



IATA e-freight

Rules and guidelines for IATA e-freight locations

(Complement to the generic IATA e-
freight Operational Procedures, 'e-
FOP')

Document Status

Versions

Version	Date	IATA StB - Authors	Notes
V1.0	March 28, 2010	↗ Guillaume Drucy, Chris Wolstenholme, Shu Yin Tan, Alan Turpin	↗ Initial version for publication

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Introduction

The IATA e-freight operating procedures (e-FOP) are the operational steps that stakeholders of the air cargo supply chain must follow when shipping air cargo in compliance with the [IATA e-freight](#) business processes and standards.

The generic IATA e-freight e-FOP are described in a separate document which is available on the IATA e-freight web page (<http://www.iata.org/e-freight/>)

When conducting e-freight between two specific locations, stakeholders must also comply with any specific rule that may have been defined for these specific locations. The purpose of this document is to describe these location specific rules. Therefore, this document needs to be used as a complement to the generic IATA e-FOP document.

Structure of the document

The document lists all the locations where e-freight is live, by alphabetical order.

(In IATA e-freight, a location is either a country, a special administrative region or any other signatory to the Warsaw convention as amended by the Montreal Protocol MP4 or the Montreal Convention MC99.)

For each location, the document provides:

- The overall status of IATA e-freight in the location
- Special rules (if any) when performing export shipments from the location
- Special rules (if any) when performing import shipments into the location

How to use this document

- If you want to **know the overall status** of e-freight in a location, click on the location page on the table of content (or if you are using a printed version of the document, turn to the location page)
- If you want to **conduct export** consignments out of the location, click on the export special rules' page on the table of content (or if you are using a printed version of the document, turn to the location's export special rules page)
- If you want to **conduct import** consignments into the location, click on the import special rules' page on the table of content (or if you are using a printed version of the document, turn to the location's export special rules page)

In all sections, the process steps made reference to (such as OFF 1 for Origin Freight Forwarder function 1) are those described in the generic IATA e-FOP document that have specific rules or expectations in the location considered. To know the generic description of the function in the IATA e-FOP, please refer to that document.

As a reminder, these functions cover mostly the following categories:

- OFF: Origin Freight Forwarder functions
- OC: Origin Carrier functions
- DC: Destination Carrier functions
- DFF: Destination Freight Forwarder functions

For a full list of acronyms, please refer to the Appendix section in this document.

Reminder of fundamental e-freight principles and documents in scope of implementation

In addition to following location specific rules, stakeholders may feel that they need to adjust the process steps based on their internal procedures and systems or to comply with specific agreement they may have with their partners, suppliers and customers.

This is acceptable in IATA e-freight, as long as it is done strictly within the limits of the fundamental principles of IATA e-freight, which are:

- Original paper documents considered in scope of e-freight implementation must not be transported in original paper form between the origin forwarder and origin carrier, or by the carrier between origin and destination, or between the destination carrier and destination forwarder (except where agreed exceptions are specifically stated and described in this document)
- Instead of paper documents, electronic exchange of information (EDI, or in some cases, scanned/imaged documents) is used, following guidelines and business rules expressly described in this document or other relevant IATA e-freight documentation.

As a reminder, the set of documents considered in scope of local e-freight implementations includes at the minimum the 12 following core documents:

- invoice,
- packing list,
- export goods declaration,
- customs release export,
- house manifest,
- master air waybill,
- house waybill,
- export cargo declaration,
- flight manifest,
- import cargo declaration,
- import goods declaration,
- customs release import.

In some locations, the Certificate of Origin may also be allowed in electronic format.

Up to eight additional documents can be brought in scope of local e-freight implementation depending on the location and the stakeholders. For more details on this last point, consult the IATA e-freight Handbook available on the IATA web site.

Any comments, suggestions or proposals for enhancements to this document are welcome and should be directed to: IATAe-freight@iata.org

Table of Contents

CHAPTER 1	AUSTRALIA E-FOP RULES AND GUIDELINES	10
SECTION 1.1	OVERALL STATUS.....	10
SECTION 1.2	SPECIFIC EXPORT RULES FOR AUSTRALIA:.....	11
SECTION 1.3	SPECIFIC IMPORT RULES FOR AUSTRALIA:.....	11
SECTION 1.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	12
CHAPTER 2	CANADA E-FOP RULES AND GUIDELINES	13
SECTION 2.1	OVERALL STATUS.....	13
SECTION 2.2	SPECIFIC EXPORT RULES FOR CANADA:.....	14
SECTION 2.3	SPECIFIC IMPORT RULES FOR CANADA.....	14
SECTION 2.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	14
CHAPTER 3	CHINESE TAIPEI E-FOP RULES AND GUIDELINES	15
SECTION 3.1	OVERALL STATUS.....	15
SECTION 3.2	SPECIFIC EXPORT RULES FOR CHINESE TAIPEI:.....	15
SECTION 3.3	SPECIFIC IMPORT RULES FOR CHINESE TAIPEI:.....	16
SECTION 3.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	17
CHAPTER 4	DENMARK E-FOP RULES AND GUIDELINES	18
SECTION 4.1	OVERALL STATUS.....	18
SECTION 4.2	SPECIFIC EXPORT RULES FOR DENMARK:.....	19
SECTION 4.3	SPECIFIC IMPORT RULES FOR DENMARK:.....	19
SECTION 4.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION (BILLUND – BLL).....	20
CHAPTER 5	EGYPT E-FOP RULES AND GUIDELINES	21
SECTION 5.1	OVERALL STATUS.....	21
SECTION 5.2	SPECIFIC EXPORT RULES FOR EGYPT:.....	22
SECTION 5.3	SPECIFIC IMPORT RULES FOR EGYPT:.....	26
SECTION 5.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	28
CHAPTER 6	FRANCE E-FOP RULES AND GUIDELINES	29
SECTION 6.1	OVERALL STATUS.....	29
SECTION 6.2	SPECIFIC EXPORT RULES FOR FRANCE.....	30
SECTION 6.3	SPECIFIC IMPORT RULES FOR FRANCE.....	30
SECTION 6.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	30
CHAPTER 7	GERMANY E-FOP RULES AND GUIDELINES	31
SECTION 7.1	OVERALL STATUS.....	31
SECTION 7.2	SPECIFIC EXPORT RULES FOR GERMANY:.....	32
SECTION 7.3	SPECIFIC IMPORT RULES FOR GERMANY:.....	33
SECTION 7.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	33
CHAPTER 8	HONG KONG E-FOP RULES AND GUIDELINES	34
SECTION 8.1	OVERALL STATUS.....	34

SECTION 8.2	SPECIFIC EXPORT RULES FOR HONG KONG:	35
SECTION 8.3	SPECIFIC IMPORT RULES FOR HONG KONG:.....	35
SECTION 8.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	36
CHAPTER 9	ICELAND E-FOP RULES AND GUIDELINES	37
SECTION 9.1	OVERALL STATUS.....	37
SECTION 9.2	SPECIFIC EXPORT RULES FOR ICELAND:.....	38
SECTION 9.3	SPECIFIC IMPORT RULES FOR ICELAND:	38
SECTION 9.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	38
CHAPTER 10	JAPAN E-FOP RULES AND GUIDELINES	39
SECTION 10.1	OVERALL STATUS.....	39
SECTION 10.2	SPECIFIC EXPORT RULES FOR JAPAN:	40
SECTION 10.3	SPECIFIC IMPORT RULES FOR JAPAN.....	41
SECTION 10.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	41
CHAPTER 11	REPUBLIC OF KOREA E-FOP RULES AND GUIDELINES.....	42
SECTION 11.1	OVERALL STATUS.....	42
SECTION 11.2	SPECIFIC EXPORT RULES FOR SOUTH KOREA:	43
SECTION 11.3	SPECIFIC IMPORT RULES FOR SOUTH KOREA:	44
SECTION 11.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	44
CHAPTER 12	LUXEMBOURG E-FOP RULES AND GUIDELINES	45
SECTION 12.1	OVERALL STATUS.....	45
SECTION 12.2	SPECIFIC EXPORT RULES FOR LUXEMBOURG:	46
SECTION 12.3	SPECIFIC IMPORT RULES FOR LUXEMBOURG:.....	47
SECTION 12.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION.....	47
CHAPTER 13	MALAYSIA E-FOP RULES AND GUIDELINES	48
SECTION 13.1	OVERALL STATUS.....	48
SECTION 13.2	SPECIFIC EXPORT RULES FOR MALAYSIA:	49
SECTION 13.3	SPECIFIC IMPORT RULES FOR MALAYSIA:	49
SECTION 13.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	49
CHAPTER 14	MAURITIUS E-FOP RULES AND GUIDELINES	50
SECTION 14.1	OVERALL STATUS.....	50
SECTION 14.2	SPECIFIC EXPORT RULES FOR MAURITIUS:	51
SECTION 14.3	SPECIFIC IMPORT RULES FOR MAURITIUS:.....	51
SECTION 14.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	51
CHAPTER 15	NETHERLANDS E-FOP RULES AND GUIDELINES.....	52
SECTION 15.1	OVERALL STATUS.....	52
SECTION 15.2	SPECIFIC EXPORT RULES FOR NETHERLANDS:.....	53
SECTION 15.3	SPECIFIC IMPORT RULES FOR NETHERLANDS:	53
SECTION 15.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	53
CHAPTER 16	NEW ZEALAND E-FOP RULES AND GUIDELINES	54
SECTION 16.1	OVERALL STATUS.....	54

