air mail and AC – assessment complete
- Issues with connection with STI

Recap (5 of 9)

11. Panel Discussion on EU-ICS2 Implementation contd...

K+N Feedback:

Self-filing House Waybills, in house system deployed globally, Stats: 230,000 filings, 0 Referrals (1 for testing purpose), Data quality improvements from initially 5.2% to 3% of filings, Automated systems deployment, 24x7 helpdesk, compliance dashboard, Auto validation of HS code being developed.

Challenges:

- No industry standard Bilateral Agreement to define rules & responsibilities of supply chain partners
- Hesitation of some airlines to adopt multiple filing
- ICS2 system unexpected downtimes resulting operational issues
- Missing linking key in assessment complete messages

MNG Feedback:

Role as a GHA:

- Data Collections and Submission
- Technology Integration
- Compliance with Regulations
- Operational Efficiency

Tips for Success

- Good preparation is key
- Roll-out in "war room" type set up was beneficial
- Training of all stakeholders, information material, webinars and Q&A sessions
- System guided conformance
- Plan sufficient time for the setup of AS4 connection
- Enable internal solution to deal with wrong message sequence

Impacts

- Operational adjustments and Technology investment
- Collaboration with airlines
- Staff training
- Competitive advantages – secure handling

12. Q&A Session with Panelists (AF KLM, K+N, MNG)

- Interline Shipments: Process issues, first leg carrier to be responsible. Topic being discussed in IATA Cargo Customs Working Group (CCWG).
- MS complaints for missing F42 (Airmail) from carrier. EU Commission is aware and working with MSs to modify the legal framework i.e. instead of looking for receptacle link with MAWB, use other ID such as receptacle ID.
- ICS 2 Release 3 (Maritime, Rail, Truck) is expected to reduce the system load as number of transactions are going to be reduced by half than air.
- PLACI data checkpoint are incorporated in the automated systems of the carriers, handlers and freight forwarders. These checks points are destination and routing dependents.
- PLACI processes require carriers and GHA agreements.

Recap (6 of 9)

13. PACT Program Update by Transport Canada (Brook Carrothers)

a. What is PACT?

- i. aims to identify and apply mitigation measures to high-risk air cargo shipments before they are transported to Canada
- ii. risk assessment of pre-loading advance cargo information (PLACI) with the assistance of advanced analytics.

b. Responsible Party, Other participants & exemptions

- i. Transporting Air Carrier (including courier and express) bringing cargo from outside Canada to any aerodrome inside Canada including transit, transfer and FROB.
- ii. IT Service Providers may send/receive data on carrier behalf including 3rd parties like GSAs/GHAs.
- iii. Self-filing freight forwarders are allowed but required carrier consent/agreement.
- iv. Exemptions: Mail, Dip Mail, baggage (checked in and carry on), export cargo, domestic cargo, non-air import including Trucks.

c. Data Elements & Supported Messaging standards

- i. **Pre-Load:** 7+1 including origin shipper and final consignee, HS Code not mandatory
- ii. **Post Departure:** Flight number, date, time, destination and list of manifested air waybills
- iii. **Messaging standards:** Cargo-XML (XFWB, XFZB, XFFM, XFNM, XCSN), C-IMP (FWB, FHL, FFM), CAMIR (PER-error, PSN-ack, PSN)

d. Process Flows

- i. **Acknowledge, Error and Assessment Complete Message**
- ii. **PACT's Targeting Process Flow:** Mitigation Level 1-RFI, Mitigation Level 2 -RFS, Mitigation Level 3- DNL
- iii. **Messaging standards:** Cargo-XML (XFWB, XFZB, XFFM, XFNM, XCSN), C-IMP (FWB, FHL, FFM), CAMIR (PER-error, PSN-ack, PSN)

e. House level and Multiple Submissions

- i. House Level data required when it is consolidation
- ii. Self-filing FF can file house air waybill without Master. Carrier can file the Master Air Waybill later on.

f. **Timeline:** Go Live Fall 2024. Register: PACT-Information-CFAPC@tc.gc.ca with a primary security contact, technical contact and 24x7 helpdesk



Recap (7 of 9)

14. Q&A Session with Transport Canada

- a. Not required to file Nil Flight Manifest (FFM/XFFM)
- b. Wait for SR message prior loading
- c. 30 mins auto processing time if the data is correct.
- d. Email communication with the filer if/when security concerns.
- e. Pilot initiated in Jan 2024, and Go live expected late fall (Nov) 2024 requiring full compliance
- f. Full compliance means TC must have oversight of the filing.
- g. Gradual enforcement.
- h. Clarification on the CBSA role as Pre-Arrival ACI. Discussion under way with various govt agencies to move toward single window
- i. House waybill without MAWB # accepted and MAWB# can be associated with House later on. No definitive time frame for linkage.
- j. Contingency/fallback plan is being developed and will be tested in couple of months.

Question/Suggestion for IATA: Suggestion for IATA to produce a simple document emphasizing the differences between the various PLACI programs requirements for each stakeholder. While IATA took a note to work in this direction, IATA will continue to advocate the alignment and harmonization between various PLACI programs.

15. NAIC PLACI Program Status – UAE NAIC

a. Program Overview

- i. **Phase- 1 completed:** 130+ Carriers Filing, 6 IT Services Providers, +127M transactions, Avg onboarding time 3 days
 - a. Pre-Arrival and Pre-Departure (Import, Transit and Export) compliance achieved since 2020.
 - b. Messages: FWB, FHL, FFM, FNA
- ii. **Phase- 2 Pilots completed:** Pilot participants EY, EK, DHL, LH
 - a. Pre-Load & Pre-Departure (Import, Transit and Export) pilots for Air Cargo and Express Carriers completed in 2024
 - b. Messages: FWB, FHL, FFM, CSN(AC, RFI, RFS, DNL), FMA, FNA

Recap (8 of 9)

15. NAIC PLACI Program Status – UAE NAIC contd...

a. Rollout 2024

- i. Continue adding more stations and more participants.
- ii. All import/transit shipments will be granted automated AC until cut-off by Q1 2025.
- iii. Pilot participants are required to report if AC not received within 15 mins.
- iv. Final cut-off for entire industry: Q1 2025

16. Q&A Session with UAE NAIC Team

- a. Emphasize on engagement and industry collaboration including Inter-Govt collaboration.
- b. UAE-NAIC ultimate goal is Phase 2 i.e. PLACI filing.
- c. Postal shipments are currently exempted from PLACI filing and Express carriers are concerned over competitive dis-advantage.
- d. UAE-NAIC intended to keep the same messaging types in Phase 2.
- e. No self-filing by Freight Forwarders is foreseen at the moment.
- f. Request for extended engagement with e-commerce consumers with infographics.
- g. Request for testing timeline to be mandated considering GoLive Q1 2025.
- h. Dedicated team for Data Quality monitoring.
- i. HS Codes ongoing issue but getting better.
- j. Support multiple connectivity methods (3rd party, direct and portal) however direct connectivity preferred.

17. Panel Discussion on UAE Phase-2 Pilot

Panelists: **Kunal Bhatt**, Head of Value Stream – Cargo Digital Technology and Innovation, Etihad,
Trevor Howard, Manager, Cargo Standards & Operational Safety, Emirates



Recap (9 of 9)

Feedback:

Etihad Airways Feedback: Good engagement with NAIC team, Consultative approach, Direct integration, ~1.5 annual ACI transaction, PLACI pilot 5 stations, ~15K-17K monthly PLACI transactions, New Operational processes, Stakeholder engagement, User Training, dedicated app for shipment status monitoring, Network rollout plan, IT system enhancements to support referrals, weekly data quality discussions with NAIC.

Emirates Feedback: Good cooperation between NAIC and EK, 98% shipment comes under UAE PLACI regime, ACAS and ICS2 experience helpful, Network-wide mandatory HAWB filing requirement in place, Cargo keep moving approach, Only 64 out of 100K AC beyond 15 mins. Challenges and impacts same as last year, IATA PLACI Session instrumental for relationship with NAIC and other regulators, Dedicated PLACI Monitoring team, Uniformity across network, customer awareness programs.

18. Q&A with Panelists

- Shipment should continue moving.
- EU-ICS 2 and ACAS implementation experience has helped to be compliant with UAE NAIC.
- Once UAE PLACI is implemented, UAE based carriers will get benefitted.
- Timely availability of good quality extended data will help other initiatives.
- Communication campaigns underway with the network.

19. UK Home office (PreDICT)

- Finalizing 2 way message.
- Development to be completed by Q4 2024.
- No timelines for airlines at the moment.
- Shared UK US ACAS pilot experience -> 80% RFI were data quality related.
- UK implementation to be more aligned with EU-ICS2.
- No plan to be alignment with HRMC pre-arrival requirements.

Recap Day 2 (15th May 2024)

**2024 PLACI Compliance
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Recap (1 of 3)

1. Recap of Day 1 by IATA

Interventions:

[Andy Miller \(BA + Chair IATA CCWG\)](#): Consensus decisions from member airlines not to involve IATA in business relations with freight forwarders concerning multiple filing.

[Brook Carrothers \(Transport Canada\)](#): Harmonization between different PLACI implementations is highly dependent on legal framework, guiding principles, and budgetary capabilities of individual government. Furthermore, various agencies within a same government have different mandate. Collaborative approach at development stage is recommended to improve alignment.

[Farhad Guerrero \(Air Canada\)](#): Express the need for more visibility on individual EU MS requirements. Request full visibility and transition time prior enforcement. Interline PLACI processes topic may be taken up further through IATA CCWG representative.

2. Panel Discussion on PLACI implementations

Panelists: [Agnieszka Kubiak](#), Senior Manager Customs and Authorities, Lufthansa Cargo AG, [Vicente Herrera](#), Cargo Customs Compliance, American Airlines Cargo, [Michiel Van Overbeke](#), Regional Operational Programs Director, MENA, DHL Express [Stéphane Graber](#), Secretary General – FIATA

LH Experience:

- a. Shared the PLACI journey since 2011 US-ACAS to 2024 UAE-NAIC pilot.
- b. Increased complexities due to non-harmonized PLACI regimes:
 - i. Different message formats required: CIMP (UAE), CXML (PACT) or proprietary formats (ICS2, partially ACAS)
 - ii. Different self-filing rules: self-filing is allowed (ACAS, ICS2), while UAE not.
 - iii. several risk assessments for single shipments
 - iv. No unified referral types and referral process & Inclusion of airmail
- c. Challenges: Insufficient data quality provided by customers, Outages/instability of customs IT systems, insufficient communication of downtimes and limited support from IT helpdesks, Unresolved IT related issues on customs side over months
- d. Positive: Collaboration calls with US-ACAS, Transport Canada and Canada, Collaboration with EU Commission and UAE NAIC team, Nation Member State (Germany) always open for feedback

Recap (2 of 3)

AA Experience:

- a. **Impacts:** New Policy and Procedures, New trainings, coordination between multiple departments (operation, customer service, IT, outstations).
- b. **Actions:** Upgrade IT systems, Cargo-XML Messaging, Update acceptance procedures, New solution for customs filing
- c. **Challenges:** Multiple PLACI regimes, Extensive customer engagement, Upgrade IT solution for each PLACI program
- d. **Network Impact:** New SOPs, Hard stop at origin, Embargo on Mail where CARDIT missing, Flying truck issue.
- e. **Key Message:** Continuous engagement, agree to disagree, talk to each other.

DHL Experience:

- a. **Challenges:** Customer/Shipper engagement for additional data requirements, Last minute routing change, Timely Data Submissions, Transit ULDs, Alignment with Carriers (Partners), System Performance
- b. **Actions:** A dedicated team to manage : Customer Communications, Data Quality, Increased Customer Integration, Staff Training, System enhancements including customer shipping application enhancements
- c. **Lessons Learnt:** Pilot programs, transition period, clear communication, early collaboration

FIATA Experience:

- a. Need for harmonization between various PLACI programs including multimodal.
- b. **FIATA Actions:** ICS 2 Quick Guide and FAQs for the Freight forwarders, Cooperation with other private sector, Consulting members on operational problems, Planning knowledge webinar series, FIATA Model Agreement on Bilateral Multiple Filing for PLACI regimes, Explanatory Note
- c. **FIATA Recommendations:** Enable house-level filing: Ensure consistent approach: harmonised data set, Ensure continuous support, Streamlining data submission

Recap (3 of 3)

3. IATA Tools and Resources for PLACI

IATA gave a demo for IATA PLACI Manual, Cargo-XML Manual and Toolkit and EPIC portal.

- i. IATA PLACI Manual contains general rules, business processes <https://www.iata.org/placi/>
- ii. IATA Cargo-XML Manual and Toolkit contains messages specs and schema <https://www.iata.org/en/publications/store/cargo-xml-toolkit/>
- iii. IATA EPIC Portal <https://www.iata.org/epic/>
- iv. IATA Training <https://www.iata.org/training/>

For any further information, pls contact Tahir Hasnain syedt@iata.org

4. Panel Discussion with IT Solution Providers

Panelists: **Jerome Lorig**, Product Manager Customs & Security, CHAMP Cargosystems, **Attila Lise**, Chief Transportation Solutions Officer, Hitit,

Martin Meacock, Product Manager Global Customs Solutions, Descartes

- CHAMP, Hitit and Descartes shared their product offerings and highlighted the importance of IT Service Providers for improved compliance with different PLACI initiatives.
- Each panelist shared PLACI implementation experience

Key Take Aways:

- New Regulations require new processes, functional specifications as per law.
- Additional data requirements and quality must be addressed at source
- Multiple standards, additional rules and format variations
- Harmonization and Collaboration including between the various IT Solution Providers

5. Closing Session : Speech by **His Excellency Major General Mubarak Alghafli**, Executive Director of National Advance Information Center



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Supporting Material:

Presentations used on 14-15 May 2024



Expectations

1. Dialogs to have harmonized and standardized PLACI processes – AF KLM
2. EU-ICS2 Feedback from EU and Other carriers – Qatar Airways
3. UAE NAIC Pilot Feedback– Qatar Airways
4. Status update on other PLACI programs (Canada, UAE, UK) – Qatar Airways
5. Consolidation shipment PLACI processes – UK Border Force
6. Data Quality and addition data requirements e.g. E-commerce shipments, house waybills, HS Codes etc. - EK
7. PLACI tech Support outside the normally working hours – CHAMP
8. Standard agreement for multiple filing – MNG
9. Small FFs and UAE NAIC program – NAFL
10. Update on PO Mail and technical guidance on conversion between CARDIT and XFWB – Silkways
11. Operational issues with screening requirements for westbound sea to air containers - CAA Sharjah, DB Schenker

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Welcome & Introduction



Christian Piaget, Head Cargo Border Management, IATA



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What will we discuss over these two days?

Day 1

- ☐ Brief overview of PLACI
- ☐ Recap of last year's workshop
- ☐ EU ICS2
 - Experience from Airline and Freight Forwarder
- ☐ Canada PACT
- ☐ UAE NAIC
 - Experience from piloting Airlines
- ☐ UK PreDICT
- ☐ Wrap-up

Day 2

- ☐ Recap of Day 1
- ☐ Perspectives from:
 - Airlines
 - Freight Forwarders
 - Integrators
- ☐ IATA resources
- ☐ IT solutions for PLACI
- ☐ Recap of the day
- ☐ Closing

IATA Competition Law Guidelines

Do not discuss:

- Pricing, including fares, service charges, commissions, etc.
- Bids on contracts or allocation of customers
- Geographic/Product market allocations and marketing plans, including
 - Expanding or withdrawing from markets
 - Group boycotts
 - Your commercial relations with agents, airlines or other third parties
- Any discussion aimed at influencing the independent business decisions of your competitors

Delegates are cautioned that any discussion regarding such matters or concerning any other competitively sensitive topics outside the scope of the agenda, either on the floor or off, is strictly prohibited.

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Keynote Speech



His Excellency **Mohammed Al Kuwaiti**, General Director of
Ports Security



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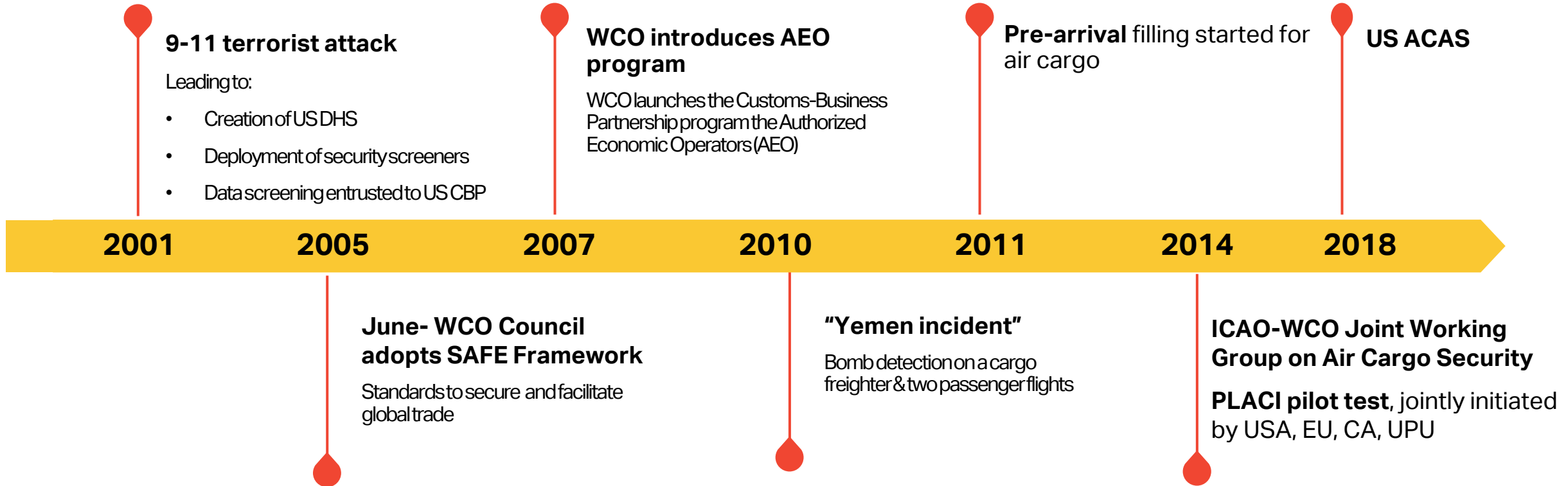
Setting the scene



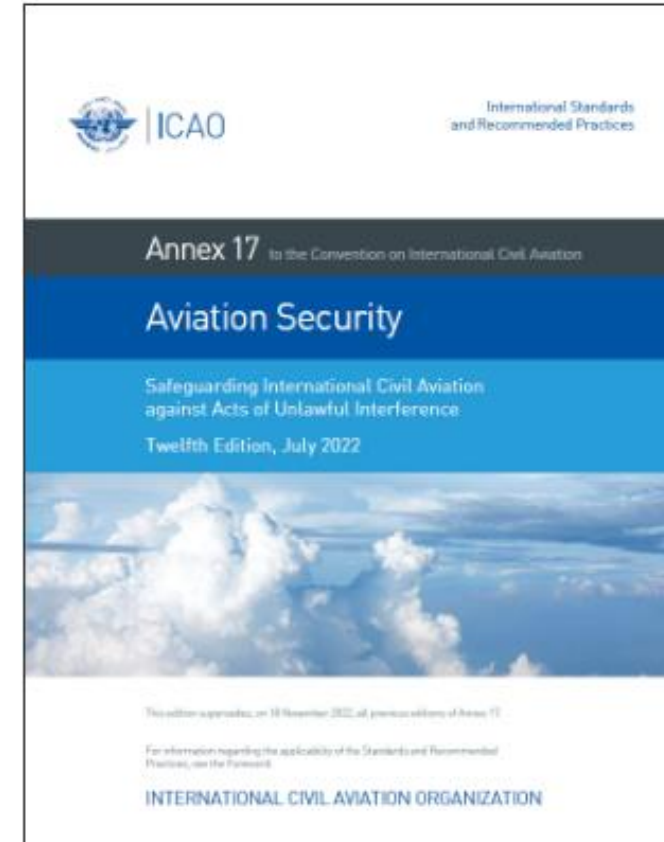
Christian Piaget, Head Cargo Border Management, IATA



