



ULDCARE

Compliance Airworthiness Regulations Education



Contents

- Background and History
- Where are we today
- How do we want things to look 5 years from now?

Background and History

- ULD CARE has its roots in managing the transfer of ULD
- Set up in 1971 by IATA as the ULD Control and Procedures Committee



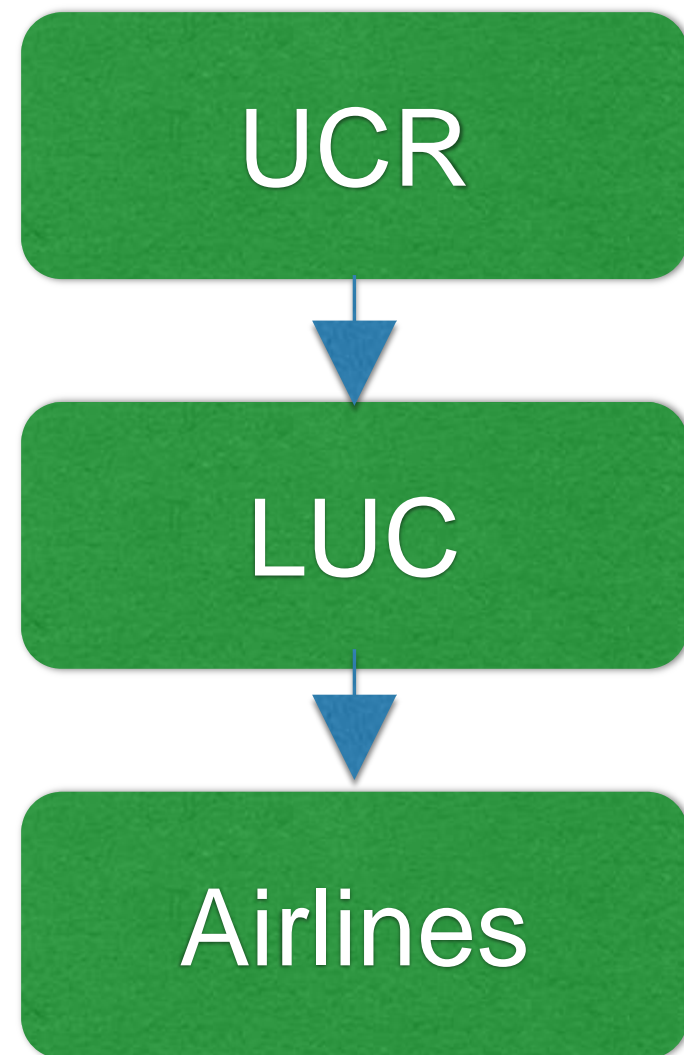


