

IATA E-FREIGHT

The icon consists of a green square with a white 'e' inside, and a white outline of a document or envelope shape behind it.

The Problem

Each international airfreight shipment can require more than 30 different paper documents – increasing the cost of airfreight and lengthening transport times.

The Solution

The IATA e-freight project aims to take the paper out of air cargo. Facilitated by IATA, the project is an industry-wide initiative involving carriers, freight forwarders, ground handlers, shippers, customs brokers and customs authorities. IATA e-freight replaces paper documents with electronic messages.

The Benefits

- Lower costs: average annual savings of between US\$3.1 and US\$4.9 billion for the industry – depending on the level of adoption.
- 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 documents 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 also cannot be misplaced, so shipments will no longer be delayed because of missing documentation.
- 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.
- Better for the environment: IATA e-freight will eliminate more than 7,800 tonnes of paper documents, the equivalent of 80 Boeing 747 freighters.

IATA's Approach

- To participate in IATA e-freight, a location (country or territory) must first pass a High Level Assessment (HLA) and a Detailed Level Assessment (DLA).
- Once these assessments are passed, the location is certified as ready for IATA e-freight, and moves to the implementation phase.
- In this phase, local stakeholders including ground handlers, airlines, freight forwarders, shippers and customs officials, define an e-freight operational procedure (e-FOP) for that location.
- Once an e-FOP is in place, the location is ready to go live.
- Implementation in new locations and existing locations is supported by global IATA network and the IATA e-freight Handbook, a comprehensive implementation guide available for free download on the IATA e-freight homepage.

The Targets

- In 2008 e-freight was live in 18 locations. Going forward the project efforts will focus in three areas:
 - » Increasing the number of IATA e-freight locations: IATA e-freight will go live in 5 new locations and 14 new airports in 2009
 - » Increasing the number of electronic messaging standards that replace paper documents to 16 in 2009 and 20 in 2010
 - » Increasing the number of stakeholders participating in live locations using the IATA e-freight Handbook
- Locations that account for 81% of all international airfreight will be e-freight capable by the end of 2010.