

# IATA E-FREIGHT



## Global project scorecard

October 2009

# 59

### Countries / administrative areas having successfully passed the HLA

The High Level Assessment (HLA) is the first step in assessing a country / administrative area's readiness for e-freight and includes the following questions:

- Is it a country / administrative area where airfreight originates and or terminates? (Source: IATA)
- Are MC99 and/or MP4 in force? Locations must have ratified at least one of these two conventions in order to meet this criterion. (Source: ICAO)
- Has the location signed the World Customs Organisation Letter of Intent? (Source: WCO)
- Does the government have an e-customs modernisation programme in place with the automated release of import and export goods prior to end 2010? (Source: IATA through the assessment phase)

A country / administrative area having successfully passed the HLA is either:

- Under Detailed Level Assessment (DLA). The DLA is the second step of the readiness assessment process driven by IATA with the local stakeholders. The questions of the DLA ascertain the country / administrative area and stakeholders' readiness and willingness to implement e-freight from a technical, process and legal/regulatory standpoint.
- Under Local Action Plan (LAP). If a country / administrative area fails to meet the criteria to pass the DLA, an agreed action plan (the LAP) is defined in order to close the identified gaps.
- Ready for Implementation (IMP). When the country / administrative area passes successfully the DLA and/or closes all the identified gaps in its LAP, IATA endorses it as ready for the implementation phase.
- Under implementation (IMP). The implementation process driven by IATA starts with a kick-off meeting with the local stakeholders and ends with the first e-freight shipment being performed from and to that country / administrative area.
- Live. A live country / administrative area has a local e-freight Operational Procedures (e-FOP) defined and validated by local customs which accept inbound and outbound shipments performed as e-freight

Under DLA	Under LAP	Ready for IMP	Under IMP	Live
9	23	1	5	21

# 21

## Live countries / administrative areas

A live country / administrative area is a territory with at least one live airport.  
(Source: IATA through the implementation phase)

# 108

## Live airports

A live airport where stakeholders can operate e-freight to or from another live airport  
(Source: IATA through the implementation phase)

“Major” airports.  
Implementation driven by IATA and/or by local stakeholders

“Other” airports.  
Implementation driven by local stakeholders

# 42

# 66

# 3078

## Ready trade lanes

A ready trade lane is a “feasible” trade lane between 2 live airports. Feasible meaning the origin and destination location have ratified the same treaties (MC99 and/or MP4).  
Note that stakeholders can operate e-freight on all those ready trade lanes.

(Source: IATA Message Improvement Programme)

# 444

## Live trade lanes

A live trade lane is a trade lane between 2 live airports on which at least one e-freight shipment has been performed.

(Source: IATA Message Improvement Programme)

# 195

## Live stakeholders (airlines and freight forwarders)

A live stakeholder is a stakeholder operating e-freight in at least one country / administrative area

Live airlines  
(Source: IATA Implementation)

Live freight forwarders  
(Source: IATA MIP)

# 22

# 173

Already **59482** e-freight consignments!

# 30659

## Monthly e-freight volume

Monthly number of consignments last month  
(Source: IATA Message Improvement Programme).

Reporting period for data coming from IATA Message Improvement Programme: September 2009

For more information, please visit: <http://www.iata.org/e-freight>

If you have questions, please contact us using: [IATAe-freight@iata.org](mailto:IATAe-freight@iata.org)