

Sixth joint IATA–UPU webinar – Questions and answers

	Questions	Answers
1	Is it possible to know the maximum volumetric weight of mail? Is there any applicable UPU standard?	There are no volumetric standards for UPU mail.
2	In the current ongoing IATA PLACI (Pre-Loading Advance Cargo Information) compliance sessions in Abu Dhabi, it was apparently said that, for transshipments, postal operators will always be using the EORI (Economic Operator Identification and Registration Number) of the air carrier who has the most mail volume into a given country regardless of which air carrier is actually transporting the air mail. Is that correct and is that a new procedure?	We are currently testing a transshipment solution with only one carrier. We call it the "happy scenario". The possibilities when a postal operator is using several carriers for the same destination is something we need to discuss and test later on. We cannot confirm that, for transshipments, postal operators will always be using the EORI of the air carrier who has the most mail volume into a given country regardless of which air carrier is actually transporting the air mail.
3	As a carrier, if we cannot get in touch with the postal operators, should we bill the international carrier for mail we carry from them when transiting or that is left off?	Carriers should have a contract with postal operators to transport mail, and the contract should define all contacts and billing processes. Please see “Framework Postal Service Agreement between an airline and a designated postal operator,” published on this web page.
4	For CARDIT requirements, please add use of IMPC (international mail processing centre) codes that are compliant with UPU code list 108d. This is still causing problems with several postal operators, as carriers need to be able to match/find complete address information for the destination postal operator.	We do our best to indicate these issues through the compliance reports. We have updated the IMPC code list with most of the postal operators, but if there are still some issues, contact the UPU at Transport@upu.int .
5	How often do UPU rates for international mail change?	There are no UPU rates for transport – it is always agreed bilaterally between the origin postal operator and the carrier.
6	Does DSA 2 (Data Sharing Agreement 2) need to be signed with the EU Post for the transit solution, or will DSA 1 suffice?	It depends on the EU Post – for some of them, DSA 1 is enough.
7	What are the penalties for shipments that are not following ICS2 (Import Control System 2)? Will the carrier be liable?	The carrier is liable according to the ICS2 rules. No Customs office in the EU has started to penalize carriers, but it depends on each country (Customs). It is not managed by the European Commission. The best way forward is to discuss with the postal operator and meet all ICS2 requirements. The capability exists, and the UPU is ready to support if needed.
8	How many LIBAT (lithium battery) packages can be put in one receptacle?	We are unaware of any limitation within the receptacle – the limitation applies to an individual postal item.