Operational Snapshot

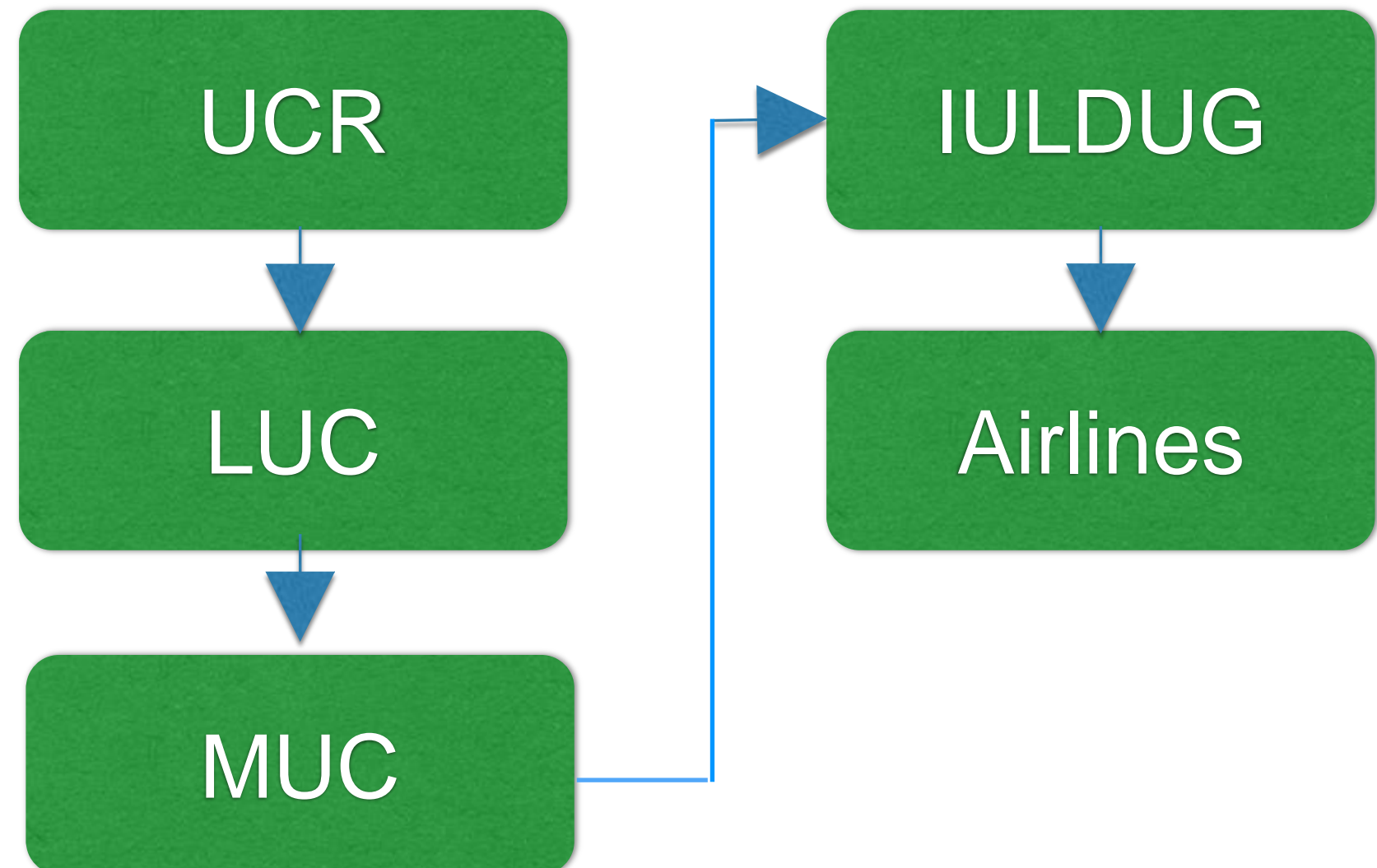
- ULD CARE continues to be the sole provider for recording/reporting ULD's being transferred between member airlines
- Current IT platform now fully depreciated/paid off
- Annual running costs US\$ 20000-25000
- Contributes around 20 % of the annual ULD CARE income