SECTION 16.2	SPECIFIC EXPORT RULES FOR NEW ZEALAND:	55
SECTION 16.3	SPECIFIC IMPORT RULES FOR NEW ZEALAND:	55
SECTION 16.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	56
CHAPTER 17	NORWAY E-FOP RULES AND GUIDELINES	57
SECTION 17.1	OVERALL STATUS	57
SECTION 17.2	SPECIFIC EXPORT RULES FOR NORWAY	57
SECTION 17.3	SPECIFIC IMPORT RULES FOR NORWAY	58
SECTION 17.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN NORWAY	58
CHAPTER 18	SINGAPORE E-FOP RULES AND GUIDELINES	59
SECTION 18.1	OVERALL STATUS	59
SECTION 18.2	SPECIFIC EXPORT RULES FOR SINGAPORE:	59
SECTION 18.3	SPECIFIC IMPORT RULES FOR SINGAPORE:	61
SECTION 18.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	61
CHAPTER 19	SPAIN E-FOP RULES AND GUIDELINES	62
SECTION 19.1	OVERALL STATUS	62
SECTION 19.2	SPECIFIC EXPORT RULES FOR SPAIN	62
SECTION 19.3	SPECIFIC IMPORT RULES FOR SPAIN	63
SECTION 19.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN SPAIN	64
CHAPTER 20	SWEDEN E-FOP RULES AND GUIDELINES	65
SECTION 20.1	OVERALL STATUS	65
SECTION 20.2	SPECIFIC EXPORT RULES FOR SWEDEN:	65
SECTION 20.3	SPECIFIC IMPORT RULES FOR SWEDEN:	65
SECTION 20.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	66
CHAPTER 21	SWITZERLAND E-FOP RULES AND GUIDELINES	67
SECTION 21.1	OVERALL STATUS	67
SECTION 21.2	SPECIFIC EXPORT RULES FOR SWITZERLAND:	68
SECTION 21.3	SPECIFIC IMPORT RULES FOR SWITZERLAND:	69
SECTION 21.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	69
CHAPTER 22	UNITED ARAB EMIRATES (DUBAI) E-FOP RULES AND GUIDELINES	70
SECTION 22.1	OVERALL STATUS	70
SECTION 22.2	SPECIFIC EXPORT RULES FOR DUBAI	70
SECTION 22.3	SPECIFIC IMPORT RULES FOR DUBAI:	71
SECTION 22.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	72
CHAPTER 23	UNITED KINGDOM E-FOP RULES AND GUIDELINES	73
SECTION 23.1	OVERALL STATUS	73
SECTION 23.2	SPECIFIC EXPORT RULES FOR THE UNITED KINGDOM	73
SECTION 23.3	SPECIFIC IMPORT RULES FOR THE UNITED KINGDOM	74
SECTION 23.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	74
CHAPTER 24	USA E-FOP RULES AND GUIDELINES	75
SECTION 24.1	OVERALL STATUS	75

SECTION 24.2	SPECIFIC EXPORT RULES FOR USA:	76
SECTION 24.3	SPECIFIC IMPORT RULES FOR USA.....	76
SECTION 24.4	SPECIAL RULES FOR SPECIFIC AIRPORTS IN THE LOCATION	76
GLOSSARY OF TERMS.....		77

CHAPTER 1 AUSTRALIA E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	✎ Shu Yin Tan/ Guillaume Drucy	Initial version for publication

Section 1.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 1.2 Specific export rules for Australia:

1.2.1 OFF Function 1. “Shipper Booking” with Origin Freight Forwarder – To-Be business process 1 & 2

If documents are in paper format, then the OFF will have to scan the documents and include the scanned images as a pre-alert to be sent to the DFF.

1.2.2 OFF Function 6. Cross-Check Freight Shipment with Information Received – To-Be business process 11

No further information is exchanged between shippers and forwarders as it has been performed in OFF Function 1.

1.2.3 OFF Function 7. Declare Freight for Export – To be Process Business 14 & 15 & 16

The Export Cargo Declaration is made using ICS + CAN to customs and customs will return a message with a customs reference number.

1.2.4 OFF Function 10. Freight Assembly, Labelling and Information Preparation – To be business process 19 & 20

The Security Declaration bearing the Master Air Waybill number will be created. This will be used to deliver the goods to the Airline/CTO and will be supplied to the airline to confirm the security status of the OFF and the Shippers for whom freight is being transported.

1.2.5 OFF Function 13. Freight & Out of Scope Documents Delivered to Carrier – To be business process 24 & 25

The Security Declaration will not be transported with the freight.

Section 1.3 Specific import rules for Australia:

1.3.1 DC Function 1. Receive Pre-Alert Data into DC / DGHA systems

The Impending Arrival Report (IAR) has to be submitted three hours before the plane arrives. The Actual Arrival Report (AAR) has to be submitted two hours before the plane arrival. For outturns, it has to be within 24 hours of arrival.

For Full Import Declarations (FIDs), there is no time limit. Other than that there must be a clear status before the goods can be delivered into home consumption or for warehouse. (Normal commercial practices and storage charge accrual make pre-lodgement mandatory). For most shipments, there will already be a SAC or FID in place.

1.3.2 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

The Full Import Declarations (FIDs) will have to be made to customs at this stage.

Section 1.4 Special rules for specific airports in the location

None

CHAPTER 2 CANADA E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	✎ Alan Turpin / Guillaume Drucy	Initial version for publication

Section 2.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	No	No	As of September 1 st , 2009 YUL is live but limited to 3 carriers (AC, KL, and BA) . YYZ and YVR are limited to pilot carriers plus 4 new participants at each location. Contact Alan Turpin at turpina@iata.org if you want to participate to or from Canada airports.
2. Certificate of Origin in scope	No	Yes	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

<http://www.iata.org/e-freight>

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Section 2.2 Specific export rules for Canada:

2.2.1 OFF Function 13. Transmit MAWB/Consol Manifest Message – To be business process 21 & 22

It will be a requirement that to indicate the EAW/EAP codes on the manual AWB until the electronic e-AWB is implemented fully. The sticker will go in the Handling information box.

Carrier will receive a minimum of 3 copies of the AWB – can be original or plain paper AWB.

House manifest info can go to carrier as proof of reporting (CAED) but does not fly.

UK Anti-smuggling requires a e-mail PDF version of the House manifest prior to receiving the goods.

Section 2.3 Specific import rules for Canada

None.

Section 2.4 Special rules for specific airports in the location

None

CHAPTER 3 CHINESE TAIPEI E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	✍ Shu Yin Tan / Guillaume Drucy	Initial version for publication

Section 3.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	None	
2. Certificate of Origin in scope	No	No	No	No	None	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	None	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	None	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	None	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

Even though Chinese Taipei has not ratified the two treaties MP4 or MC99, the Chinese Taipei government legislation allowing for electronic transactions makes IATA e-freight possible.

Item	Status
1. Ratified MP4	No
2. Ratified MC99	No

Section 3.2 Specific export rules for Chinese Taipei:

3.2.1 OFF Function 7. Declare Freight for Export – To be Process Business 14 & 15 & 16

The Export Cargo Declaration is sent through Tradevan to Customs and the release permit will be sent through Tradevan to Forwarders.

3.2.2 OFF Function 11. Transmit MAWB/Consol Manifest Message – To be Business Process 21 & 22

In Chinese Taipei, the FWB will be prepared and transmitted after piece count and weighing have been performed by the warehouse.

3.2.3 OFF Function 13. Freight & Out of Scope Documents Delivered to Carrier – To be business process 24 & 25

The goods will be delivered to forwarder's selected warehouse for piece count and weighing before the info is obtained for FWB to be prepared and sent to airlines. The piece count and weight will be provided on the Letter's of Instructions (note this differs from the commonly known Shipper's Letter of Instruction between shippers and forwarders) and information can be found on warehouse's website for forwarders and airlines. Other out of scope documents and 1 piece of MAWB (if e-AWB agreement are not signed), will be delivered after the FWB is finalised and sent.

Section 3.3 Specific import rules for Chinese Taipei:

3.3.1 DC Function 5. Report Manifest to Customs and other Regulatory Agencies – To-Be business process 41 & 42

Airlines will perform the electronic customs declaration through Tradevan. After arrival, arrival flight manifest and house manifest will be sent in pdf format to Customs. The email addresses is. express5@webmail.customs.gov.tw. The data submitted should contain the same information as the previously submitted information.

No paper manifest will need to be provided to Airport Police

3.3.2 DC Function 8. Deliver Freight to the DFF – To-Be business process 46 & 47

A printed copy of HAWB (with company stamp) will be presented to Airlines to collect any remaining documents (if EAP) and Airlines will stamp the printed HAWB to indicate approval of collection.

3.3.3 DFF Function 1. Receive Pre-Alert and Prepare for Freight Arrival – To-Be business process 23

Prior to arrival, as in usual practice, DFF is to inform airlines of the intended warehouse for their shipment. Any specific handling information can be provided at this point to airlines.

3.3.4 DFF Function 3. Collect Freight from DC – To be business process - 47

See DC Function 8. A printed copy of HAWB (with company stamp) will be used for collection from freight from airlines and warehouse.

3.3.5 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

If the Customs release indicate C2 or C3 (C1 does not require submission of any documents/goods and takes up most of the cases), the following should be done:

- Print HAWB and company-stamp the HAWB provide to customs.

If it is LC Shipment,

- Print a copy of HAWB with IATA Conditions of Carriage on the underside and company-stamp it. And provide to Customs.

Section 3.4 Special rules for specific airports in the location

None

CHAPTER 4 DENMARK E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	✍ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 4.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for general cargo	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Open for Dangerous goods	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Open for Perishables	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Open for live animals	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 4.2 Specific Export Rules for Denmark:

1.2.1 OFF Function 15 – Freight & Information Transferred to Carrier

A signed copy of the Master Air Waybill will be submitted with the freight, to be stamped with SPX/SCO, as is currently the process, by the OGHA due to demand from the Civil Aviation Authorities

1.2.2. OC Function 3. Receipt of Freight & Information from OFF

A signed Master Air Waybill, which will not travel with the freight should be presented with the freight, as described in OFF Function 15, which the OC/OGHA will stamp a copy of the Air Waybill with SPX/SCO, as appropriate.

1.2.3 OC Function 4. Match Information / FWB to Incoming Freight

Danish Customs has access to OC/OGHA handling system Sirius and CargoSpot, and can look up manifests, both export and import.