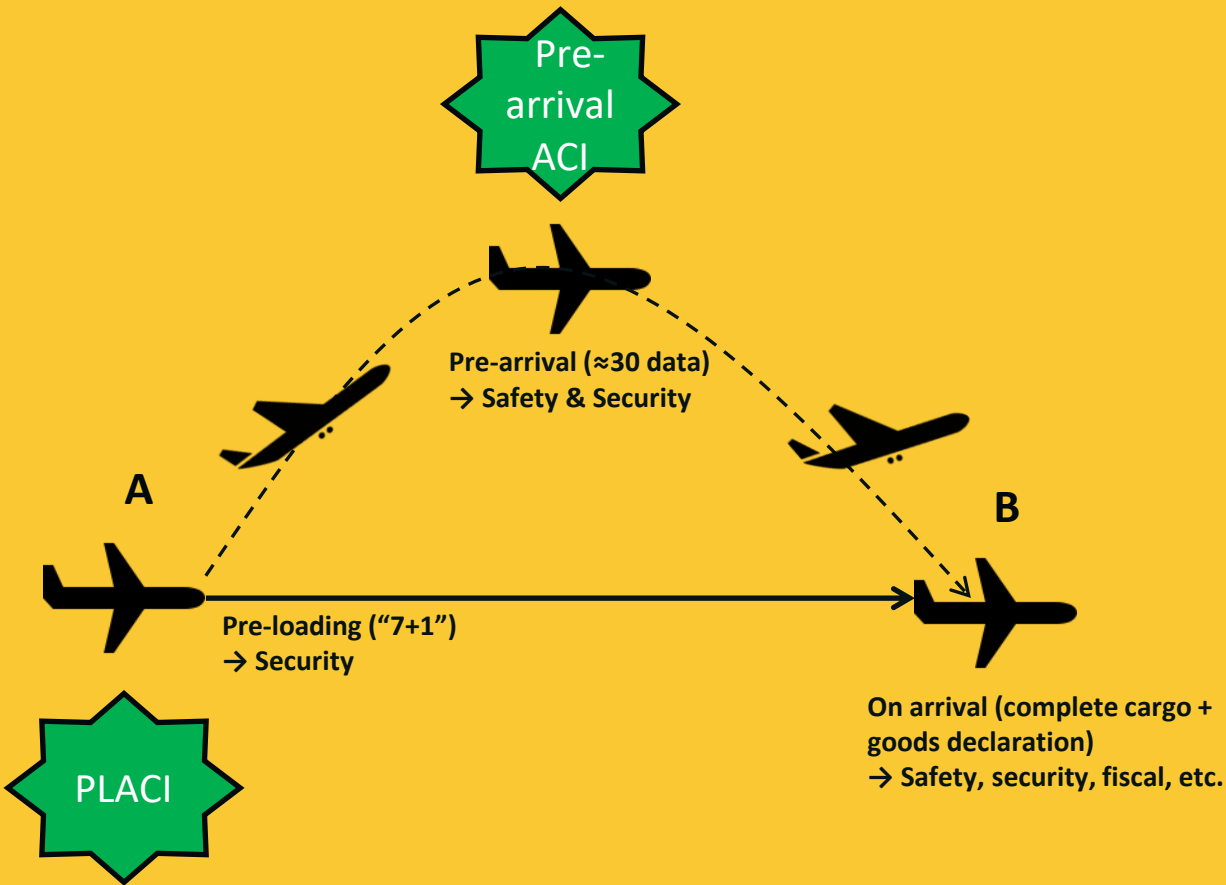
From 9/11 to US ACAS



International Regulatory Framework



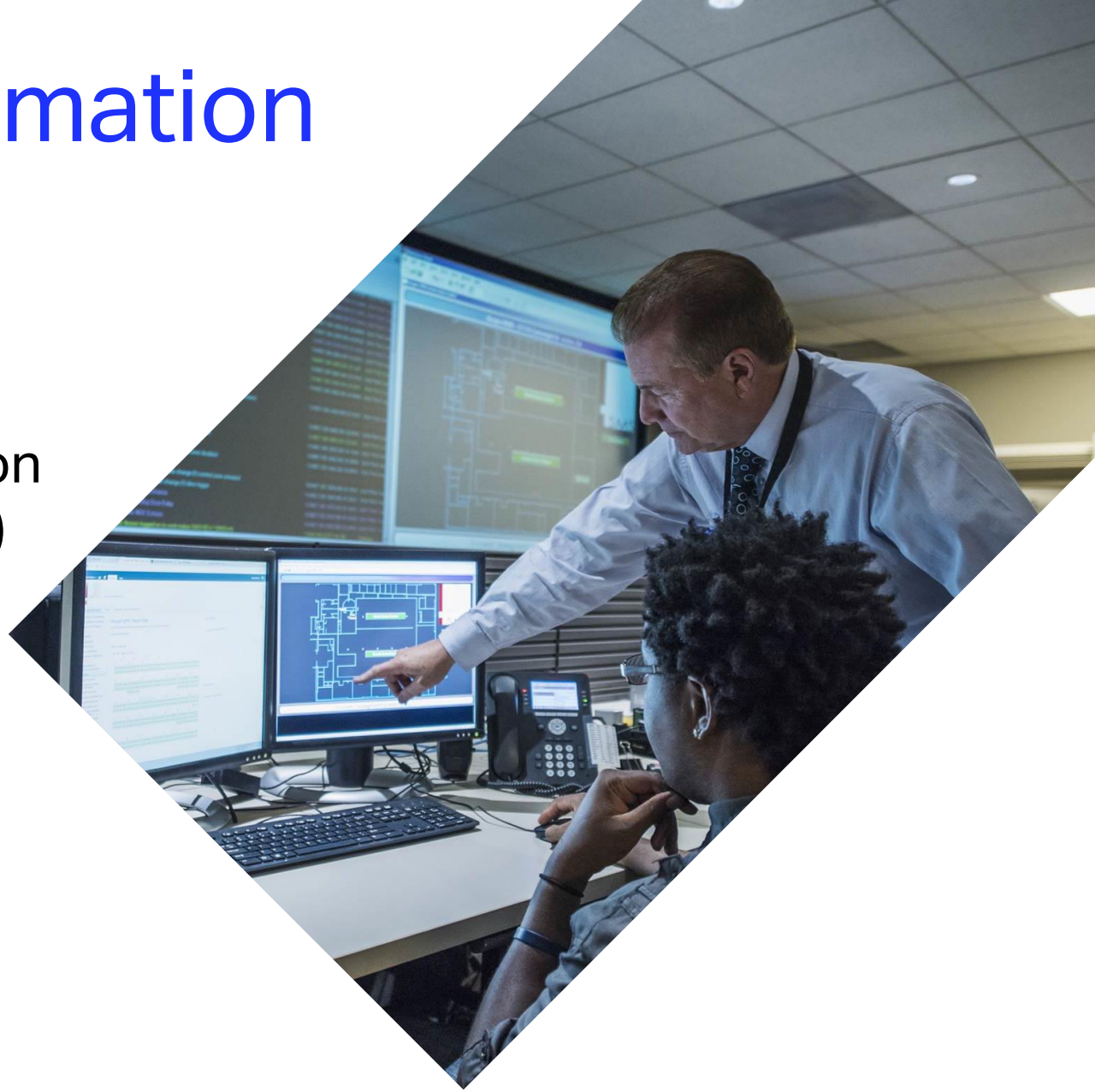
New Security Regime & Air Cargo Security Risk



- Reacting to security threats and incidents, WCO and ICAO have jointly introduced an additional layer in the management of air cargo **security risk**.
- Customs and aviation authorities are increasingly enforcing new **security protocols** to identify and mitigate 'bomb in the box' from being loaded onto aircrafts.
- Airlines and freight forwarders must ensure **compliance** with these new security directives otherwise face **consequences**.

Advanced Cargo Information

- Pre-arrival requirements: implementation in **70+ countries** (with still 50+ to come)
- Pre-loading requirements: implementation in **5 countries/regions** (with more to come...)



Pre-arrival vs. Pre-loading ACI

	Pre-arrival ACI	PLACI
Data	Complete set of shipment Data (30-70 data elements).	Limited set of advance data ("7+1" data elements). However, some PLACI programs (e.g. EU ICS2) are requesting specific, additional data elements , for example: <ul style="list-style-type: none"> ▪ Trader identification number for carrier, declarant, representative, supplementary declarant, consignee in EU – mandatory ▪ Type of person: For consignor, consignee, notify party – natural, legal person, group of people. ▪ Commodity code (HS6) etc.
Submission Checkpoint	Port of last entry into the country	Port of last entry into the country
Filing Timeline	<ul style="list-style-type: none"> • Prior Arrival for 4-hour long-haul flights • Immediately on departure for short haul flights 	As early as possible prior Shipment Loading
Shipment Control	Destination <ul style="list-style-type: none"> ▪ On Arrival ▪ Customs office of first entry ▪ Customs office of unloading ▪ Customs office of destination ▪ Customs office of clearance 	Origin Pre-loading <ul style="list-style-type: none"> ▪ Before loading of goods in 3rd country
Responsible Parties	Carrier Optional, depending on the applicable regime: Freight Forwarders	Carrier Optional, depending on the applicable regime: Freight Forwarders
Operational Processes & Referrals	None	Request for Information (RFI) Request for Screening (RFS) Hold (Do Not Load, DNL) Do Not Hold/ OK to go

What is the status of current PLACI initiatives?



- June 2018: implementation
- June 2019: enforcement



- March 2021: Release 1 (Express + Posts)
- March-Oct 2023: Release 2 (all Air Cargo + Mail)



- June 2023: draft regulation
- Nov 2024: entry into force and final implementation



Development phase:

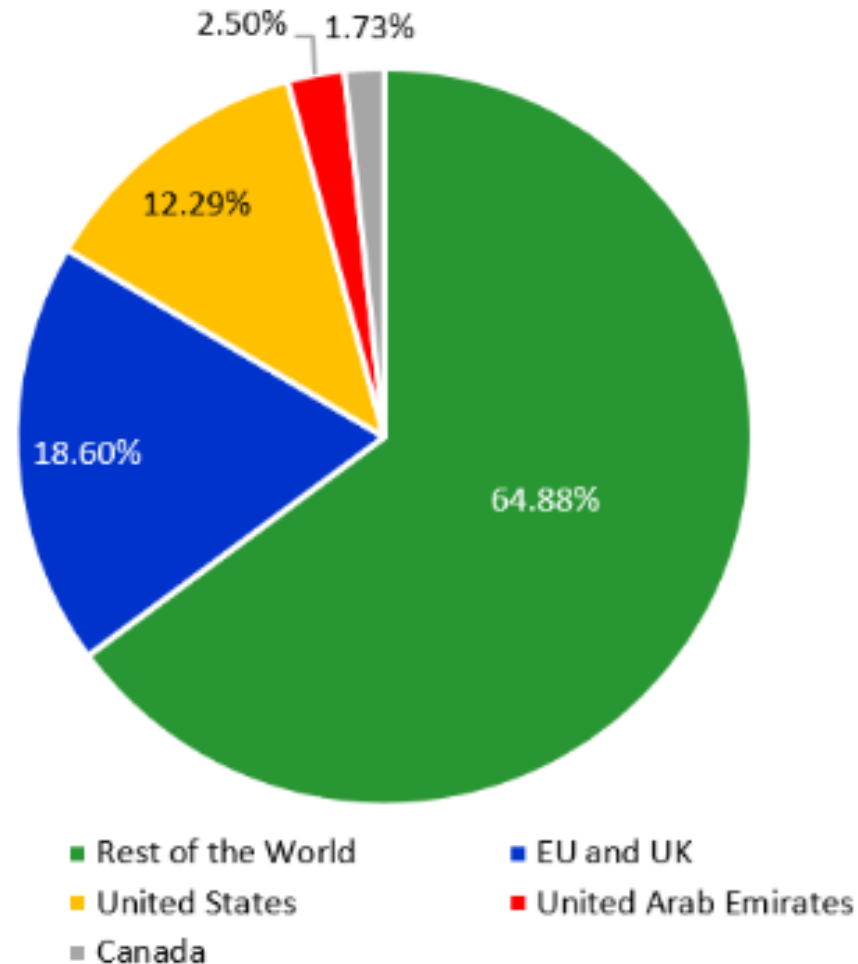
- April 2020: initial pilot
- 2023: upscaling to enable full end-to-end messaging capabilities



- 2018-2019: legislation passed
- Phase 1: before departure
- Phase 2: before loading

Other governments are expected to follow similar initiatives

35% of world annual cargo shipments are impacted by PLACI



What is required by PLACI initiatives?

- Adopt new **set of procedures** e.g.
 - Get Customs OK TO LOAD ("*Assessment Complete*") prior to loading
 - Setup 24 x 7 contact to manage customs risk assessment responses ("*Referrals*")
 - Immediate action for DO NOT LOAD (*DNL*)
- Upgrade **IT systems** for exchange of information with customs
- Take steps to ensure **high-quality, precise data** is provided
- **Support desk & Training** to staff
- Upgrade **hub compliance** units

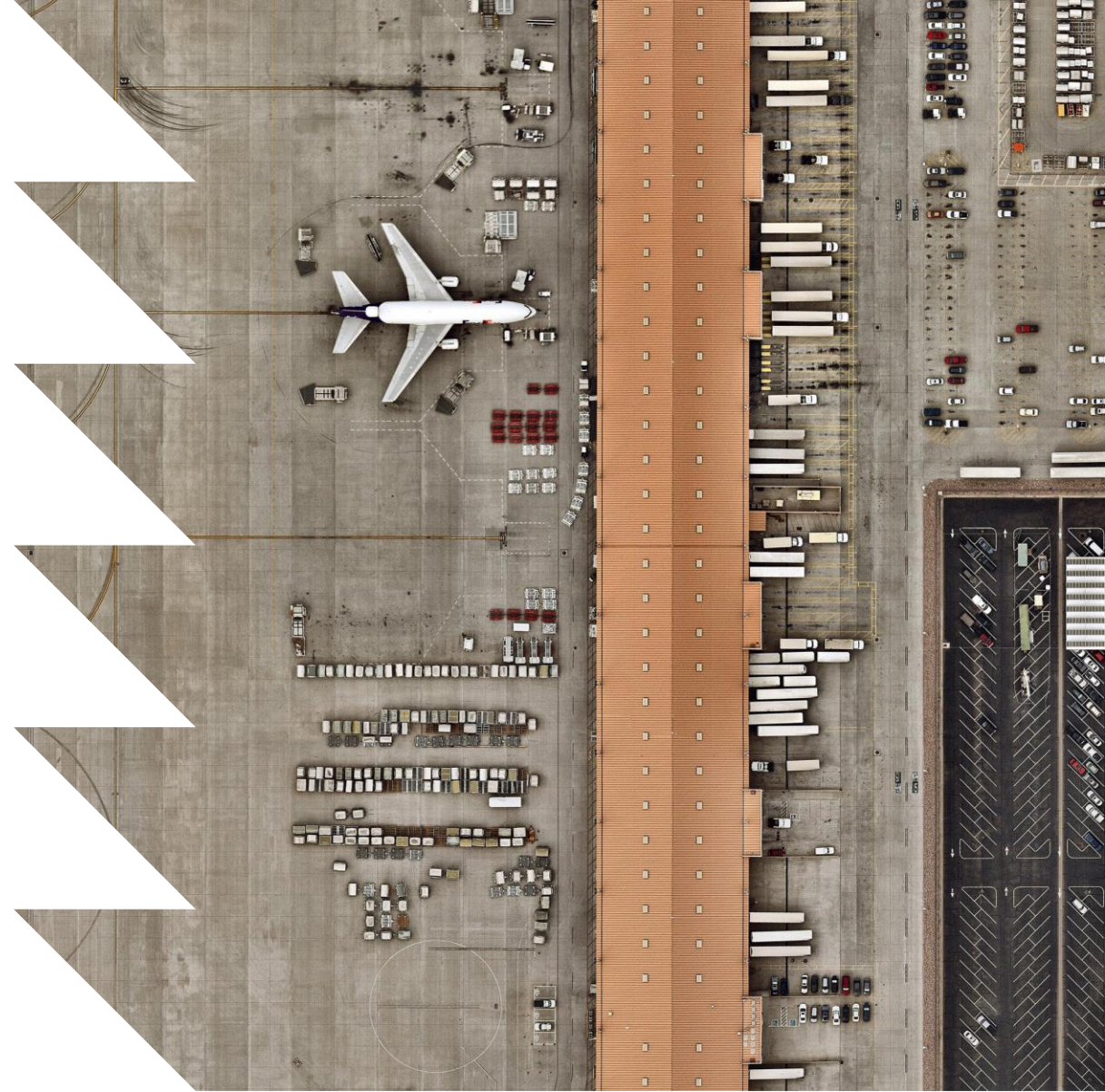


What are the consequences of non-compliance?

- Sanctions on carriers, incl. financial penalties
- Cargo stopped at the border
- No customs clearance of goods
- Rejection of poor-quality declarations, creating delays
- Unnecessary interventions

There are also benefits...

- Paperless procedures & electronic data
 - Automated systems
 - Risk management
- =
- ✓ Enhanced systems and processes
 - ✓ Controls focused on high-risk goods
 - ✓ Improved safety & security
 - ✓ Minimized disruptions to supply chains



Why is PLACI so impactful?

Must provide additional data for cargo shipments (+ in EU: advance data for Mail consignments) therefore Cargo-XML standards are mandatory

C-IMP doesn't support PLACI data requirements

Mail Consignments are subject in EU to pre-arrival filing requirements

HS Code mandatory
(minimum 6 digit)

Cargo-XML standard is mandatory

Postal Air Waybill# use is mandatory in EU

EU: conversion Solution UPU to IATA Cargo-XML Messaging

FF can file house data, but Carrier is responsible
Carrier needs to further cascade customs referral

FF House Waybill filing with or without Master Air Waybill#

Self filing FF must provide data & Customs response to Airline

Carrier may refile the already filed House Waybills by FF

Discrepancy between FF and Airline is going to be monitored

Co-Loaders must provide share House Waybills to airlines

Must get Member State OK prior acceptance/loading
Referral must be resolved prior loading

Shipment Risk Assessment status can change

Immediate Action Do Not Load

Visibility on latest risk outcome (entire network)

Interline partner must provide Customs OK

Must get Member State OK prior loading

New SOPs to resolve referrals

Components of PLACI Compliance

Cargo Operation SOPs (Hub & Outstations)

- Upgrade Warehouse acceptance, Manifestation & Loading SOPs based on risk assessment response from PLACI destination.

Business Processes

- Implement new business processes with freight forwarders, interline partners & ground handlers.

Cargo (& Mail) IT Systems

- Enhance Cargo Management/Transport Logistics System to support additional data & processes. Integrate Mail Systems.

Cargo Messaging Standards

- Upgrade Cargo Messaging Standards to transmit the required data elements.

EU-ICS2 Filing Solution

- Implement EU-ICS2 filing solution in place i.e. transmit data, receive risk assessment responses, referrals etc.

Key element: collaboration!

A few examples

- The provision of HS codes (minimum 6 digits) in addition to goods description is conditional (i.e. mandatory except for “natural persons”)
- + in EU:
- Mail Data Filing is mandatory
 - Consignee Type of person is mandatory
 - EORI becomes mandatory for several parties (declarant, IT provider, Consignee, Shipper)



PLACI Manual 5th Edition

available now

<https://www.iata.org/placi>

Release Notes:

- Comparison of pre-loading vs pre-arrival ACI
- New sub-section on the management of EU ICS2 revised referrals between Posts and Carriers
- New sub-section with the outcome of the June 2023 IATA workshop on EU ICS2 Release 2
- Updates on incoming PLACI programs: CA PACT, UK PreDICT

Next upgrade (1 June 2024):

- PACT + UAE technical guidances



Cargo-XML Toolkit 12th Edition

available now

<https://www.iata.org/Cargoxml-toolkit>

Release Notes:

- Guidance on EU-Import Control System (ICS 2)
- Mapping of EU-ICS2 with Cargo-XML standards
- New major versions of 6 Cargo-XML messages are introduced namely: XFWB, XFZB, XFFM, XFBL, XFHL and XFSU
- New codes are introduced to support the
- PLACI referral processes including transmission of Movement Reference Numbers.
- Customs Clearance Processes such as CC for customs clearance.



IATA PLACI Manual is now available in Spanish



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Content Access

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Additional Offering

- Electronic flight bags (e-FB)
- Data Licensing



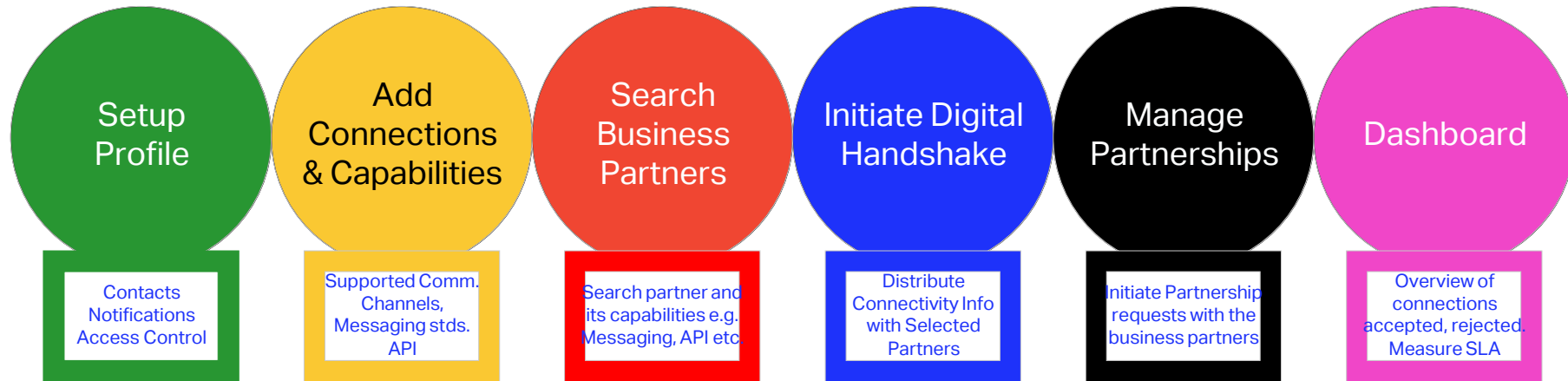
Annual Editions

- Published in Q4
- Effective January
- Provisions for content upgrade

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101

Airlines



1284

Freight Forwarders



18

IT Companies/CCS



24

GSAs



15

Governments



6

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Achieve operational compliance using ICAO, WCO and IATA standards
Improve PLACI data quality using Cargo-XML standards

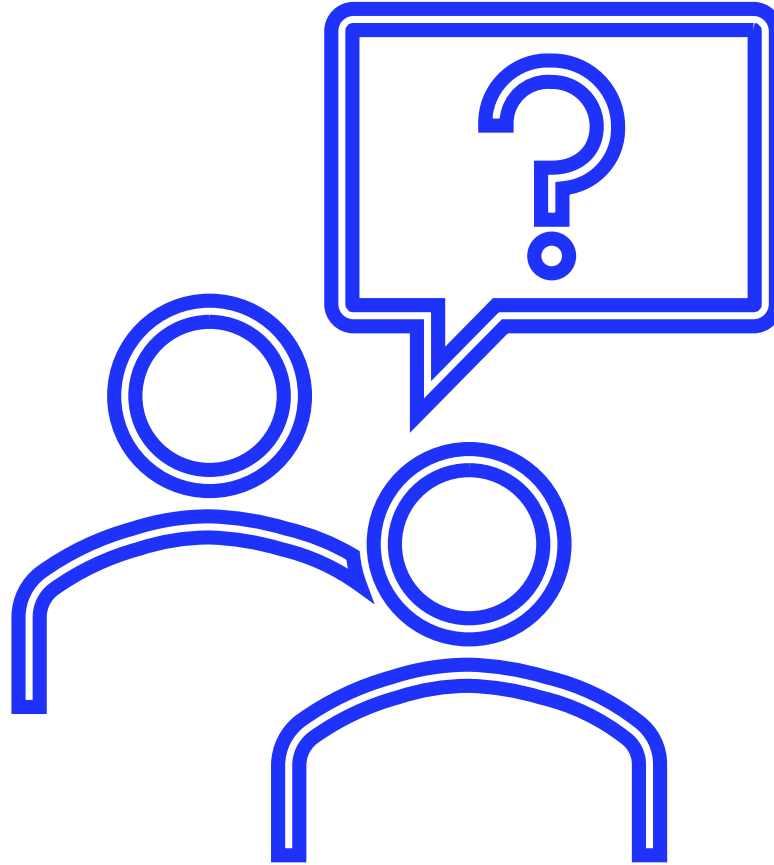
Who

Airlines, Freight Forwarders, Handlers, Regulators, Shippers
Postal Operators, IT Solution Providers, International Organizations

When

Switzerland, Geneva (IATA), 22 - 24 July 2024
<https://www.iata.org/en/training/courses/cargo-xml/tcgg06/en/>

Questions



2024 PLACI Compliance Requirements Session 3rd Edition

Recap of 2023 PLACI Compliance Session



Tahir Hasnain, Product Manager Cargo Solutions, IATA



Recap Day 1 (6th June 2023)

2023 PLACI Compliance
Requirements Session
2nd Edition



Recap (1 of 9)

1. Opening & Welcome by IATA

- i. What is required by PLACI (New Procedures, IT System Upgrades, Data Quality, Support & Training)?
- ii. Why PLACI is so Impactful (Additional requirements for Cargo Data, Mail Data Filing, existing C-IMP don't support new requirements, Multiple filing, Referral Handling)
- iii. Components of PLACI compliance (Hub and Outstations SOPs, Implement new business processes, Cargo and Mail IT systems upgrade, Upgrade Messaging Standards to Cargo-XML, Customs Filing Solution.
- iv. Review Status of all PLACI Initiatives (US-ACAS, EU-ICS2, UK-PreDICT, CA-PACT, UAE-NAIC
- v. Other governments considering PLACI initiative include India, Madagascar, Hong-Kong, Saudi Arabia
- vi. Recap of last PLACI session (Nov)
- vii. Expectations for the session???

