

**Private and Confidential**

## Minutes of the Air Policy Group Meeting

Minutes of the Air Policy Group Meeting held via MS Teams. The Meeting was held on the 2<sup>nd</sup> March 2022 commencing at 10.00 hours.

### Attendees

[REDACTED]

### In attendance

[REDACTED]

### Apologies for Absence

[REDACTED]

### No Confirmed Response

[REDACTED]

### **Agenda point 1 - Competition Statement.**

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

### **Agenda point 2- Agree Minutes of the meeting of 1<sup>st</sup> December 2021.**

The meeting agreed that the Minutes were an accurate record of the meeting, the Chair advising BIFA Secretariat to sign them on their behalf.

### **Agenda point 3 - Matters arising from the meeting of 1<sup>st</sup> December 2021.**

A review of green initiatives was suggested, dealt with under agenda item 10 of this meeting.

### **Agenda point 4 - BIFA training and Young Forwarder Network (YFN)**

Members were given a presentation on CDS e-learning and training modules, updates on BTEC and apprenticeships.

Training certificates are now issued digitally, so they can be used on social media.

Members were also given an overview of School Engagement projects that are taking place around the country.

There are also now face-to-face options.

Any member wishing to get involved or have queries regarding training should in the first instance contact Carl Hobbis [c.hobbis@bifa.org](mailto:c.hobbis@bifa.org)

The group also had an introduction to an **Apprentice** who is also a member of the **Young Forwarder Network**, explaining how he got involved in the apprenticeship, what was involved (including work modules) and how that supported the work he was doing for his company. He explained the benefits of the YFN, enabling the interaction with other young forwarders embarking on a career in freight forwarding.

### **Agenda point 5 - ASM update.**

ASM updated all on the latest CDS developments. There is now a resource centre on the ASM website. 150 users have been migrated onto the transit system. Members were encouraged to get engaged immediately with CDS. CDS functionality is embedded in Sequoia and both dummy and live entries are possible. Members were encouraged to try live entries – if difficulties are encountered the entry can be deleted and re-processed in CHIEF. In September 2022 CHIEF will be turned off for import entries with the whole system being shut down in March 2023. A member (that has used CDS) commented that processing on CDS is 'hard going' and also reminded on a couple of pertinent points.

- New direct debits will need to be set up for CDS (Chief ones will not be transferred).
- Importer deferrals must be authorised again in CDS
- Finally – review CDS now was the advice.

Members were advised that HMRC are establishing a communication link for user problems. BIFA are meeting with the CDS comms team and will provide contact details (please revisit BIFA website for updates).

### **Agenda point 6 - Customs update.**

#### Changes on the 1<sup>st</sup> January 2022

The UK had implemented additional customs controls on the 01/01/2022 which had particularly impacted on the UK road sector. Effectively the UK had imposed two additional customs requirements the first impacting all modes was that all consignments had to be declared at the frontier using a conventional full customs declaration (pre-lodged and non-inventory linked ports). The second requirement for non-inventory linked ports was the implementation of GVMS for all road freight movements between the EU and UK.

There were additional checks on imported SPS goods with increasing inspections on Products of Animal Origin

#### Changes on the 1<sup>st</sup> July 2022

The two main changes being implemented related to the mandatory requirement to submit an safety and security declaration in S&S GB for all imports into the UK from the EU. Under this regime the legal responsibility for filing the declaration for Ro-Ro lay with the trucker operator. Other parties could submit the ENS declaration, in this case the trucker was still responsible to ensure that the declaration had been filed.

HMRC had rejected all approaches from Trade for an interim period at least to agree to an easement that where a pre-lodged customs declaration had been submitted to regard this as fulfilling the role of the ENS.

Software companies and the CSPs were developing systems to allow the data being submitted for the customs declaration to be re-used for the ENS filing. BIFA was working at facilitating Member engagement with the relevant HMRC team, a meeting had been held on the 24<sup>th</sup> February which looked at how the system works, responsibilities and the information required.