Section 4.3 Specific Import Rules for Denmark:

1.3.1 DC Function 1 - Pre-Advise Destination Customs of Expected Arrival

For destination to DK the Danish Customs has access to DGHA/DC handling system Sirius and CargoSpot.

1.3.2 DC Function 3 - Check In Freight & Information against Flight Manifest

This will be as is currently the case - Danish Customs has access to FFM in DC/DGHA handling system Sirius and CargoSpot.

1.3.3 DFF Function 3 - Customs release and notification

Message CUSDEC will be used to declare goods to Customs and Customs will grant goods release using the CUSRES message back to the DFF, when outturn of the freight is confirmed as below.

Electronic copies of the Commercial Invoice, Packing List and certificate of origin will be sent electronically to the customs upon request, if necessary by Fax.

Before goods can be delivered from DC/DGHA warehouse the DFF must add the import customs clearance number to the Delivery slip and have it stamped by customs.

Section 4.4 Special rules for specific airports in the location (Billund – BLL)

1.4.1 OFF Function 9 - Declare Freight for Export – To be Process Business BRU 14 & 15 & 16

1.4.2 In BLL there is still a demand from Customs that they print the Export Declaration and leaves it at the OC/OGHA when presenting the goods for export.

CHAPTER 5 EGYPT E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 5.1 Overall status

Item	Export	Import	Domestic	Transit*	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 5.2 Specific export rules for Egypt:

1.1.4 OFF Function 4 Acknowledgement of Instructions from OFF to Shipper – CAI EG To-Be Process 4.

The goal of this task is to ensure that the contract between the Shipper and OFF, and the terms under which the freight shipment is being transported, are established on e-freight shipments, where there will be no paper HAWB issued.

Since the basis of contract between the Shipper and Freight Forwarder will normally have been established during the quotation “offer and acceptance” process this is an optional function at the OFF discretion, to be performed using standard current communication methods. In CAI EG this is typically undertaken by the OFF sending a PDF copy of the HAWB record.

In the future, a standard electronic acknowledgment of instructions between OFF and Shippers may be investigated by IATA as a possible electronic document considered in the scope of e-freight.

1.1.5 OFF Function 5. Collect Freight and Residual Documents from Shipper – CAI EG To-Be business process 5.

The goal of this task is for the OFF to collect the freight shipment and any remaining out of scope documents that may be required to be presented to the OC and possibly travel with the freight, from the Shipper when the Shipper has requested this service, or to receive the freight shipment from the Shipper if they have elected to deliver to the FF.

In CAI EG shipments are typically tendered to the OC or the Origin Carriers GHA (OGHA) at CAI airport who receives the shipment on behalf of the FF.

Under e-freight the freight shipment may not be accompanied by paper documents as Invoice, Packing list could be sent electronically by the Shipper to the OFF, with no paper documents such as a Certificate of Origin, being required for the shipment in question.

The shipper may also have sent their Invoice and Packing List electronically to the Consignee.

The OFF or the Shipper will present the freight shipment in question to the OC or OGHA under cover of a Delivery Note / Order which will bear the MAWB record number to enable the OC / OGHA to match the freight being presented against the Space Booking made in OFF Function3) above.

The total number of pieces and gross weight of the freight shipment being presented should also be shown in the Delivery Note / Order, in order that the receiving party may match the physical freight being presented to the delivery note and acknowledge receipt into their care.

For OFF who are Cargo2000 members, at this stage a status message PUP 1 could be updated using the CIMP status message FSU to notify that the OFF picked up the freight from the Shipper.

Where known the EAW or EAP status of the freight shipments being presented could also be shown in the Delivery Note / Delivery Order.

1.1.6 OFF Function 6. Receive Freight at Airline Warehouse on behalf of FF –CAI EG To-Be business process 6.

The goal of this task is to receive the freight and information at the OFF's premises from which the international transportation will commence according to the routing agreed with Shipper, either when being delivered by the Shipper or following collection from the Shipper by the OFF.

Typically in CAI EG the FF tenders the freight to the OC or OGHA directly without transiting through their own warehouse, and the OC / OGHA receives the freight on behalf of the OFF, against the Space Booking made, and the MAWB record allocated to that Space Booking, for subsequent processing according to the shipment type and booking made.

In the case of Consolidations there may be more than one freight shipment received against a single Space Booking and MAWB record allocated to that Space Booking.

As identified in OFF Function 5, the freight shipment may not be accompanied by in scope documents in paper format, but would be presented under cover of a Delivery Note/Order which will bear the MAWB record number to enable the OC / OGHA to match the freight being presented against the Space Booking made. That Delivery Note/Order is not a document within the current scope of e-freight.

The OC / OGHA will sign this Delivery Note/Order to evidence physical receipt of the freight shipment into its care.

Where multiple freight shipments are being received against a single Space Booking / MAWB record, the OC/OGHA will sign the Delivery Note/Order presented with each freight shipment to evidence physical receipt of the freight into its care.

Where the capability exists, at the time of issuing each signed Delivery Note/Order as evidence of receipt of the freight, the OC/OGHA may update status FOH using the CIMP status message FSU to notify the OFF that the freight shipment(s) have been received.

1.1.7 OFF Function 7. Declare Freight Shipment(s) for Export – CAI EG To-Be business process 7.

The goal of this task is to declare in advance to EG customs that the goods are due to be exported. This enables EG Customs to undertake risk analysis and decide whether further checks are required on the freight shipment prior to exportation being allowed. Such checks may be in the form of checking paper documents or physical examination of the freight or both.

¹ C2K status code that may be added to the CIMP (to be determined)
<http://www.iata.org/e-freight>

In e-freight, the OFF, as declarant on behalf of the Shipper, will submit an Export Declaration through the EG Customs web portal made available for such purpose. A declaration may be a single declaration uploaded to a screen made available on line, or maybe one or more declarations made by download into the EG Customs Portal from a DVD or other electronic media record.

Either method will create a record in accordance with WCO standards that will allow EG Customs to undertake the necessary scrutiny of the declaration and decide if further checks are necessary prior to release for export.

A WCOREP message for each declaration made, by either method, will be passed back to the declarant to evidence receipt of the declaration.

Where no further checks are required the EG Customs system will generate a reference number for the declaration.

If further checks are required these will be notified to the declarant via the WCOREP message or other electronic means, and no reference number only be allocated when such required checks have taken place to the satisfaction of EG Customs.

1.1.9 OFF Function 9) Airwaybill and House Manifest Data Creation – CAI EG To-Be business process 9.

The goal of this task, after decisions have been made at the Load Planning stage as to how the freight shipment(s) are to be forwarded, is to create the appropriate electronic messages from data held in the OFF ICT systems, for eventual transmission to the OC or OGHA, to confirm the freight shipments to be loaded to the aircraft, under the same Master Airwaybill number allocated to the space booking made.

Upon loading to the aircraft to which the freight shipments have been booked, the relevant data held in the OFF operational systems will be used to notify the DFF of the freight shipments en route to it, to enable the DFF to further process the freight shipments in preparation for an upon arrival.

With e-freight, this function is largely to be undertaken as is currently the practice, using the Cargo-IMP FWB and FHL message creation facilities that are in place, to hold the electronic MAWB and House Manifest data respectively, that will be transmitted to the OC / OGHA.

However, in CAI EG, as well as the OFF eventually transmitting the FWB and FHL messages to the OC, these messages will also be sent in parallel to the EG Customs in order that EG Customs can write off the previously submitted Export Declarations (see OFF Function 7 above) against the goods scheduled to depart, and authorise departure.

Therefore the detailed FHL type containing the Shipper and Consignee details will be transmitted together with the FWB, and great care will be taken to ensure that the data input is accurate, and can be matched by EG Customs with the relevant Export Declarations made. (See OFF Function 10 below).

If the decision has been taken at the load planning stage that the freight shipment(s) is to be flown as e-freight, either in a pure e-freight Consolidation, or as a single Back to Back (or one line consolidation) Shipment, where no residual Certificates of Origin or other out of scope documents are required to travel with the freight, then an EAW indicator should be shown in the Special Handling Code field of the FWB message.

If, however, there are residual out of scope documents that have to travel with the freight to destination in a pouch/envelope, an EAP indicator should be shown in the Special Handling Code of the FWB message to indicate that a pouch will be delivered by the FF that requires to be forwarded with the goods.

Where the capability exists it is recommended to have the EAW or EAP codes to be shown in the Special Handling Code field of the FHL message for each freight shipment record allocated with a HAWB number by the OFF.

1.1.10 OFF Function 10. Transmit MAWB / House Manifest Data – CAI EG To- Be business process 10

The goal of this task is to confirm to the OC/OGHA, and EG Customs, the actual details of the freight shipments that have been delivered to the OC /OGHA against a single Space Booking / single MAWB number, (see OFF Function 3), for the OC/OGHA to prepare the freight for loading to the aircraft to which they have been booked, and for EG Customs to authorise the departure of the freight shipments on the flight to which they are booked.

With e-freight, this will be performed as is the current practice for transmitting the FWB and detailed type FHL messages created in OFF Function 9, which will be sent via the relevant service providers to the OC/OGHA.

However, in CAI EG, as well as the OFF transmitting the FWB and FHL messages to the OC, these messages will be sent in parallel to the EG Customs, via a dedicated SITA TTY address CAICUCR which will receive CIMP messages from the FF and convert those messages into XML format for transmission to EG Customs.

Customs will respond with a WCORES message to both the OFF and OC via a dedicated SITA URL,
(atldc-ftp.sita.aero)

confirming that all necessary checks have been undertaken on all the freight shipments to depart under the same Space Booking/MAWB number, that each freight shipment has been allocated a Reference number, and is authorised to depart.

If one or more of the freight shipments has not been allocated a reference number by EG Customs, indicating that all required checks have not been completed, the WCORES message will not be sent, and the total freight in the single Space Booking / MAWB number will not be allowed to depart.

