

IPC Paper Free Mail Operational Processes & Messaging Procedures

Generic Operational & Messaging template for Paper Free Mail – Version 1.0

IPC Future of Mail by Air initiative

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Document Version History

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Document Approval

Approved by	Date
Paper Free Action Group	
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This document has been signed off as approved.

Introduction

This document describes the future business processes for mail carriage by air based on the vision specified in the FoMBA Road Map. The document is a template and working document for the Paper Free action group as well as the reference for draft FoMBA Paper Free procedures.

It describes the pre-conditions for replacing paper documents by EDI and the use of EDI in line with the FoMBA business processes that include possible future messaging requirements to either replace paper or to prevent paper solutions being implemented for new processes.

The document is based on the process steps described in the FoMBA business process document and numbering of process steps in this document are in line with the FoMBA business process document.

The FoMBA participants may not be able to implement the paper free processes as defined in the FoMBA business process document due to various reasons including the fact that it requires some enhancements to current electronic systems and messaging capabilities.

FoMBA pilot trial participants shall work out local interim FoMBA business processes and related operational and messaging procedures, before all the participants have put in place the necessary systems enhancements.

There is a need for these Interim local FoMBA business processes and procedures to be documented as these interim procedures include particular local business requirements and current system developments of the FoMBA participants and lanes concerned. Having documented both the generic FoMBA business processes as well as the location specific FoMBA interim processes will ensure a smooth implementation and will help share and document the experience on pilot trials for different participants and for different lanes.

The same goes for the operational and messaging procedures. Stakeholders in each location can use the templates to write their own local procedures and then write their training material.

All these materials are located under the FoMBA Extranet.

Pre-conditions

The Post and Airline concerned shall exchange CARDIT-RESDIT.

The Post at origin and destination shall exchange PRECON-RESCON.

The UPU regulation shall specify explicitly that between Posts and Airlines the paper copies of the Delivery Bill can be replaced by CARDIT-RESDIT, as is already being specified in the regulation for the paper copies of the Delivery Bill used between Posts which can be replaced by EDI (PRECON-RESCON) if bilaterally agreed.

Local legal requirements shall not exceed the UPU regulation requirements and if so they would need to be addressed by stakeholders

Tripartite agreement shall be in place between Sending Post – Airline – Receiving Post to replace paper Delivery Bill by EDI. In case of transit the Transit Post and or other Airlines have to be included in the agreement.

The CARDIT and RESDIT events shall be based on positive data capturing at the receptacle ID level or the nest ID level (conditional to proper nesting and de-nesting procedures)

The mail receptacles reported in EDI messages shall correctly reflect the actual physical mail handed over, received, uplifted and delivered.

The EDI data quality has to be “near perfect” and a correction mechanism for obvious mistakes has to be in place.

The EDI exchange has to be “near real time”

The data elements receptacle ID have to be unique (not re-occurring within 10 years). The link receptacle ID to consignment ID / PAWB has to be unique

Minimum requirements

The critical events for Paper Free Mail transport that need to be reported accurately and near real time, are those related to the electronic handshake procedure for Proof of Acceptance, and Proof of Delivery. For advance notification messaging with border agencies, the accurate and on-time reporting of “uplift” / “en route” event are also required.

Proof of Acceptance

Step one is to ensure near perfect data quality and timeliness of CARDIT. Therefore the CARDIT has to be based on positive data capturing of receptacle IDs by the Post in the process of building the consignment (load scan).

RESDIT 74 shall be based on scanning receptacle IDs (or nest IDs) at the moment of physical receipt of the mail.

A correction mechanism to correct obvious mistakes and discrepancies between CARDIT and RESDIT 74 has to be in place (recommended to use the M39 correction mechanism to avoid non standard workaround procedures)

Mail not accepted for service and returned shall be reported by RESDIT 82

If in the future FoMBA work, further optimization of the handover procedures are agreed, e.g. non acceptance of receptacles due to excess volumes for re-assignment to other flights, more

RESDIT event codes and reason codes may be required. In the first stage of Paper Free Mail transport these are not in the scope.

