



ICAO



ICAO-UNECE Collaboration on the Multimodal Transport Reference Data Model

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ICAO Mandate

The **Convention on International Civil Aviation** of 1944 (also known as Chicago Convention) established the core principles permitting international transport by air among its Signatory States, and it furthermore prescribed the need for **a new multilateral agency** to oversee its development and ongoing amendment. ICAO is now the UN specialized agency for civil aviation.

The **Montreal Convention 1999** (MC99) permits substitution of paper air waybills by other means preserving a record of carriage.



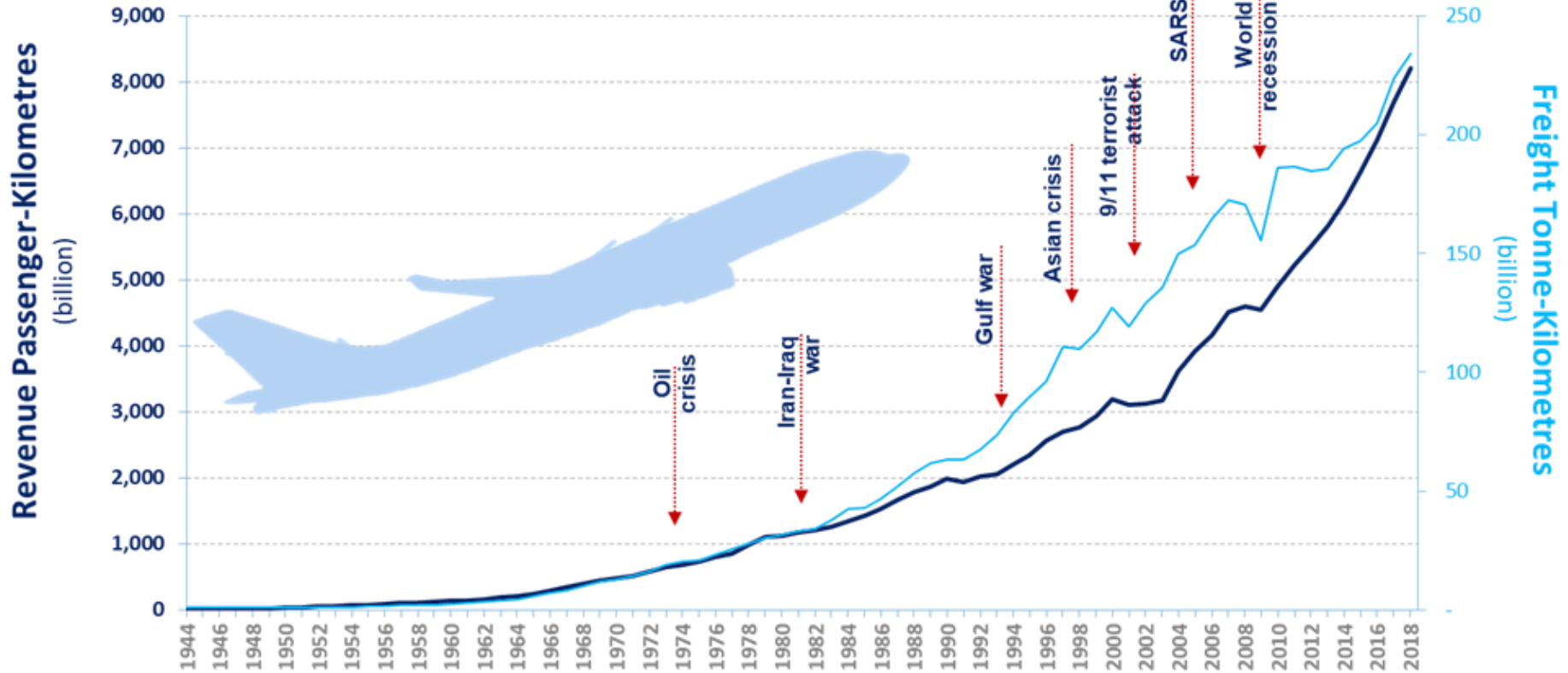
Mission and Role

12,000+ ICAO provisions subsequently permit States to develop national civil aviation regulations—including economic—which are globally harmonized.

And these harmonized regulations in turn support the safe, secure and efficient operation of **more than 100,000 worldwide commercial flights**, each and every day.



Growth of air transport up to 2018





In contrast to the fall in passenger traffic, cargo flights surged with the increased cargo-only operations using passenger aircraft





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.

Global Implementation Roadmap – Implementation of CART Rec #7

“To address the need for broader digitalization of information exchange, efforts will be made to further facilitate larger scale aviation movements of passengers and cargo...”

Air cargo services are a key component of global supply chains, offering fast and reliable transport of high-value goods, including vaccines and medical equipment. However, the pace of digitalization has been slow compared to other modes.



New ICAO Collaboration with Other UN Agencies announced in September 2020:

Совместное Заявление о Роли Международной Торговли и Цепочек Поставок в Процессе Устойчивого Социальноэкономического Восстановления в Период COVID-19

Поэтому мы поддерживаем дальнейшую цифровизацию торговых и таможенных процедур с использованием глобальных стандартов Организации Объединенных Наций для обеспечения быстрого и безопасного обмена данными и информацией о грузах и транспортных средствах.

