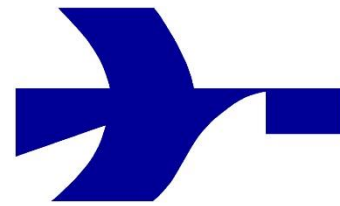


Supply Chain Integration Working Group

**India Post
Japan Post**

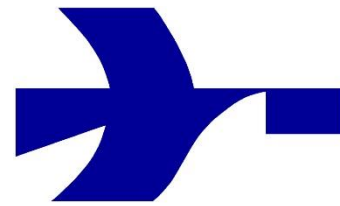
**ASIAN-PACIFIC POSTAL UNION EXECUTIVE COUNCIL MEETING
23 June 2020 , Online Session**

Supply Chain Integration Working Group



Proposed agenda items

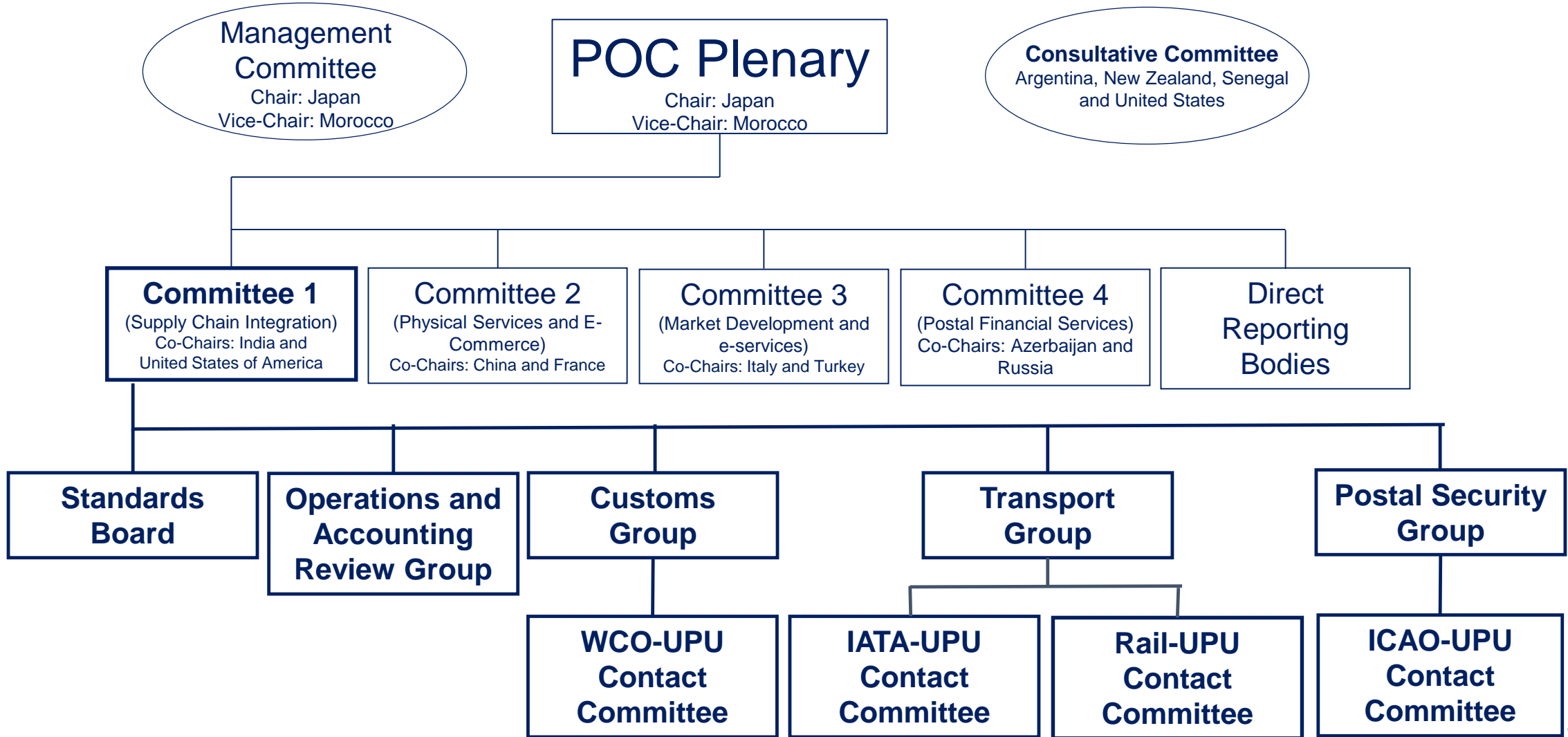
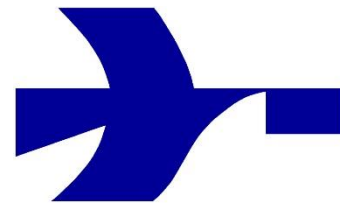
1. Major outcomes of the UPU POC Committee 1 2020.1 meeting
2. Best practices/Presentations by:
 - a. Vanuatu Post
on UPU security standards S58/S59 certificate process
 - b. China Post
on efforts to maintain international postal network under COVID-19 pandemic
 - c. Viet Nam Post
on efforts to maintain international postal network under COVID-19 pandemic
3. Any other business



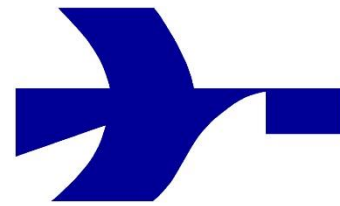
Agenda item 1

Major outcomes of UPU POC Committee 1

Structure of the UPU Postal Operations Council



Outcomes related to Standards Board

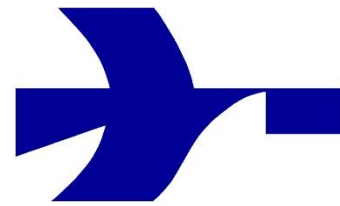


Committee 1 approved the P-status (work item) proposal concerning the review of mail class codes for small packets (the use of U range, specifically UA and UN), including related EDI and forms, in view of the mandatory nesting (electronic linkage of item ID and receptacle ID) for PREDES from March 2020.

- ✓ Mail subclass code:
UA : Letters – AO, UN: Letters – LC/AO

- ✓ Standards can be at one of six different stages in the approval process.
 - Status P (Work item): Recognized that work is required to develop an idea. Need to be defined in a written document.
 - Status 0 (Working draft): Approved for publication as the basis for tests. Testing can be done in a live environment.
 - Status 1 (Tested draft standard): Approved as complete solution tested. Minor adjustments can be made.
 - Status 2 (Approved UPU standard): Approved as very stable and available for use by any interested party.
 - Status S (Superseded standard): Indicated standard being replaced by another more recent standard but still in use.
 - Status W (Withdrawn standard): Recognized standard not used and no longer valid.

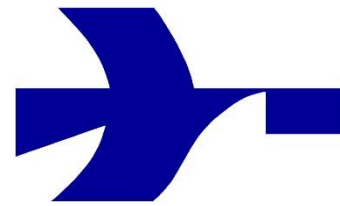
Outcomes related to OARG



Committee 1 approved the proposal to amend article 19-201 on the treatment of parcels wrongly admitted to align its wording with article 19-101 (treatment of wrongly admitted items) with the date of entry into force of 1 January 2021:

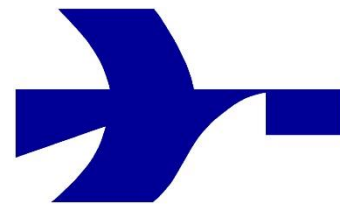
(Please refer to UPU IB circular No. 26/2020)

Outcomes related to Customs Group (1/3)



- **Committee 1 approved the package of proposals to amend the Convention Regulations which relates to:**
 - **incorporation of the CP 71 dispatch note information (sender's instructions) into a new field on the stand-alone CN 23, which has already been approved by the POC for the CN 23 component of form CP 72**
 - **harmonization of the Convention Regulations regarding EAD requirements; and**
 - **alignment of the Convention Regulations regarding the presentation-to-Customs charge.**

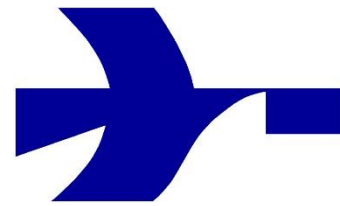
Outcomes related to Customs Group (2/3)



Articles	Impl. dates
Form CN 23	1 July 2020
17-210 Formalities to be complied with by the sender	1 January 2021
17-216 Electronic exchanges to support mail processes	1 January 2021
17-131 Electronic exchanges to support mail processes	1 January 2021
20-001 Items subject to customs control	1 January 2021
20-002 Presentation-to-Customs charge	1 January 2021

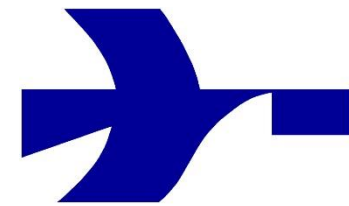
(Please refer to UPU IB circular No. 26/2020)

Outcomes related to Customs Group (3/3)

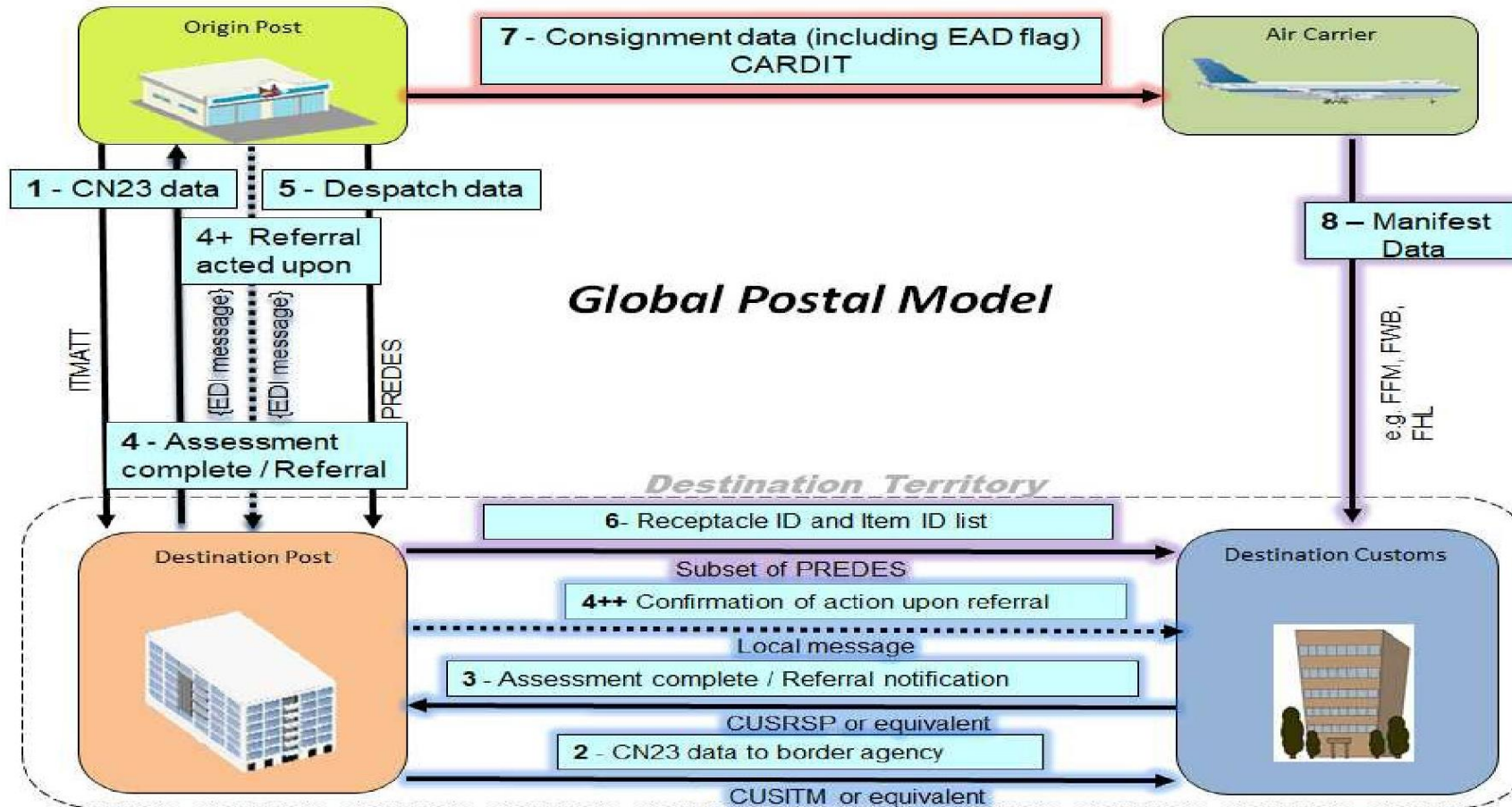


- **Committee 1 took note of the report of the joint expert team (CG/PSDEIG) regarding the issue of the treatment of small packets lacking an S10 identifier (proposed penalty payment of 0.5 SDR per item). => Congress-Doc 36, Proposal 20.28.1**
- **Committee 1 referred the United States' proposals to amend the Convention Regulations concerning the treatment of items that are not compliant with ITMATT requirements to the Customs Group for further analysis. The proposals sought to clarify the designated operator of destination or transit may elect, as per their national legislation, not to accept such items. Concerns were expressed that the proposals potentially misalign with article 20-001 which refers to the provision of EAD to the country of destination but not the country of transit as well as that the return of items would have a negative impact.**

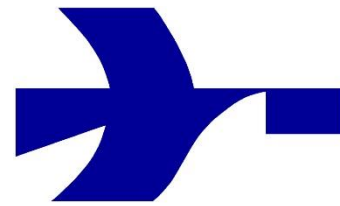
Outcomes related to Transport Group (1/3)



- Took note of the ongoing discussions with IATA on the EAD global postal model Flows 7&8 and conversion of CARDIT messages to IATA messages for filing with the destination Customs.