Proof of Delivery

To replace the function of the paper Delivery Bill at destination both RESDIT 21 and RESCON are required

The RESDIT 21 is the Delivery event that shall be reported by Airlines listing the receptacles handed over at the Airmail Unit of the Post at destination, specifying the actual date-time of handover.

The RESDIT 21 is the airline part of the electronic Proof of Delivery process. The POD process is being finalized by RESCON. RESCON shall list all the receptacles scanned when processing the mail handed over, either receptacle by receptacle (conveyor belt) or by the de-nest scan of the equipment in which the airline/handler has handed over the mail.

As discrepancies may occur there is a need for RESCON without PRECON to report all receptacles handed over even if not included in a PRECON message.

Other minimum EDI related requirements

The CARDIT and PRECON specifications have to be modified for it to include an indicator that the shipment is a Paper Free shipment

Participants need to be able to reproduce paper Delivery Bills from the CARDIT-RESDIT information where this may be required by stakeholders and have to be able to print documents from the EDI data exchanged.

The CN 35 / 34 labels on the receptacles will be the only human readable paper instruction for handling and therefore needs to meet quality requirements that need to be further verified against existing standards

Constraints

Ensure that operational and messaging procedures worked out to enable Paper Free Mail transport are in line with the FoMBA business processes, which cover a wider scope of optimizing business processes from planning, allocation, monitoring to invoicing

Limit the impact on operations during a transition stage where the paper free shipments are only a small part of the total shipments. Try to minimize impact on operational processes e.g. segregation paper free and paper accompanied shipments. Coordinate and communicate carefully the implementation of paper free in challenging circumstances such as but not limited to multiple dispatch handover, mixed consignment per origin flight, transshipment and transit handover.

Work out procedures to ensure that the receptacles that are part of a paper free shipment can be identified as such.

Ensure the mail accounting processes are adjusted or confirmed ready to work without a paper Delivery Bill

Implement indicators in the CARDIT message to specify in case of closed transit mail shipments which Post has to be invoiced using an indicator for consignment owner (transit Post) or receptacle owner (dispatch origin Post). Currently indicators are being applied in the appropriate UPU standards groups.

Operational & Messaging Procedures

The Paper Free Operational & Messaging procedures

The procedures are grouped in 15 parts.

PFP01	Post data capturing mail item from Sender and item POA
PFP02	Post-Post EDI at mail item level for Border Agencies
PFP03	Nest mail item info to shipment info at receptacle ID level
PFP04	Post-Border Agency EDI for export clearance
PFP05	Post-Airline EDI on shipment at receptacle ID level, handover and Proof of Acceptance procedure at receptacle level; nesting and uplift reporting
PFP06	Post-Post EDI pre-advice of shipment at receptacle ID level
PFP07	Airline-Border Agency EDI on shipment for export clearance
PFP08	Post-Border Agency EDI mail item advance arrival notification
PFP09	Airline-Border Agency EDI shipment advance arrival notification and Airline procedures to produce reliable uplift report
PFP10	Airline-Post EDI on arrival notification and procedures for transit and final handover; Airline to Airline EDI for transit and handover
PFP11	Airline-Border Agency EDI on shipment clearance
PFP12	Post-Border Agency EDI at mail item level for pre-clearance
PFP13	Post-Airline EDI on shipment at receptacle ID level, handover and Proof of Delivery procedure at receptacle level; Post-Post EDI for POD at receptacle ID level
PFP14	Post-Border Agency clearance procedure mail items
PFP15	Post-Post EDI for mail item POD

The description of the procedures will be under the headings described here above but each procedure will be listed under a subheading referring to FoMBA business processes.

These generic operational and messaging procedures may not all apply to specific locations. Therefore participants will work out local procedures (with local specifics and deviations) based on this template.

