



All you need to know about...

**IATA e-freight**

Take  
the paper  
**OUT** >>



October 2009

**IATA E-FREIGHT**  
SIMPLE > ELECTRONIC > PAPER FREE

IATA e-freight

## BACKGROUND >>



Today the air cargo industry still relies on paper-based processes to support the movement of freight.

The average airfreight shipment generates up to 30 different paper documents – increasing the cost of airfreight and lengthening transport times.

## IATA e-freight OBJECTIVES >>



**IATA e-freight** is an initiative for the air cargo supply chain, by the air cargo supply chain. It involves carriers, freight forwarders, ground handlers, shippers, customs brokers and customs authorities.

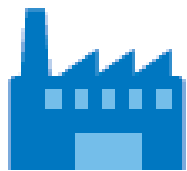
It replaces paper documents with electronic messages, reducing costs, improving transit times, accuracy and the competitiveness of airfreight.

IATA e-freight

## SCOPE OF DOCUMENTS >>

IATA e-freight is taking a **multimodal approach** to its electronic messaging standards.

Electronic messages that replace documents used in all types of transport – like the packing list, invoice or certificate of origin – work for air, sea and land shipments.



## IATA e-freight

# SCOPE OF DOCUMENTS >>

IATA e-freight removes **3 types of documents**



### *Trade documents*

Sent electronically by origin shippers and/or freight forwarders to destination either using agreed EDI standards (XML) or simple pdf documents – often done in ‘pre-alerts’ already today

Invoice

Packing List

Certificate of Origin  
(where legally feasible)

Others in future

### *Transport documents*

Replaced with IATA Cargo-IMP electronic messages (FWB, FHL, FFM, FSU), already in use by many airlines and forwarders (in future, XML equivalents will also be available)

Flight Manifest

Air Waybill

House Manifest

House Waybill

### *Customs documents*

IATA e-freight is only implemented in locations where import and export declarations and release are already electronic and where customs agree they do not need original paper documents

Export and Import  
Cargo Declaration  
and Release

Export and Import  
Goods Declaration  
and Release

## IATA e-freight

# SCOPE OF DOCUMENTS >>

By the end of 2009, **16 paper documents** will be replaced with electronic messages. Four more documents will be replaced in 2010, for a total of 20.

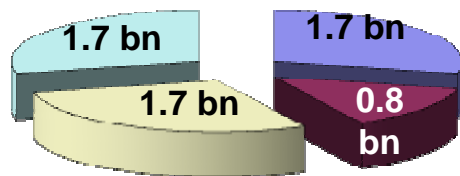


## IATA e-freight BUSINESS CASE >>

Up to **US\$4.9 billion** annual net benefits across the supply chain

Total benefits are US\$5.9 billion, less US\$1 billion in operational costs of messaging and scanning electronic documents

Conservative estimate: US\$3.1 billion in benefits, based on 80% e-freight capability and penetration across the industry



- Document Processing Costs
- Improved Delivery Time
- Reduced Inventory
- Increased Market Share

## IATA e-freight **BENEFITS** >>

### **Better service**

**Faster supply chain transit times:** the ability to send shipment documentation before the cargo itself can reduce the industry cycle time by an average of 24 hours.

**Greater accuracy:** electronic document auto population – allowing one time electronic data entry at point of origin – reduces delays to shipments due to inaccurate or inconsistent data entry. Electronic documents are less likely to be misplaced, so shipments will no longer be delayed because of missing documentation.

**Better tracking:** data entered electronically gives organisations the opportunity to track shipments en route – allowing for real-time status updates.



## IATA e-freight **BENEFITS** >>

### **Regulatory compliance**

IATA e-freight meets all international and local regulations relating to the provision of electronic documents and data required by customs, civil aviation and other regulatory authorities.



### **Increased security**

Electronic documents are only made available to parties who require them for the completion of a shipment.

### **Environmentally friendly**

IATA e-freight will eliminate more than 7,800 tones of paper documents, the equivalent of 80 Boeing 747 freighters.

## IATA e-freight SCORECARD >>

As of October 2009, IATA e-freight was live in **21** countries / administrative areas and more than **94** airports.

Over **195** live stakeholders (airlines and freight forwarders) can now use e-freight on more than **2303** trade lanes.



Monthly scorecards are available on the website:  
<http://www.iata.org/stb/efreight/scorecards.htm>

## IATA e-freight

# COUNTRIES >>

As of October 2009, IATA e-freight was live in **21** countries / administrative areas:

- >> North America: Canada and USA
- >> Europe: UK, Sweden, Norway, Denmark, Netherlands, Luxembourg, France, Switzerland, Germany, Spain
- >> Africa: Mauritius
- >> Middle-East: Dubai
- >> North Asia: Hong Kong
- >> Asia Pacific: Singapore, Japan, South Korea, Malaysia, Australia, New Zealand



## IATA e-freight

# COUNTRIES >>

IATA is conducting assessments of other major countries / administrative areas to continue building the e-freight pipeline. Therefore, these additional countries are targeted to be live by end of 2010:

- >> Latin America: Argentina, Brazil, Chile, Colombia, Mexico, Peru
- >> Europe: Austria, Belgium, Czech Republic, Estonia, Iceland, Italy, Ireland, Finland, Malta, Portugal, Romania, Slovakia
- >> Middle-East: Egypt, Israel, Jordan, Turkey
- >> North Asia: Chinese Taipei, China
- >> Asia Pacific: India, Pakistan, Thailand



## IATA e-freight

# GET STARTED >>

>> All the key documents and relevant information to start e-freight are freely available on the **IATA web site**: [www.iata.org/e-freight](http://www.iata.org/e-freight)

>> The **IATA e-freight Handbook** and its accompanying documents on the website are your starting point. This includes a self-assessment and self-guided methodology to implement e-freight

>> Upon request, the IATA e-freight project team can also help you with special questions requesting expert advice via [IATAe-freight@iata.org](mailto:IATAe-freight@iata.org)





### ***Legal notice to carriers and shippers participating in IATA e-freight***

Shippers and carriers are reminded that IATA e-freight is a discretionary programme, and it is up to shippers and carriers alike, based on their internal legal analysis, to determine how they should ship and document cargo to and from any IATA endorsed e-freight destination. IATA provides recommended tools for accomplishing e-freight transactions such as Cargo-IMP messaging and model EDI Agreements, and through its endorsement of particular destinations, confirms that the governments of such destinations should accept the use of these tools at their borders. By ensuring that an endorsed location is a signatory to either MP4 or MC99, IATA can compel the acceptability of IATA e-freight tools, however, such endorsement does not affect in any way the pre-existing legal regime with regard to liability or the particular requirements that cargo insurance carriers may have when cargo is transported to and from those destinations. The determination how liability and insurance issues should be resolved continues to be the responsibility of the carriers and shippers.