Outcomes related to Transport Group (2/3)



Conversion options proposed at the IATA-UPU CC:

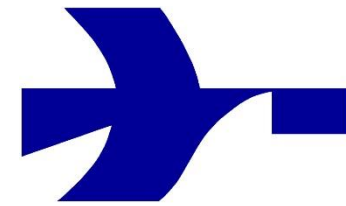
Option 1 Origin Post converts CARDIT messages to IATA messages with PAWB numbers for airlines' filing with the destination Customs.

Posts not familiar with IATA message standards. Difficulties in managing PAWB numbers

Option 2: Origin Post converts CARDIT messages to IATA messages and directly files them with the destination Customs

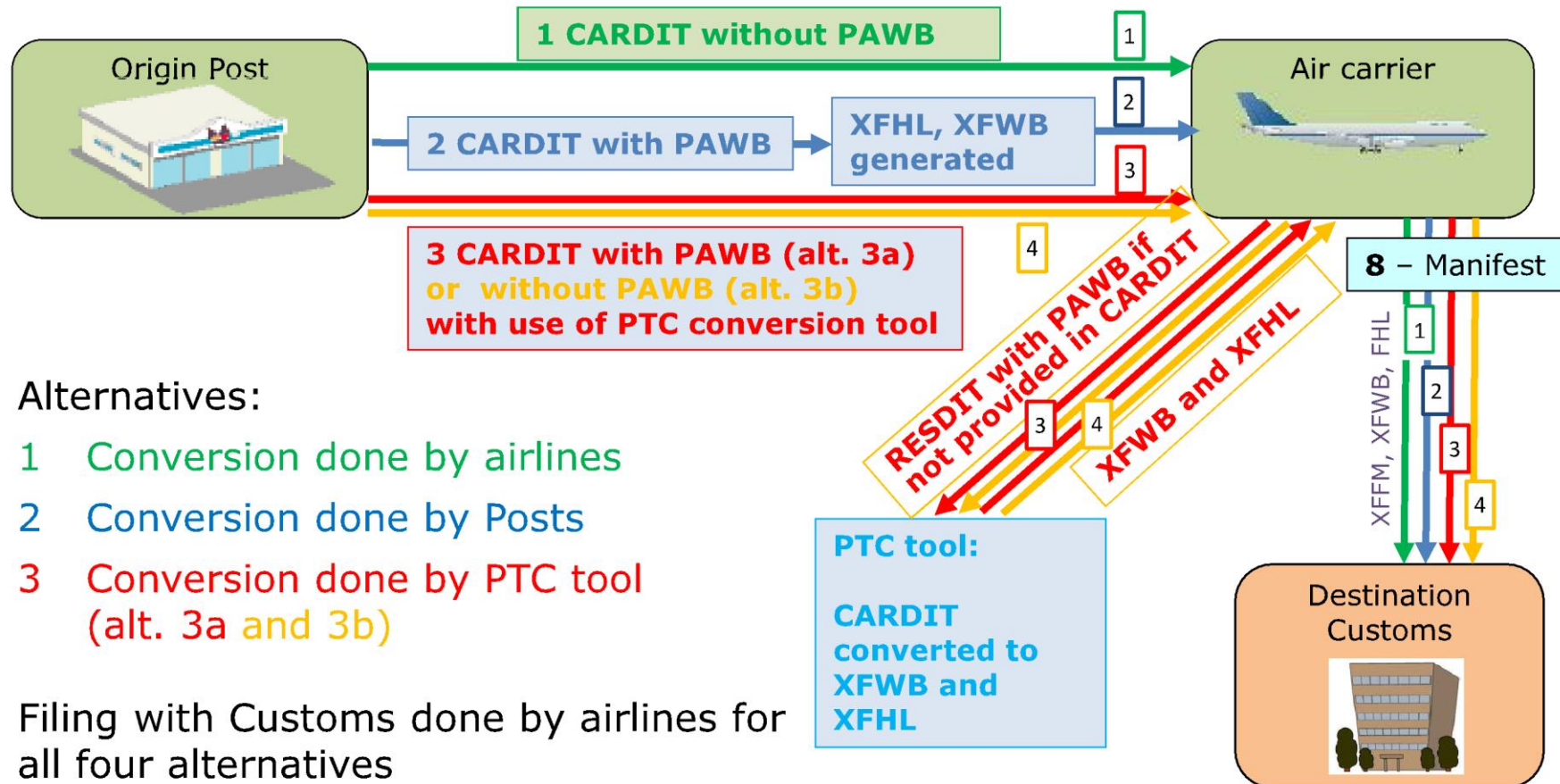
Option 3: Origin Post sends CARDIT with PAWB number. Airlines convert CARDIT to IATA messages and file them with the destination Customs

Outcomes related to Transport Group (3/3)



- **Compromise solutions (four alternatives)**

UPU/PTC develop a conversion tool that enables additional options and provide it to airlines.

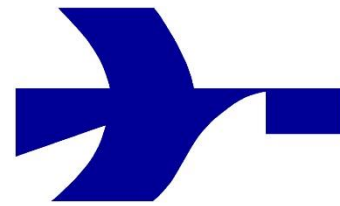


Alternatives:

- 1 Conversion done by airlines
- 2 Conversion done by Posts
- 3 Conversion done by PTC tool (alt. 3a and 3b)

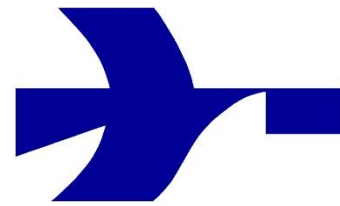
Filing with Customs done by airlines for all four alternatives

Outcomes related to Postal Security Group



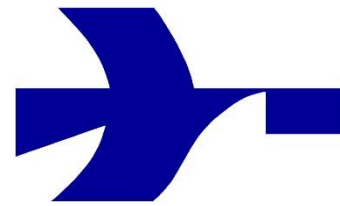
- **Committee 1 did not endorse the PSG's proposal to amend article 8 (Postal security) of the Convention, which is intended to ensure that transfers of electronic advance data take place for the purposes of UPU-driven security analyses and risk assessments. Several members expressed concerns about the proposal, especially in terms of data protection requirements, the potential transfer of data to third parties and cyber security. PSG Secretariat suggested that the proposal should be returned to the PSG for revision to address members' concerns and ensure that all the required elements are covered in the revision.**

Outcomes related to Electronic Advance Data



- **Committee 1 took note of the work in advancing the goals and deliverables of the EAD roadmap. It also endorsed the continuation of work by the POC groups on the priority items identified for 2020. Some examples:**
 - **Continue work on concept around flows 3, 4, and 4+ series, based on confirmation of PLACI regulatory requirements, and develop proposed solutions based on the range of messages Customs are willing to provide, and if possible develop understanding on timing protocols (CG/PSG);**
 - **Settle and standardize referral elements and associated operational and contingency protocols (CG/PSG/WCO);**
 - **Development and testing of the CARDIT conversion tool to XFWB and XFHL messages based on PAWB assignment to RESDIT (TG/IATA)**

Outcomes related to Committee 1



Committee 1 took note of the working groups' contributions to the draft report for submission to the Congress on the work of the POC and to the work proposals for the draft Abidjan Business Plan.

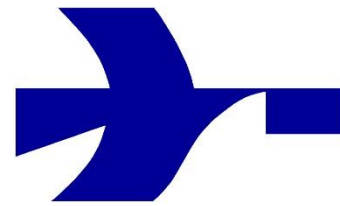
Congress-Doc 10

Comprehensive report on the activities of the Postal Operations Council

Congress-Doc 14

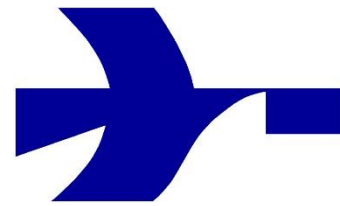
Draft Abidjan Business Plan 2021–2024

Outcomes related to Committee 1



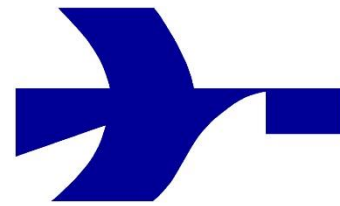
Committee 1 approved proposals to establish the following interim working groups to continue their work after POC S7 session and to report their outcomes to the first POC session after the 2020 Abidjan Congress.

- Standards Board**
- Transport Group**
- Customs Group**
- Postal Security Group**
- EAD Steering Committee**



Agenda item 1
Major outcomes of UPU POC Committee 1

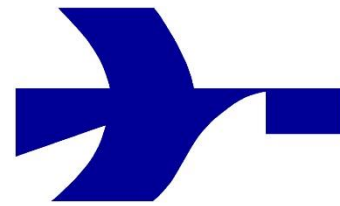
Thank you.



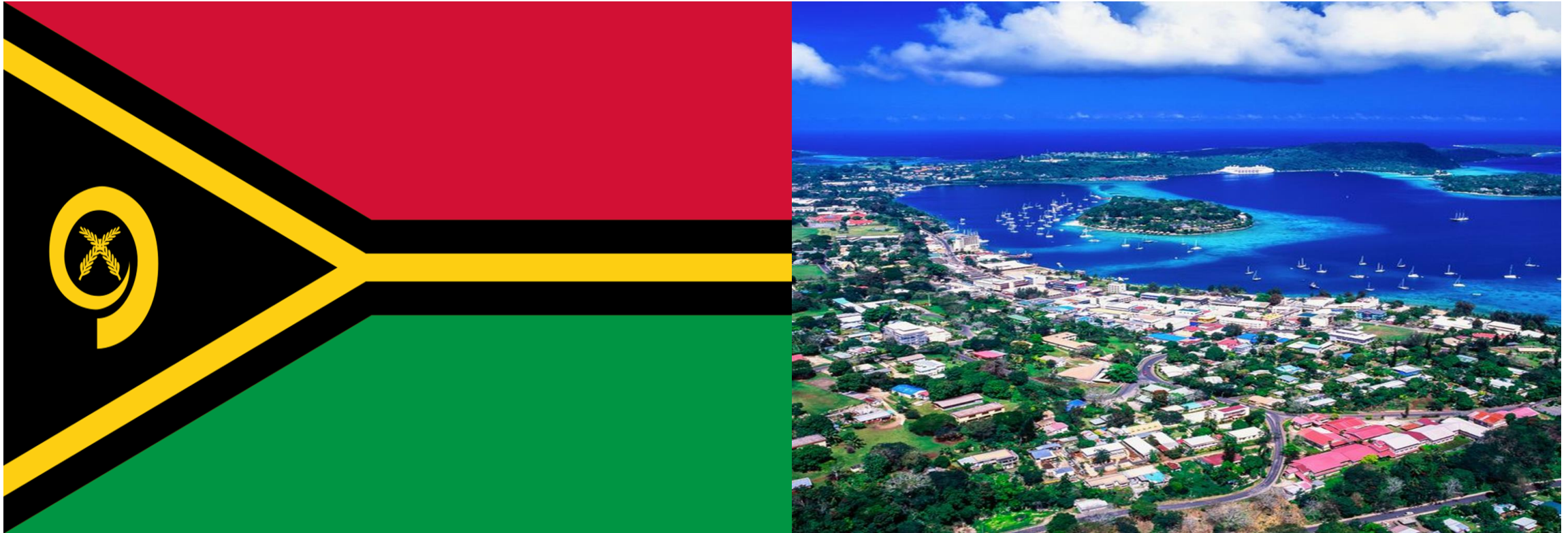
Agenda item 2 Best practices

- a. **UPU security standards S58/S59 certification process**
Vanuatu Post
- b. **Efforts to maintain transport network under COVIT-19**
China Post
- c. **Efforts to maintain transport network under COVIT-19**
Viet Nam Post

