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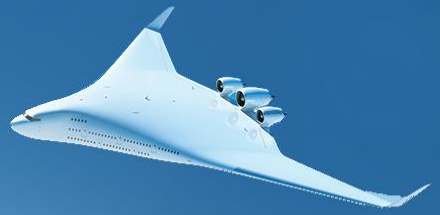

# Advancements in Air Cargo Connectivity

*ICAO EUR-NAT DGCA/2021-2*

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**Key Principle #3 – Ensure essential connectivity**

States and industry should maintain essential connectivity and global supply chains, especially to remote regions, isolated islands and other vulnerable States.

## Recommendation 16 – Facilitating air cargo movement

Member States are encouraged to consider the temporary lifting of restrictions to air cargo operations, including but not limited to granting extra-bilateral rights, in particular for all-cargo services, to foreign airlines to facilitate the transportation of essential goods, supplies and COVID-19 vaccines.

# Recommendation 16
# Facilitating air cargo movement

- Air cargo operations and the broader supply chain have shown much resiliency, yet instability remains one of the principal problems
- Grant of traffic rights, such as the so-called "7th freedom", for all-cargo operations will help re-establish global air connectivity for cargo for both transport of vaccines and economic recovery in COVID-19 times

- Detailed options and examples are found in recently released *Guidance on Economic and Financial Measures to Mitigate the Impact of the Coronavirus Outbreak on Aviation*, § 4.2.4

## New from ICAO – *Priority Brief: Air Cargo*

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Four considerations on the supply chain, its criticality for the emerging e-commerce driven marketplace, the needs for both regulatory evolution and digitalization

Five recommendations include those for digitalization and economic regulatory measures

Find it at:
https://www.icao.int/sustainability/Documents/ICAO-PRIORITY-BRIEF_Air-Cargo_2021.04.19.FINAL.pdf

We welcome your feedback

# Digitalization is Key to Trade Facilitation

- 35% of trade by value is transported by air, yet it spends 90% of the time waiting on the ground due to processes between movements
- The WTO Trade Facilitation Agreement (TFA) encourages supply chain actors to digitalize certain procedures, which calls for collaborative solutions in document and data exchange
- Digitalization of air cargo and the broader supply chain supports trade facilitation through time savings and reduction of costs (which COVID-19 tends to increase)
- Stakeholders need data culled from digital platforms to drive operational, as well as national, regional, and global trade policy decisions in a world where e-commerce is rapidly changing the marketplace and states are reviewing their positions in the global supply chain

# Objective of the ICAO-UNECE Collaboration

Develop multimodal standards for information exchange across the supply chain as part of the UN Development Account (UNDA) *Transport and Trade Connectivity in the Age of Pandemics* project.

This represents an integrated approach to transport policy, encompassing air cargo and mail supply chains.

# Statement of Work

Develop technical specifications (standards) for documents accompanying goods transported by air, in the framework of the UNDA COVID-19 response project (segment on digitalization of data and document flows) to support harmonized standardization of data and documents from a multimodal perspective, aligned to the UN/CEFACT semantic standards and Multimodal Transport Reference Data Model.

# Deliverable

The Multimodal Transport Reference Model of the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) that includes the necessary technical specifications for air cargo-related electronic documents and data exchange that will allow implementers to develop aligned electronic document equivalents (e.g., e-Airwaybill, Dangerous Goods Declaration, electronic Consignment Security Declaration).

# Broad Stakeholder Support

**Support from a diverse and growing group of stakeholders**

UN System:

- UNECE
- ICAO

Industry:

- International Air Transport Association (IATA)
- The International Air Cargo Association (TIACA)
- International Port Community Systems Association (IPSCA)
- International Federation of Freight Forwarders (FIATA)

Pilot implementation by States will bring additional partners.

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THANK YOU