Follow the Data Trail- today

Airline to Airline

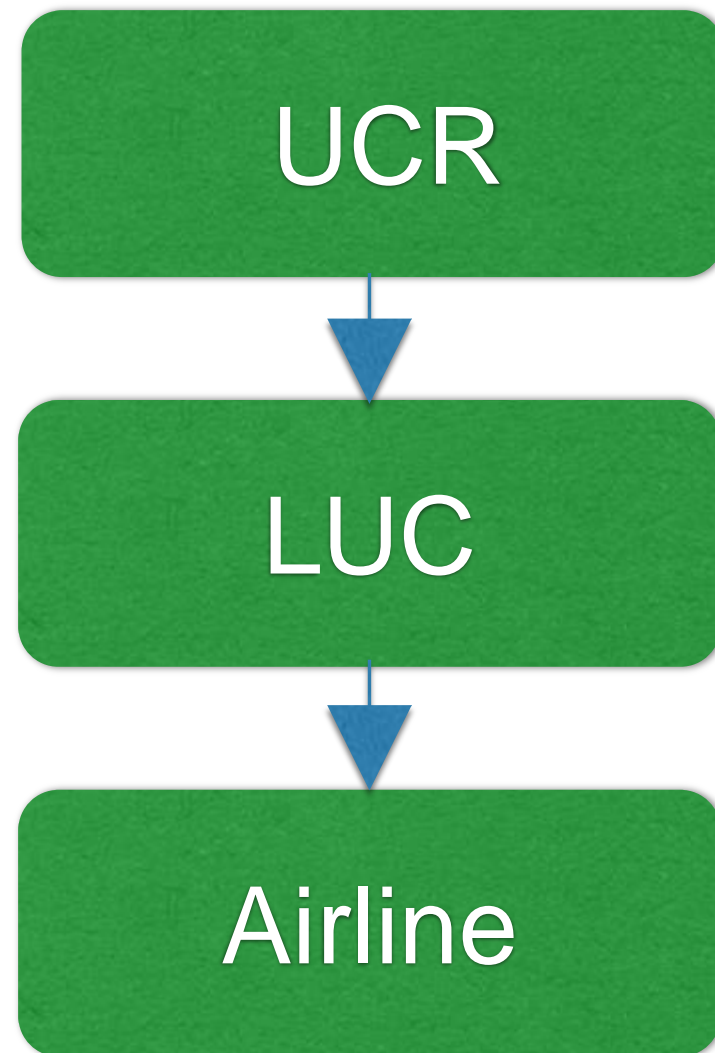


Airline to Airline via IULDUG

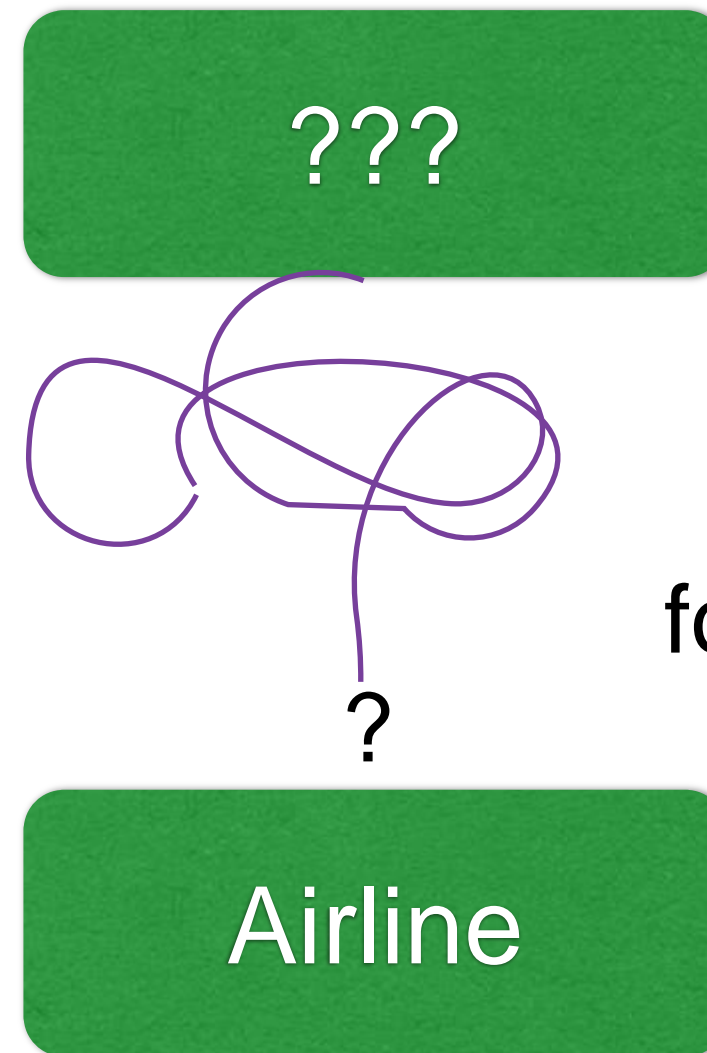


Follow the Data Trail- today (2)