UPU S58/S59 SECURITY STANDARD PROCESS

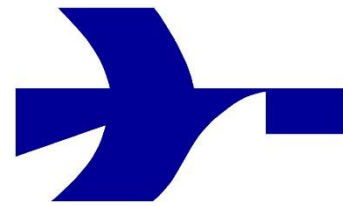


Republic of Vanuatu

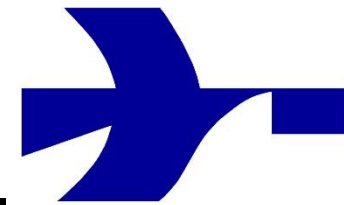


**ASIAN-PACIFIC POSTAL UNION EXECUTIVE COUNCIL MEETING
23 June 2020 , Online Session**

LOCATION – Port Vila Office of Exchange/Bauerfield International Airport



UPU S58/S59 SECURITY STANDARD PROCESS

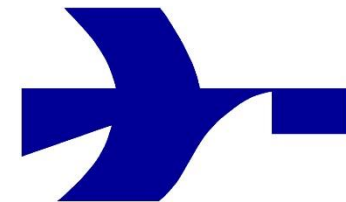


Location in the Region

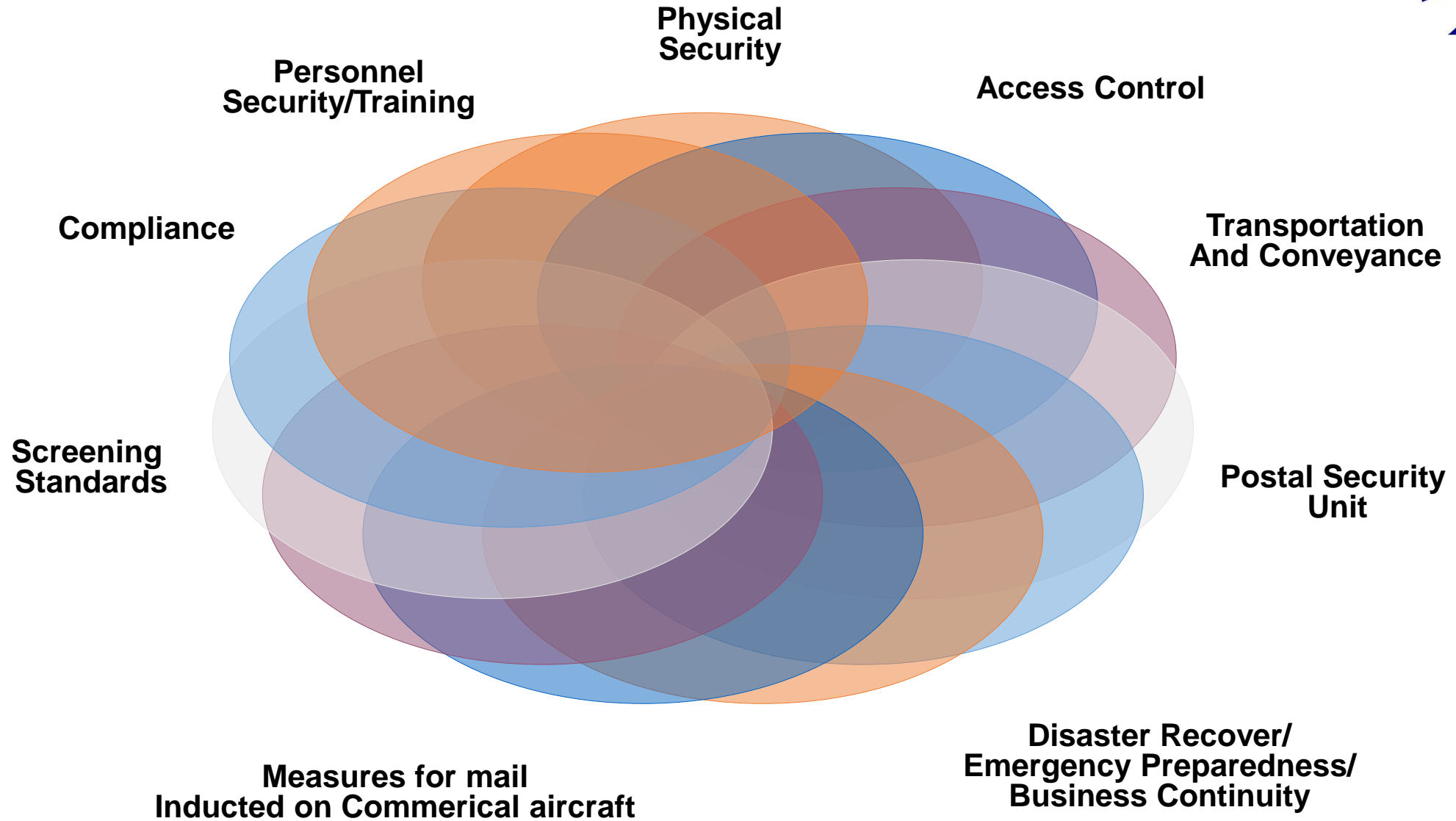
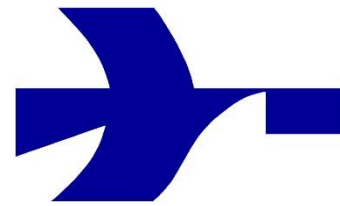


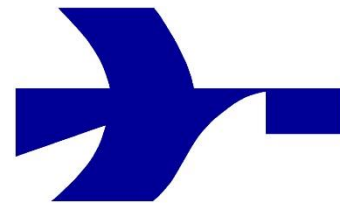
**ASIAN-PACIFIC POSTAL UNION EXECUTIVE COUNCIL MEETING
23 June 2020 , Online Session**

Review Team



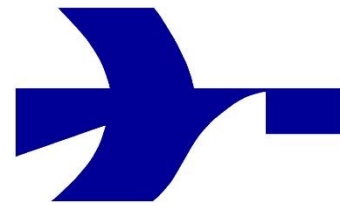
Assessment Process Base on the Following Areas





METHODOLOGY

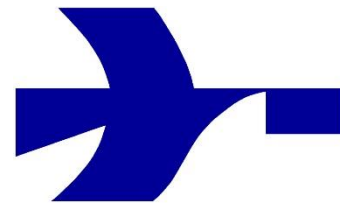
- Results are based on detailed review by the team
 - Documents
 - Interviews
 - Observations
- Conclusions are based on consistent evaluation and consensus rating scheme



- UPU standards S58 and S59 include 25 sections
- Each section includes one or more subsections, for a total of 71 subsections
- Team reviewed evidence and developed consensus to
 - Characterize each subsection using a 5-point scale and
 - Rate each section using a 3-point scale
- The DPO must satisfy all 25 sections to be deemed compliant with the standards

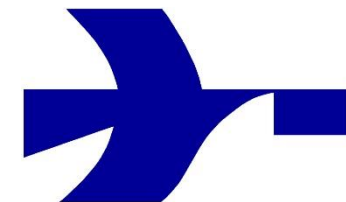


Measures in place

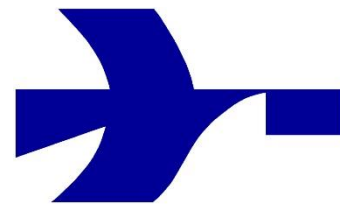


- 24 Hours Security
- Access Control (swipe cards)
- CCTV Cameras with Alarm Systems (total of 19 cameras)
- Key Control (vehicles, doors, systems)
- Restricted Areas Control
- Mail Security Cages
- Customs Control Areas
- Contractors Security Control Requires
- BCP (Business Continuity Plan in Place)
- Risk Assessment Mechanism

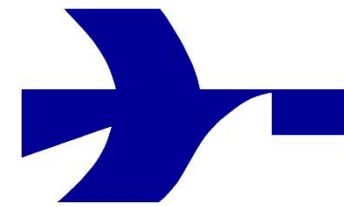
UPU Security Standard 58 (S58)



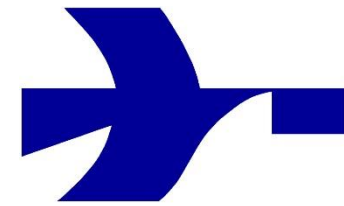
		5	Critical Facility Security Standards
		5.1	Physical security measures
	S	5.1.1	Risk assessment and critical facility security plans
		5.1.1.1	Annual risk assessment
		5.1.1.2	Critical facility security plan
	S	5.1.2	General critical facility design standards
		5.1.2.1	Resilient construction
		5.1.2.2	Inspection and repair program
		5.1.2.3	Access control and signage
	S	5.1.3	Perimeter barriers



	FI	5.1.3.1	Physical barriers
	NA	5.1.3.2	Weekly inspections
S		5.1.4	Perimeter windows, doors or other openings
	FI	5.1.4.1	Door security
	FI	5.1.4.2	Signage
	FI	5.1.4.3	Locking mechanisms
	FI	5.1.4.4	Window security
NS		5.1.5	Lighting
	FI	5.1.5.1	Lighting
	NI	5.1.5.2	Emergency Lighting
S		5.1.6	Locking mechanisms and key controls
	FI	5.1.6.1	Lock mechanisms
	FI	5.1.6.2	Key controls
		5.2	Access Control Measures
S		5.2.1	General
	FI	5.2.1.1	Levels of access control
S		5.2.2	Access control systems for employees, visitors, service providers and vendors

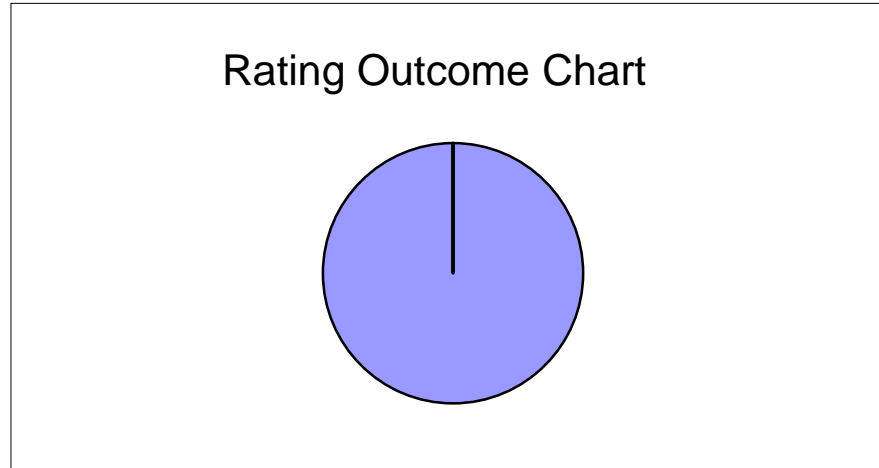


		9	Postal Security Unit for Prevention and Investigative Management
	S	9.1	Postal security unit for prevention and investigative management (minimum security requirement)
		LI 9.1.1	Documented postal security program
		LI 9.1.2	Postal security unit personnel
		LI 9.1.3	Postal security unit reviews
	S	9.2	Disaster recovery, emergency preparedness, and business continuity planning
		FI 9.2.1	Documented crisis plan
		FI 9.2.2	Documented business continuity plan
UPU Security Standard 59 (S59)			
		5	Screening standards
	S	5.1	Custody of international airmail
		FI 5.1.1	Control custody of international airmail
	S	5.2	Items exempt from screening
		FI 5.2.1	Define exempted items
	S	5.3	Items to be screened
		FI 5.3.1	Define mail items to be screened
		FI 5.3.2	Screen mail items