Where a FWB is sent identifying that a freight shipment is an EAP e-freight shipment and there is a pouch with out of scope paper documents to travel with the freight to destination, these will be delivered by the OFF to the OC/OGHA by messenger/courier.

Optionally, in case of a syntax error in the FWB, an error message FNA can be sent back from the Carrier to the Freight Forwarder to indicate that the shipment record has not been initiated in the Carrier system, otherwise manual intervention may take place.

1.2.8 OC Function 8 Confirm Departure – CAI EG To-Be business process 25 & 26

The purpose of this task is, upon departure of the aircraft, to trigger messaging to CAI EG Customs and the OFF to confirm the departure of the relevant freight shipments on the flight to which they were loaded.

With e-freight, this will be undertaken by the OC at “Wheels Up” by submission of a CIMP FFM message to EG Customs via the dedicated SITA TTY address CAICUCR which will receive the FFM and convert it into XML format for transmission to EG Customs.

At the same time a Freight Status Update of DEP will be sent to the OFF, which they will use in accordance with OFF Function 14. above.

Should EG Customs identify any discrepancies between the data on the FFM and the FWB and FHL data they have received previously from the OFF, they will notify the OC and require an amended FFM to be sent.

Section 5.3 Specific import rules for Egypt:

1.3.4 DC/DGHA Function 4. Report Manifest to Customs – CAI EG To-Be business process 42

The goal of this task is for the DC/DGHA to notify EG Customs of the freight offloaded from the aircraft and of any discrepancies between pre-arrival data previously submitted and the freight actually out-turned.

Notification to EG Customs will be undertaken by submitting the FFM and FWB data received in DC/DGHA Function 1. to EG Customs via a dedicated SITA TTY address CAICUCR, which will receive the FFM and FWB CIMP Messages and convert them to XML format for transmission to EG Customs as required by them.

Any discrepancies between the FFM and FWB data received in DC/DGHA Function 1, will be recorded against the relevant FFM item before submitting the FFM and FWB data via SITA to EG Customs.

Customs will respond with WCORES message releasing the freight shipments reported for further customs processing (Import, transshipment, temporary import etc.) or advising of any controls required prior to that release into a customs process.

1.4.3 DFF Function 3. Report Freight Receipt to Customs – CAI EG To-Be process 49

The goal of this task is for the DFF to notify EG Customs that the freight shipments consigned to them, on the flight to which they were booked have been received on behalf of the DFF into the DC/DGHA Warehouse, based on the information received from DC/DGHA Function 1.3.3.

With e-freight, this will be undertaken by the DFF submitting to EG Customs a copy of the FHL message or pre-alert received from the OFF electronically to EG Customs, in accordance with WCO recommendations, against which EG

Customs can record the receipt of Customs declarations for each individual freight shipment, and its' eventual release.

Since it is the DFF who is the owner of the data in the FHL message that the DC/DGHA has used to receive the freight shipments into its' warehouse on behalf of the DFF, it is the responsibility of the DFF to ensure that the receipt of its freight shipments at CAI EG is reported to EG Customs.

Submission of the report will be made via the dedicated SITA TTY address CAICUCR , which has been set up for EG Customs, where the report will be converted into XML format as required by EG Customs.

As identified in DC/DGHA Function 1.3.3 above, although it is the responsibility of the DFF to ensure that, for freight shipments under its' control, the report of receipt into the CAI airport warehouse is reported to EG Customs, the option exists for the DFF to agree with the DC/DGHA that the DC/DGHA reports such receipt on their behalf, at the time the DC/DGHA is submitting the FFM and FWB data, for which they are responsible, to EG Customs.

Such arrangement between the DFF and DC/DGHA should only be reached on the understanding that the DC/DGHA is performing this a a service to the DFF, and that the DFF is responsible for any action taken by EG Customs in relation to the data content in the report.

1.4.4 DFF Function 4. Declare Freight Shipment(s) for Import – CAI EG To-Be business process 50

The goal of this task is to declare the goods comprising the freight shipments in question to EG customs for the purpose of establishing the amounts of duties, taxes and levies that are payable and securing payment of those amounts to EG Customs, in order that they will release the freight shipment(s) for delivery to the appropriate party.

Important: See Note, in DFF Function 1.4.2 - Undertaking the Function under e-freight, relating to "hand-over" shipments, where a Third Party Customs Broker is designated..

With e-freight, the OFF, as declarant on behalf of the Importer/Consignee, will submit an Import Declaration through the EG Customs web portal made available for such purpose. A declaration may be a single declaration uploaded to a screen made available on line, or maybe one or more declarations made by download into the EG Customs Portal from a DVD or other electronic media record.

Either method will create a record in accordance with WCO standards that will allow EG Customs to undertake the necessary scrutiny of the declaration, decide if further checks are necessary prior to release for import, and eventually to secure payment of the duties, taxes and levies it has deemed payable.

A WCOREP message for each declaration made, by either method, will be passed back to the declarant to evidence receipt of the declaration.

Where no further checks are required the EG Customs and payment of any amounts due have been made the EG Customs system will generate a reference number for the declaration to authorise release to the DFF as declarant.

If further checks are required these will be notified to the DFF as declarant via the WCOREP message or other electronic means, and no release will be given by EG Customs until such required checks have taken place to the satisfaction of

EG Customs, and any amounts due have been paid at which time a WCORES message will be sent by EG Customs to the DFF.

Section 5.4 Special rules for specific airports in the location

None

CHAPTER 6 FRANCE E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 6.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	No
2. Ratified MC99	Yes

Section 6.2 Specific Export Rules for France

No special rules

Section 6.3 Specific Import Rules for France

No special rules

Section 6.4 Special rules for specific airports in the location

No special rules

CHAPTER 7 GERMANY E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	➤ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 7.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	No
2. Ratified MC99	Yes

Section 7.2 Specific Export Rules for Germany:

2.2.1 OFF Function 6. Receive Freight and Information from Shipper – To Be Business Process 9 & 10.

The goal of this task is to receive the freight and information at the OFF's premises for delivery to the nominated OC or its GHA.

In the case of Germany shipments that are for consolidation are typically received from shippers by the OFF via their local branch terminals and presented to the OC or its GHA directly without being consolidated at the OFF Gateway or Hub.

In such cases the Carrier or its GHA is acting on behalf of the OFF in receiving the freight, where later they will be acting on the OFF's instructions in the Freight Assembly, Labelling and Information Preparation, (See OFF Function 12 below)

With e-freight, the freight will only be accompanied by paper Certificates of Origin that are required under existing legislation, and a delivery document to evidence what freight is being presented to the Carrier or its GHA.

Such a delivery document will bear as a minimum the AWB number under which the shipment is intended to travel, as well as the number of pieces and weight of the freight being presented. A receipt for the freight can then be given on a copy of that delivery document, by the Carrier or GHA to the trucker presenting the freight, as evidence of receipt by the Carrier or its GHA on behalf of the OFF.

N.B. A paper MAWB shall not be used as the delivery document under e-freight.

At this point CIMP freight status update (FSU) FOH should be used by the Carrier or its GHA against a booking made by means of a CIMP FFR message, to evidence receipt of the shipment(s) in question. CIMPFSU RCS **cannot** be given at this time

2.2.2 OFF Function 10. Load Planning – To be Process 17

The goal of this task under such circumstances is for the OFF to decide how shipments received by the carrier or its GHA on behalf of the OFF, which are destined to the same airport of destination and booked under the same AWB reference are to be flown, in order to optimise load factors and minimise costs.

Based on that decision instructions are then given to the carrier or its GHA for the freight assembly, labelling and preparation for loading to the aircraft.

With e-freight, this will be as the current practice whereby the OFF may use various means of communicating their loading instructions to the carrier or its GHA.

2.2.3 OFF Function 11. Freight Assembly, Labelling and Preparation – To Be Business Process 19 & 20

The goal of this task is for the carrier or GHA acting on behalf of the OFF as its warehouse / depot operative, to collate the freight shipments they have received on behalf of the OFF in accordance with the instructions received from the OFF, attach any labels that are required, and load them to the transportation device by which the freight will be delivered to the Carrier for loading to the aircraft to which they are booked.

An additional goal is for any paper documents, such as paper Certificates of Origin, which under existing legislation have to travel with the freight, to be collated for presentation with the freight for carriage on the aircraft with the freight.

Upon completion of the assembly and preparation for flight the OC or GHA will then confirm the load details, including the total number of pieces and weight of the collated and consolidated shipments.

With e-freight, this will be as is the current practice other than that there will be no commercial invoices or packing lists with the shipments to be collated, nor will there be any OFF HAWB's or House Manifest.

2.2.4 OFF Function 12.HAWB/MAWB/ Consol Manifest Creation – To-Be business process 18

In accordance with the standard IATA e-FOP's. There is no variation in the Function in Germany other than that it occurs after the Freight Assembly, Labelling and Preparation by the OC or GHA on behalf of the OFF.

Section 7.3 Specific Import Rules for Germany:

None

Section 7.4 Special rules for specific airports in the location

None

CHAPTER 8 HONG KONG E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	➤ Shu Yin Tan / Guillaume Drucy	Initial version for publication

Section 8.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 8.2 Specific export rules for Hong Kong:

8.2.1 OFF Function 11. Transmit MAWB/Consol Manifest Message – To be business process 21 & 22

It should be noted that freight booking need not match the actual freight delivered, but:

- (i) RCP of FWB message and the total number of pieces of FHL message(s) shall be matched or
- (ii) SLAC of FWB message and the total SLAC of FHL message(s) shall be matched
- (iii) RCP of FWB message shall match Freight On Hand (FOH) message.

This is applicable to both HACTL and AAT.

8.2.2 OFF Function 16. Confirm Departure to Shipper and Bill Prepaid Charges – To be business process 32

OFF will submit the paper HAWB to Shipper to prove flight departure.