2. EU Union Customs Code work programme and EU ICS2 by Renata Pauliukaityte (EU Commission- DG TAXUD)

3. What are the ICS2 R2 implementation timelines?

- i. **1st March 2023:** Launch of ICS2 R2 by MS and Start of deployment window for air carriers and self-filing FFs.
- ii. **1st July 2023:** End of derogation for certain MS. End of deployment window for air carriers
- iii. **2nd Oct 2023:** End of deployment window for self-filing FFs.

Recap (2 of 9)

4. What happened on 1st March 2023?

- i. ICS2 Release 2 was launched with 12 EU MS, CH, NO and Northern Ireland national components
- ii. 12 EU MS were granted a derogation until 30 June
- iii. Air carriers were advised not to start ENS filings and obtain a deployment window until 1st July
- iv. Express and postal operators continued their ENS filing in ICS2 R1
- v. R2 deployment window for self-filing FFs granted from 1 March until 2 October at the latest

5. Current Status of Member States readiness with ICS2 R2

- i. **MS in ICS2-R2:** Bulgaria, Czechia, Germany, Spain, Finland, Hungary, Italy, Lithuania, Latvia, Portugal, Slovenia, Slovakia, Switzerland, Norway, Northern Ireland
- ii. **MS to deploy by 1st July 2023:** Austria, Belgium, Cyprus, France, Croatia, Ireland, Luxembourg, Malta, Netherlands, Poland, Sweden
- iii. **MS that will deploy by 02/10/2023 or later:** Estonia, Greece, Denmark, Romania

6. What is going to happen on 1st July 2023?

- i. Air carriers start MAWB ENS filing in ICS2 including EORI, HS Codes etc. They must also file HWB if there is no house filer deployment window. [Business Continuity Plan](#) to be followed by MS who will not be ready by then.
- ii. Air carriers can stop filing into the ICS1 if compliant with ICS2 R2 (Successful Go Live).
- iii. ENSs lodged into ICS1 must be finalized in ICS1 (arrival and presentation notifications in ICS1).
- iv. Express and postal operators continue filing in ICS2 R1 until end of their deployment window and then migrate to ICS2 R2 latest by 2nd Oct 2023
- v. Deployment window of self-filing FFs continues until 2 October at the latest

Recap (3 of 9)

7. What is going to happen by 2nd October 2023?

- i. Express operators fully migrate to ICS2 R2 for pre-loading, pre-arrival ENSs and ultimately AN and PN.
- ii. Postal operators migrate to ICS2 R2 (F43 and F44 filings) during a switch over period
- iii. All self-filing FFs start filing in ICS2

8. Air cargo general – differentiation of Self-Filing FFs

- i. Air carrier is main responsible party to file an ENS
- ii. Air carrier files a pre-loading and full pre-arrival ENS as of July 1 & Respond to Referrals
- iii. In case, carrier allows self-filing by FFs:
 - a. Air carrier files pre-arrival ENS (MAWB level data only) as of July 1
 - b. FF files pre-loading ENS and pre-arrival ENS (lowest HAWB level data) at the end of their deployment window (2 October at the latest)

9. Air cargo general – differentiation of Express Consignments

- i. Express operator files pre-loading ENS (F32) in all cases
- ii. If carrier arranges with express operator that they will provide all necessary HAWB level data to the carrier, then air carrier files a full pre-arrival ENS as of July 1 (F31)
- iii. If carrier and express operator arrange that they will file their respective ENS parts themselves:
 - a. Air carrier files pre-arrival ENS (MAWB level data only) as of July 1 (F21)
 - b. Express operator files pre-arrival ENS (HAWB level data) at the end of their deployment window (2 October at the latest) (F33)
- iv. Carrier can arrange with express operator to lodge a full ENS pre-arrival by express operator. Carrier provides master level information to the express operator. Express operator files full pre-arrival ENS at the end of their deployment window (2 October at the latest) (F31)

Recap (4 of 9)

10. Postal consignments

- i. For the goods destined to or in transit via the EU, Carrier files pre-arrival ENS (MAWB level data only) (F42)
- ii. For the goods to be transhipped via the EU:
 - a. Carrier files pre-arrival ENS (MAWB level data only) (F42), AND
 - b. Either files pre-loading house level data (F43 and F44) themselves, or arrange with the origin postal operator that they file – Deployment window 2nd October upon request

11. Referral handling

- i. Declarant receives referral requests (RFI, RFS) and must address the referral and respond back
- ii. Depending on regulatory environment, screening is limited to approved entities, emphasizing need for cooperation between Carrier and FF
- iii. Invoke Do Not Load Procedures
- iv. Carrier to make a decision to carry or not the non-compliant goods if the referral is yet to be addressed by the other party/declarant e.g. Post.

12. Elements from the air cargo general operational guidance

- i. In case of e-commerce items,
 - a. the HWB data must show real consignor and consignee instead of e-commerce platform/merchant.
 - b. The MAWB data (certain data elements) can be declared as follows:
 - Only one goods item to be declared
 - description of goods can be replaced by the statement 'detailed goods description as provided from the house level'
 - HS6 – only one value to be provided as declared on house level

Recap (5 of 9)

13. Future developments with planned implementation in 2024

- i. Push of carrier notifications in pre-loading when filing is done using F23+F25 ENS filings:
- ii. Query the status of the postal consignments using MRN or Receptacles

14. ICS2 guidance documents for air carriers

- i. [Guidance document on customs formalities on entry and import into the European union](#)
- ii. [Guidance on the acceptable and non-acceptable terms for the description of goods](#)
- iii. [EU guidance on air cargo security referral protocols for ICS2](#)
- iv. [ICS2 Pre-arrival referral guidance](#)
- v. ICS2 Operational guidance for air cargo general (review launch on 15 June)
- vi. [ICS2 Release 2 Operational guidance for postal consignments](#)
- vii. [ICS2 Release 2 Operational guidance for express consignments](#)
- viii. ICS2 Address Processing Guidance (might be updated for R2)

15. Technical support

- i. Economic operators need to interact with the national customs authorities (the national service desk details available in [Go-live procedure](#) or [here](#)) for UUM&DS registration, EORI registration, Self-conformance testing, Incidents
- ii. Central service desk of DG TAXUD can be contacted only by national service desk when a problem cannot be resolved by national customs authority
- iii. Ad hoc support is provided by ICS2 team only in exceptional circumstances

Recap (6 of 9)

16. Q&A Session with EU Commission – DGTAXUD

- i. **Air carriers facing conformance testing issues,**
 - a. EU is monitoring the testing closely and if issues persist, a recommendation will be provided to National Customs by 15 June to push the go live by a month. Impacted Air Carriers will be informed.
 - b. If carrier go live is pushed back, Self-filing FFs are recommended to wait for the carrier to be ready.
- ii. **EO Referral Contact Person in EU/MS:** Initial recommendation is to include the referral contact person in the ENS. **Renata will discuss internally and advise.**
- iii. **EU-ICS2 Go Live Date Sync with Carrier Operation:** 1st July go live data is applicable to the flights arriving in EU. Impacted carriers must ensure the preloading data filing procedures must be invoked earlier to ensure compliance. **Renata to confirm if the exact time is mid-day 1st July.**
- iv. **MS not yet ready by 1st July:** Worst case business continuity procedures will be applied. After 1st July, there wouldn't be any legal basis to file EU-ICS1. EU Commission is taking it up further the respective MS.
- v. **Referrals:**
 - a. Referral is always to the declarant and Declarant must address and respond to the customs. Carrier is always informed.
 - b. Some legal challenges foreseen to address the referrals by the FF declarant if the shipment is in carrier custody.

Recap (7 of 9)

- vi. **STI Push Notification Issue:** Push Notification by the Shared Trader Interface (STI) does not support ITSP which is a problem.
- vii. **Non-Compliance consequence:** If Carrier is ready and don't supply the data after 1st July, MS can invoke sanctions and penalties. If testing issues, a month grace period being considered.
- viii. **Non-Availability of HWB (self-filing FF) by 1st July:** Carrier might get referral by the MS if House is missing by 1st July therefore EU recommends filing the data whatever you have.
- ix. **Lack of responses by some MS,** EU asked for more information on that MS.
- x. **Missing Data:** Missing CARDIT from Postal Operators, further details to be shared with EU Commission.
- xi. **HS Codes MAWB:** No preference on picking any one HS Codes from houses to the Master.
- xii. **Time commitment for referral:** No commitment on time duration for referrals.
- xiii. **Multiple Referrals:** Risk Assessment resulting into multiple referrals cannot be excluded.

17. IATA Tools and Resources for PLACI

- i. IATA PLACI Manual contains general rules, business processes <https://www.iata.org/placi/>
- ii. IATA Cargo-XML Manual and Toolkit contains messages specs and schema <https://www.iata.org/en/publications/store/cargo-xml-toolkit/>
- iii. IATA EPIC Portal <https://www.iata.org/epic/>
- iv. IATA Training <https://www.iata.org/training/>

Recap (8 of 9)

18. Airlines' readiness, implementation experience & challenges

- i. Panelists (Cargolux, Emirates Skycargo, American Airlines) shared their ICS2 readiness status. EU-ICS2 conformance testing in progress. On track to be ready by 1st July.
- ii. EU-ICS2 is termed as a complex project as both airlines and FFs don't own the data. Ultimate impact on business e.g. delay in referral handling might lose space, Operational bottlenecks, Rerouting procedures impacted.
- iii. Readiness implies System Enhancements, Awareness Programs (Internal & External), Additional Resources for Monitoring, New SOPs, Online Trainings.
- iv. New Business Rules are being implemented e.g. no CARDIT no Mail uplift. HS Codes mandatory, Referral handling mandatory
- v. E-Commerce challenges- Lack of HWB data. Customer engagement underway. Checkpoints and hard stops at origin GHAs if EU-ICS2 non-compliance.
- vi. Extensive engagement with IT Vendors. Messaging Upgrade to Cargo-XML (C-IMP limitations),

19. Freight Forwarders' implementation experience & challenges

- i. Panel discussion (FIATA, CLECAT i.e. K+N and DBSchenker)
- ii. FIATA
 - a. Survey on membership readiness
 - b. Multiple Filing Agreement Template under review by legal
- a. According to EU MS, 28 FF are registered for self-filing.
 - i. An open group is working on a multiple filing agreement template, will be shared with IATA at the end of June for input.
 - ii. FF signing this multiple agreement will self-file for all shipments, from all the concerned FF stations: a "cherry picking" approach is not feasible
 - iii. The agreement will better clarify roles/responsibilities than the EU legislation does.
 - iv. Multinational self-filing FF intend to file both PLACI+pre-arrival, the Carrier would then only have to file pre-arrival MAWB.



Recap (9 of 9)

20. Ground Handlers' implementation experience & challenges

- i. Panel Discussion (AF/KLM Cargo, DNATA, MNG Ground Handling)
- ii. GHA don't file directly to EU-ICS2 rather feeding data to airlines for filing.
- iii. XCSN is necessary to forward Customs info to GHA.
- iv. EU GHA at import will have to manage PN+AN.
- v. GHA must have new SOPs and fallback procedures.
- vi. Rerouting from non-EU to EU is a concern, as ICS2 R2 required data (HS) will not be available if initial routing did not involve EU. This may limit carriers' options for rerouting.
- vii. GHAs have to manage multiple airline systems. Preference is for GHA to use their own system, whenever this is possible.
- viii. MRN are necessary for EU GHA who have to manage Declarations for Temporary Storage.
- ix. From a carrier perspective, there should be no RCS if there is no Assessment Complete.
- x. List of cargo exempted from ICS2 can be found in art. 104 UCC Delegated Act, however only valid if such cargo is not mixed with other cargo.
- xi. Descartes: Multiple MRNs are challenges, proposal presented to IATA to further qualify the MRN.
- xii. CHAMP: Proposal will be presented to IATA to further qualify Custom OK code.

Recap Day 2 (7th June 2023)

2023 PLACI Compliance
Requirements Session
2nd Edition



21. EU ICS2 postal regulations – UPU Presentation

- i. Background CARDI/RESBIT standards maintained by UPU and IATA
- ii. Recent changes include Inclusion of e-CSD, RESBIT without CARDIT, PAWB inclusion, EAD with AR Flag associated
- iii. AR-Flag Definition implies All applicable regulations are met and Receptacle (Mail Bag) must be offload if one item has an outstanding referral.
- iv. Pre-requisite by Postal Operator
 - a. **Origin post sends** electronic customs declaration to destination customs (ITMATT, PREDES) via destination postal operator.
 - b. **No Outstanding Referral** (ITMREF-> to communicate referral, REFRSP-> Referral response)
 - c. **Aggregation and validation** means to ITMATT was sent for all items containing goods and There is no outstanding referral for any item in consignment
- v. UPU Monitors EDI exchanges and associated quality/compliance
 - a. Compliance Reports distributed to 196 Postal Operators
 - b. Compliance checks include HS Codes and Postal Addresses
 - c. Monthly compliance reports to 32 airlines and others are invited to join. RESBIT without CARDIT 10%
 - d. Reports on EAD information AR Flag to Europe indicated AR-flag provided: 57.7%, Origin and Destination postal offices provided: 82.3%, Valid AR-ID provided 35%
 - e. EAD Readiness Report for Postal Operators was shared

Recap (2 of 5)

22. Q&A Session with Panelists (UPU, IPC)

- i. **AR Flag differences:** At present, AR flag is set if there is no pending referral (including no response from Destination MS) however carriers are interested to link AR with assessment complete is received from Destination MS.
 - a. Issue is being taken up in respective forums. Slow progress.
 - b. Intervention by IATA AMB and Contact Committee secretariat. Proposed new definition of AR Flag under review.
- ii. **Importance of Regulation ID:** With increasing number of PLACI implementations, it is important to get the respective regulation ID along with the AR Flag.
- iii. **Postal Exemptions visibility to carriers** -> carriers will file all receptacles even exempted from filing as there is no visibility on the carrier end on the exemption.
- iv. **IPC Postal Item Filing** -> 99% postal item filing results in risk assessment ok.
- v. **Business continuity plan** -> EU-ICS2 allow to move the goods in case of longer system outage, however, final decision is with carrier.
- vi. **Postal Filing Readiness**-> Carriers are concerns due to lack of clarity on Postal Mail operational processes (Assessment complete, late referral handling, Transshipment etc.) under the ICS2 regime.
- vii. **Harmonized Procedure**-> Ground handlers requires harmonized procedures.
- viii. **Missing CARDIT**-> Individual carriers are advised to take up directly with UPU where Postal Operator don't supply required CARDIT message

Recap (3 of 5)

- ix. **Postal Items Data Quality Challenges**-> UPU is trying to address the data quality challenges by providing necessary tools.
- x. **Transshipment** Mail via EU -> Transshipment Mail via EU is a major concern.
 - a. Transshipment Mail requires agreements, procedures, origin post registration in EU etc. UPU need to take steps to address the challenges.
 - b. EU regulations indicates that either carrier file EU transit mail item level data to the respective Member State or ensure original postal operator file the item level data. It is however foreseen that carriers will not file the mail item level data.
 - c. Industry is seeking UPU intervention to come up with right solution and processes to address the EU transshipped mail.
 - d. Carriers to request the deployment windows from National Customs for 2nd October.

23. Canada PACT, UAE NAIC and UK PreDICT Updates:

24. Transport Canada:

- i. Now regulation is published March 2023
- ii. 75 days period for industry to comment is closing soon. By law comments will be published as well as responses to comments.
- iii. Operation and IT Developments are being reviewed
- iv. Next milestone -> Q4 2024 regulation will be enforced and there will be informed compliance period
- v. Voluntary onboarding by Q4 2023
- vi. Two-way messaging
- vii. Focus on industry facilitation and reduced burden.
- viii. Learning lesson from ICS2.

Recap (4 of 5)

25. United Arab Emirates:

- i. PLACI Phase-2
- ii. Direction from management-> Selected partners (LH, EK, EY, DHL) and release 1
- iii. By Sept finish release 2 and 3.
- iv. Cutover 2024.
- v. UAE announced introduction of mandatory HS Codes for their ACI filing.
 - a. Mandatory HS Codes Implementation underway.
 - b. Responsibility of accurate HS Code with Carrier.
- vi. Challenges
 - a. Data Quality Challenges (Inaccurate data, timing issue, compliance, version, duplication,)
 - b. Mitigate risks -> session with carriers, cooperate with industry, Multiple programs
- vii. Steps being taken to address these challenges.

26. UK Border Force

- i. Conformance testing, Voluntary Participation,
- ii. No firm timelines as of now.
- iii. Focus is to make it easy for the industry, smooth processes.

Recap (5 of 5)

27. Q&A Session with Transport Canada, UK Border Force, UAE NAIC

- i. Self-Filing Option for FF in Canadian Regulation-> Regulations for carriers , self-filing is allowed.
- ii. Experience of Airlines (CA, UK, UAE):
- iii. EK feedback-> Addressing data quality challenges for UAE NAIC (missing data, duplicate data etc.)
- iv. LH Feedback -> Good communication and cooperation.
 - a. NAIC based on C-IMP, better upgrade to Cargo-XML.
 - b. Prefer to use standard messages rather than introducing proprietary messages.
- v. AA-> Shared US-ACAS experience.
 - a. Suggested to follow US practice for stakeholder engagement i.e. setup a monthly.
 - b. US introducing electronic export manifest (US-ACE) and supporting Cargo-XML.
- vi. Courier Baggage Voucher (CBV) is regularized under ICS2 and data must be filed to destined EU MS state. Recommendation is to use Air Waybill

28. Technical Solutions Presentations by UPU, IPC, CHAMP and HANS Infomatics

29. Concerns raised on non-uniformity on Presentation Notifications (PN) procedures and Messaging by EU Member States

- i. TAXUD cannot intervene as this is of national competence
- ii. There is a risk that cargo will not be fully cleared if the PN cannot be filed.
- iii. Not clear whether the possibility to link PN with TS could possibly help. This is legally possible, but not always technically depending on EU MS.

2024 PLACI Compliance Requirements Session 3rd Edition

Expectations for this 2024 session



Tahir Syed, Product Manager Cargo Solutions, IATA



What are your
expectations this
year?



Networking Break 10:30 – 11:00



coffee break

2024 PLACI Compliance Requirements Session 3rd Edition

EU ICS2 Status and Progress



Renata Pauliukaityte, ICS2 Business Transformation Manager,
Risk Management & Security Unit, EU Commission – DG TAXUD



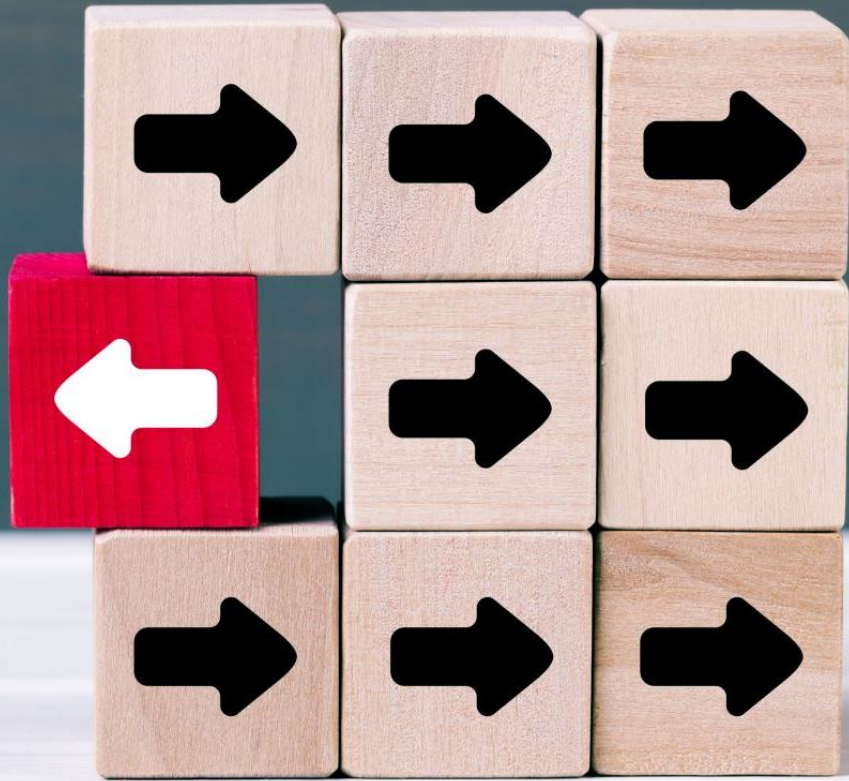


EU Union Customs Code work programme and EU ICS2



Renata Pauliukaityte
European Commission

2024 PLACI Compliance Requirements Session for air cargo
2024-05-14



Index

- Readiness with ICS2 R2 – state of play
- Operations and business continuity
- What's next?