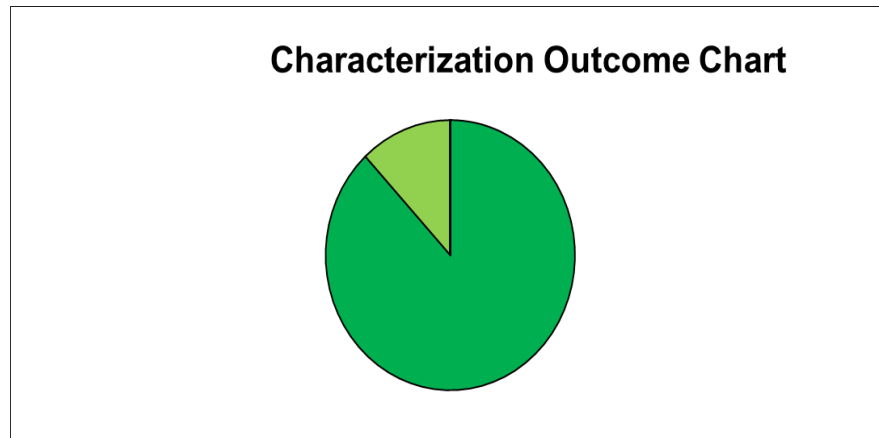
Rating Outcome:

Satisfied (S)	26
Not Satisfied (NS)	0
Not Applicable (NA)	0
To Be Determined (TBD)	0
Total	26



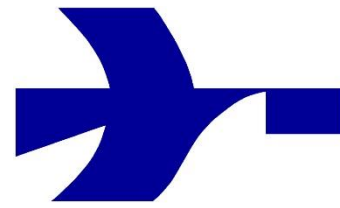
Characterization Outcome:

Fully Implemented (FI)	59
Largely Implemented (LI)	8
Partially Implemented (PI)	0
Not Implemented (NI)	0
Not Applicable (NA)	0
To Be Determined (TBD)	0
Total	67



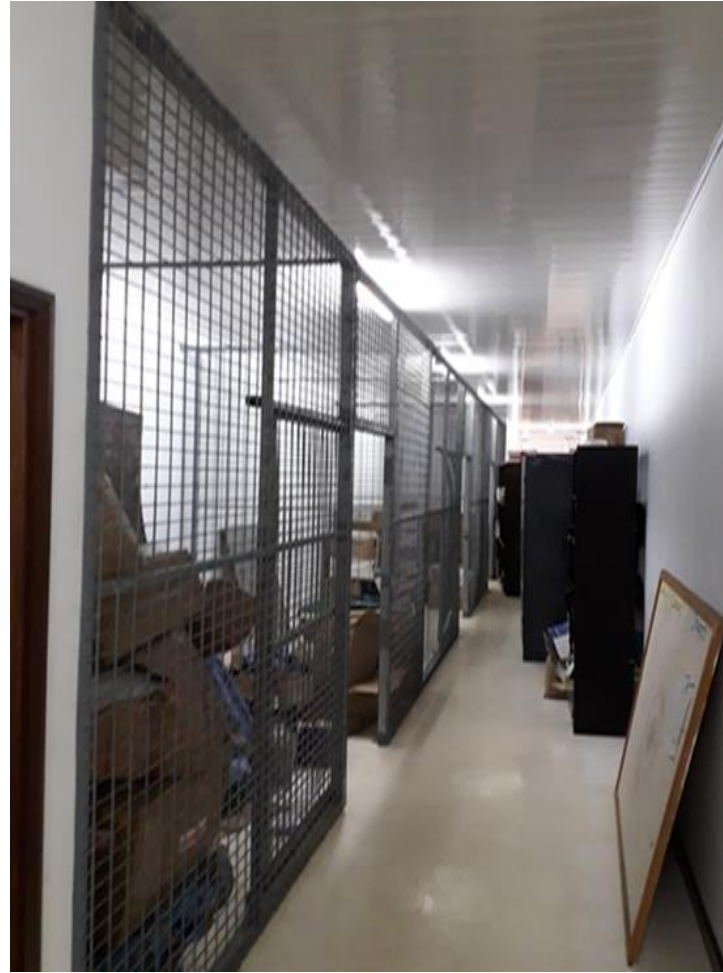
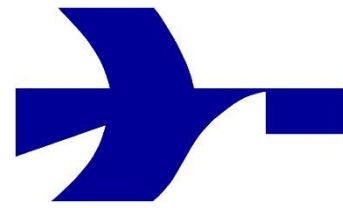
Best Practices

S58 – 5.2.3/7.1 Access Controls for Vehicles/Transportation and Conveyance Security Requirements



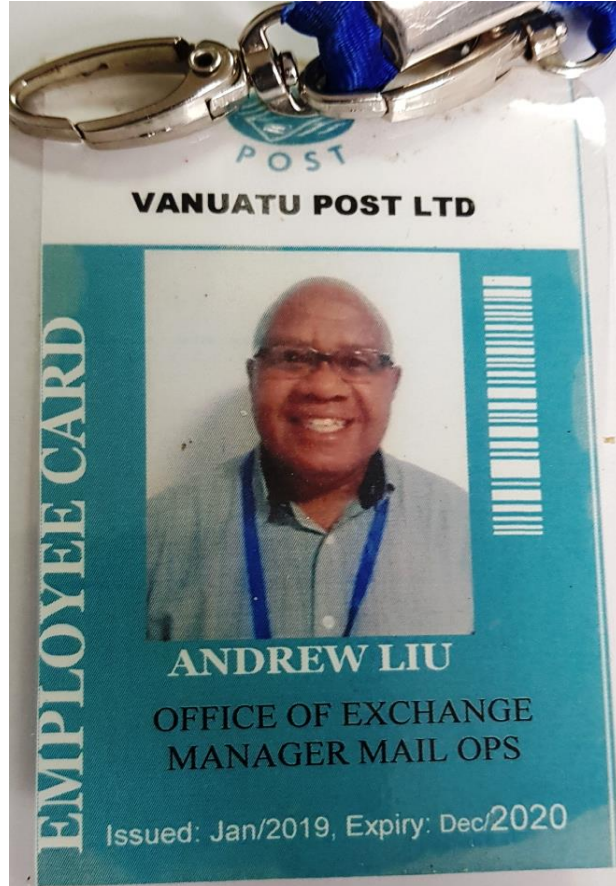
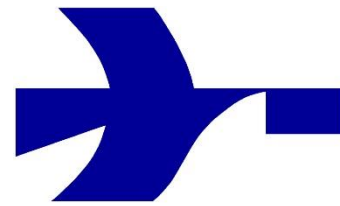
Best Practices

S59 – 7.1.2 Restricted Access to Mails

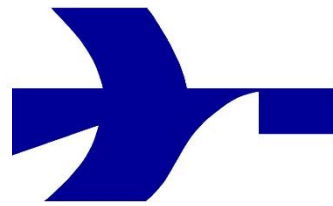


Best Practices

S58 – 5.2 Access Control



Best Practices – Pane Time Zones



Report: TimeZones Report
Solution Link: 2.2.2

Operator: admin
Workstation: DESKTOP-N6JM90K

Page: 1 of 6
Date/Time: Tue 22 Jan 2019 11:38 AM

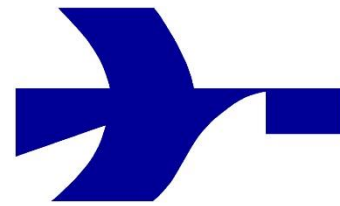
TimeZones Report

For Customer: A-A1 Post Shop

Panel: Solution 6000 Rev 2.28.00

TimeZone	Name	Periods												
		Period	Start Time	Stop Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Hol	Invert Period	Master Can Edit
000	Disabled	1	--:--	--:--										✓
		2	--:--	--:--										✓
		3	--:--	--:--										✓
		4	--:--	--:--										✓
001	24 Hour TimeZone	1	00:00:00	23:59:59	✓	✓	✓	✓	✓	✓	✓	✓	✓	
		2	--:--	--:--										✓
		3	--:--	--:--										✓
		4	--:--	--:--										✓
002	ADMIN	1	07:00:00	17:00:00		✓	✓	✓	✓	✓	✓		✓	
		2	--:--	--:--										✓
		3	--:--	--:--										✓
		4	--:--	--:--										✓
003	Corporate/Accounts	1	07:00:00	17:00:00		✓	✓	✓	✓	✓			✓	
		2	--:--	--:--										✓
		3	--:--	--:--										✓
		4	--:--	--:--										✓
004	Call Centre	1	07:00:00	17:30:00		✓	✓	✓	✓	✓			✓	
		2	07:00:00	13:00:00							✓		✓	
		3	--:--	--:--										✓
		4	--:--	--:--										✓
005	Mail Room	1	07:00:00	17:00:00		✓	✓	✓	✓	✓			✓	
		2	07:00:00	15:00:00							✓		✓	
		3	--:--	--:--										✓
		4	--:--	--:--										✓

Best Practices – User Cards Summary Reports



Report: **User Cards Summary Report**
Solution Link: 2.2.2

Operator: **admin**
Workstation: **DESKTOP-N6JM90K**

Page: **1** of **23**
Date/Time: **Tue 22 Jan 2019 11:37 AM**

User Cards Summary Report

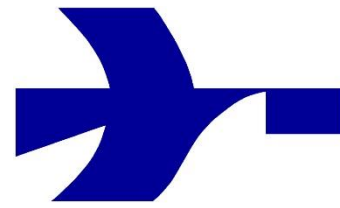
For Customer: A-A1 Post Shop

Panel: Solution 6000 Rev 2.28.00

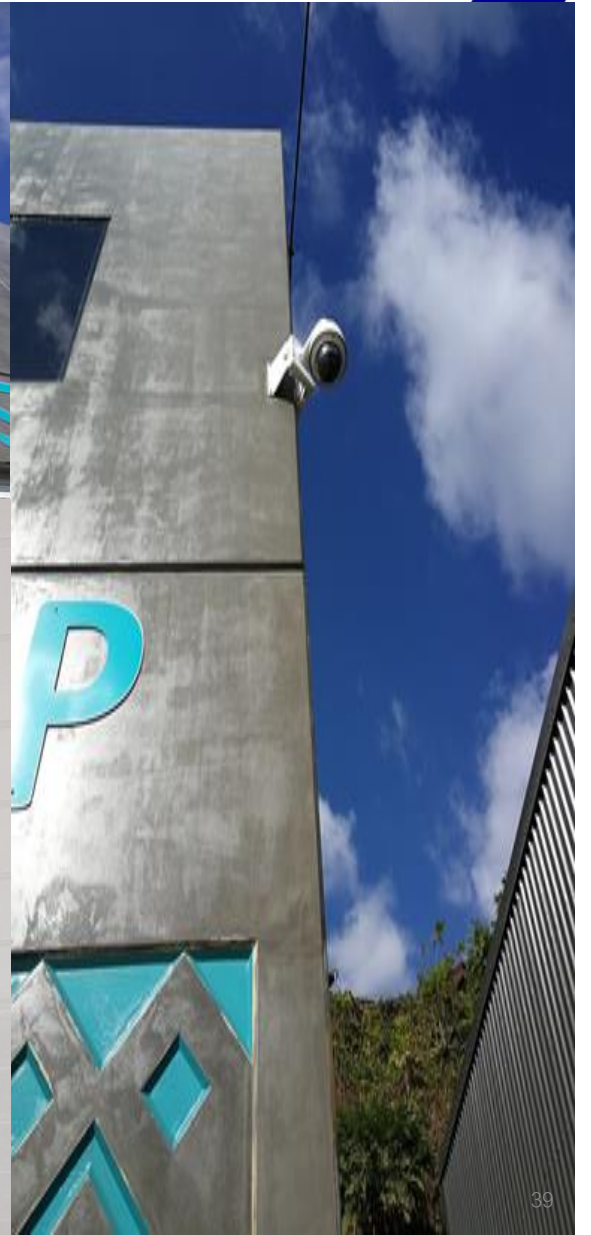
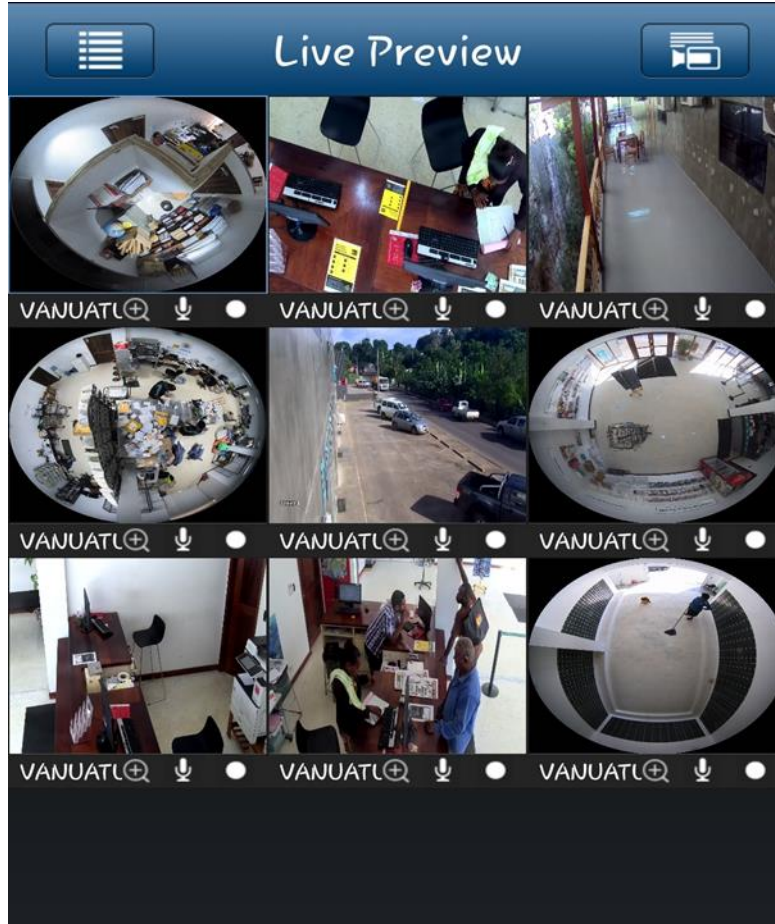
User	User Name	Card/Token Label
001	SERVICE TECHNICIAN	SC-4U9M3
002	User 2 Name	SC-7MW58
003	User 3 Name	SC-7FRG7
004	User 4 Name	
005	User 5 Name	
006	Wesley Rasu	SC-69HAC
007	Evelynne Kalo	SC-5DRLH
008	Andrew Liunamel	SC-5UJZH
009	Winnie Jenery	SC-68BLF
010	Rinnie Sael	SC-37UGQ
011	Hansel Liunamel	SC-4EKDN
012	Laddona Andrew	SC-7ALE6
013	Juliette Fontaine	SC-57WQJ
014	Mary Kaitip	SC-62E9Y
015	Regina Laloyer	SC-5D6UB