Section 8.3 Specific import rules for Hong Kong:

8.3.1 DC Function 2. Pre-Advise Destination Customs of Expected Arrival – To-Be business process 33

DC will send the necessary flight/shipment data to the CTO (HACTL's Community System for Air Cargo (COSAC) and AAT's Internet Management System (AIMS)) where by the CTO will submit the necessary information to Customs.

8.3.2 DC Function 4. Check In Freight & Information against Flight Manifest - To-Be business process 38 & 39 & 40

MAWB will be printed by airline and used as a proof of freight transfer to the forwarder. Forwarders are required to sign on this copy.

8.3.3 DC Function 7. Report Freight Availability to Consignee / Notify Party – To be business process BRU 45

DFF will have information from HACTL's COSAC or AAT's AIMS or airline's CDMP regarding freight arrival. (provided that DFF have already been registered by the concerned airline for receiving such information)

8.3.4 DC Function 8. Deliver Freight to the DFF Facility – To-Be business process 46 & 47

The shipments will be sent to CTO warehouse for pick up.

8.3.5 DFF Function 1. Receive Pre-Alert and Prepare for Freight Arrival – To-Be business process 23

Currently, the information is collected via COSAC/AIMS/CDMP, and through internal notification.

8.3.6 DFF Function 4. Receive Freight in DFF Facility – To be business process 48

For examination paper, not all inbound shipment has Examination paper, only those shipment required to perform Customs clearance, Customs will issue Examination paper.

Section 8.4 Special rules for specific airports in the location

None

CHAPTER 9 ICELAND E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 9.1 Overall status

Item	Export	Import	Domestic	Transit*	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 9.2 Specific export rules for Iceland:

1.1.7 OFF Function 7. Declare Freight for Export – KEF IS To be business process 7 & 8.

The goal of this task is to declare in advance to IS Customs any freight shipment that may be under special controls, e.g goods previously imported for processing in IS, in order that IS Customs can approve their exportation. This is a specific requirement in IS, similar to an Export Licence, and does not travel on the aircraft with the freight shipment.

With e-freight, this will be as the current situation, where a paper is submitted to IS Customs, and IS Customs returns a stamped and signed copy as certified authority to export.

Section 9.3 Specific import rules for Iceland:

None

Section 9.4 Special rules for specific airports in the location

None

CHAPTER 10 JAPAN E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Shu Yin TAN / Guillaume Drucy	Initial version for publication

Section 10.1 Overall status

Item	Export	Import	Domestic	Transit*	Transshipments**			Comments (if any)
					1	2	3	
1. Open for e-freight	Yes	Yes	No	No			No	
2. Certificate of Origin in scope	No	No	No	No			No	Yes means it is OK to have electronic CoO as opposed to have to present and archive original paper document. Both origin and destination countries need to allow it to be able to include electronic CoO in e-freight.
3. Dangerous goods in scope	No	No	No	No			No	Yes means it is ok to do e-freight for DG consignments for the current documents in scope (i.e. paper DG declaration is still transported for now – EAP consignment. When electronic shippers declaration is possible, it will be EAW consignment)
4. Perishables in scope	No	No	No	No			No	Yes means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No			No	Yes means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 10.2 Specific export rules for Japan:

10.2.1 OFF Function 7. Declare Freight for Export – To be Process Business 14 & 15 & 16

The NACCS ELC and NACCS export permission notice shall be used. On issuing NACCS export permission notice to OFF, NACCS sends permitted cargo notice to the Warehouse where the cargo is stored.

10.2.2 OFF Function 10. Freight Assembly, Labelling and Information Preparation – To be business process 19 & 20

As per e-freight process, the House and consol manifest will not be printed, as involved customs authorities should have access to electronic data. Nevertheless, as the manifest data on the NACCS does not cover full contents of the cargo manifest, only on exception cases, Customs can request the carrier to forward the print-outs in order to check the contents which are not found in the electronic data (very rare). If the e-freight stakeholders make sure that AWB contains full details, Customs would not request print-outs.

10.2.3 OFF Function 12. Electronic Document Preparation and Destination FF (DFF) Pre-alert – To be business process 23

Customs directly accepts NACCS Invoice messages and NACCS Packing List messages. In many cases, Customs will accept copies and print-outs. Yet, if the image is not clear, the original documents will be required, in particular, Invoice. Original certificate of origin is still requested for the clearance.

10.2.4 OC Function 8. Notify Customs of Cargo Export – To-Be business process 30.

Upon receipt of cargo by OC (when OC confirms acceptance of cargo in NACCS (JP Customs' system)), an electronic "receipt of cargo" is sent to OFF and customs at the same time. The NACCS BIL message shall be used.

10.2.5 OC Function 9. Receive Export Cargo Release – To-Be business process BRU 31

No further clearance by customs is needed as long as it is cleared for export in OFF Function 7 – Declare Freight for Export. The NACCS CLB message or its local version shall be used.

Section 10.3 Specific import rules for Japan

10.3.1 DC Function 2. Pre-Advise Destination Customs of Expected Arrival – To-Be business process 33

The NACCS ACH/HCH ADM message is used to inform customs three hours prior to the ETA (Estimated Time of Arrival).

10.3.2 DC Function 5. Report Manifest to Customs and other Regulatory Agencies – To-Be business process 41 & 42

The NACCS ACH/PKG, HCH/HPK message shall be used. The destination customs will provide a response to the Carrier using the NACCS completion message.

10.3.3 DC Function 6. Request in Bond Removal – To-Be business process 43 & 44

The NACCS OLT and the NACCS transit permission messages shall be used,

10.3.4 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

The NACCS IDC message shall be used to declare goods to Customs and Customs will grant goods release using the NACCS import permission message back to the DFF. Electronic messages of Commercial Invoice, Packing List and Certificate will be sent electronically to the customs when they are using the NACCS Invoice message and NACCS Packing List message. Otherwise, the DFF may have to print the electronic version of the documents received from the OFF (Commercial Invoice, Packing List, House Waybill, etc). Under the practice, certificates of origin always need to be the originals.

Section 10.4 Special rules for specific airports in the location

None

CHAPTER 11 REPUBLIC OF KOREA E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Shu Yin Tan / Guillaume Drucy	Initial version for publication

Section 11.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	No
2. Ratified MC99	Yes

Section 11.2 Specific export rules for South Korea:

11.2.1 OFF Function 3. Forwarder Space Booking – To be business process 4 & 5

All forwarders shall inform the airlines' reservations of the e-freight shipment (whether it is EAW or EAP code) during booking.

OFF and Airlines are to agree to the method of booking (either through airlines' website, fax, phone call, email or through third party booking websites) and informing the appropriate codes.

11.2.2 OFF Function 7. Declare Freight for Export – To be business process 14 & 15 & 16

As in usual process, OFF will perform the Customs' declaration and receipt of the Customs' permit through UNI-PASS.

The declaration number on the Customs' permit has to be indicated in FHL to the Customs' MFCS (Manifest Consolidation System). The declaration number should be included in the "Free Text Description of Goods".

11.2.3 OFF Function 11. Transmit MAWB/Consol Manifest Message – To be business process 21 & 22

There are 2 ways of submitting shipments and also necessary messages to the airlines. This is dependent on the airlines/forwarders arrangement of whether forwarders will be under Ready for Carriage (RFC) scheme.

If under the (RFC) scheme, FWB will be submitted prior to freight arrival at airlines and as agreed with airlines.

Else, FWB will be submitted after freight is delivered and weighed by GHA. Afterwhich, FWB will be submitted by OFF.

11.2.4 OC Function 3. Receipt of Freight & Out of Scope accompanying documents from OFF – To-Be business process 24

In Korea, the weighing slip with MAWB# serves as the Delivery Note.

11.2.5 OC Function 4. Match Information / FWB to Incoming Freight – To-Be business process 25

In Korea, there are 2 ways of freight acceptance. Under RFC, FWB will be sent prior to freight arrival and for the rest, FWB will be sent after the freight is weighed by OC/GHA.

Therefore, the point where checks are performed to tally with FWB will differ for different OFF.

- If there is a situation where the freight being delivered does not tally with the data received in the FWB in terms of packages and weight or a FWB message has not been received (e.g. GHA

acting on behalf of the OFF), then the Carrier/GHA will amend the information on FWB at cut-off time and issue CCA to forwarders.

- Under e-AWB concept business rules, the FSU "RCS" message with updated information (weight, number of pieces and volume) can be used to indicate the freight has been received and is ready for shipment

Section 11.3 Specific import rules for South Korea:

11.3.1 DC Function 2. Pre-Advise Destination Customs of Expected Arrival – To be business process 33

DFF will undertake this task. In certain circumstances where the DFF is unable to perform this task (e.g. late arrival of pre-alert information and DFF do not 24-hour workshift), the customs broker will undertake this task.

11.3.2 DFF Function 3. Collect Freight from DC – To be business process - 47

As paper MAWB is not delivered with the freight, the release of freight will be:

For Single Back to Back shipments, the information will be available in the airline system and could be released to the authorised DFF.

For consolidation shipment, the airlines will access MFCS to extract the necessary data to release the freight to the authorised DFF.

11.3.3 DFF Function 5. Customs release and notification – To be business process 50 & 51 & 52

At present, DFF will submit import declarations to Customs' MFCS (Manifest Consolidation System). By end 2009, the intention is for OFF/OC to submit information directly to KR customs.

Section 11.4 Special rules for specific airports in the location

None

CHAPTER 12 LUXEMBOURG E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

↗

Section 12.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

<http://www.iata.org/e-freight>

IATA Simplifying the Business

Section 12.2 Specific Export Rules for Luxembourg:

3.2.1 OFF Function 6. Receive Freight and Information from Shipper – To Be Business Process 9 & 10.

The goal of this task is to receive the freight and information at the OFF's premises for delivery to the nominated OC or its GHA.

In the case of Luxembourg shipments that are for consolidation are typically received from shippers by the OFF via their local branch terminals and presented to the OC or its GHA directly without being consolidated at the OFF Gateway or Hub.