#### Changes to Simplified Customs Procedures

Customs Freight Simplified Procedures (CFSP) without warning had been re-branded as Simplified Customs Declaration Procedures (SCDP). In effective CFSP had become the Simplified Declaration Procedure. For those traders wishing to further simplify procedures Entry in Declarants Records (EIDR) was available.

## Single Trade Window

Government was looking ways to improve freight flows at the frontier, representatives of the freight sector and CSPs were concerned that too much credence was being given to the views of large organisations who wanted to simplify systems with little regard to how the border functioned. HMRC has assured BIFA and CSPs that there was not an intention to reduce the role of customs agents and inventory control systems at the frontier.

A core element of the programme was work on re-using data, by submitting data once to multiple Government agencies through a single portal. The work was at an evaluation stage and BIFA would keep Members updated as appropriate.

## **Agenda point 7 - IATA/FIATA update**

- New Air Freight Institute Chair – Dawit Woubishet (from Ethiopian Freight Forwarders Association)
- Update on EACP-JC held 15<sup>th</sup> February 2022 – Attending freight forwarding associations had voting rights removed at previous meeting, so only noted IATA proposals
- Update on IFCC held 23/24 February 2022 – FIATA challenged the no vote rule and had its effectiveness suspended. Final decision with IATA Cargo Agency Conference
- Big push by IATA on sustainable aviation
- IATA push on DG Competency Based Training and Assessment – heavy reliance on freight forwarders to maintain training records (can be subject to audit) and still submit 2 x DG certs to IATA for compliance.

## **Agenda point 8 -Regional updates.**

### **Heathrow**

The latest Regional Meeting was held on 27<sup>th</sup> January

Members received a presentation by the CCS-UK Users group, who provided an overview of the Advance Information System (AIS).

The presentation included a live demonstration of the system, including the processes for Freight Forwarders/Hauliers when arranging the despatch of trucks, as well as the processes that the GHA's and Airlines follow.

It was confirmed that functionality for electronic CSD's has been built into AIS but is not fully integrated yet. Also, the process for removal to ERTS is still being developed to comply with Border Force requirements. CCS-UK would welcome input from BIFA members.

Veena Madan of Border Force confirmed that the CCS-UK user group has contacted them about developing an ETSF log electronically, linked to AIS.

Members also heard that HAL & Segro want to go ahead with plans to develop an overflow truck park at Scylla road, to relieve congestion in the horseshoe. This project has not been approved yet, but it has been

suggested that AIS will be used to monitor activity/congestion and divert trucks when necessary. Signage on main roads will be updated and AIS will call trucks back on a priority basis. It is hoped that this can be in place by the 1<sup>st</sup> or 2<sup>nd</sup> Quarter of 2023.

### Heathrow Statistics

Heathrow passenger number in 2021 was the lowest for 50 years and less than a quarter than the pre-pandemic levels seen in 2019.

#### Cargo volumes vs pre-pandemic tonnage:

Heathrow Cargo Volumes		
Year	(Metric Tonnes)	Percentage
2019	1,587,557	
2020	1,143,864	72.0%
2021	1,402,913	88.3%

December Overview				
	Passengers	ATM's	Cargo (Metric Tonnes)	Percentage
Dec-19	6,696,079	38,310	126,171	
Dec-20	1,143,417	12,374	108,870	86.20%
Dec-21	3,121,588	24,632	127,188	100.80%

### ***Next Heathrow meeting – 3<sup>rd</sup> March 2022***

#### **Stansted**

The last meeting at Stansted was held on the 7<sup>th</sup> December 2021

Key points below regarding STN:

- High Level of Cargo ATMs continue at STN with Titan/Geodis service proving a success and a reflection on how forwarders are moving into Airline operations insuring capacity for their business
- Royal Mail continue to operate at peak season levels with volume growth driven by new commercial products
- Ground Handling companies are facing challenges with staff recruitment and COVID

APHA reported that trade via Stansted was steady with no big increase because of Brexit. IPAFFS is working well and the new Border Operating Model means that from 1, July 2022 animals will have to go through BCPs' and there will be 100% documentary checks.