Best Practices

S58 – 5.1.5 Lighting (Emergency Lights)

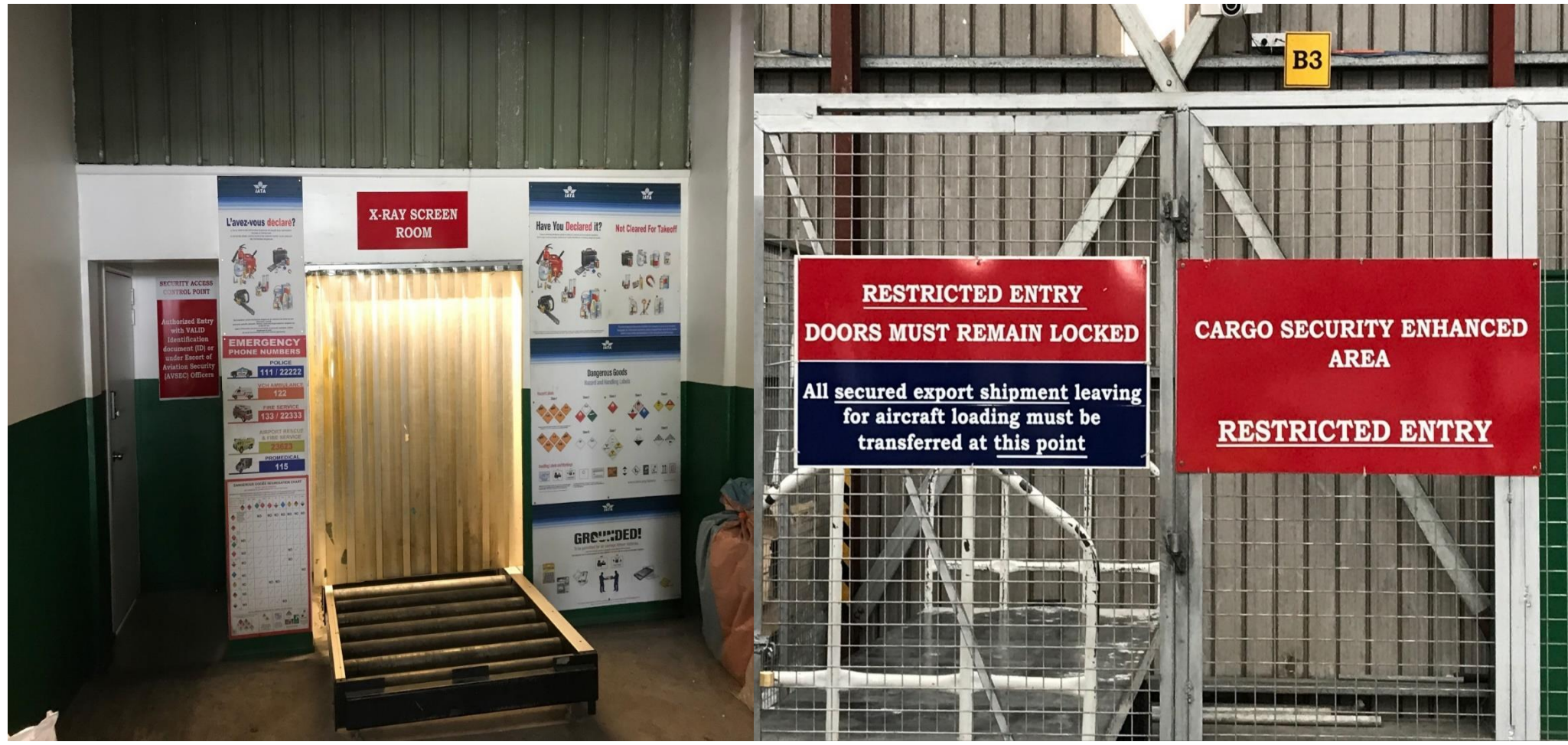
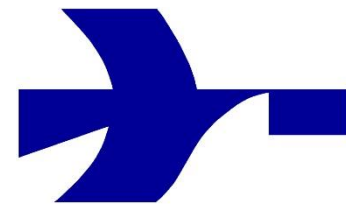


20 CCTV Cameras

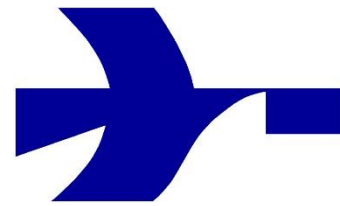


Best Practices

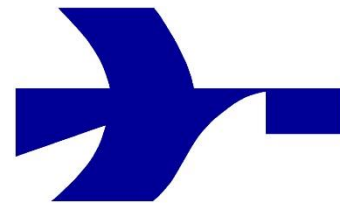
S59 – Screening Standards (Bauer field International Airport)



Mail Bag Screening

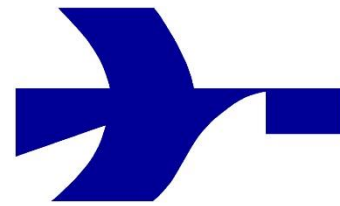


Screening Machines/X Ray Machines (Now provided by Vanuatu Terminal Services at Airport Facilities), screening all mailbags.



Vanuatu Awarded Silver Certificate for S58/S59 Security in 2019

THANK YOU



Joint Efforts to Maintain the International Transport Network under the COVID-19 Pandemic



Presentation by China Post

23 June 2020

Supply Chain Integration WG meeting, APPU EC

Agenda

01

Challenges we face during the pandemic

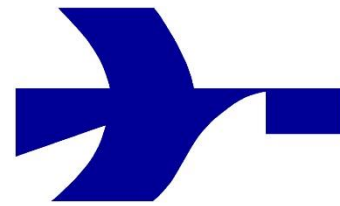
02

Measures we took to ensure transport capacity

03

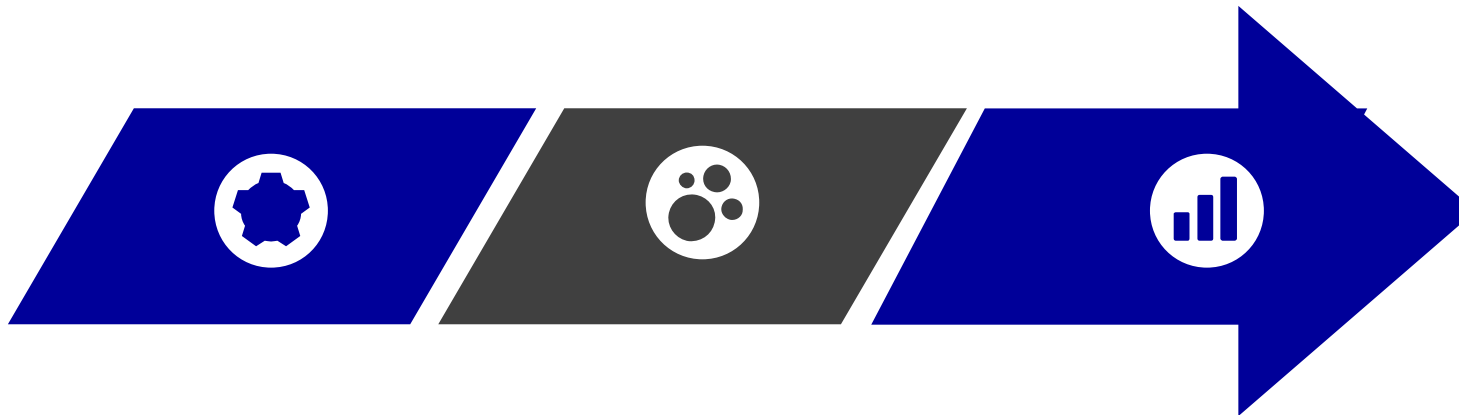
**Next steps on transport cooperation with
APPU members**

1 Big Challenges: capacity limited, routes blocked



Phase 1- COVID-19 pandemic in China

In February, lots of Airlines suspended or cancelled passenger flights to and from China, which is the main transport vehicle for mail exchanges.



Phase 2- COVID-19 outbreak worldwide

Since March, the whole aviation industry sharply declined all passenger flights, some DOs were impacted and consequently not able to send or receive mails

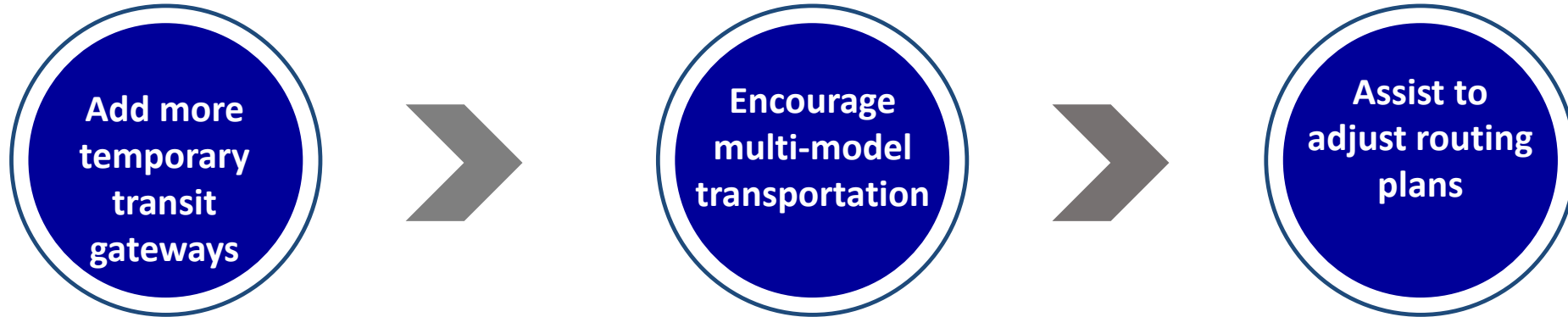
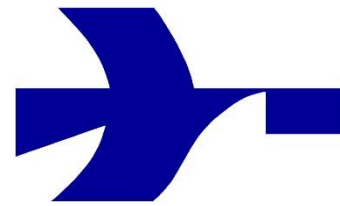
Inbound and outbound mails were suffered from severe delays

- Due to limited air capacity and blocked routes, both inbound and outbound mail were suffered from severe delays.
- Alternatives need to be found for mail exchanges.