It is agreed that for the first phase of paper free mail by air only those processes will be considered that are needed to replace the paper Delivery Bills. Although work on border agency related EDI will continue with support of FoMBA participants, together with existing UPU-IATA-WCO groups and the IPC MEDICI project, the focus will be on Post-Post, Post-Airline and Airline-Airline related operational and messaging procedures. These are covered in PFP-05; PFP-06; PFP10 and PFP-13.

PFP01

To be drafted

PFP02

To be drafted

PFP03

To be drafted

PFP04

To be drafted

PFP05 - Post–Airline EDI on shipment at receptacle ID level, handover; Proof of Acceptance (POA) procedure

FBP03-08 nesting and consolidating receptacle IDs, building consignment

The Post shall send a CARDIT to the Airline that is assigned to carry a consignment, specifying the receptacle IDs recorded based on positive data capturing in the process of consignment building.

If the Post (or handler on behalf of Post) loads mail into equipment for handover, the Post shall create a nest ID (the container journey ID) by scanning receptacles whilst loading the equipment for handover to the Airline and by attaching the container journey ID label to the equipment. This facilitates Airlines/handlers to confirm receipt at the nest ID level, by scanning the container journey ID label. The container journey ID shall be specified in CARDIT for each receptacle ID and the link between container journey ID and equipment ID shall be specified in CARDIT.

If the equipment handed over to the Airline does not have a container journey ID the Airline has to scan all the individual receptacle IDs to confirm receipt.

FBP04-15 origin carrier takes mail into receipt, report possession receptacle ids

If the Airline /handler collects the mail from the Post the Airline scans the container journey ID and sends a RESDIT 74 to confirm possession of the mail, by listing the receptacle IDs specified by the Post under the container journey ID in the CARDIT message received. The Airline uses the indicator that the receptacle ID information was derived.

Breaking the nest: If the airline (or handler working for the airline) breaks the nest of receptacles created by the post by taking out all (or part) of the receptacles from the physical unit to which the Post has attached the container journey ID, the airline / handler shall remove the container journey ID label.

If the Airline decides to break the nest to verify the nest info provided by the Post, it shall scan all the receptacle IDs. This de-nesting receptacle ID scan shall be used to verify the CARDIT information. If a discrepancy is established during this verification follow FBP04-17.

No post created nest: If Airlines receive loose receptacles into equipment without a container journey ID, the Airline has to scan all individual receptacle IDs of the mail to report possession in RESDIT 74.

Timing of RESDIT 74 event report: The data capturing, data transmission and event reporting procedure of the Airline has to find the right balance between required near real time reporting and required accuracy, leaving sufficient time to record information to provide reliable event reports. To report possession by RESDIT 74, the RESDIT shall be sent within one hour after the receptacle scan but not later than scheduled flight departure time. The mail receptacles recorded at handover but (to be) returned to the Post shall not be included in RESDIT 74 “received/possession” and specified in RESDIT 82 “returned” with a proper reason code.

FBP04-16 Acceptance or Refusal, return of receptacles not accepted for service

The Post should assign mail and handover mail to contracted Airlines for service to particular contracted destinations. Therefore the Airline is expected to accept the assigned receptacles. Airlines shall only return receptacles if they are not in line with the agreed service requirements or for a destination not contracted and not serviced by the airline. In the exceptional case that the Airline cannot accept the mail receptacles, e.g. due to improper packaging, mis sorted mail receptacles; the receptacle IDs of the mail concerned will be recorded and a RESDIT 82 with a proper reason code will be sent to confirm return of the mail that the Post prepared for handover.

The Airline should have an operational and messaging procedure in place that allows data capturing of all receptacles handed over by the Post but which can distinguish between the receptacles taken into possession and the ones (to be) returned to the Post. E.g. this could be done by putting aside receptacles “to be returned” in the checking process and to scan them separately at the end of the process. Even if this procedure or other effective methods or procedures are applied, there will still be cases where mail receptacles not accepted for service (and to be returned to the Post) are discovered by the Airline after RESDIT 74 has been sent, e.g. during security screening. These receptacles shall be reported in RESDIT 82 even though they were already reported in RESDIT 74.