In such cases the Carrier or its GHA is acting on behalf of the OFF in receiving the freight, where later they will be acting on the OFF's instructions in the Freight Assembly, Labelling and Information Preparation, (See OFF Function 12 below)

In e-freight, the freight will only be accompanied by paper Certificates of Origin that are required under existing legislation, and a delivery document to evidence what freight is being presented to the Carrier or its GHA.

Such a delivery document will bear as a minimum the AWB number under which the shipment is intended to travel, as well as the number of pieces and weight of the freight being presented. A receipt for the freight can then be given on a copy of that delivery document, by the Carrier or GHA to the trucker presenting the freight, as evidence of receipt by the Carrier or its GHA on behalf of the OFF.

N.B. A paper MAWB shall not be used as the delivery document under e-freight.

At this point CIMP freight status update (FSU) FOH may be used by the Carrier or its GHA against a booking made by means of a CIMP FFR message, to evidence receipt of the shipment(s) in question. CIMPFSU RCS **cannot** be given at this time

3.2.2 OFF Function 10. Load Planning – To be Process 17

The goal of this task under such circumstances is for the OFF to decide how shipments received by the carrier or its GHA on behalf of the OFF, which are destined to the same airport of destination and booked under the same AWB reference are to be flown, in order to optimise load factors and minimise costs.

Based on that decision instructions are then given to the carrier or its GHA for the freight assembly, labelling and preparation for loading to the aircraft.

In e-freight, this will be as the current practice whereby the OFF may use various means of communicating their loading instructions to the carrier or its GHA.

3.2.3 OFF Function 11. Freight Assembly, Labelling and Preparation – To Be Business Process 19 & 20

The goal of this task is for the carrier or GHA acting on behalf of the OFF as its warehouse / depot operative, to collate the freight shipments they have received on behalf of the OFF in accordance with the instructions received from the OFF, attach any labels that are required, and load them to the transportation device by which the freight will be delivered to the Carrier for loading to the aircraft to which they are booked.

An additional goal is for any paper documents, such as paper Certificates of Origin, which under existing legislation have to travel with the freight, to be collated for presentation with the freight for carriage on the aircraft with the freight.

Upon completion of the assembly and preparation for flight the OC or GHA will then confirm the load details, including the total number of pieces and weight of the collated and consolidated shipments.

In e-freight, this will be as is the current practice other than that there will be no commercial invoices or packing lists with the shipments to be collated, nor will there be any OFF HAWB's or House Manifest.

This task of consolidating the freight ready-for-carriage may be performed at the OFF premises.

3.2.4 OFF Function 12.HAWB/MAWB/ Consol Manifest Creation – To-Be business process 18

In accordance with the standard IATA e-FOP's. There is no variation in the Function in Luxembourg other than that it occurs after the Freight Assembly, Labelling and Preparation by the OC or GHA on behalf of the OFF.

Section 12.3 Specific Import Rules for Luxembourg:

None

Section 12.4 Special rules for specific airports in the location

None

CHAPTER 13 MALAYSIA E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Shu Yin Tan / Guillaume Drucy	Initial version for publication

Section 13.1 Overall status

Item	Export	Import	Domestic	Transit [*]	Transhipments ^{**}	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

^{*}Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

^{**}Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 13.2 Specific export rules for Malaysia:

13.2.1 OFF Function 7. Declare Freight for Export – To be Process Business 14 & 15 & 16

There is no change to the declaration for export to Customs which is through SMK-DNT (or Dagangnet) and to the Free Zone Authority (FZA).

Section 13.3 Specific import rules for Malaysia:

13.3.1 DC Function 5. Report Manifest to Customs and other Regulatory Agencies – To-Be business process 41 & 42

This task is undertaken by Terminal Operators (e.g. MH and KLAS) and is sent to Free Zone Authority (FZA) which in turn will be made available to the Customs.

Customs is working with FZA to introduce the e-Manifest system where the information will be electronically submitted to FZA and Customs.

13.3.2 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

There is no change to the declaration for import to Customs which is through SMK-DNT (or Dagangnet) and to the Free Zone Authority (FZA).

Section 13.4 Special rules for specific airports in the location

None

CHAPTER 14 MAURITIUS E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 14.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	No	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	Yes	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	No

Section 14.2 Specific export rules for Mauritius:

None

Section 14.3 Specific import rules for Mauritius:

Paperless Import formalities are not yet allowed in Mauritius under the current Customs regulations

Section 14.4 Special rules for specific airports in the location

None

CHAPTER 15 NETHERLANDS E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 15.1 Overall status

Item	Export	Import	Domestic	Transit*	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 15.2 Specific export rules for Netherlands:

None

Section 15.3 Specific import rules for Netherlands:

None

Section 15.4 Special rules for specific airports in the location

None

CHAPTER 16 NEW ZEALAND E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	➤ Shu Yin Tan / Guillaume Drucy	Initial version for publication

Section 16.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

<http://www.iata.org/e-freight>

IATA Simplifying the Business

Section 16.2 Specific export rules for New Zealand:

16.2.1 OFF Function 7. Declare Freight for Export – To be Process Business 14 & 15 & 16

The Export Cargo Declaration is applied through Customs' system ECN. This is at house level only. ECN will reply with a custom export delivery to the OFF.

16.2.2 OFF Function 10. Freight Assembly, Labelling and Information Preparation – To be business process 19 & 20

A final custom declaration is submitted through Customs' system ECN, where by the house level declarations are grouped into the Master level. This would complete the declaration.

ECN will report back with a Customs Delivery Report, which will allow OFF to move the freight to the CTO premises. An outward report will be submitted to Airline/CTO.

16.2.3 OFF Function 13. Freight & Out of Scope Documents Delivered to Carrier – To be business process 24 & 25

The outward report is submitted.

16.2.4 OC Function 3. Receipt of Freight & Out of Scope accompanying documents from OFF – To-Be business process 24

An outward report has to be submitted to confirm that OFF's declaration is completed.

16.2.5 OC Function 9. Receive Export Cargo Release – To Be Business Process BRU 31

The paper Outward Report will be used for this purpose.

Section 16.3 Specific import rules for New Zealand:

16.3.1 DC Function 5. Report Manifest to Customs and other Regulatory Agencies – To-Be business process 41 & 42

As Ministry of Agriculture and Forestry (MAF) requires to check documents in paper form, MAF have requested that DFF submit the pre-alerts via email to MAF for inspection. MAF will print out the required document to make the necessary inspection.

MAF will examine the possibility of automating the process for future e-freight undertaking.

16.3.2 DC Function 6. Request in Bond Removal – To-Be business process 43 & 44

The DC would have on-going permit to allow the cargo to be move in bond to their premises.

16.3.3 DFF Function 1. Receive Pre-Alert and Prepare for Freight Arrival – To-Be business process 23

When the pre-alert has been retrieved, the DFF will have to email the e-freight shipment details (Consol Manifest) to the MAF directly for clearance. This would allow MAF to print the required document for physical inspection. The email address will be riskscreening.group@maf.govt.nz.

16.3.4 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

As required by Customs, DFF will have to print the electronic version of the documents received from the OFF (Commercial Invoice, Packing List, Certificate of Origin and House Air Waybill). The Custom Inward Report will have to be submitted for clearance. If MAF have requested for additional documents to be submitted, a BACC will have to be produced prior to delivery of cargo to consignee.

Section 16.4 Special rules for specific airports in the location

None

CHAPTER 17 NORWAY E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 17.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	In line with EU Legislation requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	As EAP Shipments with accompanying our of scope certificates
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	As EAP Shipments with accompanying our of scope certificates
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	As EAP Shipments with accompanying our of scope certificates

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 17.2 Specific Export Rules for Norway

6.2.1 OFF Function 11. Freight Assembly, Labelling and Information Preparation – *To be business process BRU 19*

On the printed paper AWB presented to the OGHA, the Customs export declaration number must be visible either by stamped or written form.

6.2.2. OFF Function 15. Freight & Information Transferred to Carrier

A Master Airwaybill will not be presented by the OFF to the OC/GHA if an EDI agreement has been signed between the Shipper and the Carrier – only paper AWB will be presented containing the Customs Export Declaration Number.

6.2.3 OC Function 5. Notify Customs of Cargo Receipt for Export

Norwegian customs has access to OC/OGHA handling system Sirius, and can look up manifests, both export and import.

Section 17.3 Specific Import Rules for Norway

6.3.1 DC Function 1. Pre-Advise Destination Customs of Expected Arrival

For destination to OSL the Norwegian customs has access to DGHA/DC handling system Sirius.

6.3.2 DC Function 4. Report Manifest to Customs and other Regulatory Agencies

This will be as is currently the case - Norwegian customs has access to FFM in DC/DGHA handling system Sirius.

6.3.4 DC Function 7. Deliver Freight to the DFF Facility

The delivery slip must be stamped by customs, and contain the import clearance number and the goods number before it can be released from warehouse.

Section 17.4 Special Rules for Specific Airports in Norway

None

CHAPTER 18 SINGAPORE E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Shuyin Tan / Guillaume Drucy	Initial version for publication

Section 18.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 18.2 Specific export rules for Singapore:

18.2.1 OFF Function 10. Freight Assembly, Labelling and Information Preparation – To be business process 19 & 20

In order to expedite shipments,

www.iata.org/e-freight

IATA Simplifying the Business

1) Forwarders are to place e-freight shipments in a separate Export Control Form (ECF) to prevent delay in clearing with e-freight shipments. OFF is advised to write/indicate EAW/EAP on ECF.

2) For remaining documents accompanying e-freight, OFF should indicate the MAWB number, EAP code, agent's name, and destination on the agent's pouch.

18.2.2 OFF Function 11. Transmit MAWB/Consol Manifest Message – To be Business Process 21 & 22

FWB should be sent and received by OC prior to the delivery of the e-freight shipment. In the situation where FWB cannot be found in GHA's system at Acceptance Counter, the following are proposed:

1) Call your office and request for FWB to be sent

2) GHA may create the FWB on OFF's behalf if FWB cannot be sent.