Agenda

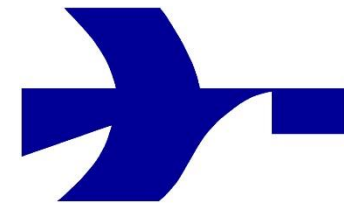
- 01** Challenges we face during the pandemic
- 02** Efforts we took to ensure transport capacity
- 03** Next steps on transport cooperation with APPU members

2.1 Measures for accepting inbound mails



- Coordinate with the Customs Authority to add 7 more temporary mail acceptance and transit gateways, besides the 3 main gateways we have
- Encourage DOs to send mails by multi-model way of transport, including air, sea, rail and truck
- Assist sending DOs to adjust routing plans, to ensure the arriving ports have sufficient capacity for inbound mails

2.2 Measures for sending outbound mails- Air



Solution 1- Launching more lanes operated by China Postal Airlines

- operating more lanes with destinations include Japan, Korea, Thailand and so on
- to secure stable autonomous air transport capacity per week



Start from 18th Mar.

Zhengzhou-Seoul

operating 17 times

Start earlier

Shanghai-Osaka

5 times/week

Start from 21st Apr.

Shanghai-Tokyo

5 times/week

Start from 22nd Apr.

Zhengzhou-Tokyo

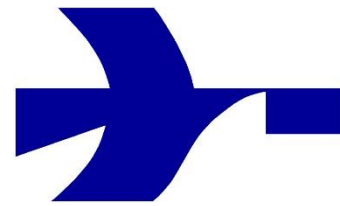
twice/week

Start from 2nd Jun.

Kunming-Bangkok

twice/week

2.2 Measures for sending outbound mails- Air



Solution 2 Procure supplementary capacity

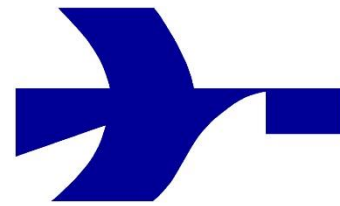
- Starting from April, CPG has conducted centralized procurement to purchase more supplementary air capacity.
- For the purpose to dispatch mails to as more destinations as we could.



Solution 3 Operate chartered flights to the USA and EU

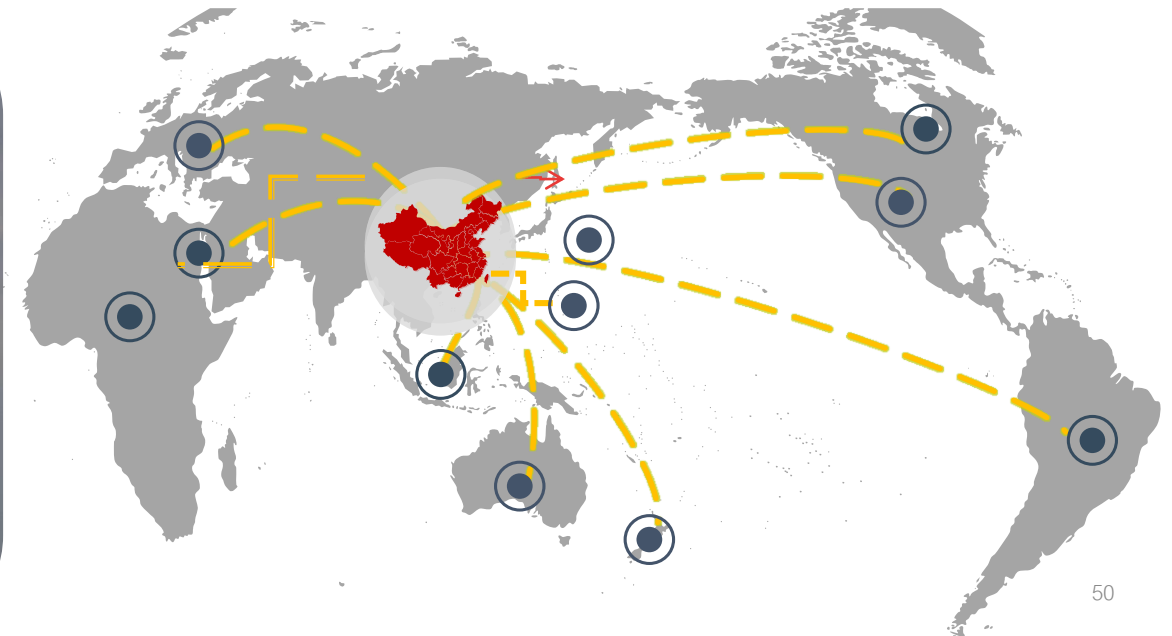
- In early February, CPG organized chartered flights from China to Belgium and USA temporarily, to send mails to more EU countries and USA.
- Till now, the chartered flights have been operating for 45 times.

2.3 Measures for sending outbound mails- Sea

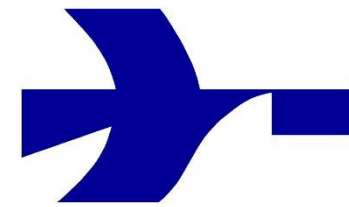


Solution- Take the advantage of sea ports to bulid up our sea transport network

- ❑ **Expand** more available shipping ports: SHA, CAN, SZX, FOC, XMN,TAO, TSN and DLC
- ❑ **Increase** main destinations for sea cargo: AU, BR, US, CA, KR, NZ, ES, IL and so on
- ❑ **Cooperate** with Maersk and Cosco shipping companies to provide fast boat service

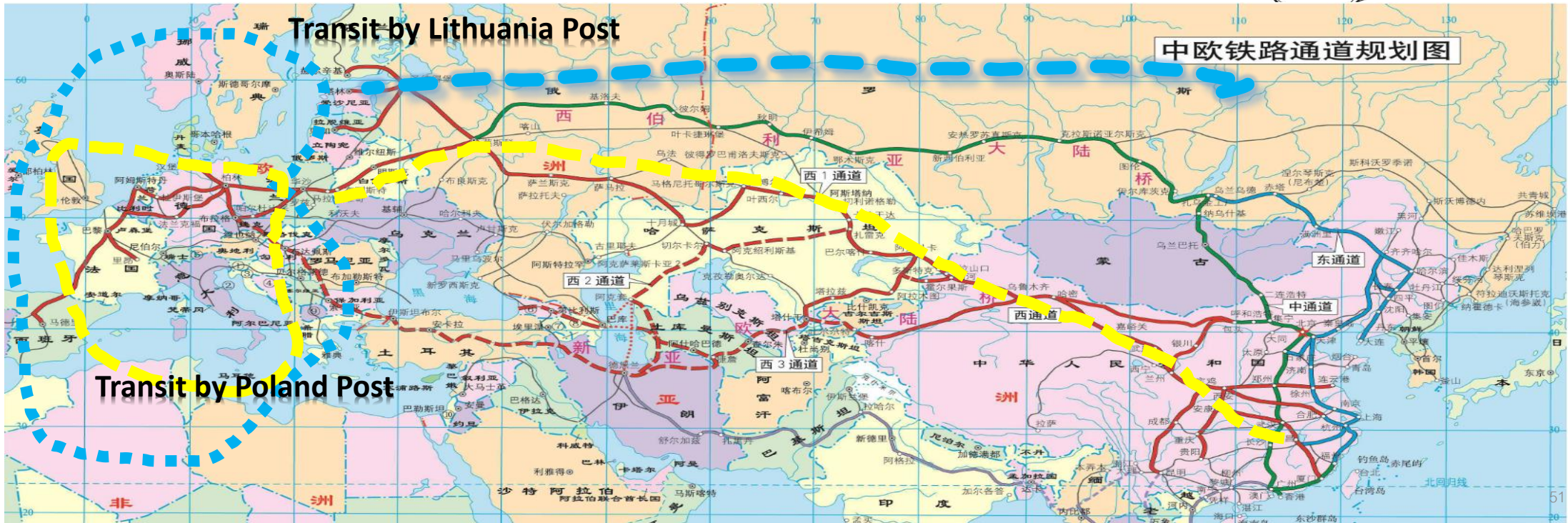


2.4 Measures for sending outbound mails- Rail



Solution- Regularly running CR Express trains to send mails by railway

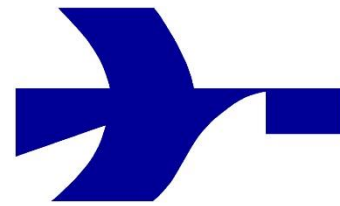
- In cooperation with Lithuania and Poland Posts, railway mails could be transited to 36 EU destinations.
- It effectively alleviates the bad impacts resulting from lack of air transport capacity.



Agenda

- 01** Challenges we face during the pandemic
- 02** Efforts we took to ensure transport capacity
- 03** Next steps on transport cooperation with APPU members

3.1 Next Steps - Air transport cooperation



Build Kunming-Bangkok as high-end route

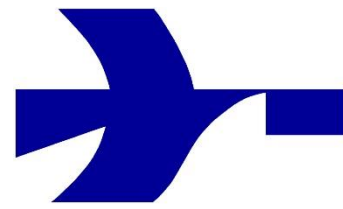
- Cooperate to improve the transit term of current Kunming-Bangkok route operated by China Postal Airlines
- Build Kunming-Bangkok route as high-end route to attract more business from neighboring APPU members



Utilize return-trips to ensure stable air capacity

- Recommend neighboring countries to use the return-trips of this lane to carry mails
- Provide stable, convenient and economic air transportation service to more APPU members

3.2 Next Steps - Railway transport cooperation



Explore new “Southbound Passageway” for railway transport

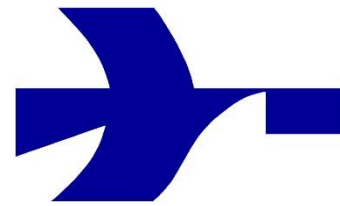
- Study the possibility by market research and product development.
- Strive for the regional support and supporting policy if possible.

Carry more international products by railway transport

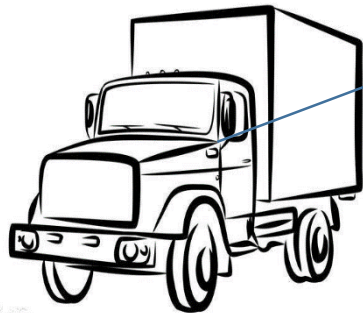
- Plan to carry the ASEAN international postal traffic on new “Southbound Passageway” trains.