Readiness with ICS2 R2 – state of play

Readiness with ICS2 R2

2 October 2023 – end of ICS2 R2 deployment window

1 April 2024 – phased in closing of the ENS filing gap (90%)

1 January 2025 – full compliance

Member States' readiness:

Romania finalised development and testing of their system and is operational since beginning of May

Operational readiness for mail cargo

Postal flows, transported by air and transiting the European customs security area:

- As of April 1, the ENS must be lodged for these consignments
- Very few data sharing arrangements have been concluded

Postal flows, transported by air and transhipped through the European customs security area (with a stop):

- As of April 1, the ENS must be lodged for these consignments
- PoC developed by the industry stakeholders

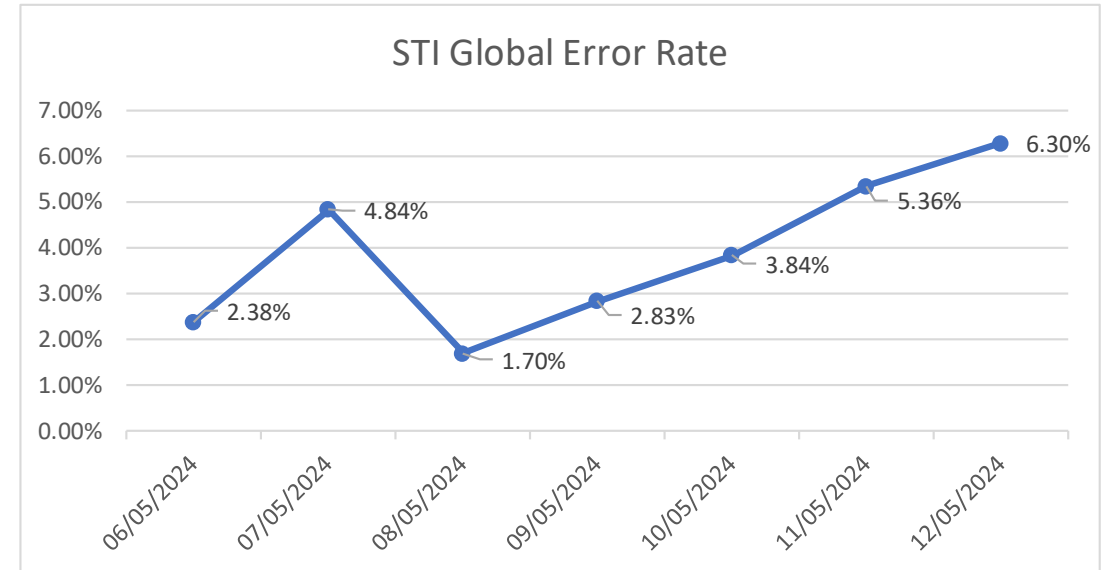
10% of the flows (from least developed countries or countries with low volumes) can still be not covered by an ENS until, at the latest, January 1, 2025 , however, case by case assessment is needed by customs authority.

Operations and business continuity

ICS2 operations

Approximately 800K house consignments are reported into ICS2 daily

Success of the collaborative risk assessment by customs authorities using ENS data – more than 2.5 tonnes of drug precursors with retail value of 75 million EUR seized in Liege in March



Operational issues

Availability of the system

- Some unplanned down time

Readiness of other customs systems (presentation and temporary storage)

- Impact on the ICS2 process and operational problems to release cargo after arrival

Helpdesk availability and support

- Not all MS have a 24/7 helpdesk

Operational issues

Activation and application of the [Business Continuity Plan](#)

- Automated process to be put in place with notifications to the operators

ENS filing sequence and time

- A software bug in ENS filing linking process causes some performance issues and delays AC
- ENS filings lodged by GHA are not in the legally defined timelines

MAWB number structure

MAWB number to be provided following the structure defined in IATA Resolution 600a and Recommended Practice 1675:

- serial number, which contains a 3-digit IATA issued airline code number
- followed by a hyphen
- followed by an 8-digit serial number including the check digit placed at the extreme right position

What's next?

Changes of the legal requirements

Legal proposals being prepared or discussed:

- Requirements to declare container ID in the ENS for air cargo
- Reference to the ENS in other customs declarations to enable the control at the most appropriate place (mainly postal and express consignments)

Upcoming developments

Push of carrier notifications in pre-loading when filing is done using F23+F25 ENS filings:

- Once F25 filing with MAWB and carrier details will be filed, the system will push all relevant notifications (MRN, referral notifications, DNL, AC) to the carrier

Query the status of the postal consignments:

- Carrier will be able to query based on the MRN of F42 filing or a (list of) receptacles the status of each postal consignment covered by the entire ENS or (list of) receptacles. The status will show the ongoing risk assessment, open referrals and assessment complete for each consignment

Implementation planned for second half of 2024

Business monitoring

Data quality

- Monitoring of the data quality
- Upgrade in data validation

Use of correct ENS filings

- Monitoring of correct use of the system and declarations

Thank you

Welcome to visit ICS2 page on Europa website:

https://ec.europa.eu/taxation_customs/general-information-customs/customs-security/ics2_en

Document library on CIRCABC:

<https://circabc.europa.eu/ui/group/ea5f882b-9153-4fc1-9394-54ac8fe9149a/library/899651cf-76bc-493a-9230-a56bad6e8c43>

Q&A Session

EU ICS2



2024 PLACI Compliance Requirements Session 3rd Edition

Panel on EU ICS2 implementation

Panelists:

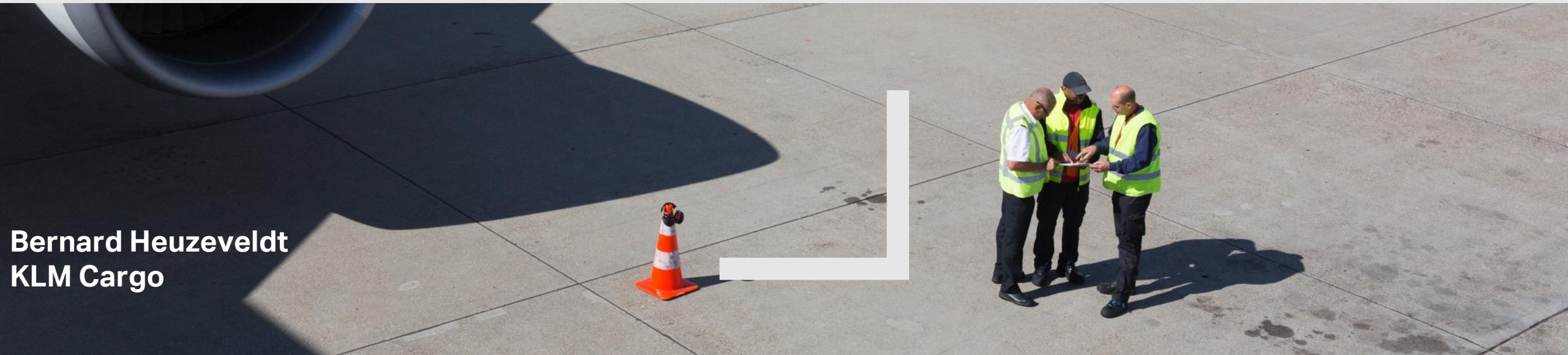
Bernard Heuzeveldt, Program Manager, Air France KLM Cargo

Lydia Thater, Global Regulations Manager Air Logistics, Kuehne+Nagel Management AG

Serkan Eren, Ground Operations Director, MNG Airlines



EU ICS2 implementation



Bernard Heuzeveldt
KLM Cargo

Overall experience (1 of 2)

It was a tough process with major changes for carriers, forwarders, shippers and member states

ICS2 vs other PLACI regimes

KL together with AF built their own application

The IATA PLACI meetings were very helpful

Challenges that we had (have):

- Acceptance process vs PLACI and ACI
- The test period
- Type code XFVB 741/740 consolidation vs direct
- XFZB eCommerce shipments > 100 gr
- HS codes in MAWB / missing HS codes
- EORI nr
- Post codes

Overall experience (2 of 2)

Challenges that we had (have) - continued:

- No referral received to date but lots of N99
- Air mail part was (and still is) underestimated on the transshipment part
- Air mail and AC – assessment complete
- Issues with connection with STI

Training and support



Thank you

Inspire. Empower. Deliver.



Overall experience and implementation status

- Kuehne+Nagel is acting as a self-filer for HAWB data.
- Developed own solution with link between in-house operating system and STI/STP.
- Implemented in all Kuehne+Nagel Airfreight Offices globally
- Filing of IE3F23 (PLACI) of all Airfreight shipments, complemented with IE3F25 and IE3F22 (Pre-Arrival) where agreements are in place.
 - No industry standard Bilateral Agreement to define rules & responsibilities of supply chain partners
 - Hesitation of some airlines to adopt multiple filing

Numbers to date:

>230,000 filings

0 Referrals (1 for testing purpose)

7,000 Rejections (IE3N99/IE3N01) due to data quality

(Reduced from initially 5.2% to 3% of filings)

What was done to achieve EU-ICS2 compliance

- Automated set up in the system
 - System is detecting ICS2 PLACI relevance based on routing and/or final destination
 - Data entry tasks are generated
 - Automated filing once mandatory data are available
 - Users are blocked from executing the AWB until Assessment complete is received
 - Users don't have to worry about PLACI relevance or not
- Implemented **24/7 support desk** as 1st point of contact for member states and internal users
- Trainings during preparation phase and go-live:
 - Internal Newsletters
 - Customer and Airline Newsletters
 - System Training
 - Webinar with Q&A for employees as well as clients
- Dashboard and regular reporting on EORI compliance
- Currently under development: Check of HS code against Item description for screening of dual use and military goods

Open Challenges

- **System Downtimes**
- **Relation to NSD of Member states:**
 - Response times and response quality varies between member states
 - Lacking collaboration with NSDs to work on system issues and system enhancements with industry
 - Communication and timeliness during downtimes and BCP activation/deactivation
- **Technical Challenges:**
 1. Missing linking key in assessment complete messages
 2. Prioritization of Assessment Complete Notifications (IE3N03) over Registration Response (IE3R01) after downtimes. Assessment complete notifications do not contain a linking key (see Point 1) and cannot be linked to a F23/F22 filing until the registration response with MRN was received. (We are told that this logic will be adjusted.)
 3. When certain system components on EU side are down our filings are received and successfully registered, but updates (IE3A23) or cancellations (IE3Q04) for these filings are then rejected by IE3N01 message "ENS is in a wrong state, original filing not found". Although the filing is visible in STP, and the IE3R01 contains MRN number already!

Lessons learned

Tips for participating Airlines and Freight Forwarders:

- Good preparation is key
- Roll-out in “war room” type set up was beneficial
- Training of all stakeholders, information material, webinars and Q&A sessions
- System guided conformance
- Plan sufficient time for the setup of AS4 connection
- Enable internal solution to deal with wrong message sequence

Lessons learned

Tips for regulators / upcoming PLACI regimes:

- Harmonization of PLACI regulation:
 - Allowance of multi-filing regimes
 - Data requirements
 - Timings for filing (to enable one technical trigger for all filings)
- Central 24/7 support desk
- Clear timeframe required to plan implementation (Technical complexity)
- System must be capable to harmonize multiple modes of transport
- Implement test system to allow true end-to-end testing, addressing all situations

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Roles and Impacts of ICS2 on Ground Handlers

Serkan EREN
Ground Operations Director



MNG
AIRLINES



Roles and Impacts of ICS2 on Ground Handlers

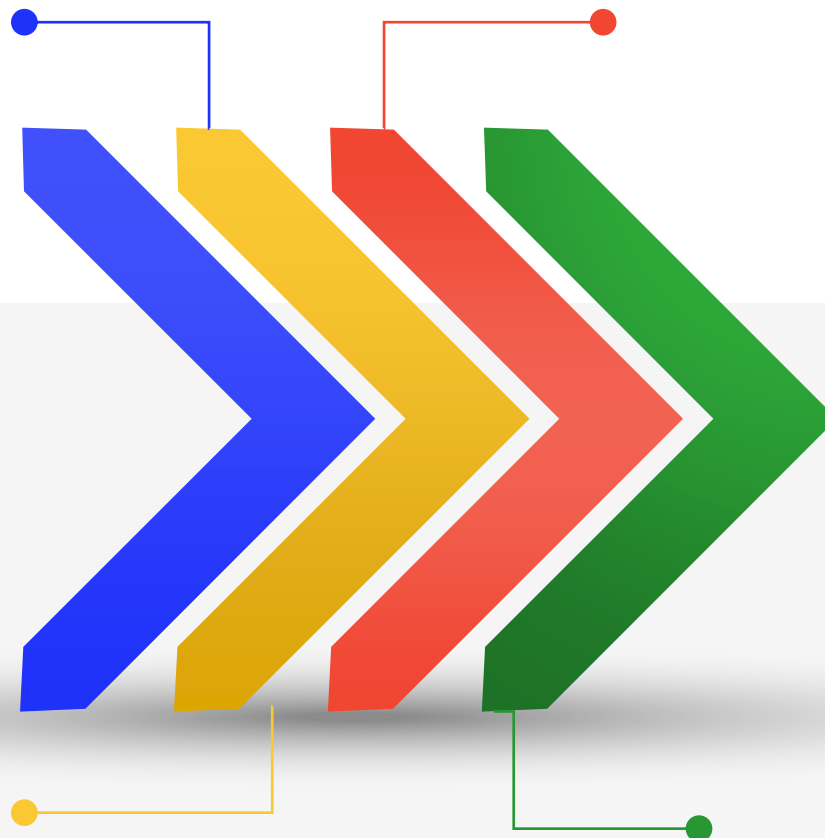
Ground handlers play a crucial role in the effective implementation and operation of the EU Import Control System 2 (ICS2), particularly because they are directly involved in many of the processes that ICS2 seeks to regulate and enhance.

Data Collection & Submission

- Producing FFM/FWB/FHL messages to airlines
- Providing additional data or document for referral processes
- Temporary Storage Declarations following ENS
- Actions for presentation notifications received from carriers

Technology Integration

- Data communication with airline systems by using APIs, CIMP, CXMLs to ensure operational compliance required ICS2
- Digital support of operational systems to staffs responsible for cargo acceptance, securing and loading.



Compliance with Security Regulations

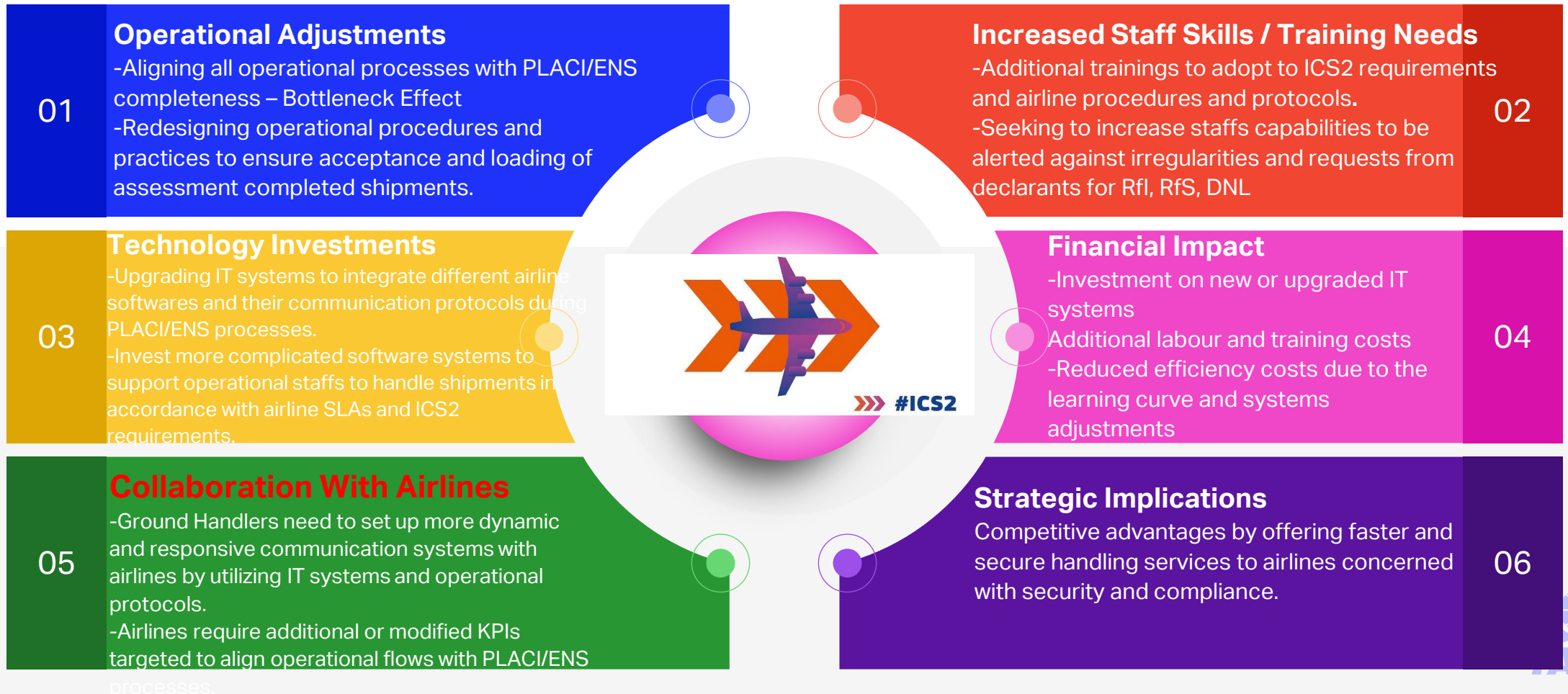
- Securing unknown shipments
- Following Security protocols in Regulated Agent Regimes
- Perform additional security actions against RfS
- Involving in Emergency Actions against DNL and act to secure all operational processes.

Operational Efficiency

- Integration of operational flow with PLACI/ENS feedback and results (AC, RfI, RfS, DNL etc) in cooperation with airlines and freight forwarders.
- Supporting and optimizing acceptance and loading processes to maximize load factor for airlines while complying with ICS2 requirements.

Roles and Impacts of ICS2 on Ground Handlers

The implementation of the EU Import Control System 2 (ICS2) has had several impacts on ground handlers, particularly in terms of operational changes, increased compliance requirements, and potential financial implications.



Roles and Impacts of ICS2 on Ground Handlers

CONCLUSION

Overall, while the introduction of ICS2 presents challenges, it also offers opportunities for ground handlers to improve their operations and enhance their service offerings in the long term.

The key to success lies in effectively managing the transition and leveraging new technologies to meet increased demands.



Thank You

Lunch Break 12:15 – 13:30



2024 PLACI Compliance Requirements Session 3rd Edition

Canada PACT



Brook Carrothers, Manager Aviation Security, Passenger
Protect Program and Targeting Operations – Transport Canada

Abdul Audeh, Senior Program Advisor – Advanced Passenger
and Cargo Analytics group, Transport Canada

Danny Keller, Senior Technical Advisor, Transport Canada



Pre-load Air Cargo Targeting (PACT)

PLACI Compliance Requirements Session

May 14, 2024



What Is PACT?

PACT aims to identify and apply mitigation measures to high-risk air cargo shipments before they are transported to Canada. This is achieved through the risk assessment of pre-loading advance cargo information (PLACI) with the assistance of advanced analytics.

PACT Program Scope

As of Fall 2024, applies to:	Does not apply to:
<ul style="list-style-type: none">✓ Air carriers who transport cargo on a flight departing from a place outside Canada to an aerodrome located in Canada.✓ This includes cargo on passenger, charter, courier/express, and cargo-only flights, as well as flights that transit or transfer in Canada (including Freight Remaining on Board (FROB)).	<ul style="list-style-type: none">⊗ Mail⊗ Diplomatic or consular bags⊗ Passengers' checked baggage⊗ Passengers' carry-on baggage⊗ Air cargo transported on an outbound flight, departing Canada⊗ Air cargo on domestic flights within Canada⊗ Cargo that arrives in Canada via another mode of transportation, such as by road, sea, or rail (including where the last leg of a flight is transported via truck to Canada).

Required Information – Pre-load

Pre-Loading Advance Cargo Information (PLACI) 7+1

- Air waybill number
- Original shipper name
- Original shipper address
- Consignee name
- Consignee address
- Cargo description
- Total number of pieces (piece count)
- Total weight of the cargo

➤ the party that consigned the goods for transport to Canada by air at the earliest point in the shipment's transportation

➤ the party to which the goods will be delivered (are consigned)

➤ A plain language, precise description of the cargo. *HS Codes NOT mandatory

➤ A piece of cargo is the smallest external packing unit in a shipment

Required Information – Post-departure

As soon as feasible after departure and before arrival

Date of the flight

Flight number

Destination aerodrome

Departure time

List of the air waybill (AWB) numbers for the flight

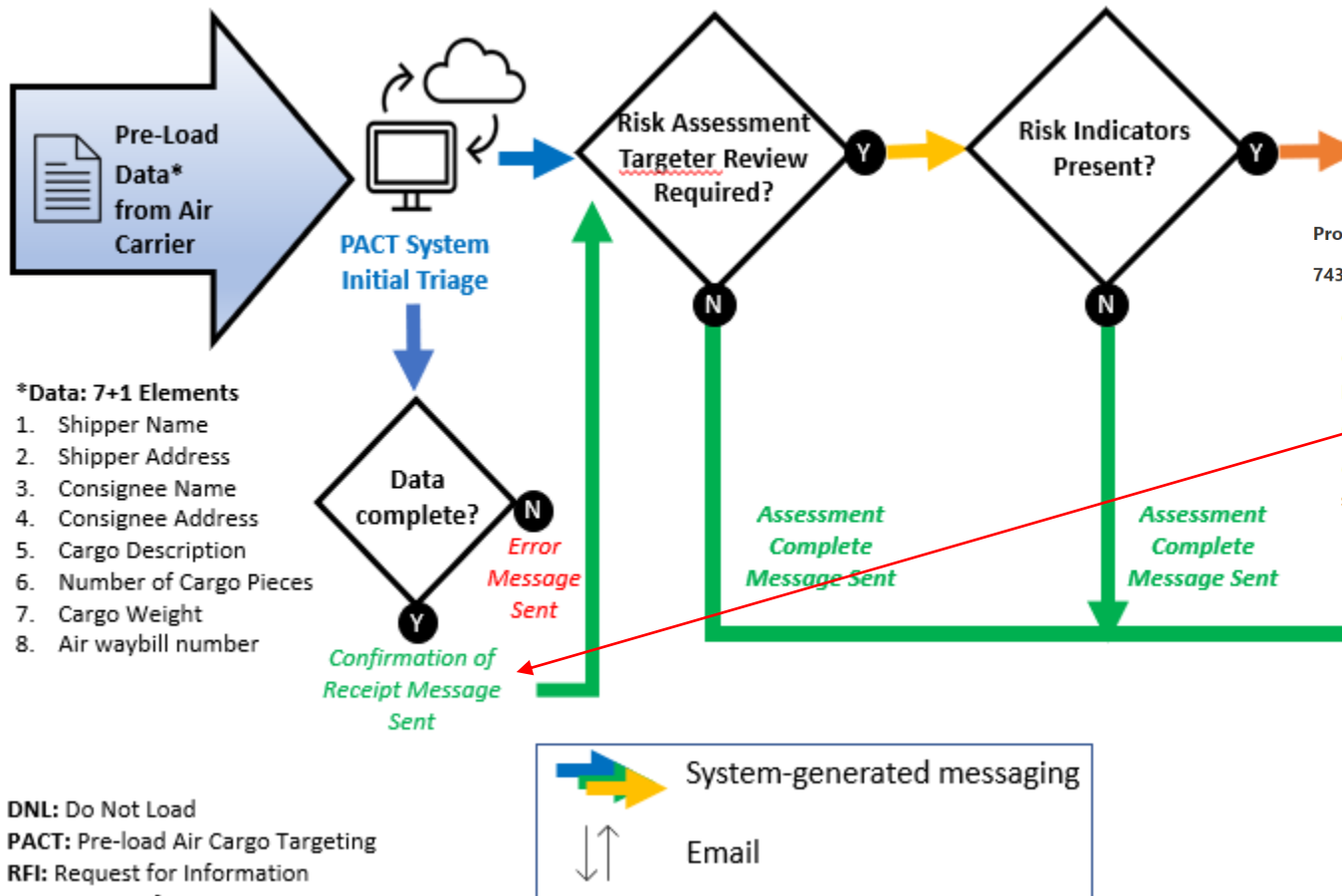
Why? Transport Canada requires flight information post-departure to mark the end of each AWB's risk assessment period, after which any updates will not be considered.