### ***Next Stansted meeting 15<sup>th</sup> March 2022***

#### **Gatwick**

The latest Regional meeting was held on the 2<sup>nd</sup> December

### Northern Runway Project

A lot of the business's focus has been on the Northern Runway consultation. The latest consultation ended on the 1, Dec. GAL advise that more than 90% of the jobs generated by the Northern Runway in 2038 would occur within the local regional area and this equates to a local boost of 18,400 jobs and £1.5 billion of annual value.

### Letter of Support

BIFA were approached by the Gatwick Diamond Initiative and agreed to endorse a letter to the Secretary of State at the Department for Transport. The letter points out the benefits of the project and pledges support for the airports Northern Runway plans.

### GAL provided a report on New Airlines/ Routes

Slots – the Post Hand Back slot position at LGW underlines the huge demand for LGW, despite the impacts of COVID. ACL (Slot Coordinator), saw record slots requests for the IATA Summer season (2022) around 15% higher than in 2019.

- Scoot have announced a new route between Bangkok and Gatwick. The Singapore Airlines owned carrier plan to operate a 787-800 aircraft three times weekly, increasing to four weekly in summer 2022.
- Emirates recommenced flights to Dubai from the 10th of December, operating daily services.
- Air Transat will introduce a new route between Gatwick and the Canadian city of Quebec from May 2022. Initially a summer only service, Air Transat will fly once a week to Canada's largest province with an A321neo aircraft. The service will be the only direct route between Quebec and the United Kingdom, and only the second in Europe after Paris.
- Turkish Airlines increased its schedule to IST to twice daily from early December.

### ***Next Gatwick Meeting 10<sup>th</sup> March***

#### **The North**

Unfortunately, there were no statistics available for MAN and EMA airports as our contact has left the Mag Group. We will follow up with his replacement.

#### **Scotland**

New flights and routes were announced for departure from Edinburgh.

The Global Air Park is still developing.

Prestwick Airport is no longer up for sale and will remain under the control of the Scottish government.

#### **Agenda point 9, Aviation security.**

- UK National Threat level is Substantial
- CAA Cargo Working Group have set up sub-group Protection of Secure Cargo Sub-Group (PSCSG) to review ICAO recommendations (e.g. storage of cargo in RA facility, controlled access to RA facility, etc.) Members will be updated as any proposals are to be introduced.
- FREDDS – now 21 dogs active in cargo (more to be added)
- Overall compliance rate for RA's stands at 96.1% (result of regulated agent audits)

### **Agenda point 10 – Environmental/green initiatives**

Members were asked to update on initiatives that they are working on or are aware of. It is felt that this topic should remain a standard agenda item for this Policy Group.

Items that were discussed:

- Electric vans (and the difficulties of consistent charging)
- Electric HGV trucks – one member had placed an order for a number of vehicles for local use.
- Science based targets
- Solar panels (engaged with your landlord for leased properties, as may not form part of dilapidations)
- Paper waste
- Use of dual pc screens to avoid printing documents (particularly for online meetings)
- Carbon reduction bonuses for staff (i.e. lights off, pcs switched off, a/c switched off, etc.)

### **Any Other Business.**

Those present discussed the possibility of face-to-face meetings and the benefit of networking. Although online meetings are 'easier' to attend all thought face to face advantages outweighed that benefit. A decision will be made before the next Air Policy Group meeting.

### **Action Points**

Members should continue to review environmental protocols in their own organisation and share best practice.

BIFA to provide comms link to CDS support centre being set up by HMRC.

**Next meeting 15<sup>th</sup> June 2022 10.00hrs**