OFF and Airlines are to agree to arrangement and format of FHL message to be transmitted. If FHL cannot be sent, airlines may request 1 copy of the paper consol manifest. However, this consol manifest will not be transported with the freight.

18.2.3 OC Function 4. Match Information / FWB to Incoming Freight – To-Be business process 25

In the situation where the EDI agreement has not been signed between the shipper and carrier, a paper MAWB has to be delivered to OC. The paper MAWB can be in a form of plain paper AWB with Conditions of Contract found on the reverse side.

Once OC/GHA verified and accepted the weight and number of pieces, a carbonized copy of Export Control Form (ECF) will be endorsed and returned to Forwarder.

If there are discrepancies in weight or number of pieces, OC/GHA will print the correct weight and number of pieces on the paper ECF. The carbonized copy of ECF (no endorsement) will be provided to the OFF and OC/GHA will retain and mark the erroneous MAWB as "CANCELLED".

The freight will be pre-manifested as current process but no FSU/RCS should be sent.

OFF is to amend FWB, print out the updated MAWB and return to GHA warehouse with the amended and signed MAWB.

OC/GHA will verify the FWB, retain the new MAWB and endorse the carbonized ECF.

At this point in time, FSU/RCS will be sent.

18.2.4 OC Function 10. Confirm Departure – To-Be business process 32

For info only:

In SIN, information is not sent to the customs at departure but post-departure declaration for Manifest Reconciliation Statement (MRS) and Cargo Manifest Declaration - Permit information (CMD) have to be submitted to Customs within 14 days (GHA to submit) and 7 days (from agent) respectively.

Section 18.3 Specific import rules for Singapore:

18.3.1 DC Function 2. Pre-Advise Destination Customs of Expected Arrival – To-Be business process 33

For info only:

In SIN, Customs will not be informed at this stage of freight arrival.

18.3.2 DC Function 3. Confirm Aircraft Arrival at Destination – To-Be business process 36 & 37

For info only:

In SIN, Customs will not be informed at this stage of freight arrival.

18.3.3 DC Function 6. Request in Bond Removal – To-Be business process 43 & 44

Not applicable in SIN.

18.3.4 DC Function 7. Report Freight Availability to Consignee / Notify Party – To be business process BRU 45

DFF will be informed either by an alert prompted by the FSU/NFD message, a telephone call, e-mail message or other means of communication.

18.3.5 DFF Function 1. Receive Pre-Alert and Prepare for Freight Arrival – To-Be business process 23

Upon receiving the pre-alerts from OFF, DFF can begin clearance of cargo through Tradenet.

18.3.6 DFF Function 3. Collect Freight from DC – To be business process - 47

In SIN where sub-contractors of DFF collect document and freight on their behalf and do not have access to email/messages, appropriate arrangements between DFF and their sub-contractors (e.g. providing their sub-contractors with a copy of the freight arrival email alert) have to be made.

DFF or their sub-contractors are to provide (1) A copy of MAWB and (2) proof of identification, to collect the freight.

Section 18.4 Special rules for specific airports in the location

None

CHAPTER 19 SPAIN E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication



Section 19.1 Overall status

Item	Export	Import	Domestic	Transit ⁺	Transhipments ^{**}	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

⁺Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

^{**}Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 19.2 Specific Export Rules for Spain

7.2.1 OC / OGHA Function 8. Flight Loading – *To-Be business process BRU* 30

“Declaracion sumaria de Carga”: OGHA will inform Spanish customs of the freight loaded in the flight by email with a formatted excel file 2 days after departure.

Section 19.3 Specific Import Rules for Spain

7.3.1 DC Function 2. Confirm Aircraft Arrival at Destination – *To-Be business process BRU 37 & 38*

The goal of this task is to inform DFFs electronically that the booked freight has arrived at destination on the aircraft on which it was booked.

This information is not required by Spanish Customs.

7.3.2 DC or DGHA Function 7. Deliver Freight to the DFF Facility – *To-Be business process BRU 47 & 48*

The goal of this task is for the airline or their DGHA to deliver the freight to the DFF facility, where arrangements are in place for the DC to undertake this function, and the DFF does not undertake their own collection from the DC – DGHA facility

In e-freight, prior to delivery, DFF provides declaration information to Destination Ground Handling Agent by electronic means (Excel file by e-mail) to check the status “levante” through the Spanish Custom website.

7.3.3. DFF Function 4. Receive Freight in DFF Facility – *To be business process BRU 48 & 49*

The goal of this task is for the DFF to receive the freight into its cargo facility in order to unload the freight, enable customs clearance and delivery of the freight in accordance with the Consignees instructions.

In e-freight, this procedure is only allowed by the Spanish Customs when the DFF has a Customs Bonded Warehouse, called in Spain “Almacén de Depósito Temporal” (ADT).

7.3.4 DFF Function 5. Customs release and notification – *To-Be business process BRU 51 & 52 & 53*

Information required by Spanish customs will be transmitted by the electronic procedure called “despacho escaneado” (scanned dispatch), including House Waybill, Invoices and Packing list images received from the OFF.

DFF provides declaration information to Destination Ground Handling Agent by electronic means (Excel file) to check the status “levante” through the Spanish Custom website.

Section 19.4 Special Rules for Specific Airports in Spain

None

CHAPTER 20 SWEDEN E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

Section 20.1 Overall status

Item	Export	Import	Domestic	Transit *	Transshipment types**	Comments (if any)
1. Open for e-freight	Yes	Yes	No	No	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 20.2 Specific export rules for Sweden:

No special rule.

Section 20.3 Specific import rules for Sweden:

No special rule.

Section 20.4 Special rules for specific airports in the location

No special rule.

CHAPTER 21 SWITZERLAND E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication



Section 21.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	In line with EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 21.2 Specific Export Rules for Switzerland:

4.2.1 OFF Function 6. Receive Freight and Information from Shipper – To Be Business Process 9 & 10.

The goal of this task is to receive the freight and information at the OFF's premises for delivery to the nominated OC or its GHA.

In the case of Switzerland shipments that are for consolidation are typically received from shippers by the OFF via their local branch terminals and presented to the OC or its GHA directly without being consolidated at the OFF Gateway or Hub.

In such cases the Carrier or its GHA is acting on behalf of the OFF in receiving the freight, where later they will be acting on the OFF's instructions in the Freight Assembly, Labelling and Information Preparation, (See OFF Function 12 below)

In e-freight, the freight will only be accompanied by paper Certificates of Origin that are required under existing legislation, and a delivery document to evidence what freight is being presented to the Carrier or its GHA.

Such a delivery document will bear as a minimum the AWB number under which the shipment is intended to travel, as well as the number of pieces and weight of the freight being presented. A receipt for the freight can then be given on a copy of that delivery document, by the Carrier or GHA to the trucker presenting the freight, as evidence of receipt by the Carrier or its GHA on behalf of the OFF.

N.B. A paper MAWB shall not be used as the delivery document under e-freight.

At this point CIMP freight status update (FSU) FOH should be used by the Carrier or its GHA against a booking made by means of a CIMP FFR message, to evidence receipt of the shipment(s) in question. CIMPFSU RCS **cannot** be given at this time

4.2.2. OFF Function 10. Load Planning – To be Process 17

The goal of this task under such circumstances is for the OFF to decide how shipments received by the carrier or its GHA on behalf of the OFF, which are destined to the same airport of destination and booked under the same AWB reference are to be flown, in order to optimise load factors and minimise costs.

Based on that decision instructions are then given to the carrier or its GHA for the freight assembly, labelling and preparation for loading to the aircraft.

In e-freight, this will be as the current practice whereby the OFF may use various means of communicating their loading instructions to the carrier or its GHA.

3.2.5 OFF Function 11. Freight Assembly, Labelling and Preparation – To Be Business Process 19 & 20

The goal of this task is for the carrier or GHA acting on behalf of the OFF as its warehouse / depot operative, to collate the freight shipments they have received on behalf of the OFF in accordance with the instructions received from the OFF, attach any labels that are required, and load them to the transportation device by which the freight will be delivered to the Carrier for loading to the aircraft to which they are booked.

An additional goal is for any paper documents, such as paper Certificates of Origin, which under existing legislation have to travel with the freight, to be collated for presentation with the freight for carriage on the aircraft with the freight.

Upon completion of the assembly and preparation for flight the OC or GHA will then confirm the load details, including the total number of pieces and weight of the collated and consolidated shipments.

In e-freight this will be as is the current practice other than that there will be no commercial invoices or packing lists with the shipments to be collated, nor will there be any OFF HAWB's or House Manifest.

3.2.6 OFF Function 12. HAWB/MAWB/ Consol Manifest Creation – To-Be business process 18

In accordance with the standard IATA e-FOP's. There is no variation in the Function in Switzerland other than that it occurs after the Freight Assembly, Labelling and Preparation by the OC or GHA on behalf of the OFF.

Section 21.3 Specific Import Rules for Switzerland:

None

Section 21.4 Special rules for specific airports in the location

None

CHAPTER 22 UNITED ARAB EMIRATES (DUBAI) E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Shuyin Tan / Guillaume Drucy	Initial version for publication



Section 22.1 Overall status

Item	Export	Import	Domestic	Transit *	Transhipments **	Comments (if any)
1. Open for e-freight	Yes	Yes	No	Yes	No	
2. Certificate of Origin in scope	No	No	No	No	No	CoO in scope means it is OK to have electronic CoO or printed copy as opposed to have to present and archive original paper document
3. Dangerous goods in scope	No	No	No	No	No	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	No	No	No	No	No	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No	No	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 22.2 Specific export rules for Dubai

22.2.1 OFF Function 9. Declare Freight for Export – To be Process Business 14 & 15 & 16

In DXB, declaration on e-MIRSAL2 will be unchanged.

22.2.2 OFF Function 15. Freight & Information Transferred to Carrier – To be business process 24 & 25

There are two types of export process, 1) Free Zone/Re-export, 2) Local export market).