Flight information is also used for compliance purposes: AWBs assessed vs AWBs on board

Accepted Messaging Types for PACT's Web API

Cargo-XML Message Type	C-IMP Message Type	CAMIR Message Type	Description	Author/Origin
XFFM	FFM		Flight manifest information	Air carriers/data submitters
XFWB	FWB		Master air waybill information	Air carriers/data submitters/freight forwarders
XFZB	FHL		House waybill information	Air carriers/data submitters/freight forwarders
XFNM		PER (error) PSN (ack)	Notification of submission errors and acknowledgements	PACT
XCSN		PSN	Notification of an "assessment complete" or the opening or closing of a risk mitigation action (RFI, RFS, DNL)	PACT

Acknowledgement, Error and Assessment Complete Messages



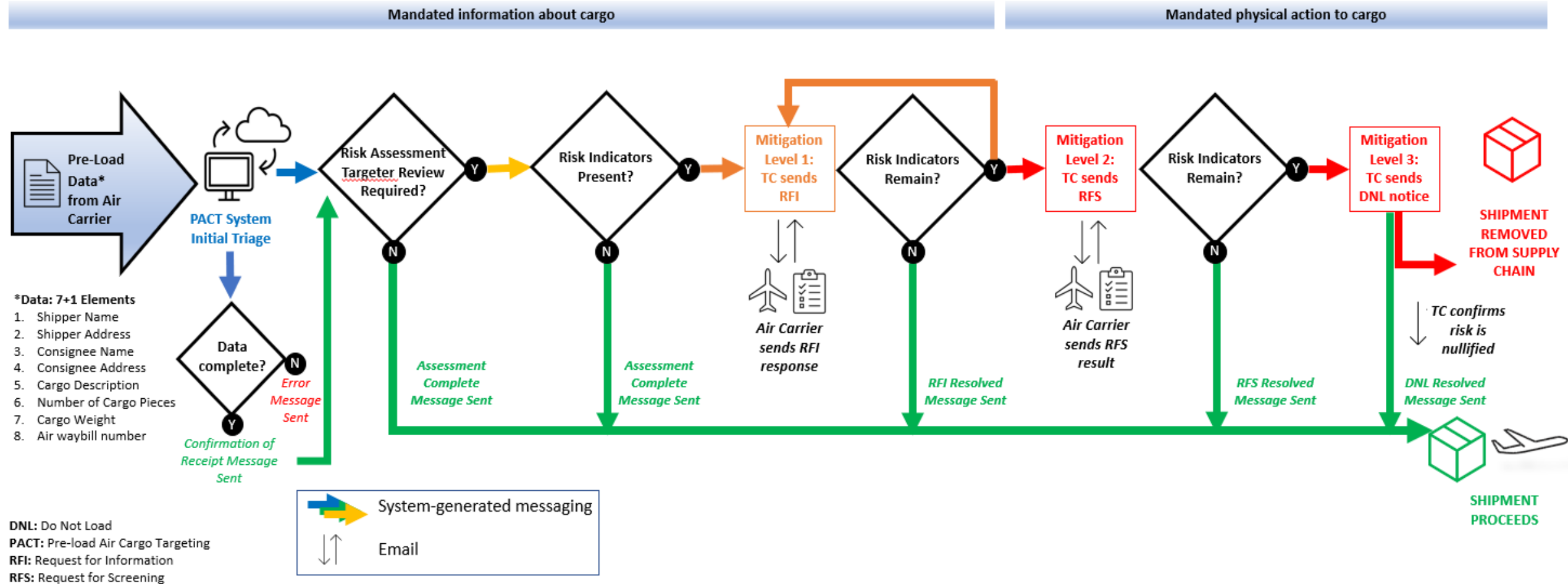
Prohibition

743 An air carrier must not transport cargo on a flight unless

- (a) the Minister has confirmed receipt of the information referred to in subsection 741(1) and, if applicable, subsection 741(2);
- (b) the Minister has confirmed that no further action is to be taken after the assessment of the additional information provided under subsection 741(3);
- (c) the Minister has not issued a "Do Not Load" notice in respect of the cargo; and
- (d) the Minister has confirmed that no further action is to be taken after the assessment of the information provided under subsection 742(3).

DNL: Do Not Load
PACT: Pre-load Air Cargo Targeting
RFI: Request for Information
RFS: Request for Screening

PACT's Targeting Process Flow



Who can participate other than air carriers?

Companies that are engaged by air carriers for IT services may participate in the PACT Program by submitting and receiving cargo data on the air carrier's behalf. This includes third-party service providers, such as data aggregators and general sales/handling agents (GSAs/GHAs).

Freight forwarders or air carriers who create waybills or operate flights that precede the last point of departure for Canada (e.g., codeshare arrangements) may also participate in PACT voluntarily **at the request of an air carrier.**

Air carriers must identify their service providers upon registration to authorize the partner's connection to the PACT system.

Note: While air carriers may delegate the exchange of information to a service provider, the air carriers are ultimately responsible for compliance with the *Canadian Aviation Security Regulations, 2012*.

House Level and Multiple Submissions

The regulations do not stipulate MAWB or HAWB, however, Transport Canada requires *an* AWB number associated with the 7 other data elements *and* that can then be linked to the list of AWBs provided after departure.

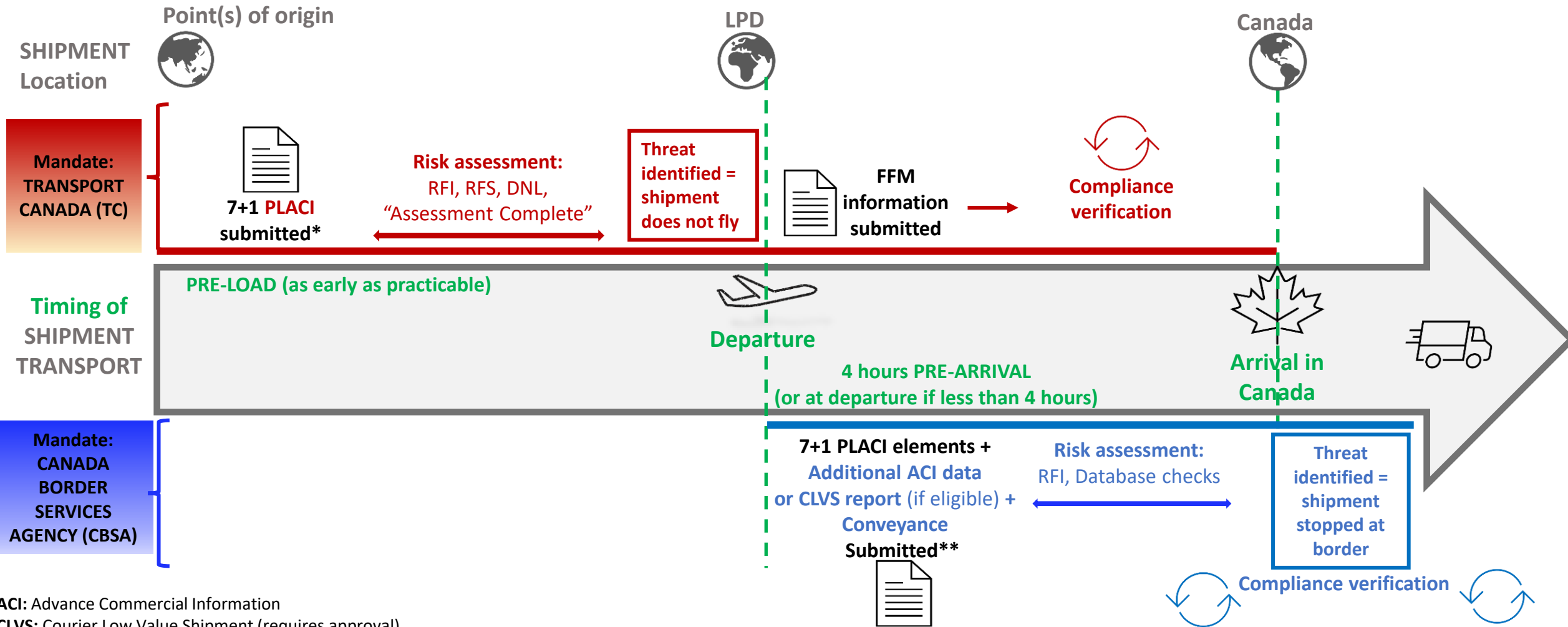
HAWBs may be required where the information in the MAWB does not meet the regulatory requirements (e.g. in the case of a consolidation where the original shipper and/or cargo description is not available).

If a freight forwarder were to provide HAWBs to Transport Canada for risk assessment on behalf of the air carrier, and the air carrier followed with MAWBs in the flight departure information, then each HAWB would need to include the MAWB#.

- HAWBs with blank MAWB#s will be accepted but must be updated once the MAWB# is known.

Air Cargo Data: TC and CBSA

Complementary Risk Assessments



ACI: Advance Commercial Information

CLVS: Courier Low Value Shipment (requires approval)

DNL: Do Not Load

LPD: Last Point of Departure

PLACI: Pre-Loading Advance Cargo Information

RFI: Request for Information

RFS: Request for Screening

***Data submitted (TC):** Mandatory from air carriers; other participants are eligible (voluntary)

****Data submitted (CBSA):** Mandatory from party responsible for shipment (air carrier or freight forwarder) as per *Reporting of Imported Goods Regulations*

How to Register with PACT

TC is now onboarding air carriers to the PACT Program and must be **completed in advance** of the coming into force of the amended CASR 2012 in **Fall 2024**.

Please contact the PACT inbox at PACT-Information-CFAPC@tc.gc.ca to determine if you are eligible to register.

Registration will require you to identify a Primary Cargo Security Contact, a Technical Contact and a 24/7 Contact.

Questions?

Thank You

Networking Break 15:00 – 15:30



coffee break

2024 PLACI Compliance Requirements Session 3rd Edition

UAE PLACI



Saeed Alkhlaifi, Cargo operation branch manager, UAE-NAIC

Humaid AlMazrouei, Air Cargo Carriers Relation Branch Manager,
UAE-NAIC



المركز الوطني للاستعلام المبكر

NAIC – PLACI Program Status and Progress



الهيئة الاتحادية للهوية والجنسية والجمارك وأمن المنافذ
FEDERAL AUTHORITY FOR IDENTITY, CITIZENSHIP, CUSTOMS & PORT SECURITY



المركز الوطني للاستعلام المبكر

PLACI Program Status



UAE PLACI – Program Status

UAE PLACI Program Overview

1

UAE PLACI Phase 1 Achievements

2

UAE PLACI Phase 2 – Go Live and Current Status

3

UAE PLACI Phase 2 – Rollout 2024

4

Program Overview



1

Advance Cargo Information

(Pre-Arrival / Pre-Departure)

Compliance applied since

2020



2

Preload Advance Cargo Information

Pilot completed
Air Cargo & Express

2024

UAE PLACI Program Phases

UAE PLACI Program Overview

1

UAE PLACI Phase 1 Achievements

2

UAE PLACI Phase 2 – Go Live and Current Status

3

UAE PLACI Phase 2 – Rollout 2024

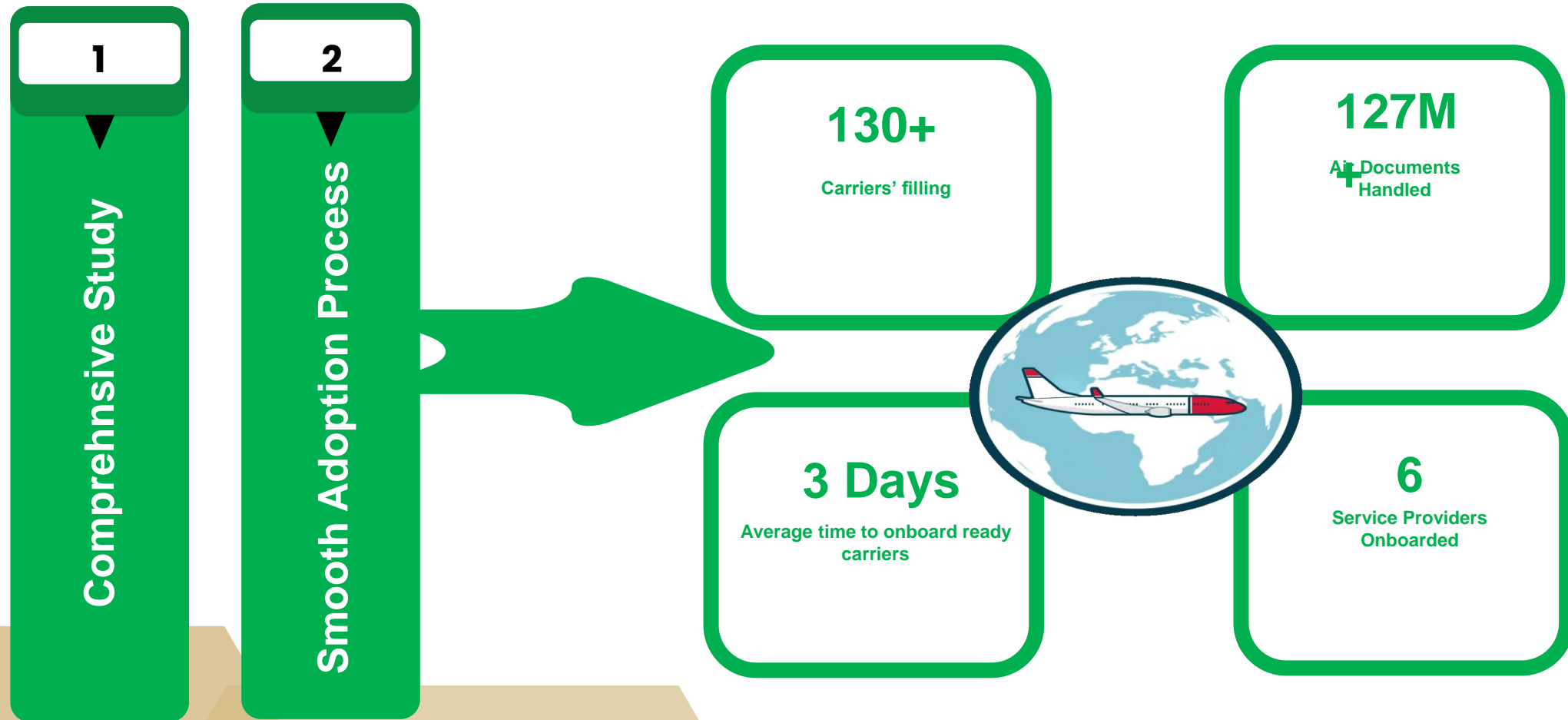
4

UAE PLACI Program Phases

	Phase 1		Phase 2	
Shipment Direction	Import & Transit	Export	Import & Transit	Export
Filing Time	Pre-arrival	Pre-departure	Pre-load	Pre-departure
Messages				
From Operator to NAIC	Master Waybills (FWB) House Waybills (FHL) Flight Manifests (FFM)*	Master Waybills (FWB) House Waybills (FHL) Flight Manifests (FFM)*	Master Waybills (FWB) House Waybills (FHL) Flight Manifests (FFM)* Response to RFI (FWB/FHL) Response to RFS (FWB/FHL) Acknowledgement (FMA) Error (FNA)	Master Waybills (FWB) House Waybills (FHL) Flight Manifests (FFM)*
From NAIC to Operator	Acknowledgement (FMA) Error (FNA)	Acknowledgement (FMA) Error (FNA)	Acknowledgement (FMA) Error (FNA) Assessment Complete / AC (CSN) Request for Information / RFI (CSN) Request for Screening / RFS (CSN) Do Not Load / DNL (CSN)	Acknowledgement (FMA) Error (FNA)

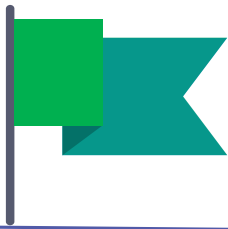
* FFM messages for inbound shipments are filed prior to arrival into the first UAE airport, while for outbound shipments after departure from the UAE.

PLACI Phase 1 – Key Achievements



UAE PLACI Phase 2 – Go Live & Current Status

PLACI Pilot Go-Live
15th April 2024



01

الإتihad
ETIHAD

02

Emirates

03

DHL

04



Lufthansa

Roll-out Kickoff
16th April 2024

Rollout – 2024



PLACI Streaming

Continue Streaming for selected stations and onboard the remaining in case of multiple stations



Automatic AC

All Import/Transit shipments will be granted AC until PLACI Cut-off



Weekly Checks

Carriers/Express Carriers are required to report any shipment that failed to receive an AC within 15 minutes



Operations and Cutover

Carriers ramp-up the operations, and prepare for PLACI Cut-off by Q1 2025



شكراً

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@UAEICP  |  |  | 

2024 PLACI Compliance Requirements Session 3rd Edition

Panel on UAE Phase 2 experience

Panelists:

Kunal Bhatt, Head of Value Stream – Cargo Digital Technology and Innovation,
Etihad

Trevor Howard, Manager, Cargo Standards & Operational Safety, Emirates



ETIHAD airways - NAIC UAE PLACI JOURNEY

KUNAL BHATT

14 MAY 2024

الإتجاه
ETIHAD
CARGO



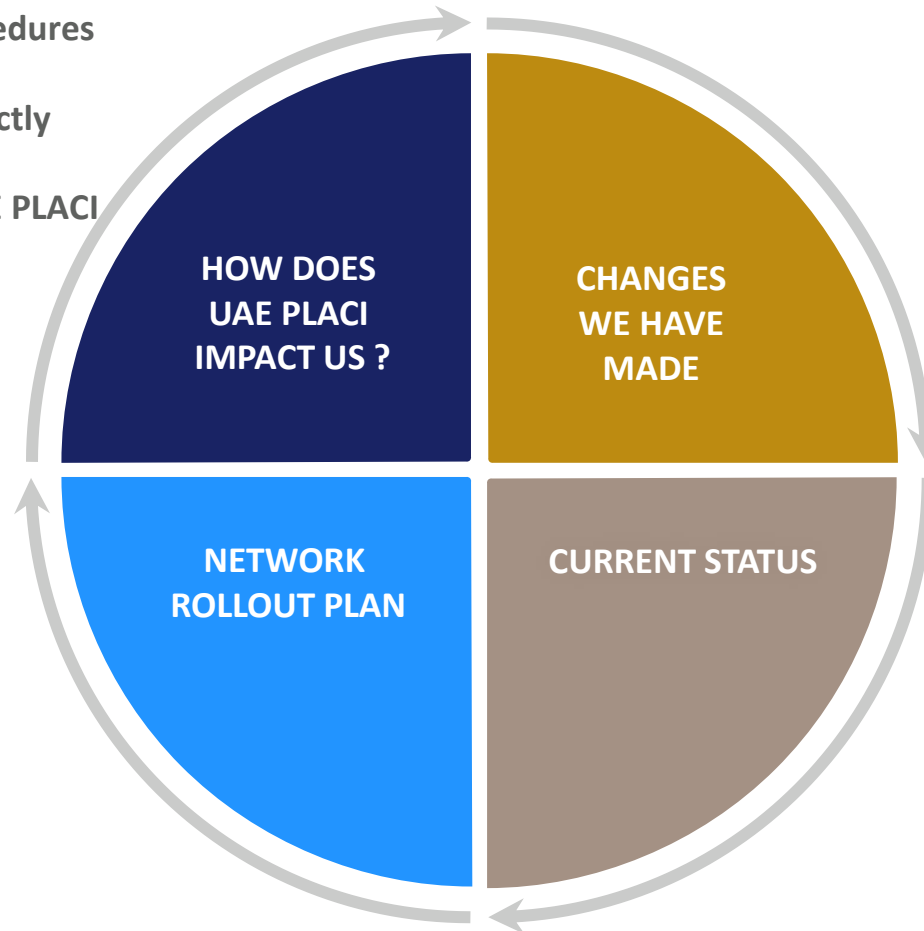
THE STARTING POINT - ETIHAD AIRWAYS PLACI READINESS

IMPACT

- Adapt existing PLACI processes & procedures
- Load only cleared shipments by NAIC
- Communication to all direct and indirectly impacted stakeholders
- Providing early visibility to GHA of UAE PLACI status by sending notifications
- Train end users

NETWORK ROLLOUT PLAN

- Network wide station onboarding plan is in place
- Soft launch targeted for latter half of 2024



SYSTEMS AND PROCESSES

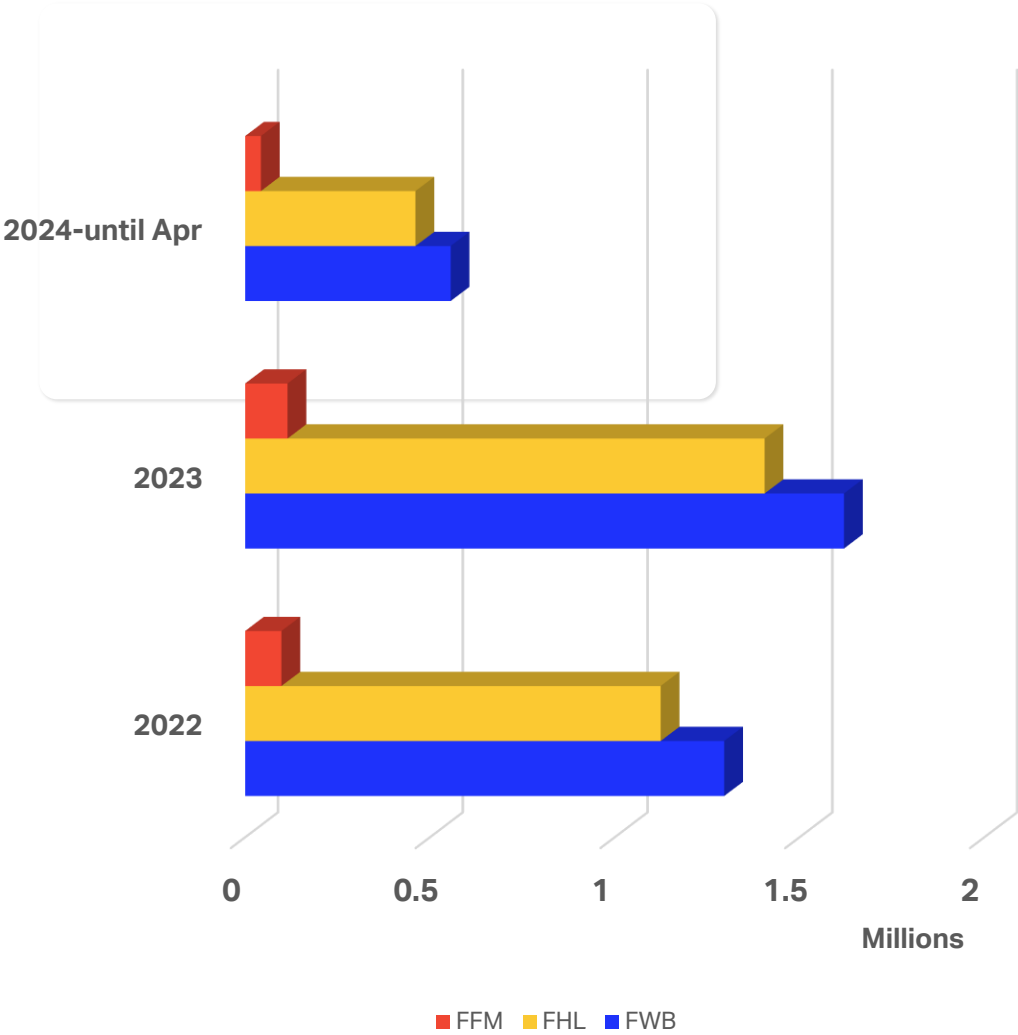
- Developed Etihad app for monitoring UAE PLACI status for flights and shipments
- Upgraded EY system suite to enrich data reporting
- Changed business process to load only cleared shipments by NAIC