Airline to Non Airline



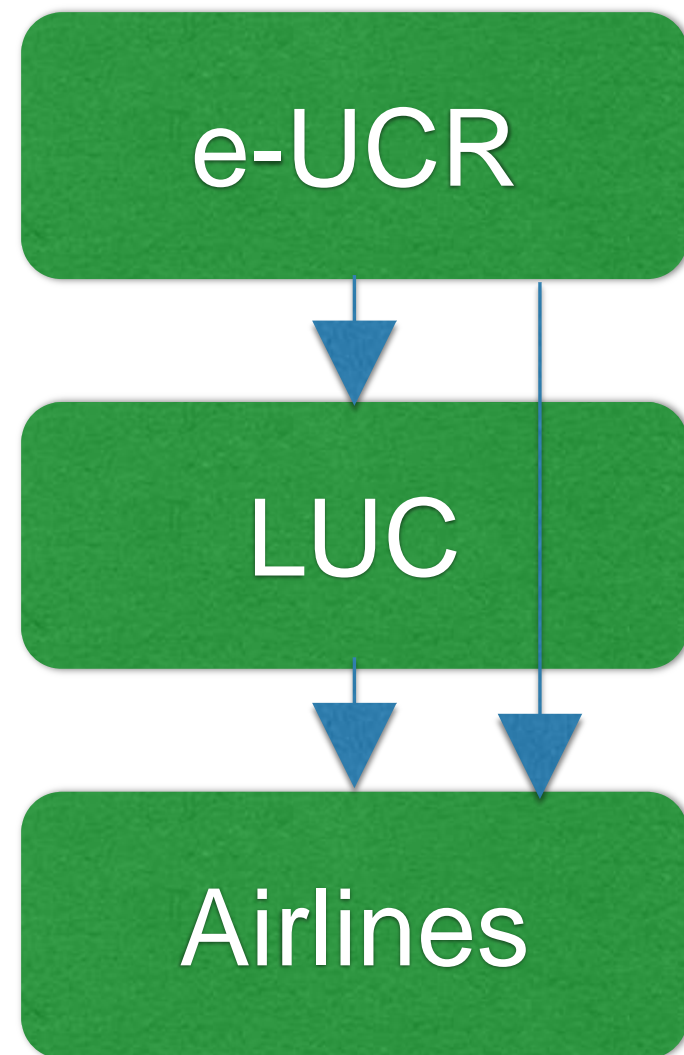
Non Airline* to Non Airline*



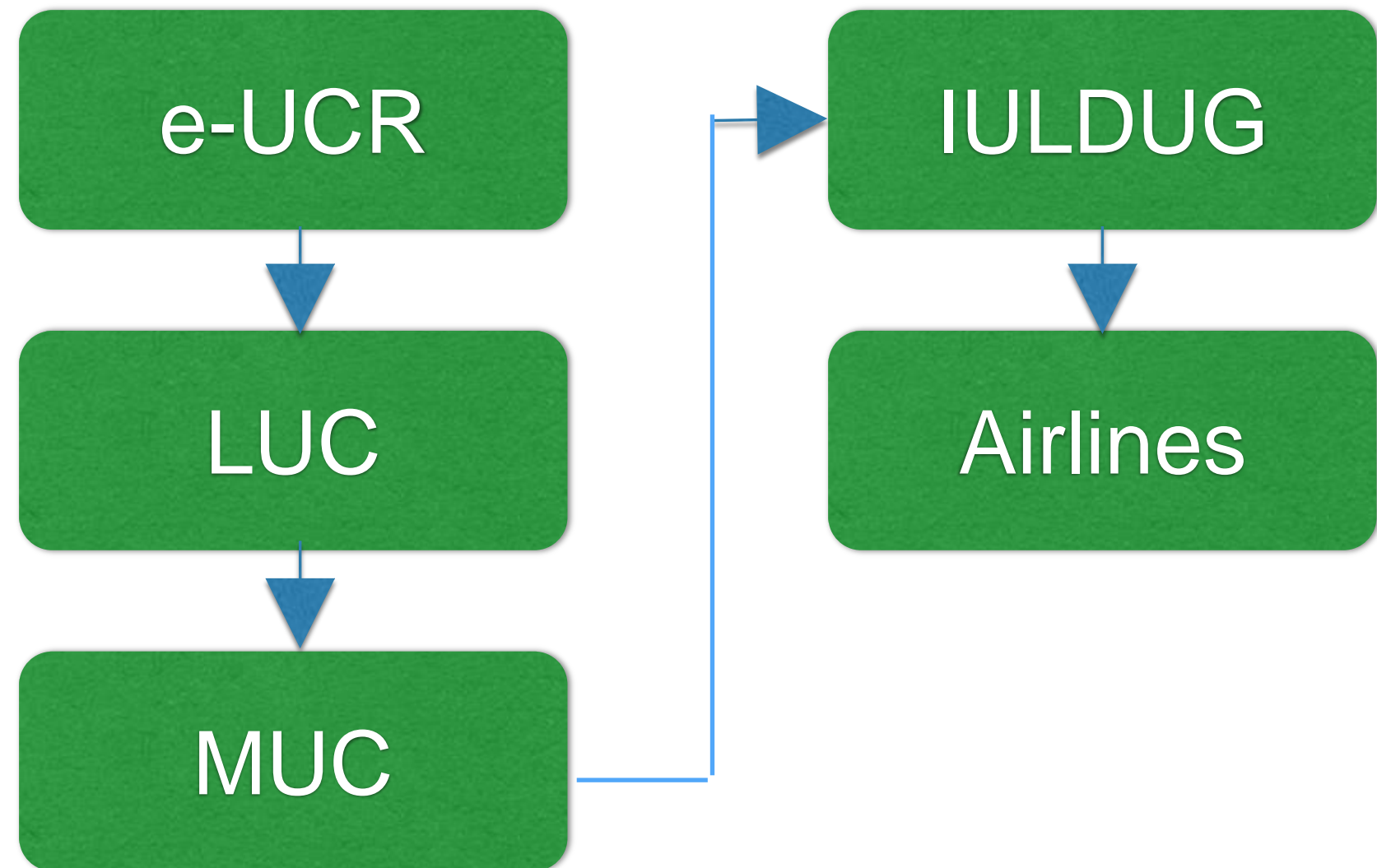
* Handler,
forwarder, trucker
etc.