If the Post receives returned mail, the (system of the) Post has to establish using the reason provided for return (RESDIT 82 + reason code if provided by EDI), if the mail was returned due to a situation of force majeure (e.g. weather, strike airport traffic control), a mistake of the Post (mis-sent receptacles, excess to allocation) or a service failure of the airline. The airline that fails to uplift according to the consignment service requirements specified in CARDIT, may not return the mail and uplift the mail on the next available flight. If however the local procedure requires airlines to return mail to the Post even in case of service failure, the Post has to establish if mail returned by the Airline was due to a service failure or not, based on which the Post either re-assigns the mail or not.

The procedure for removing and re-assigning receptacles from its original consignment or not is described in FBP04-17.

FBP04-17 Correction of obvious mistakes in the consignment info - establish electronic Proof of Acceptance

In most cases the receptacle IDs listed in CARDIT shall be confirmed by RESDIT 74 (and in case of mail receptacles being returned by RESDIT 82): The Proof of Acceptance in case of all assigned receptacles specified in CARDIT being responded in the handover event reports at origin, would be:

POA = RESDIT 74 if CARDIT = RESDIT 74 (+ RESDIT 82)

There are however cases where the list of receptacle IDs in CARDIT does not match the list of receptacle IDs reported in RESDIT 74 + RESDIT 82. In that case the Proof of Acceptance is completed by information provided by RESDIT without CARDIT and confirmed by Correction CARDIT.

The list of receptacle IDs that make up a consignment at consignment closure can be considered the postal expectation, pre-advised to the assigned airline by CARDIT. CARDIT also specifies on which flight(s) the consignment has to be transported and or by which date time the consignment has to be delivered at destination. Expressing the expectation and pre-advising a list of receptacles is the first part of the process to establish the consignment. Confirming receipt

and acceptance in the electronic handshake for the Proof of Acceptance is the next and final step to establish the content of the consignment and the link between receptacle IDs and consignment ID. The mail physically handed over as a consignment should match with what is documented in EDI.

If in the receipt and acceptance process it becomes clear based on data capturing of Post and Airlines that there was an obvious mistake in the information provided in CARDIT and that the mail physically handed over and received by the Airline does not match the information in CARDIT, the CARDIT information has to be corrected to help establish an electronic Proof of Acceptance and to confirm the final content of the consignment. The following cases are identified where this correction is required:

- Airline B reports by RESDIT without CARDIT the receptacle IDs of the receptacles physically handed over to Airline B but assigned to Airline A in CARDIT. Where Airline B unaware of the assignment to A, has an arrangement with the Post for mail transport to the destination specified on the labels and where Airline B does not return the mail, but processes the mail for uplift on the next available flight, the Post shall on receipt of the RESDIT without CARDIT send a CARDIT message to Airline B to assign the mail receptacles already confirmed accepted for service by Airline B. The Post shall send a Correction CARDIT to Airline A removing the receptacles now assigned to Airline B from the consignment initially assigned to Airline A to match by EDI what was physically handed over.
- The Post scans receptacle IDs whilst loading receptacles into equipment and finds these receptacles are already assigned and included in a CARDIT to Airline A, but apparently were left behind and not physically handed over (or were returned by an airline without notification and without confirmation of receipt). The Post now assigns the receptacles to a consignment for the next available flight to the destination operated by Airline B. The Post now sends a Correction CARDIT to Airline A removing the receptacles included in the initial CARDIT, and a new Original/Final CARDIT is sent to Airline B to include the receptacles scanned by the Post.
- Where Airline A reports receptacle IDs in RESDIT without CARDIT for receptacles that the Post failed to assign in CARDIT but which were obviously part of the same physical consignment handed over by the Post to Airline A, with labels specifying the same postal dispatch ID, flight and destination as the other receptacles in the physical consignment. The Post shall send a Correction CARDIT to Airline A to include the receptacles reported in RESDIT without CARDIT to match what was intended to be assigned and what was physically handed over to Airline A.
- The Post receives notice of cancellation of the flight and has already sent a Final CARDIT to Airline A, but mail is still not physically handed over, or the full mail consignment is returned by Airline A to the Post. The Post sends a Cancellation CARDIT to Airline A and the full consignment is re-assigned in a new CARDIT to the applicable Airline.

