

IATA's 3rd Annual Electronic Invoicing Conference

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Presenter:

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EDI – what's the future?

- Electronic Data Interchange or B2B integration:
Great potential to help take cost out of the fuel purchasing process
 - Improved data quality end to end reduces time to check invoices and time spend on invoice complaints/queries
 - Reduced wait times resulting in faster aircraft turnaround and better fuelling vehicle utilisation
- EDIFACT/AVNET:
 - Will eventually be replaced by IATA XML Fuel Invoice Standard
 - Some legislations (e.g. EU Directive 2001/115/EC) reference EDIFACT but have not yet put XML Invoicing at the same level
 - ExxonMobil Aviation will continue to support existing EDIFACT interfaces but will not add new interfaces unless required for legal reasons

- Why has B2B Integration not played a larger role in the past?
 - Lack of a coherent standards
 - EDIFACT only covers invoices and has been highly customised over time
 - No standards for other data streams had lead to bespoke solutions at various airports
 - High cost of setting up and maintaining individual EDI or bespoke solution
- What has changed?
 - With the IATA Data Standards Group the Aviation industry now has a strong body to develop/maintain standards
 - XML is widely available and can be integrated with spreadsheets or fuel management systems alike allowing medium and small sized airlines to participate
 - Based on a strong standard the total cost of ownership of the B2B interfaces will go down
 - Leveraging ExxonMobil Aviation's global organisation and invoicing system we now have the platform to provide B2B integration at the scale required by our customers