3.3 Next Steps - Border road transport cooperation

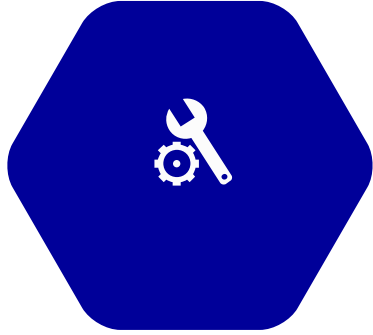
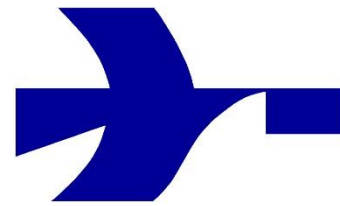


- **Strengthen** the cooperation between Guangxi China and Vietnam on border mail exchanges by trucks



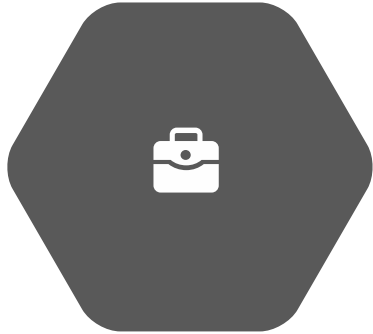
- **Expand** more border mail exchanges by trucks between Yunnan, China and neighboring APPU members

3.4 Next Steps - Welcome more communications



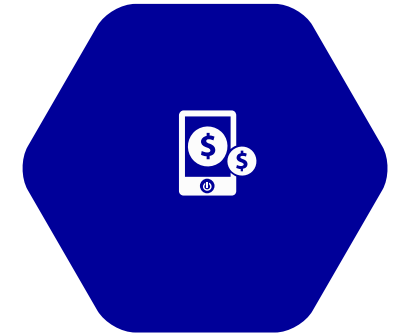
Considering it takes time for the whole aviation industry to fully resume the passenger flights service

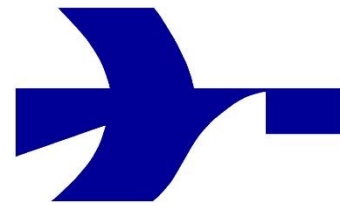
Welcome more APPU members to come up with more practical proposals on the bilateral transport cooperation



Develop more mutually beneficial transportation solutions through joint efforts and communications

In order to resume our business ASAP and maintain the service during this difficult time period





THANK YOU

◆ **Contact for further transport cooperation:**

Mr. JIANG Yanzhao

Deputy Director, Division of International Network Operations

jiangyanzhao@postoa.com.cn

◆ **Contact for APPU business cooperation:**

Mrs. LV Dongmei (Rebecca)

Manager, Division of International Business Management

lvdongmei@postoa.com.cn



Case study by Vietnam Post in COVID 19 situation

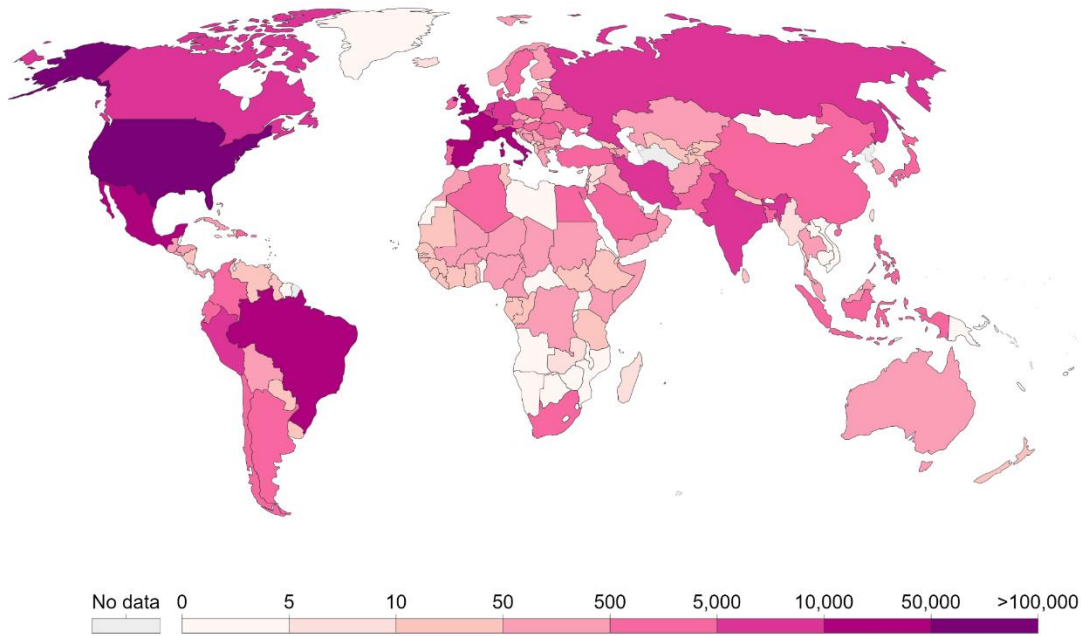


Covid-19 Latest Update

Total confirmed COVID-19 deaths, Jun 7, 2020

Limited testing and challenges in the attribution of the cause of death means that the number of confirmed deaths may not be an accurate count of the true number of deaths from COVID-19.

Our World in Data

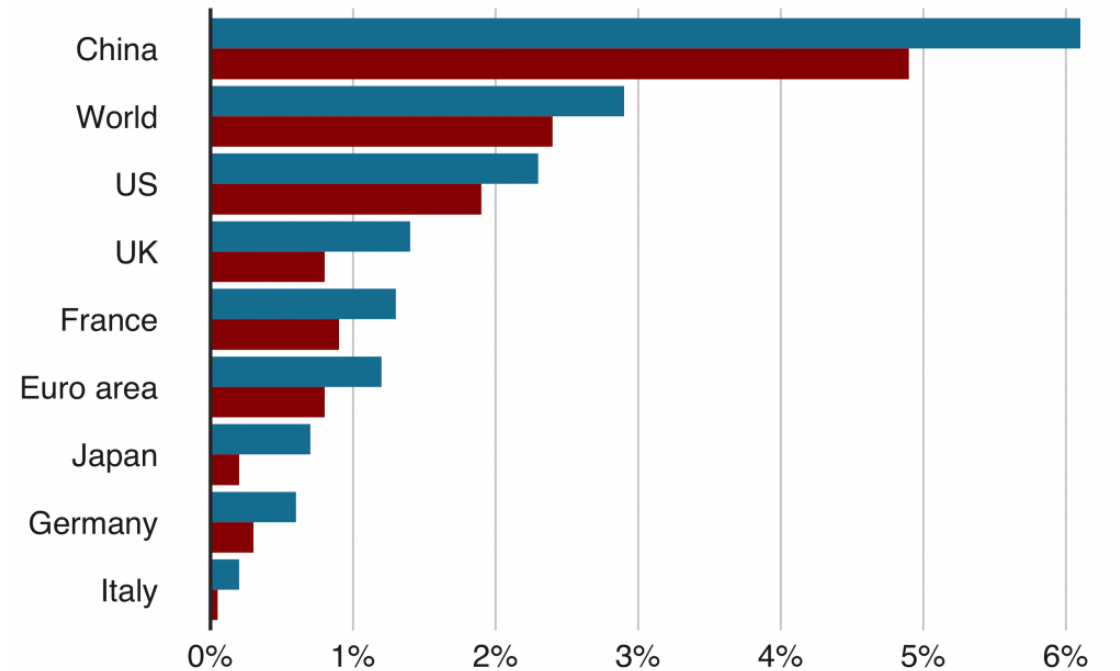


Source: European CDC – Situation Update Worldwide – Last updated 7th June, 11:00 (London time) OurWorldInData.org/coronavirus • CC BY

OECD downgrades growth forecasts

Economic growth (GDP) expected to slow down in 2020

■ Growth in 2019 ■ Growth forecast for 2020



Source: OECD

BBC

Drop in global postal volumes

The COVID-19 pandemic has plunged the global airline industry into an unprecedented crisis, this led into transport capacity of postal items has dramatically been weakened:

- More than 64 global airlines stopped flying scheduled

passenger flights;

- Countries' lockdown, social isolation/ distancing; **Interruption of postal transportation network!!!**



Airlines around the world are choosing to ground flights rather than fly empty aircraft as the COVID-19 crisis continues to affect the skies

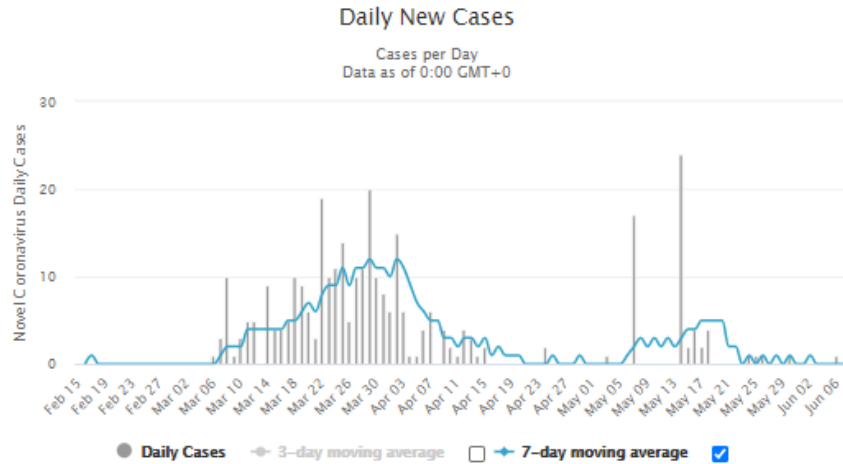


By which way Vietnam Post solve these challenges and maintain postal transport activities during epidemic period?



“Vietnam - the best COVID-19 performer globally” – ranked

Daily New Cases in Vietnam



WORLD / COUNTRIES / VIETNAM

Last updated: June 08, 2020, 04:50 GMT



Coronavirus Cases:

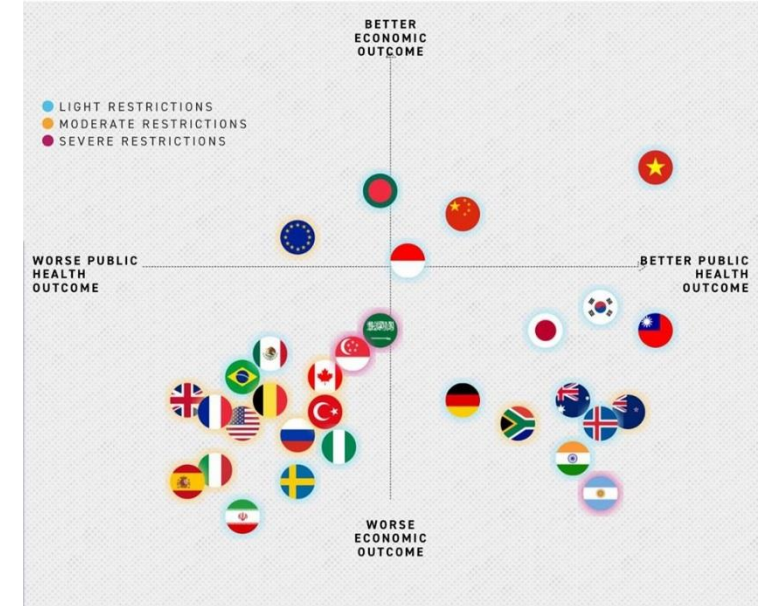
331

Deaths:

0

Recovered:

307



Face masks required for all



Passengers observe preventive rules at Noi Bai Intl Airports



Medical staff in Thu Duc District, HCMC take samples from employees of the Linh Trung Export Processing Zone for Covid-19 testing.

Vietnam Post - Keep the mail running!

Domestic situation:



Online orders increasing in social isolation/distancing

Comprehensive cooperation with VNA – top national supply chain leading enterprises

Supported by Government, relevant ministries and agencies to provide community services

Vietnam Post - Keep the mail running!



Following into consideration:

- Select key mail routes
- Select main product/service
- Analysis and balance cost-benefit



Charter flights – Full cost - [YouTube](#)

HAN – HCM – HAN

Service: **EMS, KT1**

By: **VNA**

Airline: **Airbus A321**

Alternate routes

Service: **Others**

By: **train, trucking**

Vietnam Post - Keep the mail running!

Int'l situation

- Not many air carriers offer cargo flights: licensing procedure and policy, high cost,...
- Only arise outbound volume to other countries, no inbound volume
- Postal items are in low-priority as air carriers prefer commercial flight for ensuring sufficient cost
- Postal items can be transported under MAWB at regular freight rates or under CN 38 at freight rates

Vietnam Post - Keep the mail running!



International Postal Services:

- 1. Cooperated with DHL, UPS to hire the last-mile delivery service for EMS items;***
- 2. Cooperated with GSA to find air transport partners operating cargo flights:***

Proposal

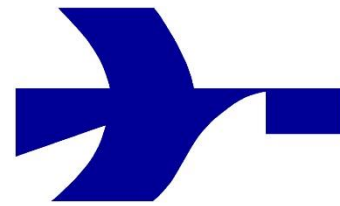
S

- assignment of PAWB number in CARDIT or RESDIT messages to align postal and cargo systems and provide a visibility of mail (it is in a new IATA-UPU CC Work plan)*
- 2. CN 38 could be considered to limit for only DOs who are owning small volume of mail (mostly P/G, not much E or Parcels & EMS);*
 - 3. PAWB application could be mandatory solution for all Dos with high volume of mail as E format, Parcel, EMS (commercial goods inside);*
 - 4. Under PAWB using, the airmail rates will could be controlled as general cargo rates – Chargeable weight or How to maximize the space of air containers for mail is so important -> to standardize the packing of mail to use ~~map with the technical~~ ULDs (Unit Load Devices) of airlines*
 - 4. Airmail Charter/Freighter – Cost Share should be accelerated by regional or bilateral cooperation for sustainable & competitive services by UPU community (or global postal cargo network between some regional hubs could be considered under the UPU umbrella)*
 - 5. Vietnam Post is ready actively participate in IATA-UPU CC work and pilot above listed activities*

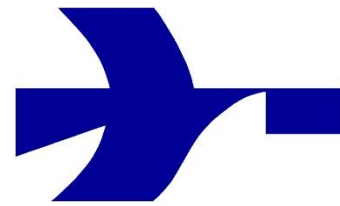
Delivering more!