Joint Statement on the Contribution of International Trade and Supply Chains to a Sustainable Socioeconomic Recovery in COVID-19 Times

“Therefore, we support further digitalization of trade and customs procedures, using global, United Nations standards, to ensure the fast and secure exchange of data and information concerning cargo and means of transport.”



Deliverables

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).

These deliverables have been welcomed, per trade press:

<https://www.gtreview.com/news/fintech/icao-releases-digital-document-specifications-for-air-cargo/>



An Enabler for Air Cargo and the Broader Supply Chain

- Alignment with public health measures, such as the ICAO PHC concept, arising from the COVID-19 pandemic through contactless technologies
- Increased safety through awareness of declared dangerous goods
- Increased security through faster pre-clearance and other benefits
- Increased efficiency through reducing delays in consignment, as well as at borders and modal interfaces



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 will bring additional partners.

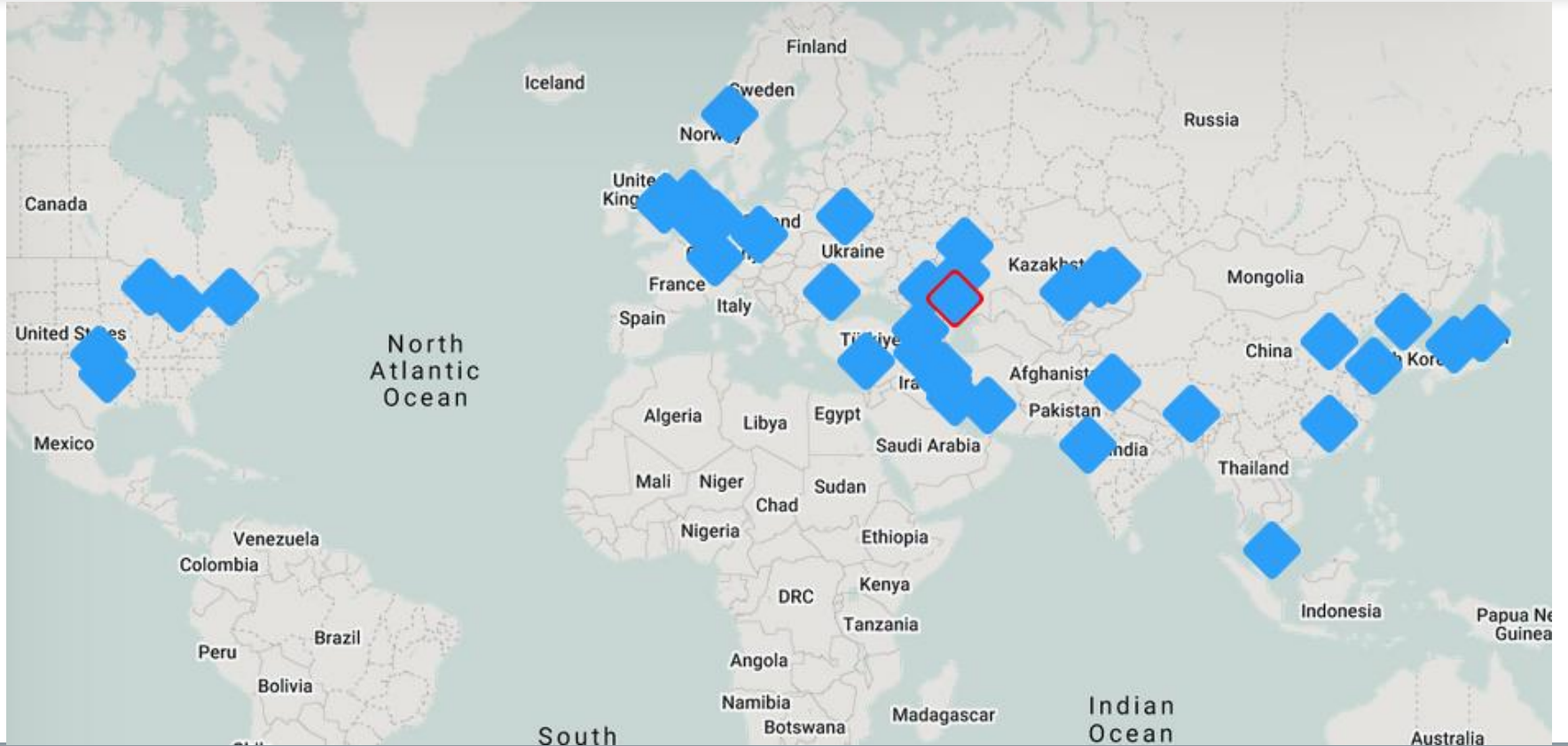


Next Steps in Our Collaboration

- Identify pilot implementers
 - Civil Aviation Authorities
 - Freight Forwarders
 - Airports
 - Customs Authorities
 - Air Carriers
- Develop multimodal digital transport corridors
 - Air transport can create corridors over much longer distances ([map](#))
 - Facilitate new trade routes
 - Expand the geographical market for and reach of the standards
 - Collaborate through existing channels and create anew



Dedicated Air Cargo Freighter Service (Baku)





We invite States to:

- Include aviation stakeholders (e.g., CAAs) in the development of national digitalization strategies and national trade facilitation committees
- Give deep consideration to participating in pilot implementations and share their experiences
- Undertake the necessary actions to provide a legal framework conducive to digital transport and trade