Only receptacle IDs positively data captured by a Post not to have been handed over to the assigned airline or reported in RESDIT by another Airline shall be used for correction purposes. Receptacles that are not scanned and reported by the assigned Airline and shall remain part of the consignment as there is no proof of an obvious mistake that they are not part of the consignment based on positive data capturing as specified in the scenario's here above. The expectation from the Post towards the Airline on these receptacles has not changed.

Any correction of Final CARDIT for Airline A concerning a part of the consignment has to be reported by Correction CARDIT, message code function "5", to Airline A, any full cancellation of the consignment has to be reported by Cancellation CARDIT, message code function "1", to

Airline A and any re-assigned receptacles or full consignments are reported by a Final/Original CARDIT to Airline B.

Corrections of the Final/Original CARDIT, created at consignment closure, should never be made as a result of an Airline service failure !

Correction mechanism for returned mail

The Post should receive the returned mail receptacles with a specified reason. The airline indicates that part of the receptacles that were assigned in a consignment to the airline by CARDIT cannot be accepted for service and the airline provides the proper reason code. The Post establishes if indeed the return of the mail was not due to a service failure. If the Post agrees with the reason for return the Post will now de-consign the receptacles concerned from the original consignment by sending a Correction CARDIT that remove the returned receptacles from the list of receptacle IDs in the Final CARDIT, specifying only the receptacles that remain in possession of the assigned airline.

The de-consigned receptacles will be included in a new Final CARDIT specifying the new service requirements (date-time handover at destination, flight) to the Airline concerned, which can either be the same airline (that returned the mail) or another airline.

If the Post does not receive a proper reason for return of the receptacles and considers the return a service failure of the airline, the Post shall not de-consign the receptacles from the original consignment and shall not assign the receptacles to a new transport. The Post shall hand back the receptacles to the airline as the expected service for the receptacles was already communicated in the initial Final CARDIT and has not changed. The airline shall treat the receptacles as a part shipment of the original consignment in the same way they would have done if the mail was not returned to the Post.

PFP05 - Post–Airline EDI on shipment at receptacle ID level, nesting and uplift reporting

FBP-05-25 Uplift reporting, loaded, not-loaded, offloaded and use of nest info

Once the Proof of Acceptance has been established the airline is expected to report the mail actually uplifted on the (assigned) flight. The airline initially confirms the receptacle IDs booked on the flight sending RESDIT 6. If the receptacles included in CARDIT have a weight that exceeds the agreed allotment or if the mail was not made available on time and receptacles cannot be assigned to the scheduled flight, a RESDIT 7 “booking cancelled” shall be send, with a reason code specifying why the mail is not assigned. Mail that needs to be loaded by the airline into the equipment on which it is conveyed on the aircraft or to the aircraft (for loose loading), the airline makes a load scan. The receptacles scanned for loading can later be used to provide the post a confirmation for uplift.

To improve efficiency and data quality of the uplift report the post and airline shall apply nesting when loading units that will be conveyed to the aircraft for loading the aircraft, either unit loading devices and or units with receptacles for loose loading (e.g. belly carts). If a Post has created a nest, the container journey ID is attached to the unit that is conveyed to the aircraft and the airline has the receptacle information in the airline system. In all other cases the airline is expected to have created a nest when loading receptacles into physical units to be conveyed to the aircraft. Please note following scenario’s for airline created nests.