Supply Chain Integration Working Group

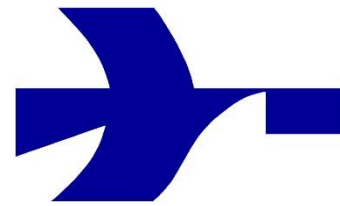


Agenda item 3
Any other business



BACKUP for Agenda Item1 Outcomes of UPU Committee 1

Supply Chain Integration Working Group



Article 19-201

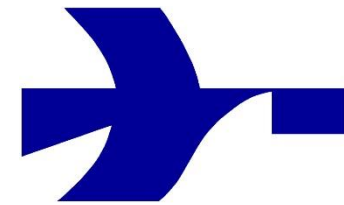
Treatment of parcels wrongly admitted

Amend paragraphs 5 and 6 as follows:

- 5 ~~If~~ When a parcel ~~wrongly admitted to the post~~ or part of its contents wrongly admitted to the post is neither ~~delivered to the addressee nor~~ returned to sender nor delivered to the addressee, the designated operator of origin shall be notified without delay how the parcel has been dealt with. This notification shall clearly indicate the prohibition under which the parcel falls ~~or~~ and the articles which gave rise to ~~its~~ seizure. A wrongly admitted parcel ~~that~~ which is returned to origin shall be accompanied by a similar notification. The designated operator of destination or transit may deliver or forward to the addressee the part of the contents which is not subject to prohibition.
- 6 In the event of the seizure of a wrongly admitted parcel, the ~~destination or transit~~ designated operator of transit or destination shall ~~so inform~~ notify the designated operator of origin through the dispatch of a CN 13 ~~form~~ report or, if agreed bilaterally, by using the appropriate standard UPU EDI item-level message (EME tracking event and corresponding retention code).

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



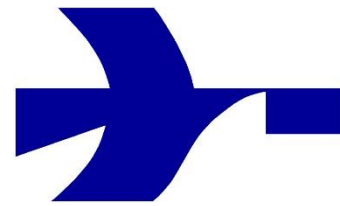
Form CN 23

Amend the standalone form CN 23 as follows:

		CUSTOMS DECLARATION				CN 23	
From	(Designated operator)		No. of item (barcode, if any)		May be opened officially		Important! See instructions on the back
	Name		Sender's customs reference (if any)				
	Business						
	Street		Tel. No.				
	Postcode		City				
	Country						
To	Name						Importer/addressee reference (if any) (tax code/VAT No./importer code) (optional)
	Business						
	Street		Tel. No.				
	Postcode		City				
	Country						
		Importer/addressee fax/e-mail (if known)					
Detailed description of contents (1)		Quantity (2)	Net weight (in kg) (3)	Value (5)	For commercial items only		
					HS tariff number (7)	Country of origin of goods (8)	
			Total gross weight (4)	Total value (6)	Postal charges/Fees (9)		
Category of item (10)		Commercial sample <input type="checkbox"/> Other (please specify):		Office of origin/Date of posting		Number of parcels certificates and invoices	
<input type="checkbox"/> Gift		Returned goods				Insured value SDR	
<input type="checkbox"/> Documents		Sale of goods				Total gross weight of the parcel(s) Charges	
Comments (11): (e.g.: goods subject to quarantine, sanitary/phytosanitary inspection or other restrictions)		Explanation:					
<input type="checkbox"/> Licence (12)		<input type="checkbox"/> Certificate (13)		<input type="checkbox"/> Invoice (14)		Sender's instructions in case of non-delivery	
No(s). of licence(s)		No(s). of certificate(s)		No. of invoice		Treat as abandoned <input type="checkbox"/> Return to sender <input type="checkbox"/> Priority <input type="checkbox"/> Non priority <input type="checkbox"/>	
I certify that the particulars given in this customs declaration are correct and that this item does not contain any dangerous article prohibited by legislation or by postal or customs regulations		Date and sender's signature (15)		Declaration by addressee		I have received the parcel described on this note Date and addressee's signature	

Date of entry into force:
1 July 2020

Supply Chain Integration Working Group



Article 17-210

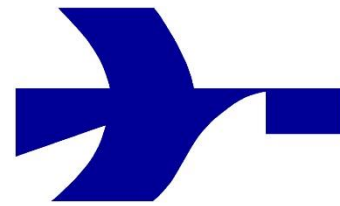
Formalities to be complied with by the sender

Paragraph 3. Amend as follows:

3 ~~Where designated operators so agree in advance,~~ In accordance with article 08-002, customs data provided in accordance with the instructions on the CN 23 customs declaration, including the addresses and names of the sender and addressee, ~~may~~ shall be transmitted electronically, in compliance with UPU EDI Messaging Standard M33 (ITMATT V1), to the designated operator of the county of destination. The designated operator of origin may share all or part of these data with the customs administration in the country of origin for export purposes, and the designated operator of destination may share all or part of the data referenced above with the customs administration in the country of destination for customs import purposes.

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



Article 17-216

Electronic exchanges to support mail processes

Paragraph 2bis. Amend as follows:

2bis Capture and exchange of electronic advance data – M33 ITMATT V1 and M41 PREDES v2.1 messages:

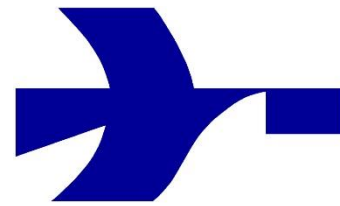
2bis.1 In accordance with the provisions of article 08-002, designated operators shall capture and exchange electronic advance data. The data shall replicate the information documented on the appropriate UPU customs declaration form and shall be compliant with UPU EDI Messaging Standard M33 (ITMATT V1).

2bis.2 All designated operators providing ECOMPRO parcels shall capture and exchange M33 ITMATT V1 messages.

2bis.3 In accordance with article 08-002, designated operators shall equally ensure that the S10 item identifiers of all items containing goods are included in the PREDES electronic message (UPU EDI Messaging Standard M41) sent to the designated operator of destination.

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



Article 17-131

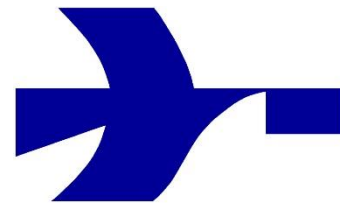
Electronic exchange to support mail processes

Create the following new paragraph 0bis.3:

0bis.3 In accordance with article 08-002, designated operators shall ensure that the S10 item identifiers of all items containing goods are included in the PREDES electronic message (UPU EDI Message Standard M41) sent to the designated operator of destination.

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



Article 20-001

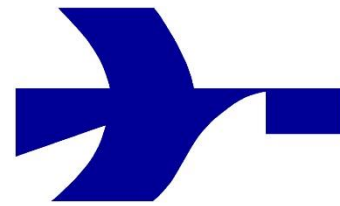
Formalities to be complied with by the sender

Paragraph 2.2. Amend as follows:

2.2 ~~Where designated operators so agree in advance,~~ In accordance with article 08-002, customs data provided in accordance with the instructions on the CN 22 or CN 23 customs declaration, including the names and addresses of the sender and addressee, ~~may~~ shall be transmitted electronically, in compliance with UPU ~~Technical~~ EDI Messaging Standard M33 (ITMATT V1), to the designated operator of the country of destination. The designated operator of origin may share all or part of these data with the customs administration in the country of origin for export purposes, and the designated operator of destination may share all or part of these data with the customs administration in the country of destination for customs import purposes.

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



Article 20-002

Presentation-to-Customs charge

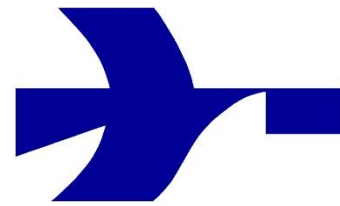
Create new paragraph 1.2 and amend paragraph 2.3 as follows:

1.2 In the absence of special agreement, the charges shall be collected from the addressee by the designated operator of destination. However, in the case of items for delivery free of charges and fees, the presentation-to-Customs charge shall be collected by the designated operator of origin on behalf of the designated operator of destination.

2.3 In the absence of special agreement, the charge shall be collected ~~at the time of delivery of the parcel to the addressee~~ from the addressee by the designated operator of destination. However, in the case of ~~parcels~~ items for delivery free of charges and fees, the presentation-to-Customs charge shall be collected by the designated operator of origin on behalf of the designated operator of destination.

Date of entry into force: 1 January 2021

Supply Chain Integration Working Group



Congress proposal 20.28.1 (Extracted)

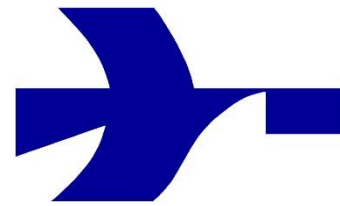
Article 28

Terminal dues. General provisions

Amend paragraph 9 as follows:

9 For small packets, registered and insured and tracked delivery items not carrying a barcoded identifier or carrying a barcoded identifier that is not compliant with UPU Technical Standard S10, there shall be a further additional payment of 0.5 SDR per item unless otherwise bilaterally agreed.

Supply Chain Integration Working Group



Article 08-002

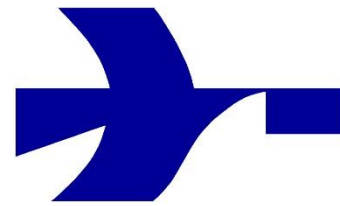
Implementing provisions for providing electronic advance data

A new paragraph 4bis was added as follows:

4bis When dispatching items for which electronic advance data is to be provided for customs and security reasons, the designated operator of origin shall ensure that each dispatched item's unique S10 barcoded identifier has been electronically linked (nested) to the S9 barcoded label of the receptacle containing that item, and that this information is included in the PREDES (UPU Technical Standard M41) electronic dispatch messaging sent to the designated operator of destination.

Date of entry into force: 1 March 2020 (IB circular No. 200/2018)

Supply Chain Integration Working Group



(US proposal to amend articles 17-107 and 17-216 --- Not endorsed)

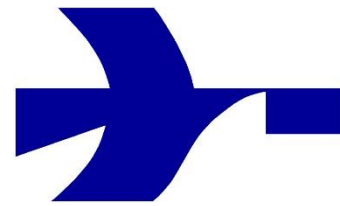
Article 17-107

Special provisions applicable to each category of items

Create the following new paragraph 6.6:

6.6 Designated operators of destination or designated operators providing intermediary transit may elect, as per their national legislation or the practices of customs authorities, not to accept postal items or receptacles that are not accompanied by the electronic advance transmission of data required for all such items by paragraphs 6.4 and 6.5. Designated operators declining to accept such items shall so notify the International Bureau, which shall in turn furnish notice by circular of designated operators adopting such practices.

Supply Chain Integration Working Group



PSG proposal to amend article 8.2 --- Not endorsed

Article 8

Postal security

Paragraph 1. Amend as follows:

1 ~~Member countries and their designated operators~~ shall observe the security requirements defined in the UPU security standards and shall adopt and implement a proactive security strategy at all levels of postal operations to maintain and enhance the confidence of the general public in the postal services provided by designated operators, in the interests of all officials involved. This strategy shall include the objectives defined in the Regulations, as well as the principle of complying with requirements for providing electronic advance data on postal items identified in implementing provisions (including the type of, and criteria for, postal items) adopted by the Council of Administration and Postal Operations Council, in accordance with UPU technical messaging standards. The strategy shall also include the exchange of information on maintaining the safe and secure transport and transit of ~~mails~~ postal items between member countries ~~and their designated operators~~. To this end, and without prejudice to the relevant confidentiality provisions set forth in the General Regulations, member countries shall ensure that their designated operators (and any other stakeholders concerned by the aforementioned security requirements) transfer such information to the International Bureau (or to any entity selected by the latter) for purposes of security compliance auditing and analysis.