CURRENT STATUS

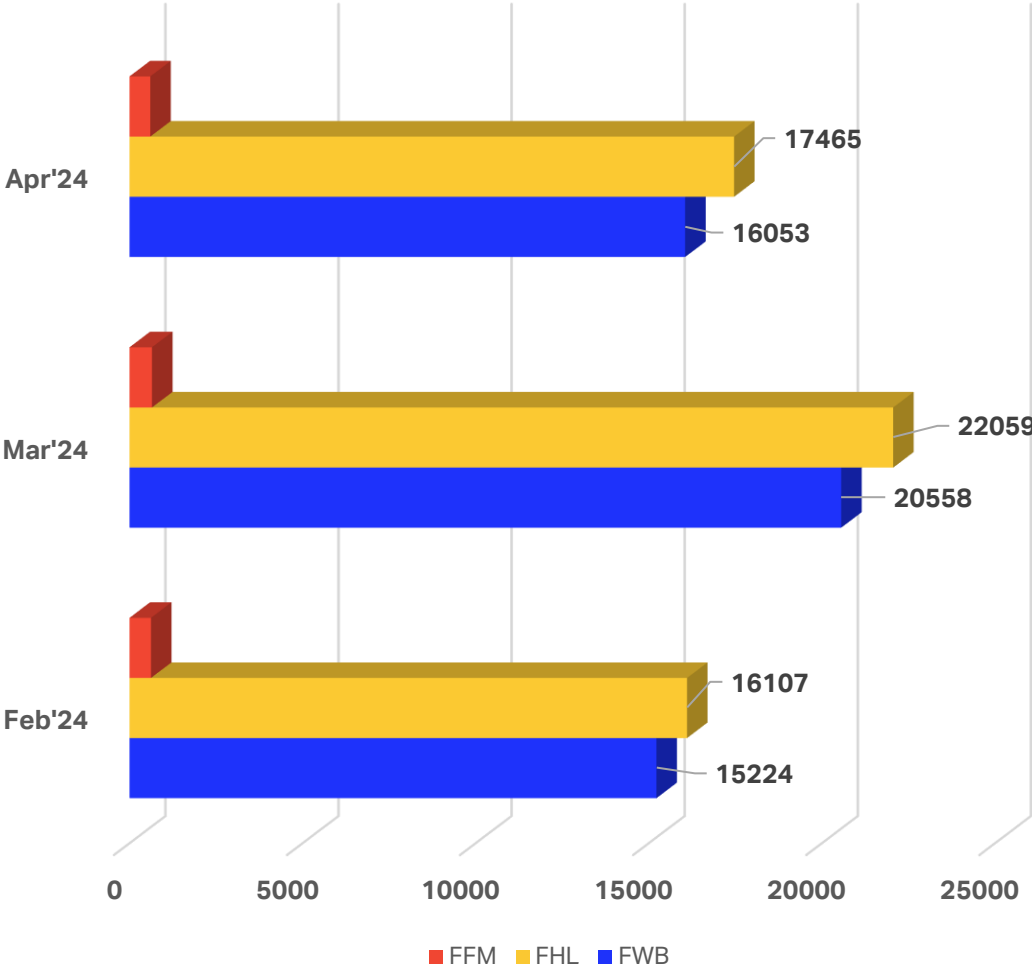
- Technical go live successfully completed with pilot stations
- Weekly data review on messaging quality in progress
- Change management to introduce UAE PLACI to all our stakeholders

EY & NAIC → ACI & PLACI DATA SHARING & TESTING

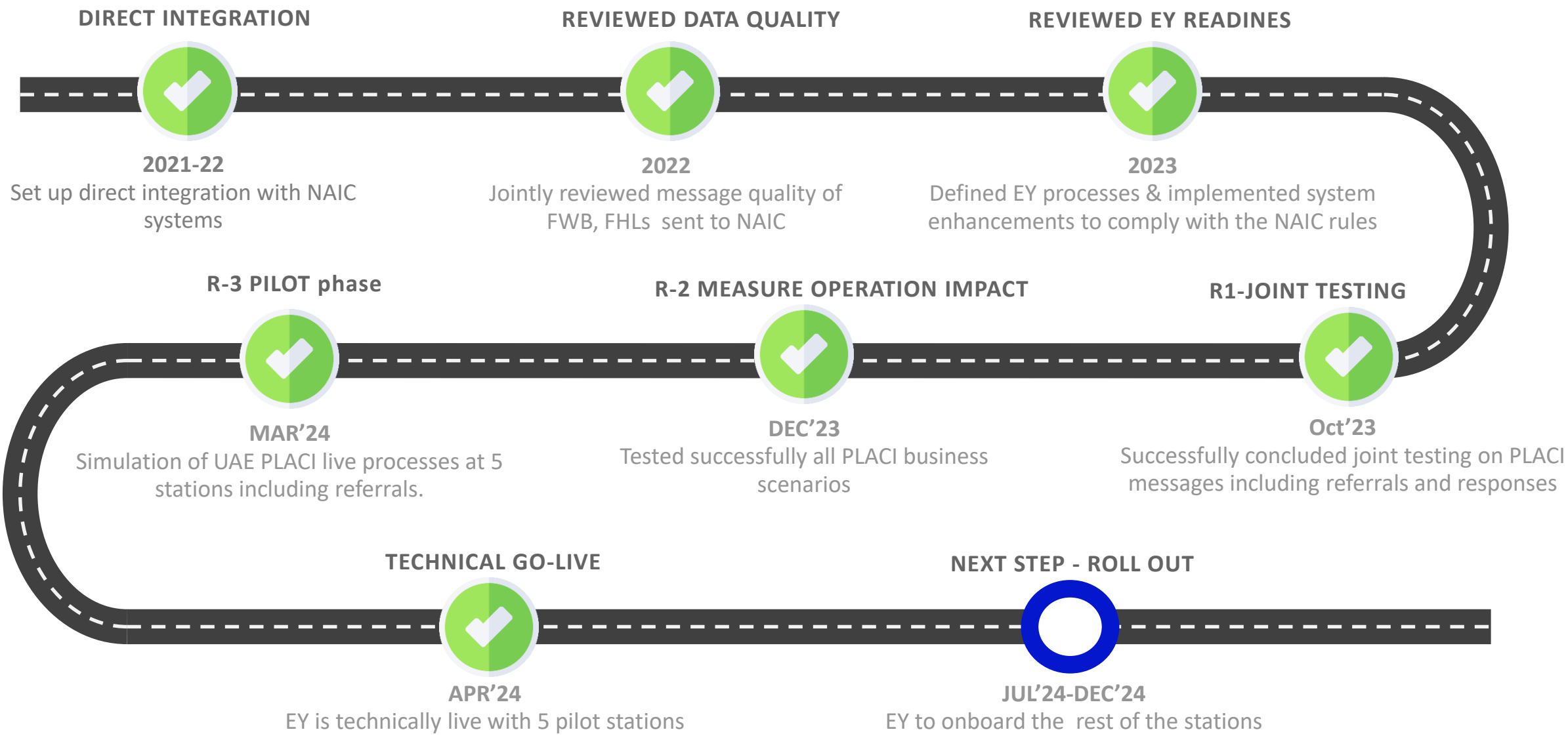
ACI DATA REPORTING STATS 2022-2024



UAE PLACI Reporting 5 stations
ORD, LHR, CAI, PVG, MEL – Network Coverage



ETIHAD AIRWAYS-NAIC → UAE PLACI JOURNEY

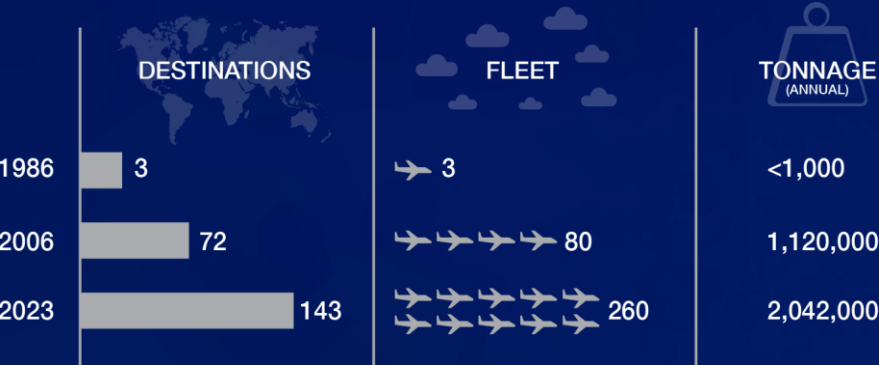


HOW MUCH WE TRANSPORT AND HOW WE SAFELY AND SECURELY TRANSPORT IT

FLY BETTER



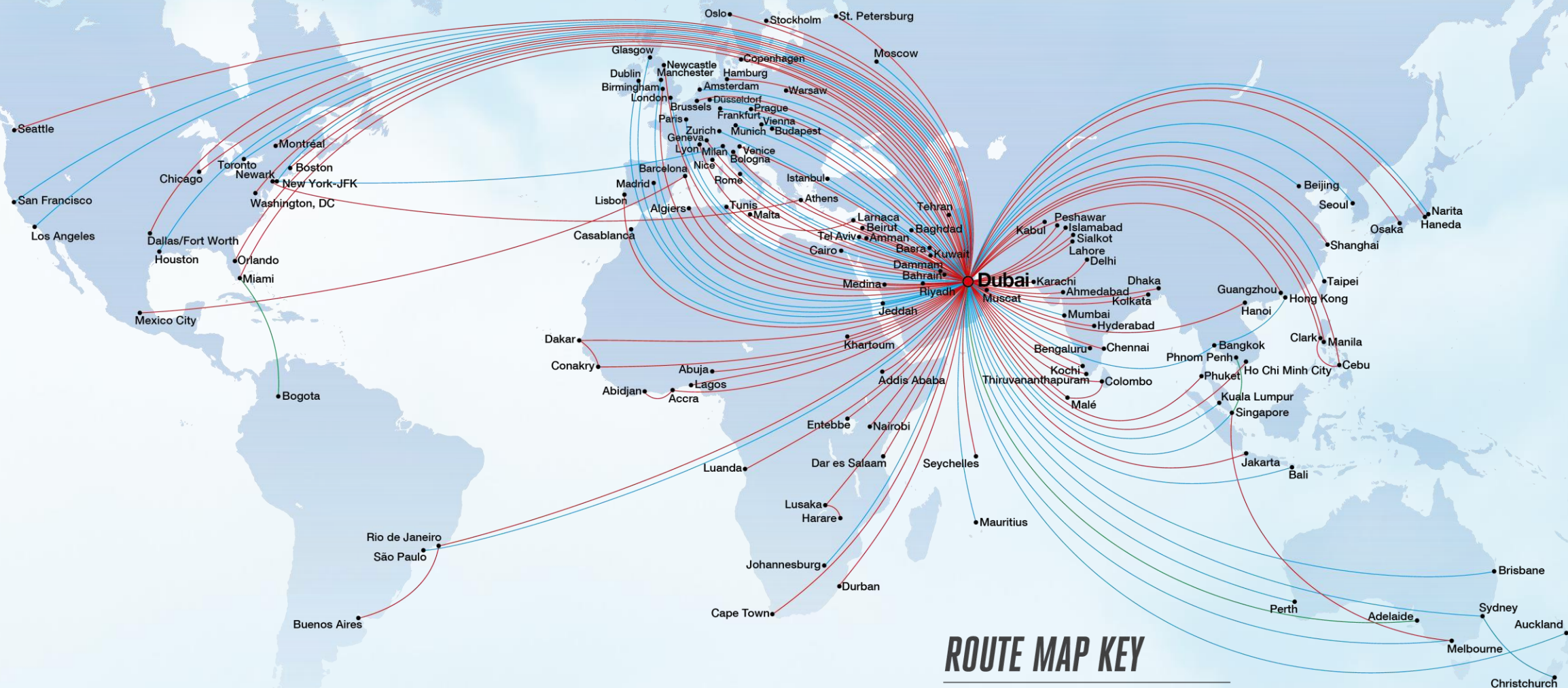
A Remarkable Story



THE EMIRATES NETWORK - A DIVERSE RANGE AND GLOBAL REACH

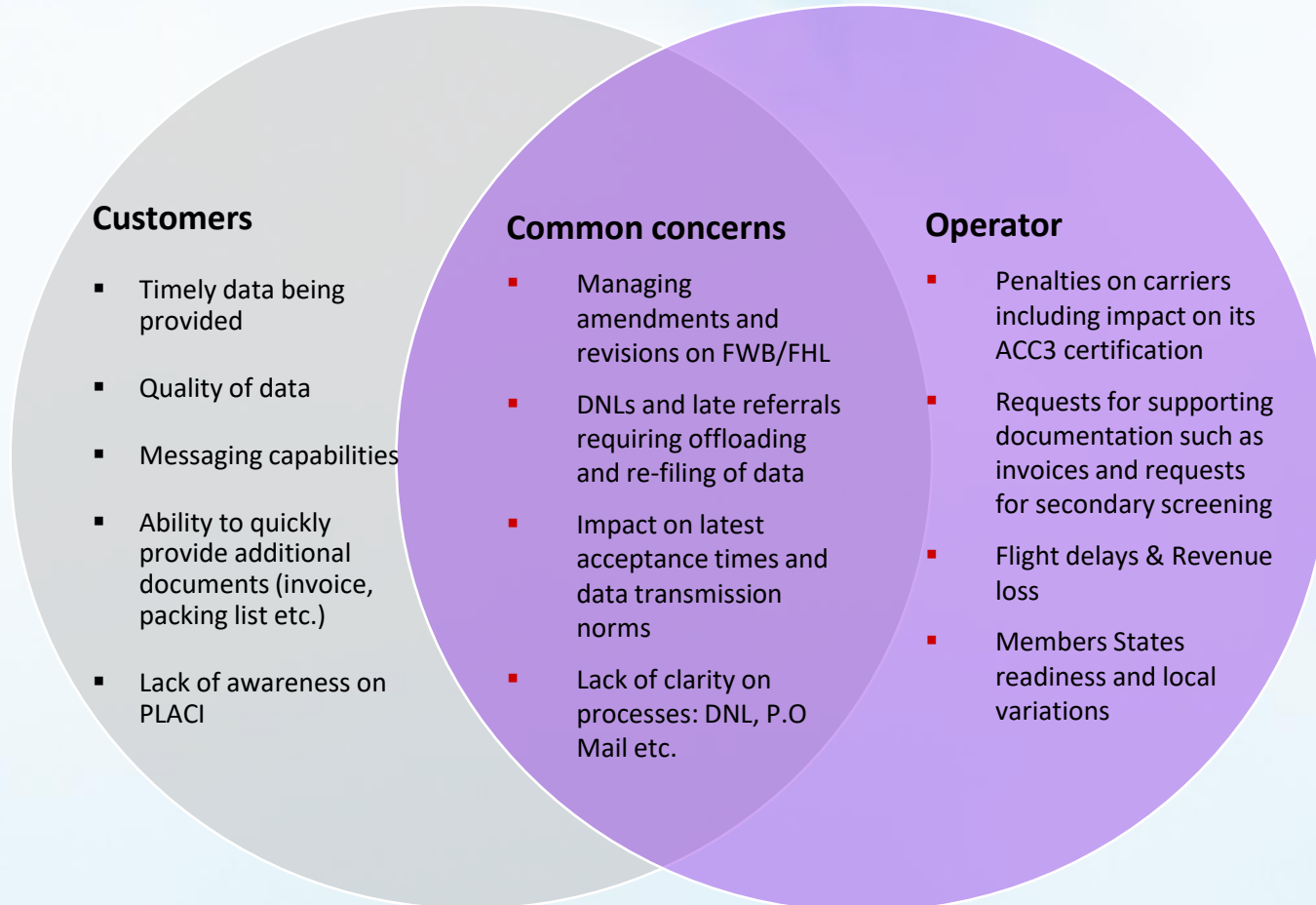
MARCH 2024

FLY BETTER

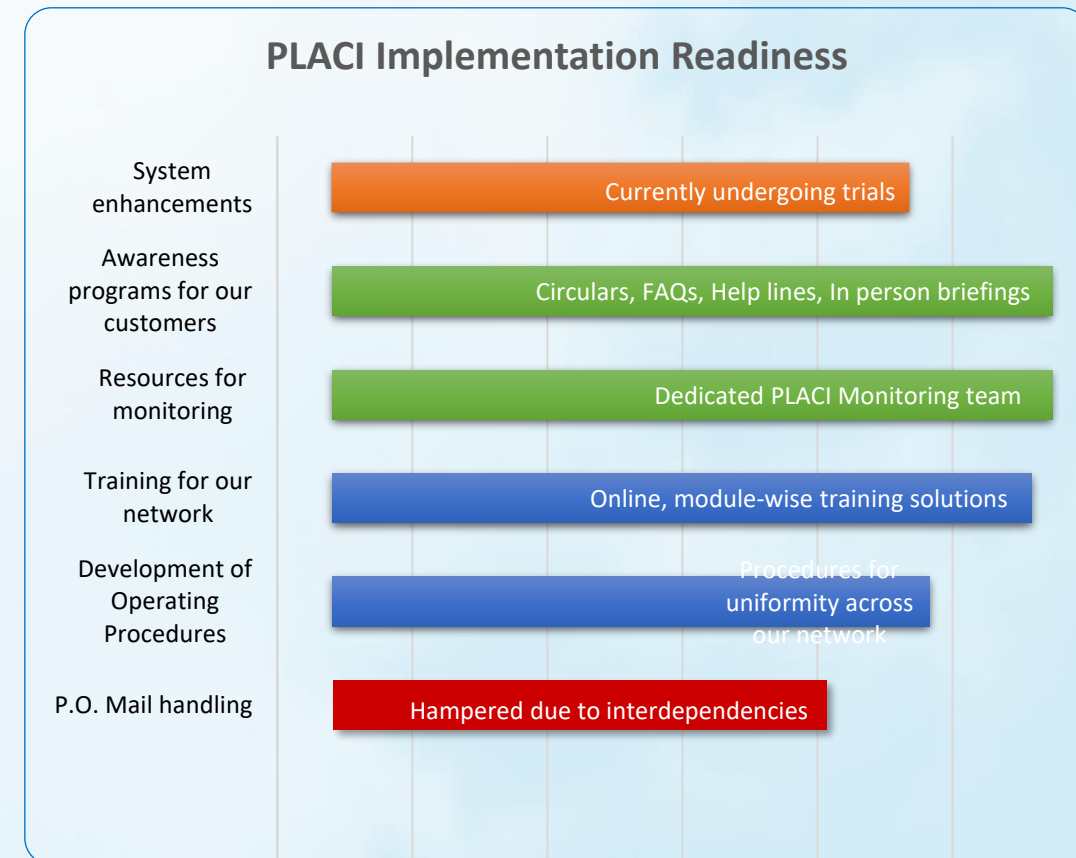


London destinations (3): Heathrow and Gatwick (A380), Stansted (B777)
Destinations temporarily suspended: Kabul, Khartoum, Abuja, Lagos & Tel Aviv

CHALLENGES & IMPLICATIONS



IMPLEMENTATION READINESS



Q&A Session

UAE PLACI



2024 PLACI Compliance Requirements Session 3rd Edition

UK PreDICT



Nick Scrivenger, Policy Lead for Preload Cargo – Aviation
Security Team, Homeland Security Group, UK Home Office

Jayesh Bhatt, Air Cargo Intelligence Command – UK Border
Force, UK Home Office

Evanson Mbugua, Cerberus Product Owner-SEO – Data and
Technology Command, UK Home Office

David Newman, Senior Carrier Account Manager (Air), UK
Home Office



2024 PLACI Compliance Requirements Session 3rd Edition

Wrap-Up Day 1



Christian Piaget, Head Cargo Border Management, IATA

Tahir Hasnain, Product Manager Cargo Solutions, IATA



End of Day 1



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FEDERAL AUTHORITY FOR IDENTITY,
CITIZENSHIP, CUSTOMS & PORT SECURITY

2024 PLACI Compliance Requirements Session

Hilton Abu Dhabi Yas Island, United Arab Emirates

14 - 15 May

2024 PLACI Compliance Requirements Session 3rd Edition

Day 2: Welcome & Recap of Day 1



Christian Piaget, Head Cargo Border Management, IATA

Tahir Hasnain, Product Manager Cargo Solutions, IATA



2024 PLACI Compliance Requirements Session 3rd Edition

Panel on PLACI implementation

Panelists:

Agnieszka Kubiak, Senior Manager Customs and Authorities,
Lufthansa Cargo AG

Vicente Herrera, Cargo Customs Compliance, American Airlines Cargo

Michiel Van Overbeke, Regional Operations Programs Director, DHL
Express

Stéphane Graber, Director General, FIATA





Airline Experiences with PLACI Implementation

IATA 2024 PLACI Requirement Session

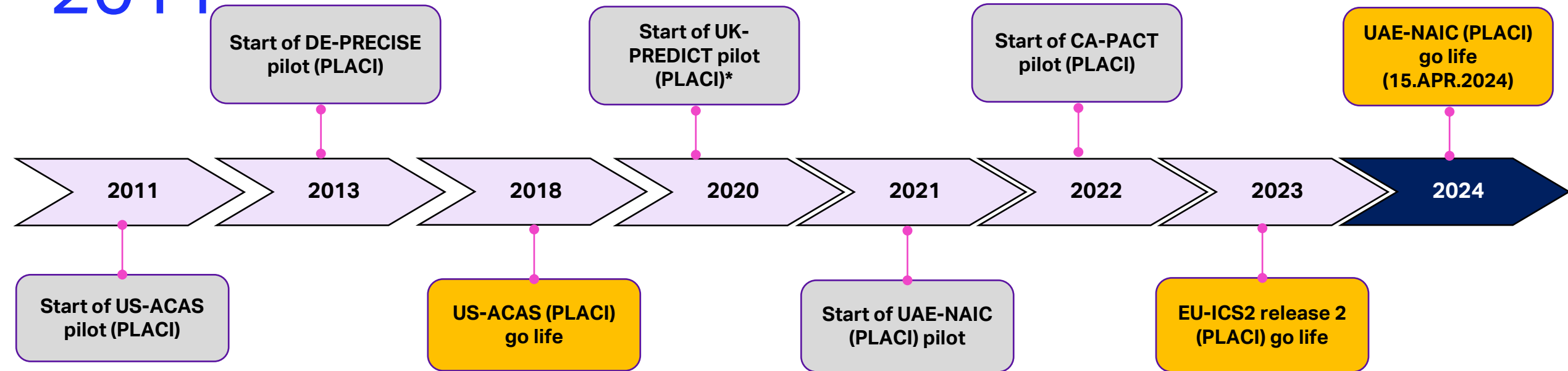
Abu Dhabi, 15th May 2024

Agnieszka Kubiak



Lufthansa Cargo

Lufthansa Cargo has been actively participating in PLACI pilot activities since 2011



Several differences between PLACI requirements increase the implementation complexity – part 1

- **Different message formats required:** CIMP (UAE), CXML (PACT) or proprietary formats (ICS2, partially ACAS) are expected, increasing complexity, development and testing procedures
- **Different self-filing rules:** in some PLACI procedures self-filing is allowed (ACAS, ICS2), while in others not (PACT, UAE) -> challenging in case of split shipments in transit and as Freight Remaining on Board transported via different PLACI countries
- **For one and the same shipment several risk assessments apply:** export and transit process in the hubs are being slowed down -> mutual recognition between the implementing countries highly appreciated



Several differences between PLACI requirements increase the implementation complexity – part 2



- **No unified referral types and referral process:** some PLACI procedures require response using e-mail (ACAS, PACT), some standard message update (UAE), some using proprietary format (ICS2, incl. referral code) -> complicated training procedures for [central] referral team(s)
- **Inclusion of airmail:** the lack of proper definition of communication procedures between carriers and Destination Postal Offices for ICS2 causes process break and hinders subsequent customs procedures (presentation notification); lack of solution for transshipment mail in EU is causing a very high revenue loss risk especially for European airlines

Some challenges are out of control by air carriers, but heavily impacting smooth cargo process

- **Insufficient data quality provided by customers:** despite the fact that the data owner is freight forwarder/ shipper air carrier is still liable for ensuring all PLACI data transmitted to customs is true, accurate and complete, -> close dialog between airlines and its customers is required
- **Outages/instability of customs IT systems, insufficient communication of downtimes and limited support from IT helpdesks:** the functioning of the ICS2 end-to-end cycle and relevant support processes had and still has tremendous impact on goods flow and is causing enormous delays and heavily disrupts supply chains
- **Unresolved IT related issues on customs side over months:** several workarounds are still required, which destroys process compliance



There are still many positive best practises to mention



- **Monthly ACAS technical call** -> good exchange platform with CBP team allowing to meet ACAS contact persons and to raise questions and issues
- **Good exchange with Transport Canada and NAIC on future PLACI requirements** -> intensive exchange during pilot phase helps to avoid not realistic requirements and not standardized processes
- **Existing exchange platforms with EU Commission via TES (Trans European Coordination) meetings** -> issues can be raised and updates retrieved
- **National Member States in EU are always open for pragmatistical solutions in case of issues** -> the challenge of such a big implementation lies on all sides, hence practical solutions are still required



Lufthansa Cargo AG
Agnieszka Kubiak
Senior Manager Customs &
Authorities



Lufthansa Cargo
Networking the world.

PLACI Programs - Airline's Perspective



How does PLACI impacts you?

- Adapting new policies & procedures
- Creating new web-based training and printed material
- Informing and involving other departments outside Cargo

What changes we have made?

- Upgrade our Software systems
- New acceptance policies
- Adapting Cargo XML
- New Contract with IT service provider

What are the challenges?

- Multiple Regimes in the same routing of a shipment
- Educating customers on what is the requirements for each PLACI program, and what is their role
- Adapting IT solutions for every PLACI program

Network Impact

- Hard –stop at the origin city.
- Embargo of foreign mail where no CARDIT message is receive
- "Flying Trucks" - shipments originating on flight, but then move via truck to its destination

DHL EXPRESS

PLACI IMPLEMENTATION EXPERIENCES

May 15th, 2024

**DHL Express – Excellence. Simply
delivered.**



Agenda



Challenges

DHL's Approach

Lessons Learnt



Challenges



Commercial Invoice Data

Ensuring all exporters / shippers are ready to meet PLACI line-item data requirements.



Dynamic Routing

Last minute shipment or flight routing changes could result in shipments moving via Europe with missing advance cargo information.



Timely Data Transmission

How to ensure submission of advance cargo information for hundreds of thousands of shipments each day within the very tight time frames we operate under in Express?



Transit ULD's

Transit ULD's enroute to Europe with missing advance cargo information. Stopping the ULD at the transit point would result in hundreds of compliant shipments been delayed.



Alignment with Commercial Carriers

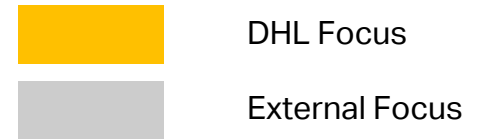
Where combined filings are required, essential that both parties are aligned and ready to submit AWB and flight information to avoid non compliances, offloads or delays.



System Performance

Risk assessment systems needed to be available 100% of the time to ensure swift processing of submitted filings so that there is no service impact - this has not always been the case.

DHL-Actions



Customer Communications

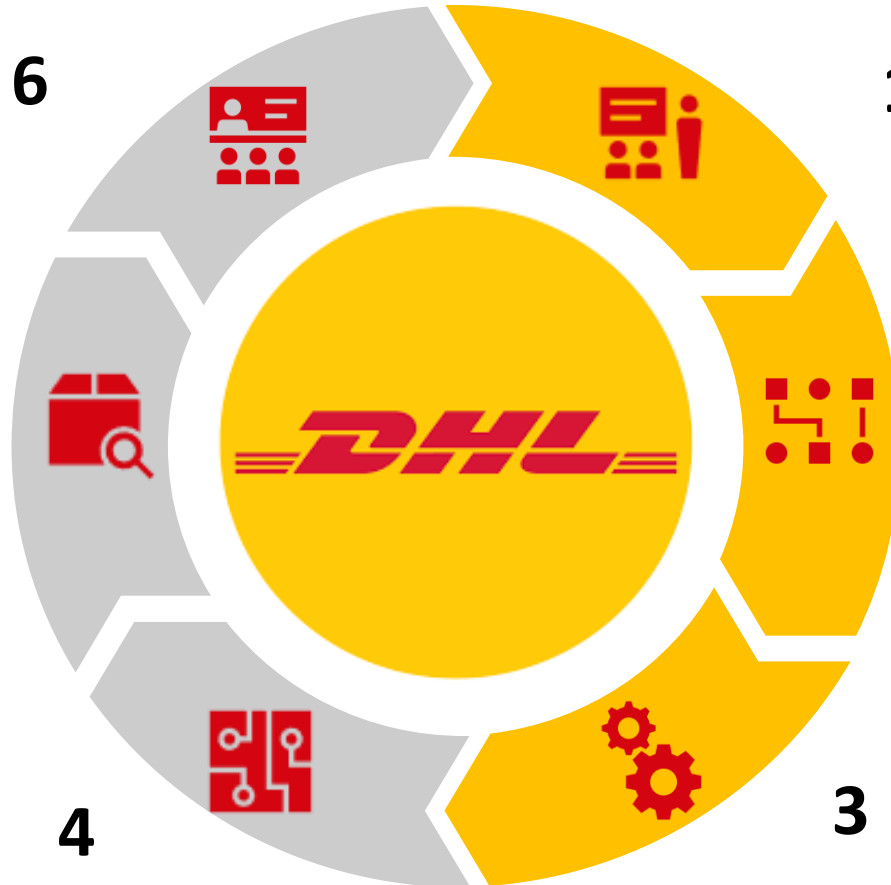
Webinars, Forums and information packs on PLACI, its impact and shippers' responsibilities.

Data Quality

Working with exporters to ensure they were providing correct HTS Codes and clear descriptions

Increased Customer Integration

Ensure all shippers were integrated with DHL and sharing full shipment data electronically



1

Staff Training & Upskilling

Internal education of commercial and Ops staff on PLACI, its impact and DHL's responsibilities.

2

IT System Enhancements

Ensure all systems were ready to handle PLACI data requirements. Data validation improvements.

3

Customer Shipping Application Enhancements

Development of customer shipping tools to support PLACI data gathering & validation.

4

5

6

A dedicated team within DHL focusing on improving data quality and quantity at global, regional, country and customer level to meet PLACI requirements.

Lessons Learnt



WCO Standards

Critical to adhere to WCO Pre-Arrival & Pre-Departure standards & data set requirements outlined in the SAFE framework to establish standardization across Customs territories.



Early Collaboration

Between customs & security administrators and economic operators to enable a smooth implementation of the program.



Pilot programs

For any new procedure / process to mitigate for any unseen situations before a "Go Live".



Availability of Data Elements

Common understanding of where data elements become available in the supply chain e.g. consignee EORI numbers are generally unknown or available before importation into the EU.



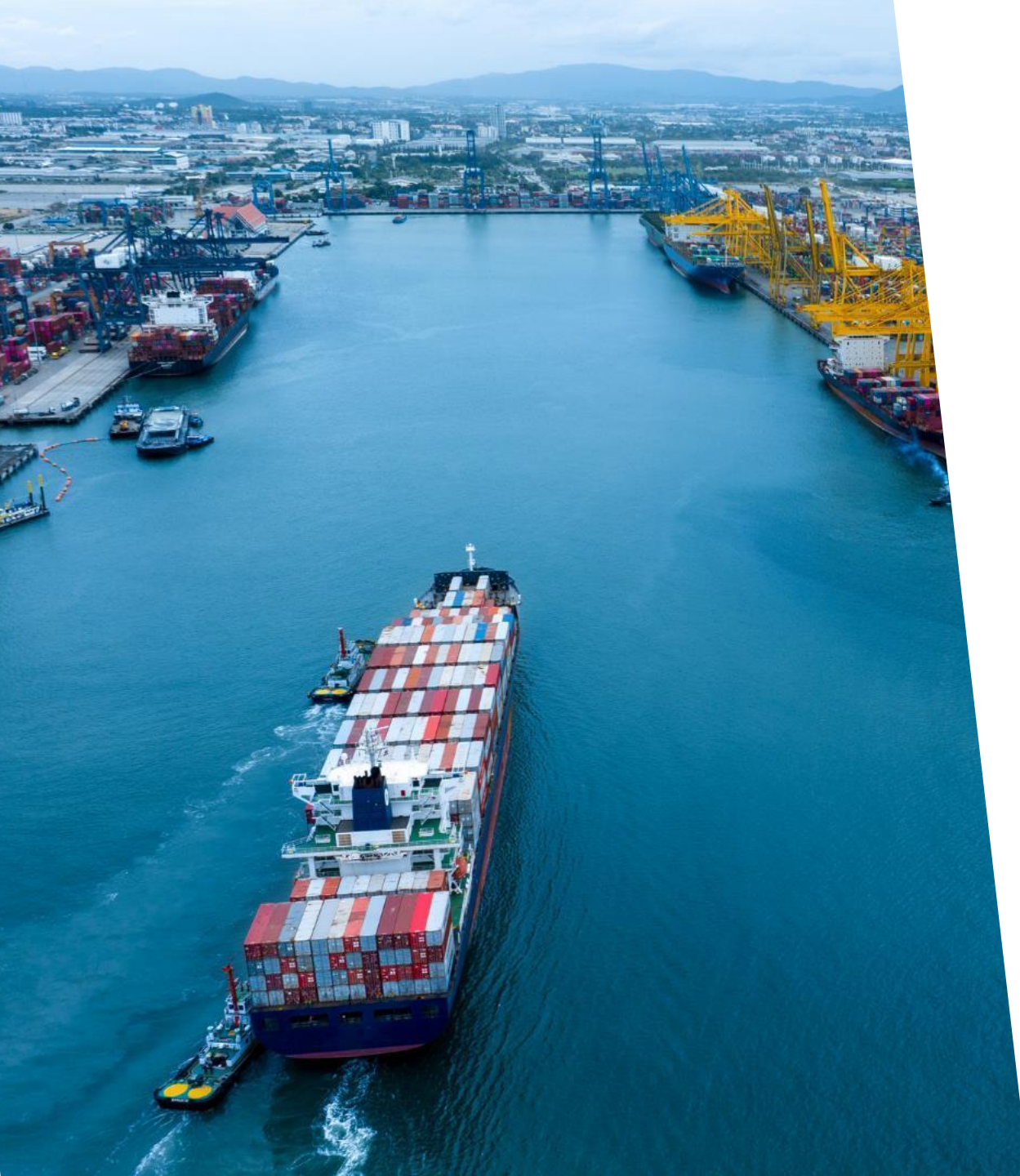
Clear Communication

Between all impacted parties with an education program for shippers and direct dialogue with the authorities.



Transitional Period

Allowing companies to migrate towards implementation without fear of fines & sanctions and allowing the authorities to ensure systems are working & stable.



FIATA: Freight forwarders' experience with PLACI implementation

Dr. Stéphane Graber
FIATA Director General

14 May 2024



International Federation of
Freight Forwarders Associations

The global voice of freight logistics

What is FIATA?

FIATA (International Federation of Freight Forwarders Associations) is **the largest federation and voice of global logistics**. It leverages the global strength of its membership across the ecosystem to ensure a sustainable and resilient supply chain, working closely with International organizations and governments on policy development.



FIATA envisions a 'Logistic without borders for a digital and sustainable world'

As the Architects of Transport, freight forwarders:

- Plays a central role in the Supply Chain;
- Organises the routes and transportation process;
- Carries out multimodal activities;
- Work with the shippers for whom they act as

PLACI: What is the experience of freight forwarders?

- US: ACAS
- Canada: PACT and eManifest
- UK: PreDICT
- UAE: NAIC – National Advance Information Centre
- EU: ICS 2

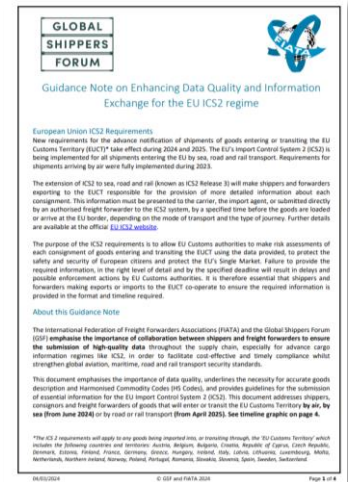
There is a need to ensure harmonisation of the PLACI regimes:

- **Globally (between different jurisdictions), and**
- **Among the various mode of transport (multimodality)**

How does FIATA support freight forwarders with the implementation of PLACI regimes?

FIATA is boosting awareness and readiness of freight forwarders globally

- **Release of the ICS 2 Quick Guide and FAQs** for the freight forwarders
- **Cooperation** with other private sector stakeholders impacted by ICS2 Release 2 and Release 3 to address the issues of the data quality
- **Consulting freight forwarders** on operational problems with Release 2 and readiness and preparedness for Release 3
- **Development of guidance tool on data quality** to assist global freight forwarders and shippers with ICS-2 compliance, emphasising the importance of data quality, accurate goods descriptions and Harmonised Commodity Codes (HS Codes).



How does FIATA support freight forwarders and carriers with the implementation of PLACI regimes?

Creation of an industry guidance for multiple/dual filing and other system features:

- **Release of Model Agreement on Bilateral Multiple Filing for PLACI regimes**
Led development of model agreement within multi-stakeholder group of freight forwarders and airlines to develop a Model Agreement for the industry, to clarify the parties' respective obligations when opting for multiple filing.
- **Development of an Explanatory Note**, which provides information on multiple filing and how the **Model Agreement** can be used within the air freight industry, including step-by-step information.

Model Agreement and Explanatory Note are available for free to all FIATA members and can be acquired by the general audience on the FIATA website.

What are FIATA main recommendations for PLACI?

- 1. Enable house-level filing:** Allow freight forwarders to submit data independently, for early risk analysis and delay prevention. This ensures separate handling of high-risk shipments and offers an alternative for sensitive data disclosure and harmonisation of processes.
- 2. Ensure consistent approach:** Keep in mind all modes of transports e.g. in some PLACI regimes house-level filing is not possible for air but encouraged for maritime transport.
- 3. Establish a minimal, consistent, and harmonised data set:** Encourage authorities to adopt a unified set of data elements, formats, and submission processes. This streamlines information exchange, reduces errors, and enhances global compliance for PLACI regimes worldwide.
- 4. Ensure continuous support mechanisms:** Ensure that Help Desks are available 24/7 to address operational challenges faced by economic operators worldwide.
- 5. Streamlining data submission:** Ensure the implementation of a unified system for entering safety and security information. By consolidating data submission processes, errors can be minimized, duplication avoided, and time-consuming inputs streamlined.

Do you want to explore more about FIATA?

- Visit the FIATA website at www.fiata.org
- Check out the latest quarterly [FIATA Review](#) for the latest industry outlook and updates
- Write to us on legal@fiata.org if you have outstanding questions!
- Stay up-to-date with member and non-member news on the [FIATA LinkedIn](#) profile!



Do you have any questions?

**Thank you for your
attention!**



www.fiata.org

info@fiata.org

[@fiata](#) [fiata](#) [fiata](#) [fiata](#)

Networking Break 10:30 – 11:00



coffee break

2024 PLACI Compliance Requirements Session 3rd Edition

What are the IATA tools available to facilitate industry compliance?



Tahir Hasnain, Product Manager Cargo Solutions, IATA



PLACI Manual 5th Edition

available now

<https://www.iata.org/placi>

Release Notes:

- Comparison of pre-loading vs pre-arrival ACI
- New sub-section on the management of EU ICS2 revised referrals between Posts and Carriers
- New sub-section with the outcome of the June 2023 IATA workshop on EU ICS2 Release 2
- Updates on incoming PLACI programs: CA PACT, UK PreDICT

Next upgrade (1 June 2024):

- PACT + UAE technical guidances



Cargo-XML Toolkit 12th Edition

available now

<https://www.iata.org/Cargoxml-toolkit>

Release Notes:

- Guidance on EU-Import Control System (ICS 2)
- Mapping of EU-ICS2 with Cargo-XML standards
- New major versions of 6 Cargo-XML messages are introduced namely: XFWB, XFZB, XFFM, XFBL, XFHL and XFSU
- New codes are introduced to support the
- PLACI referral processes including transmission of Movement Reference Numbers.
- Customs Clearance Processes such as CC for customs clearance.





Syed Tahir Hasnain
Product Manager Cargo Solutions
Syedt@iata.org



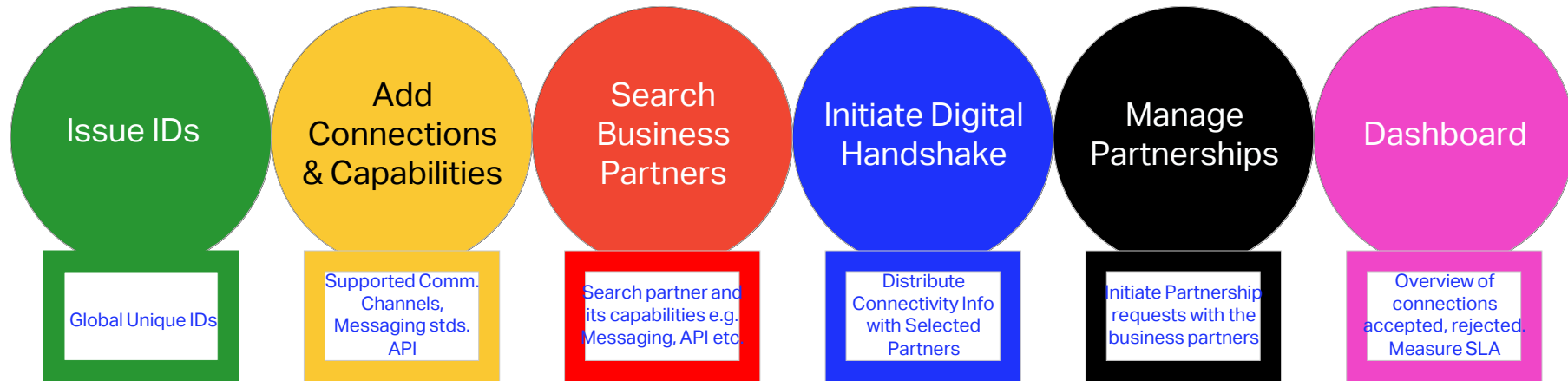
Common Questions about Digital Connectivity

- How can I connect with my partners?
- How would I know my partners use which data standards?
- How can I share my preferences with my partners?
- Am I connected with partners using the most effective & feasible method?
- Who is the contact at my partner e.g. UK Customs?
- Which IT companies provide messaging services & how should I contact them?

Web Portal & API <https://iata.org/epic>

" A Global repository where you can issue global IDs and engage your cargo partners for digital connectivity"

Features:

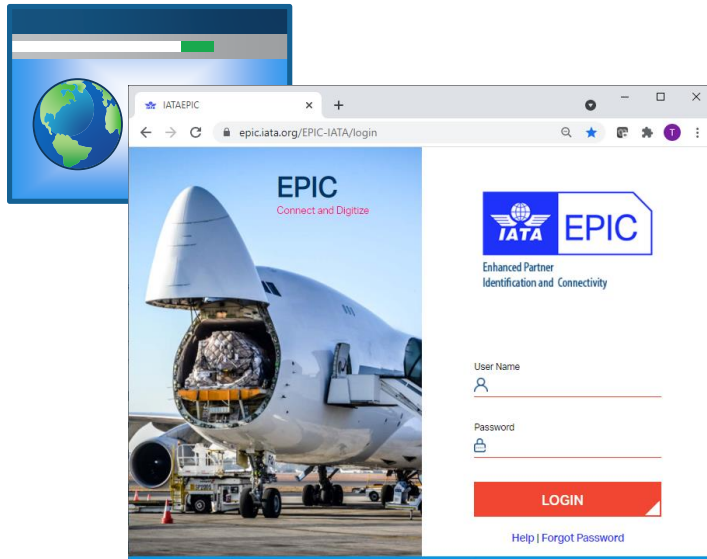


Benefits:

- **Cost Reduction:** Release 40% time of a dedicated resource.
- **Free up Resources:** Eliminate part time resources for backend work.
- **Time Gain:** reduce connection time from weeks to a few minutes.
- **Digital Cargo Acceleration:** Improved visibility & ease of connectivity contributes to digital cargo acceleration.
- **Data Quality Improvements:** Quality of data will be greatly increased as the current, fragmented infrastructure leads to numerous loss of data.