Airline created nest: If the airline creates a nest, either from scanning container journey IDs and loading receptacles from post created nests into a ULD, or by scanning loose receptacles when loading it into airline equipment, the airline shall always report the physical unit ID as nest ID and never the container journey ID created by the Post. E.g. if the airline scans the container journey IDs of 3 rolling cages and loads the receptacles in a ULD and adds 10 more loose

loaded receptacles to the ULD, there will be 4 occurrences of GID segments in the RESDIT event report, to specify the airline created nest. 3 segments listing the receptacle IDs specifying the receptacle info was derived from the respective container journey ID and 1 segment listing the 10 receptacle IDs specifying the receptacle info is based on positive scan of receptacles, with all 4 segments specifying the ULD ID as the nest ID.

Adding to or removing a few receptacles from a nest created by the Post: If the Airline (or handler on behalf of the Airline) takes out part of the receptacles from the nest identified by the container journey ID or wants to add receptacles when preparing airline equipment for mail uplift, then the airline shall scan all the receptacle IDs removed from the broken nest or added to the nest. The airline / handler shall remove the container journey ID label and report a new airline created nest using the physical unit ID, e.g. ULD ID.

To be able to deal with situations where the airline/ handler does not remove the container journey ID label, receptacles removed from a post created nest (container journey ID) shall be permanently removed from the container journey ID in the airline system. Receptacles added shall be added in the airline system. In cases the airline fails to remove the container journey ID label from the physical unit, another handler likely reports the container journey ID for another event further down the supply chain, e.g. the uplift or arrival event. In that case the airline system knows which receptacles belong to the physical nest and the Airline shall report receptacles were derived from a ULD ID scan even if in fact the container journey ID (which should have been removed) was scanned.

Using container journey ID for re-nesting: if the airline-handler wants to re-load the receptacles from one or more units with container journey IDs onto an airline pallet or into a ULD, the airline can choose to scan the container journey IDs only to create a new nest. The airline shall remove the container journey ID labels from the units after they have been emptied. The airline shall report the consolidated nests in RESDIT specifying the physical unit ID (e.g. ULD ID), using the indicator the receptacle ID information was “derived” from a container journey ID scan. The airline shall use the ULD or pallet ID as nest ID in the RESDIT message and not the container journey ID.

Procedure for uplift reporting using nest info:

The airline systems in general do have the ability to capture soonest, but not later than half an hour after flight departure, the IDs of the units not loaded on the aircraft. If nesting is applied the uplift of receptacles (derived from load scans) can be reported based on the information in the airline loading system. This is also valid for content of belly carts not loaded on the aircraft if content has not been part loaded.

For scanning loose receptacles that were not loaded more time is required as the airline loading system cannot be used and the receptacles can only be scanned once the units with the receptacles are returned to the airline or handler facility. This is applicable in case content of belly carts is part loaded or in case that no nesting was applied when loading the airline equipment for conveyance to the aircraft. In that case all receptacles, the full content of the units, have to be scanned to determine which receptacles were not uplifted.

The procedure shall be that uplift events are reported after the airline system has confirmed the units loaded on the aircraft. The airline shall send RESDIT 24 for the receptacles uplifted derived from the receptacles loaded on the units that are reported to be on board the departed aircraft. The receptacles that were not uplifted will be scanned on return to the facility and a RESDIT 59 (“Not loaded / Offloaded”) will be sent to inform the Post of receptacles not-loaded on the flight. This may correct part of the information reported by RESDIT 24 in case of a part load of receptacles from a nest that was reported uplifted.

Timing of RESDIT 24 event report: The data capturing, data transmission and event reporting procedure of the Airline has to find the right balance between required near real time reporting and required accuracy, leaving sufficient time to record information to provide reliable event reports. To report uplift by RESDIT 24, the RESDIT shall be sent soonest but not later than one hour after flight departure. Any correction of the RESDIT 24 information based on scans of the receptacles that were not loaded shall be reported by RESDIT 59 not later than 30 minutes after the receptacles are scanned.