Follow the Data Trail- PROPOSED

Airline to Airline



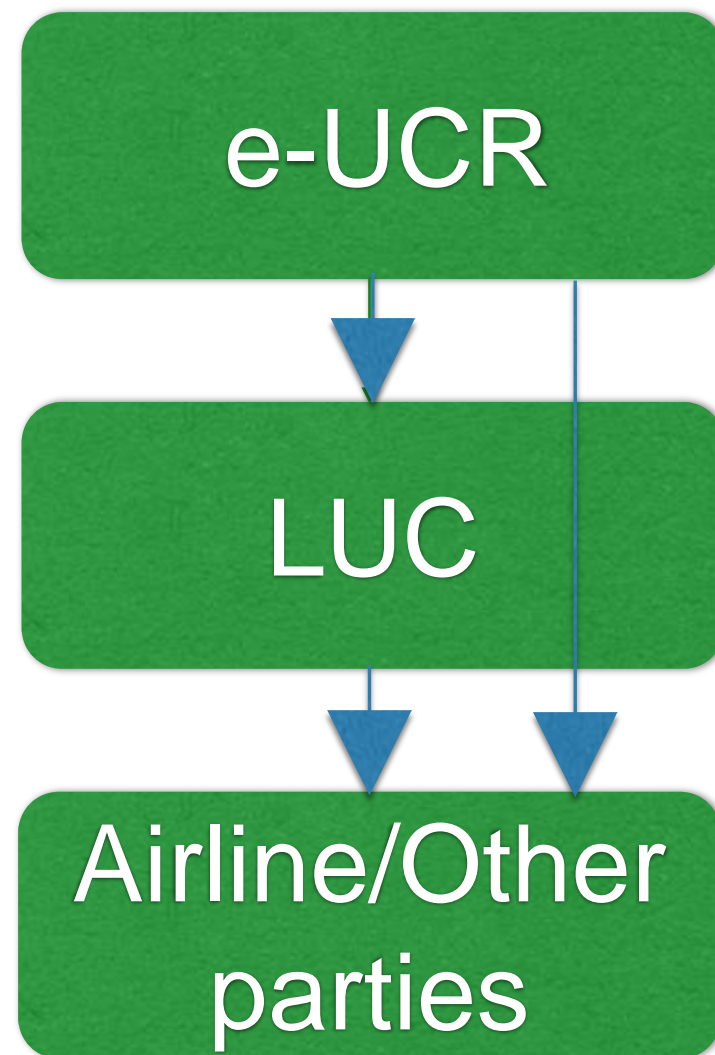
Airline to Airline via IULDUG



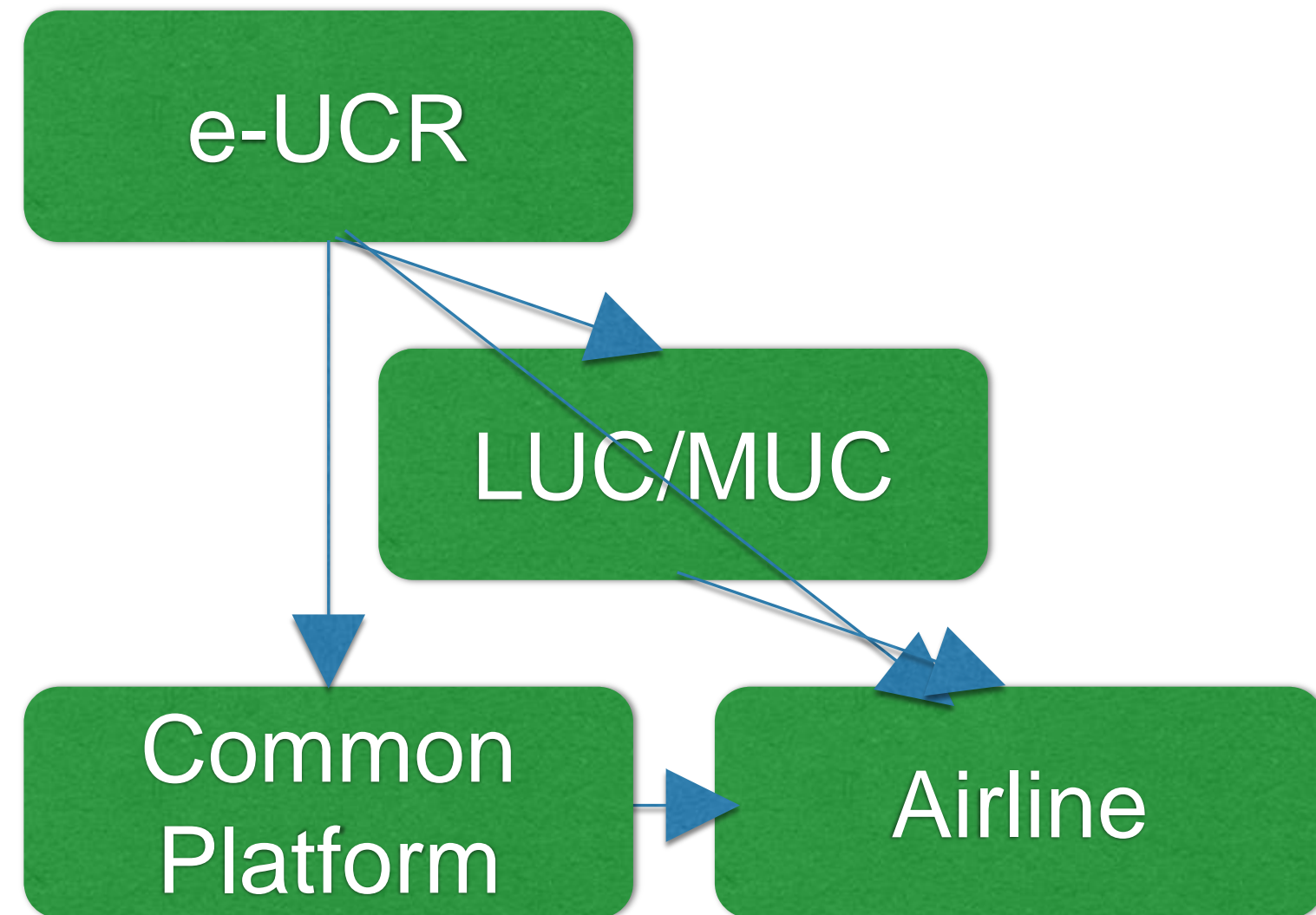
Follow the Data Trail- PROPOSED(2)

* Handler, forwarder, trucker etc.

Airline to Non Airline



Non Airline* to Non Airline*



Framework for successful asset tracking

Success

100% visibility/responsibility of ULD assets regardless of who holds in what location at what time

Compliance and education

Technology & Investment

Transferring parties taking sufficient care and responsibility

Adequate point of transfer processes

Platform(s) to support interchange of data

Shortfall

ULD assets often off the radar



Transferring Parties taking sufficient care and sufficient care and responsibility

- Issues
 - Lack of awareness of the importance of this function
 - Competence /skills
- Solutions
 - Awareness campaign?
 - Cross sector
 - Multi layer
 - Penalties for under performance/ rewards for compliance ?
 - Education aids



Easy use point of transfer process

- Issues
 - Current paper based system unfit for purpose
 - e-UCR in progress
 - Solution development
 - Investment
 - Solutions
 - e-UCR roll out
 - Germination of APP's/hand held solutions
- TIME TO TAKE ULD CARE
- ULD CARE/ 3rd parties



Platform to support interchange of data

Issues

- IULDUG system would require investment in upgrade
- One or many providers
Which comes first, an upgraded system or operational demand ?

Solutions

- Sit and wait ?
- Carry out study on how to expand capability ?
- Incremental capacity increase ?



How will technology play a part?

- Bar Codes, RFID, and GPS may all play a part in the process but will when it comes to controlling the transfer of a ULD technology cannot yet transmit:
- The fact that a transfer between parties has occurred
- Acceptance of liability
- ULD condition



Ingredients for success

- IATA
 - Compliance
 - Education
- ULD CARE
 - Operational level support
 - Technology
 - Investment



Clarifications

- ULD CARE to agree/disagree that e-UCR contains all the data required for creates LUC/MUC
- Can we have a common naming convention for non airlines?
- Is an electronic signature acceptable? Need for acknowledgement message?



Time for open discussion...