How It Works?

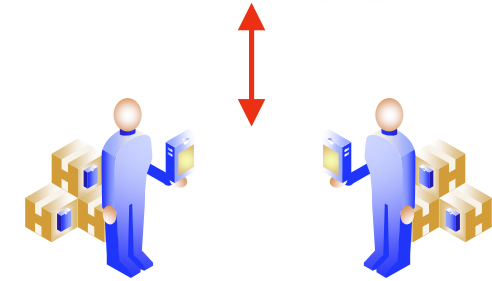
IATA EPIC Web Portal



Airlines, FFs, GHAs etc.

IATA EPIC Lookup Service

Web Service/API,
XML Registration for Cargo Partner (XRCP) Message
Email Alerts, Data Download etc.



Airlines IT Dept, FFs,
IT Companies etc.

CCS(s)



EPIC Centralized
Repository



EPIC Benefits

**Cost
Reduction**

**Time
Gain**

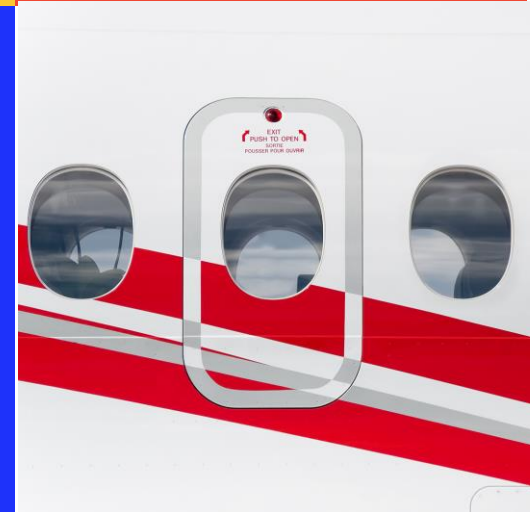
**Digital
Cargo
Acceleration**

**Improving
Efficiency in
the Movement
of Goods**

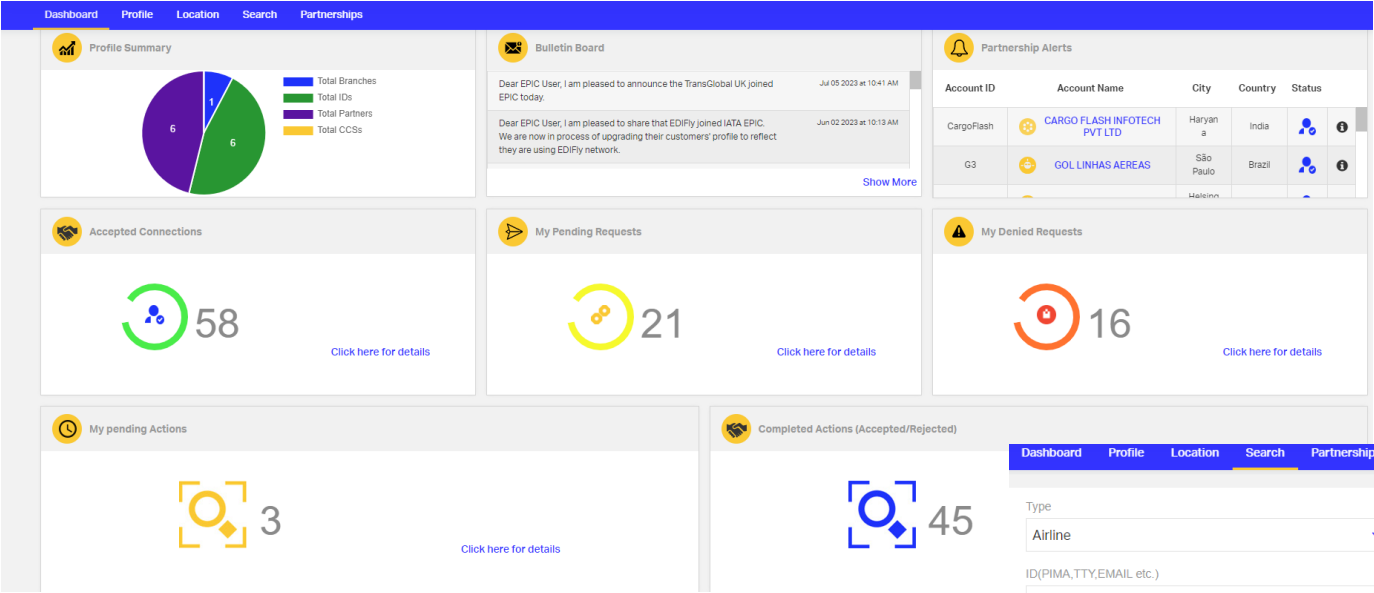
**Data Quality
Improvements**

**Advancing
Automation
Technology**

**Process
Optimization**



Dashboard



4000+ Connection Setups in EPIC



102

Airlines



1284

Freight Forwarders



18

IT Companies/CCS



24

GSAs



17

Governments



6

Cargo Handlers

www.iata.org/epic

2024 PLACI Compliance Requirements Session 3rd Edition

Panel on Available Customs Filing Solutions

Panelists:

Jerome Lorig, Product Manager Customs & Security, CHAMP
Cargosystems

Attila Lise, Chief Transportation Solutions Officer, Hitit

Martin Meacock, Product Manager Global Customs Solutions ,
Descartes



Available customs filing solutions

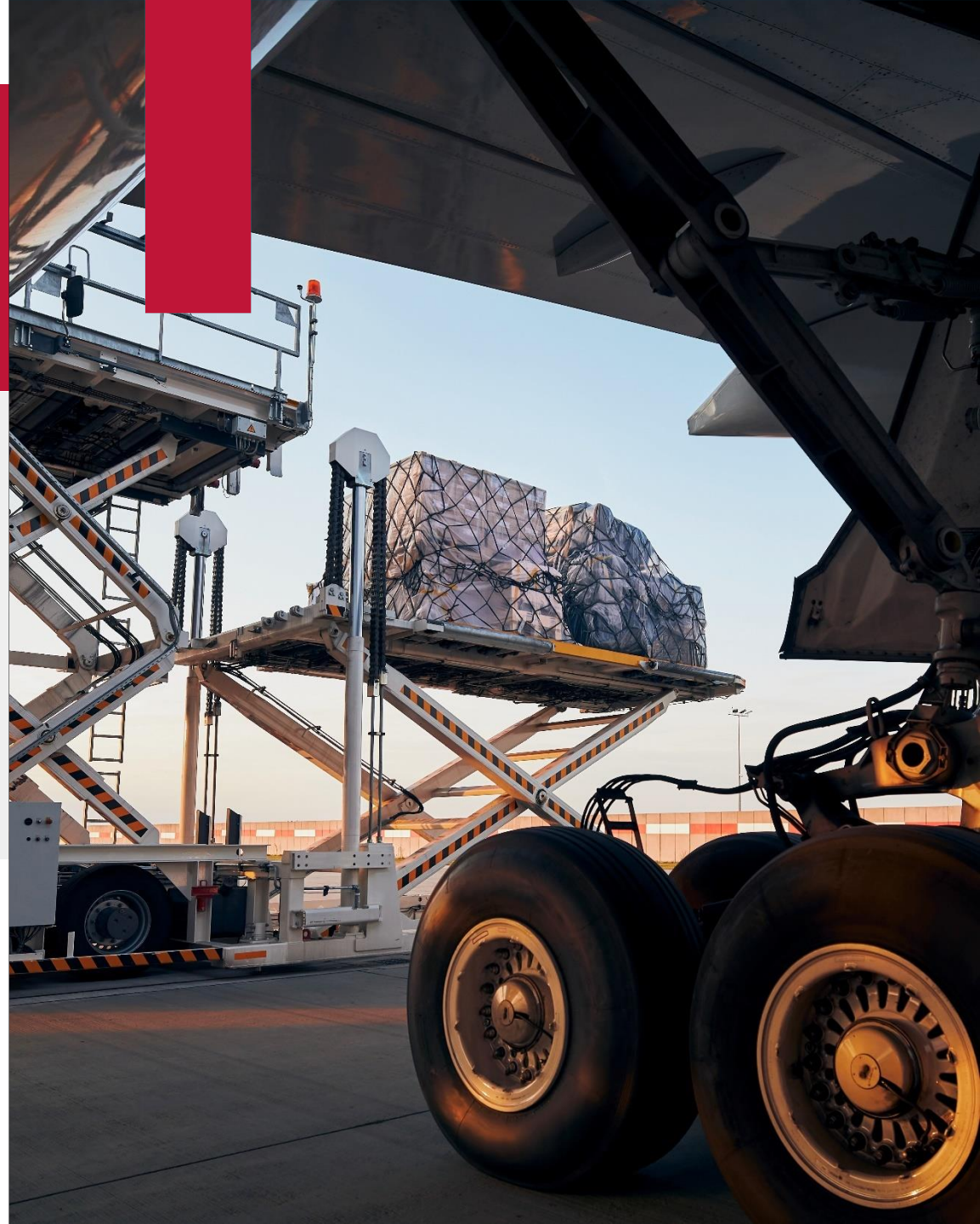
2024 PLACI
Compliance requirements session

Abu Dhabi, 15th May 2024

Jerome LORIG
Head of Product Regulatory Compliance



الهيئة الاتحادية للهوية
والجنسية والجمارك وأمن المنافذ
FEDERAL AUTHORITY FOR IDENTITY,
CITIZENSHIP, CUSTOMS & PORT SECURITY



Industry Challenges

Some outstanding questions still to be addressed by the community

Processes, Requirement

Specifications
Functional technical

The law



New
regulations



No standard

- for the interface

- on rules, requirements
and processes

- on the format / data

Information has to be
correct right from the
start

Increased amount of
data needs to be
provided



Extended data
requirements



Harmonization

- status codes (IATA)

- commodity codes

- messages

Compliance suite

CHAMP

eCargo

Traxon Global Customs

- Simplifies pre-arrival and post arrival customs reporting to 65+ countries

Traxon Global eCommerce

- eCommerce PLACI and ACI filing to ICS2

Traxon Global Security

- PLACI for Carriers and Forwarders



الهيئة الاتحادية للهوية
والجنسية والجمارك وأمن المنافذ
FEDERAL AUTHORITY FOR IDENTITY,
CITIZENSHIP, CUSTOMS & PORT SECURITY



PLACI

ABU DHABI

- ACAS
- NAIC
- PRECISE
- PACT
- PREDICT



WHO'S
NEXT?

MAY 2024



Thank you for your attention



الهيئة الاتحادية للهوية
والجنسية والجمارك وأمن المنافذ
FEDERAL AUTHORITY FOR IDENTITY,
CITIZENSHIP, CUSTOMS & PORT SECURITY



Meet us at our booth.

Reach out:
jerome.lorig@champ.aero
luis.leon@champ.aero



BRIEF INTRODUCTION



01 The 3rd largest PSS provider in the world, serving 72 Partners in 49 countries on 6 continents with various Crane Solutions.

02 One-stop shop covering PSS-Pax solutions, Cargo Management Solutions, distribution, airport, operations and planning for airlines of all types and sizes.

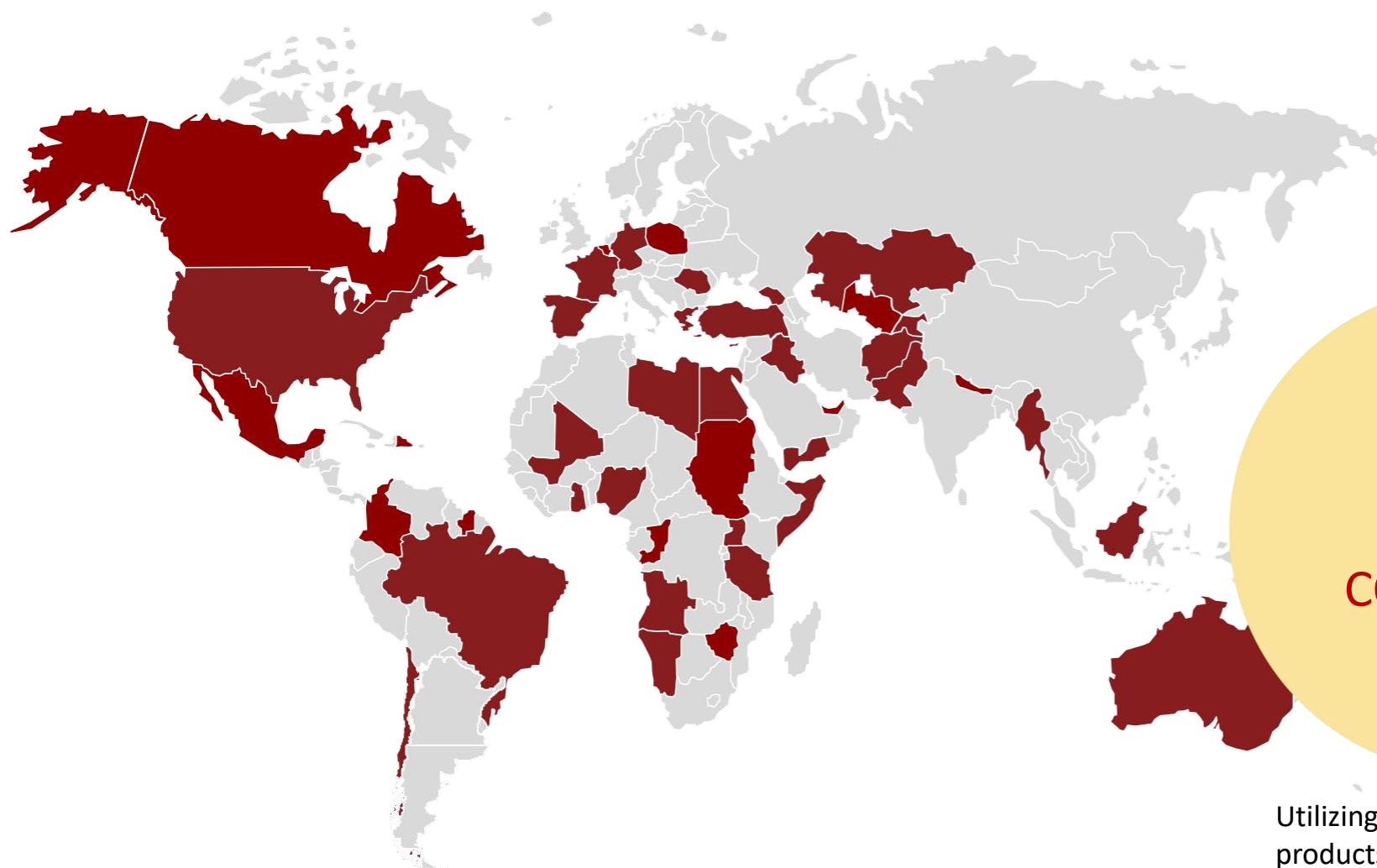
03 Hybrid cloud SaaS seamlessly serves all corners of the world with high efficiency.

04 Located at the Silicon Valley of Istanbul - Within the R&D zone of ITU – the world's 3rd oldest technical university



Crane Partner Community

We meet the needs of Partners in
different business models all over
the world



49
COUNTRIES

72
PARTNERS

Utilizing Hitit's Crane
products and solutions



SOLUTIONS

Passenger Service System

crane.PAX	Reservation & Passenger Service
crane.IBE	Internet Booking Engine
crane.MA	Mobile Application
crane.ALM	Allotment Manager
crane.CM	Communication Manager

crane.DCS	Departure Control System
crane.WB	Weight & Balance
crane.BRI	Baggage Reconciliation Itinerary
crane.LL	Loyalty Layer
crane.CCL	Customer Care Layer

Operations Planning

crane.SP	Schedule Planning
crane.OCC	Operations Control
crane.CREW	Crew Management

Accounting

crane.RA	Revenue Accounting
crane.CA	Cost Accounting
crane.BPI	Business Performance Index

Merchandising

crane.TM	Travel Merchandising
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Travel Solutions

crane.OTA	Online Travel Agency
crane.APP	Agent Portal Plus

Cargo

crane.CGO	Reservation & Cargo Services
crane.DOM	Domestic Cargo Services



CARGO SOLUTIONS INTRODUCTION

 **crane.CGO**

- Cargo Management Solution - CMS

 **crane.DOM**

- Domestic Cargo Services

 **crane.CRA**

- Cargo Revenue Accounting

 **crane.CCH**

- Comprehensive Cargo Handling

 **crane.GSA**

- Cargo GSA Portal

 **crane.CAP**

- Cargo Agent Portal

 **crane.ULD**

- ULD Control & Management



PLACI IMPACT

Full data set for
all required
communication &
exchange

C-IMP/
C-XML Messaging
- supporting
latest and
previous versions

Customs
Integrations
embedded in
crane.CGO

3rd party
interface
capability with
Customs Solution
Gateways

IATA
e-freight &
e-AWB

IATA EPIC
member and
Connectivity
with CCSs

Strategic
Associate
Member of Cargo
iQ

Real time
connectivity with
OCC (Operation
Control System)
for the flight
related message
flow

IATA PLACI Conference

May 2024

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DESCARTES™

PLACI / ACI DATA Flow

Carrier /
Forwarder /
Trader
Systems



Descartes
vMail

Descartes Global
Logistics
Network™
(Descartes GLN™)

&
Descartes Air
Shipment
Management
/ Validation



Descartes
Global Security
Filing (GSF)™



UI
Data
Entry

Customs / Border
Security Authorities



- Filing
- Amendments
- Cancellations

Notifications

- Errors
- Assessment Complete
- Request For Information
- Request for Screening
- Do Not Load
- Missing Related Filing
- Life Cycle Errors

DSG Global Logistics Entry & Exit (ENG) | Edit

Home
ICS2

General

*References

*Local Reference Number

*Filing Type

Customs Office Of First Entry

Re-entry

Referral Request Reference

*Routing Of Means Of Transport

Sequence Number

Country

Parties

Movement Reference Number

First Entry

Split Consignment

Previous Document

Master level

*Active Border Transport Means

Identification Number

Type Of Identification

Mode Of Transport

Actual Date And Time

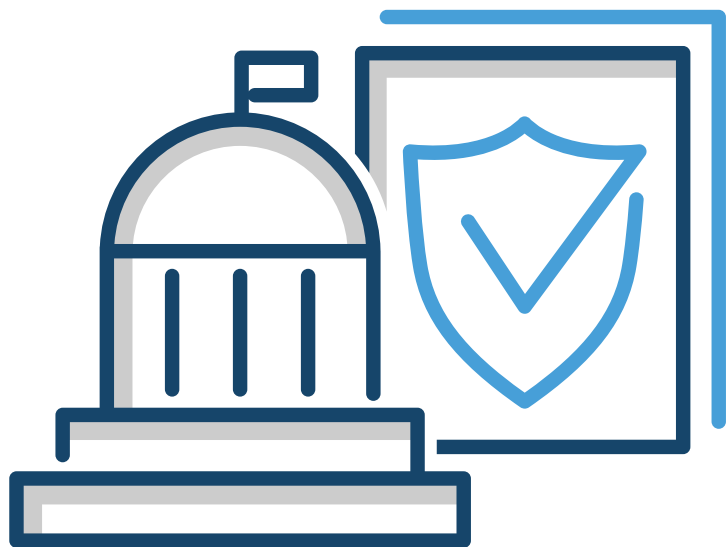
Estimated Date And

Conveyance Reference Number

House Level

HRCM Screening

Lessons Learnt from ICS2 and other programs – Solving the Challenges



Data Quality

- Postal Codes
- Telephone Numbers
- HS Codes / EORI
- Early Validation

CIMP / CXML to ICS2 Data Requirements

- Multiple FWB Updates
- Post Arrival Updates
- Consol or Direct

Also challenges where CXML or CIMP is used

Impact on other processes vs stand alone programs

- EU Temporary Storage & Presentation
- Sharing of data with GHAs – CSN / XCSN – Origin and Destination
- EU Receptacles / HAWBS



**EU specific challenge – Multiple Member States
Still low level of RFIs, use time to improve data quality !**

Lunch Break 12:00 – 13:30



2024 PLACI Compliance Requirements Session 3rd Edition

Closing Session



His Excellency Major General **Mubarak Alghafli**, Executive
Director of National Advance Information Center



2024 PLACI Compliance Requirements Session 3rd Edition

Way forward



Christian Piaget, Head Cargo Border Management, IATA

Tahir Hasnain, Product Manager Cargo Solutions, IATA



Let's stay in touch: CBM Bulletins

Contact: cbm@iata.org



Bulletin #121
February 2024

HS codes required in UAE from 29 February 2024

From 29 February 2024, HS codes (6 digits) must be provided in the advance filing of cargo information for all goods being imported into, exported from, or transiting through the United Arab Emirates.

Airlines are responsible for submitting the HS code for all Master Waybills and House Waybills handled by the airline. For the air waybills issued and organized by express carriers but handled by other air cargo carriers, the express carrier will be responsible for submitting the HS Code on house Waybill level instead of the air cargo carrier.

The UAE National Advance Information Center (NAIC) circulated to local stakeholders the enclosed guidance (version 1.1) at the end of last year, together with the enclosed set of Frequently Asked Questions.

The enclosed guidance is illustrating how to provide that information using IATA standard messages.

According to the enclosed FAQs, NAIC will "introduce a mandated requirement once [they] have ensured with NAIC's partners that the process is working smoothly and efficiently without any interruption on the supply chain".

NAIC has now further clarified that their current expectation is that all airlines file the HS codes from 29 February 2024. Airlines that are unable to meet that target date are encouraged to reach out to NAIC to discuss a jointly agreed timeframe for implementation.

For any further question on these requirements, please contact:

1. Mr. Ali Al Darmaki – email: Ali.Aldarmaki@icp.gov.ae
2. Dr. Maryam Ali Al Hashemi – email: Maryam.alhashemi@icp.gov.ae / tel: +971507888833

IATA Contacts

[Christian Piaget](#), Head Cargo Border Management

Stay informed

[IATA Cargo Home](#)

[IATA Cargo Customs & Trade Facilitation](#)

Upcoming events

Events	Date	Location
World Cargo Symposium	12-14 March 2024	Hong Kong, China