For Free Zone/Re-export shipments, the following documents are required to accompany the freight but are not required to be transported on the aircraft.

- a) Instructions for Despatch of Goods (IDG)
- b) Invoice
- c) Export Bill of Entry

For local export market shipments, these documents need not be brought along with the freight but needs to be kept/archived at the local FF office.

22.2.3 OC Function 7. Flight Loading – To-Be business process 29

For some cases where GHA are still unable to receive FWB messages from airlines, information on “Instructions for Despatch of Goods (IDG)” can be used to create FFM.

Section 22.3 Specific import rules for Dubai:

22.3.1 DFF Function 3. Collect Freight from DC – To be business process - 47

Prior to collection of freight, DFF is to obtain the Bill of Entry through e-Mirsal2.

DFF is also to obtain Delivery Order from system of the airlines or GHA. Once the airlines/GHA verified that both Delivery Order and Bill of Entry* (validated, if required) are correct, a delivery slip (Gate Pass) will be provided. DFF will then collect the freight.

*Other details:

e-Mirsal2 will indicate on the Bill of Entry if there is a requirement for physical inspection. The Bill of Entry will be validated (stamped/signed off) after inspection is done and passed.

22.3.2 DFF Function 5. Customs release and notification – To-Be business process BRU 50 & 51 & 52

DFF has to use e-Misral2 (e-Mirsal1 does not have updated features and will be phased out) and indicate under the selection of “Availability of Required Documents”, select “Available in Electronic”. DFF will not be charged for using non-original documents to perform customs’ declaration.

At present, Certificate of Origin should still be delivered as original.

Section 22.4 Special rules for specific airports in the location

None

CHAPTER 23 UNITED KINGDOM E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	↗ Chris Wolstenholme / Guillaume Drucy	Initial version for publication

↗

Section 23.1 Overall status

Item	Export	Import	Domestic	Transit*	Transhipments**	Comments (if any)
1. Open for e-freight	Yes	Yes	Yes	Yes	Yes	
2. Certificate of Origin in scope	No	No	No	No	No	EU Legislation Requires paper CoO (e.g. GSP & EUR)
3. Dangerous goods in scope	Yes	Yes	Yes	Yes	Yes	DG in scope means it is ok to do e-freight for DGs for the current documents in scope (ie DG declaration still transported – EAP shipment)
4. Perishables in scope	Yes	Yes	Yes	Yes	Yes	Perishable in scope means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	Yes	Yes	Yes	Yes	Yes	Live An. in scope means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transhipment: There are 3 types of transhipment, namely:

Type 1: Transhipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transhipment – interline (denoted as TSS2)

Type 3: Transhipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 23.2 Specific Export Rules for the United Kingdom

None

Section 23.3 Specific Import Rules for the United Kingdom

5.3.1 DFF Function 1. UK Border Agent Pre-Notification of Freight

For UK Border Agency Requirements it is the responsibility of the UK DFF to ensure that their OFF counterparts include in their participant e-FOP's the need to submit a PDF copy of their House / Consol Manifest as an e-mail attachment to the UK Border Agency at :-

detectionlandrfttfreight@hmrc.gsi.gov.uk

prior to the scheduled arrival of the freight at the airport of destination.

This requirement will cease with effect from 31.12.2010 when electronic submission for data for Safety and Security Risk Analysis is implemented across the EU.

Section 23.4 Special rules for specific airports in the location

None

CHAPTER 24 USA E-FOP RULES AND GUIDELINES

Reminder: only exceptions to the generic IATA e-FOP are described in the sections in import and export below.

Version control

Version	Date	Signed-off by:	Key changes
1	March 2010	✎ Alan Turpin / Guillaume Drucy	Initial version for publication

Version control



Section 24.1 Overall status

Item	Export	Import	Domes- tic	Transit *	Transshipments **			Comments (if any)
					1	2	3	
1. Open for e-freight	Yes	Yes	No	Yes			No	Open for import/export at ORD and JFK and transit (gas and go) via ANC, Alaska
2. Certificate of Origin in scope	No	No	No	No			No	Yes means it is OK to have electronic CoO as opposed to have to present and archive original paper document. Both origin and destination countries need to allow it to be able to include electronic CoO in e-freight.
3. Dangerous goods in scope	No	No	No	No			No	Yes means it is ok to do e-freight for DG consignments for the current documents in scope (i.e. paper DG declaration is still transported for now – EAP consignment. When electronic shippers declaration is possible, it will be EAW consignment)
4. Perishables in scope	No	No	No	No			No	Yes means it is ok to do e-freight for Perishable cargo for the current documents in scope (EAP shipment)
5. Live animals in scope	No	No	No	No			No	Yes means it is ok to do e-freight for Live Animals for the current documents in scope (EAP shipment)

*Transit: transit is defined as an en route stopping place where the freight remains on board (FROB).

**Transshipment: There are 3 types of transshipment, namely:

Type 1: Transshipment – through carrier gateway/hub (same airline) (denoted as TSS1)

Type 2: Transshipment – interline (denoted as TSS2)

Type 3: Transshipment – through Freight Forwarder gateway/hub (denoted as TSS3)

Treaties:

IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). IATA e-freight is only possible between two locations which have the same international treaty in place (either MP4 or MC99). All IATA e-freight locations have ratified at least one of the two treaties, so if your origin location has ratified both, then there is no need to check the destination location. However, if your origin location has only ratified one of the two, then you need to check if the same was also ratified in the destination location.

Item	Status
1. Ratified MP4	Yes
2. Ratified MC99	Yes

Section 24.2 Specific export rules for USA:

24.2.1 OFF Function 9. Declare Freight for Export – To be Process Business 14 & 15 & 16

Air Export System (AES) will send ITN number to the OFF and Off must provide ITN to the Carrier on the Consolidation manifest. Exemption numbers will also appear on the Consolidation manifest. The Consolidation manifest will not fly

24.2.2 OC Function 11. HAWB/MAWB/Consol Manifest Message Creation Flight Load Plan – To-Be business process 8

It will be a requirement that to indicate the EAW/EAP codes on the manual AWB until the electronic e-AWB is implemented fully.

24.2.3 OC Function 9. Receive Export Cargo Release – To-Be business process BRU 31

ITN number is presented to customs for certification
Release is still manual

Section 24.3 Specific import rules for USA

None.

Section 24.4 Special rules for specific airports in the location

None

Glossary of terms

AWB	Air Waybill
Back-to-Back	Shipment with one house waybill associated to one master air waybill
BCBP	Bar Coded Boarding Passes – one of the StB projects.
BIP	Baggage Improvement Programme – one of the StB projects.
BPS	Business Process and Standards
BWG	Business Working Group
C2K	Cargo 2000 is an industry initiative aiming at implementing a new quality management system for the worldwide air cargo industry. The objective is simple: to implement processes backed by quality standards that are measurable to improve the efficiency of air cargo.
CCS	Cargo Community System
CDMP	Cargo 2000 Data Management Platform
CEO	Chief Executive Officer
Cargo-IMP (or CIMP)	Cargo Interchange Message Procedures. The Cargo-IMP messages have been developed by the member airlines of the International Air Transport Association (IATA) and the Air Transport Association of America (ATA) as Standard IATA/ATA Cargo Interchange Message Procedures. The purpose of these messages is to ensure uniformity, mutual understanding, accuracy and economy in inter-airline data exchange and in data exchange between airlines and other air cargo industry participants including agents, brokers and customs. The messages are used in both manual and computerized environments.
CoO	Certificate of Origin
CSC	Cargo Services Conference
DC	Destination Carrier
DFF	Destination Freight Forwarder
DLA	Detailed Level Assessment
EAP	IATA e-freight Consignment with Accompanying Documents
EAW	IATA e-freight Consignment with No Accompanying Documents
e-AWB	Electronic Air Waybill
eCAG	IATA e-freight Central Action Group
EDI	Electronic Data Interchange
eFMG	IATA e-freight Management Group
e-FOP	IATA e-freight Operational Procedures
ERP	Enterprise resource planning. A back end system typically used by manufacturers, shippers to manage procurement, manufacturing, shipment, settlement.
FAQ	Frequently Asked Questions
FF	Freight Forwarder
FFA	Freight Forwarders Association
FFM	Airline flight manifest message
FHL	Consolidation List message
FMA	Acknowledgment message
FNA	Error message
FWB	Air waybill data message

GHA	Ground Handling Agent
HLA	High Level Assessment
IATA BoG	IATA Board of Governors
IATA EF CR	IATA e-freight Country Representative – IATA Country Cargo Managers who are the first point of contact for any IATA e-freight issue in their country.
IATA LIM	IATA Location Implementation Manager
ICT	Information and Communication Technology System
MAWB	Master Air Waybill
MC99	Montreal Convention 1999 – Convention for the Unification of Certain Rules for International Carriage by Air, done at Montreal on 28 May 1999 (also referred as MC99)
MIP	Message Improvement Programme.
MP4	Montreal Protocol 4 – Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, 12 October 1929 and amended by Montreal Protocol No. 4
MUP	Milestone Update – Cargo2000 status message
OC	Origin Carrier or its GHA
OFF	Origin Freight Forwarder
OFF BB	Origin Freight Forwarder Booking Branch
OFF EB	Origin Freight Forwarder End Branch
OFF GW	Origin Freight Forwarder Gateway/Hub
OGA	Other Government Agencies
PCAG	Pilot Central Action Group – former name of the eCAG
PM	Project Manager
PoC	Proof of Concept
RCS	Ready for Carriage Shipment
SLA	Service level agreement
SPH codes	Special Handling codes
StB	Simplifying the Business
StB CR	StB Country Representative – IATA Country Managers who are the first point of contact for any StB issue in their country.
StB RPM	StB Regional Programme Manager
TACT	The Air Cargo Tariff
TC	Transshipment Carrier
UN/CEFACT	United Nations / Centre for Trade Facilitation and Electronic Business
VAN	Value added network
WCO	World Customs Organisation