PF06 – Post-Post EDI pre-advice of shipment at receptacle ID level

FBP03-09 pre-advice consignment to destination Post, PRECON

The current PRECON standard M10-7 needs to be modified and the implementation of a new PRECON standard is required to ensure that the consignment correction mechanism as applied between Post and Carriers in M39 can also be advised between sending and receiving Post. Further the new PRECON version shall add value by providing transport status updates of part consignments based on RESDIT status reporting by airlines, to enhance consignment pre-advise to the receiving Post for inbound process planning.

A first PRECON will be sent on consignment closure (equal receptacle ID list and consignment ID as in Final CARDIT).

FBP04-16 Correction of PRECON information following correction CARDIT

In case a correction mechanism is applied where receptacle IDs are deleted or added to the list of receptacles that make up the consignment identified by the consignment ID, a correction PRECON will be send simultaneously with the Correction CARDIT. The receiving Post shall always know the correct list of receptacles of which the consignment ID is made up. This is required to enable and facilitate the Proof of Delivery process at destination.

FBP05-26 Transport status update in Update PRECON on receipt RESDIT status event

The consignment as established at origin between the Post and the Airline in the Proof of Acceptance process and pre-advised (and or corrected) by the origin Post to the receiving Post, may not always be conveyed in one part by the airline. For production planning on the side of the receiving Post it is important to know the actual transport from which the mail will be delivered. Therefore a status report of the different set of receptacles that make up the consignment but that are part shipped as reported in RESDIT event messages, need to be advised by the origin Post to the sending Post.

Therefore update PRECON messages will be send on receipt of RESDIT event messages that confirm a change against the scheduled conveyance. The PRECON message standard will be updated to enable the sending Post to advice multiple lists of transports with receptacles but with the same consignment ID.

Example: Post A assigns receptacles 1-60 to Carrier X as CNI A1 on consignment closure and sends a PRECON, CNI A1 to Post B. Carrier Y reports receipt of receptacles 51-60 (RESDIT without CARDIT) and Carrier X reports receipt of receptacles 1-50, Post A corrects the consignment CNI A1 to Carrier X, by Correction CARDIT A1 receptacles 1-50 and a new CARDIT A2 to Carrier Y for receptacles 51-60. Post A sends a Correction PRECON with same content as Correction CARDIT and a new PRECON A2 advising arrival on a flight from Carrier Y. If Carrier X reports uplift by RESDIT 24 of receptacle 1-40 on the scheduled flight X0001 and receptacles 41-50 on flight X0002, Post A sends an update PRECON A1; recpt 1-40 flight X0001 and recpt, 41-50 flight X0002.

PFP07

To be drafted

PFP08

To be drafted

PFP09

To be drafted

PFP10 Airline-Post EDI on arrival notification and procedures for transit and final handover; Airline to Airline EDI for transit and handover

FBP06-28 Airline-Post EDI on transport arrival notification.

Upon arrival of the flight to the gate the carrier should transmit an arrival notice RESDIT 14 "Transport Completed".

FBP06-29/30 Confirmation receipt of mail at destination – arrival notification

Once the unit load device (ULD) has been unloaded or the loose loaded mail has been placed in a belly cart, the mail should be immediately transported to the designated delivery location for the airport. If the delivery location does not allow room for prepping and scanning, the mail may be brought to a third location for this function prior to final delivery. In that case the Carrier will send a RESDIT 40 to advise which mail has been scanned from which flight at destination before the mail is being delivered to the destination Post.

Not yet in place, but to be considered: Use RESDIT 40 information to create an "arrival notification message" to notify the destination Post that mail has arrived in the destination country to enable the destination Post to start the customs clearance process for the mail items nested in the receptacle IDs (pre-advised from origin Post to destination Post - PREDES message) based on the arrival notification which confirms that the items have physically arrived in the country of destination.

Not yet in place but to be considered. The carrier uses the scan info of mail on receipt at the transport destination (info for RESDIT 40) to check mail receptacles against manifested receptacle IDs (manifest currently not at receptacle ID level)

All mail should arrive at the designated delivery location as quickly as possible and in some cases within a time frame designated by the airport or the contacting post.

In some cases, this function is handled by a government or airport authority.

