

IATA E-FREIGHT



Global project scorecard

November 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	22	1	3	24

24

Live countries / administrative areas

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

118

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

50

Of which: **50** for international e-freight
19 for domestic e-freight

68

Of which: **48** for international e-freight
43 for domestic e-freight

3959

Ready trade lanes

Of which:
3170 international
789 domestic

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)

483

Live trade lanes

Of which:
310 international
173 domestic

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)

213

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)

26

187

Already **95021** e-freight consignments!

35837

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: October 2009

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

If you have questions, please contact us using: IATAe-freight@iata.org