FBP06-34 Airline to Airline EDI for transit and handover

In the event the mail is transiting through the station procedures similar to PFP03, PFP04, PFP05 should be followed with the following stipulations:

Intraline and Intracontract interline

As no transfer of responsibility and possession takes place the transfer event is mostly not required. RESDIT 40 followed by the uplift event RESDIT 24 for the following transport leg is sufficient. Some posts may require to send RESDIT 41 as transfer event between two transport legs operated under the same contract.

In case an airline container, ULD, pallet, etc. kept intact while being transferred from the incoming flight to the connecting flight, the data capturing at the container level used for RESDIT 40 can also be used for RESDIT 41 and later after aircraft departure for RESDIT 24. In case the equipment is emptied for re-consolidation or in case of loose loaded mail on a belly cart, the de-nest scan while emptying the airline container/cart triggers RESDIT 40, whereas the nest scan of receptacles being filled into the airline equipment for the connecting flight triggers the RESDIT 41 (if required) and RESDIT 24 after flight departure.

Intercontract interline

In the event of an intercontract INTERLINE TRANSFER the inbound carrier should transmit RESDIT 42 – Handover – Transferred and the outbound carrier should transmit RESDIT 43 – Handover – Received.

In cases where there is an intercontract INTERLINE TRANSFER it may be necessary to communicate to the receiving carrier the Postal Airway Bill in which the mail is being transported under. An electronic method of achieving this is being considered.

PFP11

To be drafted

PFP12

To be drafted

PFP13 - Post–Airline EDI on shipment at receptacle ID level, handover; Proof of Delivery (POD) procedure.

FBP06-29 Confirmation receipt of mail at destination – arrival notification

The airline at destination shall send an “Arrival notification message” to destination Post, confirming mail arrival to start clearing process of mail items in the consignment.

Not yet in place, to be defined and agreed on.

FBP06-30 Confirmation receipt of mail at destination – arrival notification

The airline at destination shall inform the Border Agency to confirm mail arrived and to report any discrepancies between manifested mail and mail actually arrived from the flight.

Not yet in place, to be defined and agreed on.

FBP08-35a Proof of Delivery - Post taking mail into receipt from airline delivery

The carrier at destination delivers the mail to the AMU/OE of the destination Post.

If the mail is handed over in a ULD, the post scans the nest ID (container journey ID) if available, before scanning all barcodes of the individual receptacles.

If an MRD (mail registration device) is present the carrier shall create a nest ID from the MRD. The Post shall scan this ID before scanning all individual receptacle ID's.

If no MRD is present and the mail is presented loose, the post shall only scan the individual receptacle ID's.

Un-scan-able (damaged) journey ID's and receptacle ID's are captured manually in the destination post's mail system.

If receptacle tags are missing the post shall check PRECON and PREDES messages to identify the receptacle on hand. If the mail category/class/subclass/format/weight and transport information of the receptacle correspond to a pre-advised receptacle, the receptacle ID shall also be captured manually.

The destination post shall report container journey ID's and/or receptacle ID's to the origin Post by RESCON.

Receptacles not include in a PRECON shall be reported back to the sending post by "RESCON without PRECON".

FB08- 35b Proof of Delivery - Airline confirms delivery mail to destination Post

On delivery of the mail to the destination AMU/OE, the carrier shall scan nest ID's.

If the nest has been broken during the transport or the mail has been loose loaded, the carrier will scan the receptacle ID's. Date and time of the delivery are recorded and a RESDIT 21 is sent to the origin post.

If a scan at the AMU/OE is not possible and a MRD is present, a nest ID will be created in the MRD.

In this case the carrier will retrieve the information to send the RESDIT 21 from the IPC central database. The information sent to the destination post is based on the scans of the destination Post.

FB08- 37 Goods in Mail Item declaration to destination customs

Mail items in possession of the destination post shall be declared to Customs by CUSITM.

FB08-38 Goods in Mail Item cleared by destination customs

Clearance and release by Customs is reported by CUSRSP.

PPF14

To be drafted