



IATA Cargo Shipment Record (e-AWB)

Functional Specifications

<IATA Cargo>

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Version History

Version	Amendment Description	Date	By
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0.3	Version released to the e-AWB Task Force	06/12/2007	F.Leger
0.4	Updates based on e-AWB task force meeting in FRA	19/12/2007	F.Leger, B. Acheson, C.Tornero, N.Banerjea (AC)
0.5	Conference call to agree on modifications	10/01/2008	F.Leger, B. Acheson, C.Tornero
0.6	Feedback from the 18.01.08 Shipment Record conf. Call	16/01/2008	F.Leger
0.7	Feedback from e-freight PCAG, e-AWB task force members	24/01/2008	F.Leger
0.8	Initial findings from the pilots as discussed during the e-AWB conference call	04/04/2008	F.Leger
0.9	Updates as discussed during the e-AWB conference call	10/04/2008	F.Leger
1.0	Updates as discussed during the e-AWB conference call	08/05/2008	F.Leger
1.1	Clarification on FSU/RCS	05/06/2008	F.Leger
1.2	Cargo Receipt layout and feedback from e-AWB conference call	10/07/2008	F.Leger, B. Acheson, C.Tornero, J.Acuna
1.3	Cargo Receipt layout (annex 1) updated based on e-AWB task force members feedback (box Shipment Record Initiation Date removed and date included in Shipment Identification box)	15/07/2008	F.Leger, J.Acuna
1.4	Feedback from e-AWB conference call	21/07/2008	F.Leger, J.Acuna
1.5	Feedback from the e-freight Central Action Group (eCAG). In section 3.6 "Need to archive Shipment Record" the text "Cargo Receipt will have to be archived..." is replaced by the text "Shipment Record will have to be archived..."	01/08/2008	F.Leger
1.6	Feedback from the CPCMG and CBPP chairs prior communication to CPCMG and CBPP members	20/08/2008	F.Leger, J.Acuna
1.7	Cargo Receipt notice and CPCMG/22 Feedback	04/09/2008 23/09/08	F.Leger J. Acuna
1.8	Cargo Receipt layout	11/11/2008	J. Acuna
1.9	Feedback from eCAG on version 1.8	28/11/2008	F. Leger
2.0	Update following FIATA's endorsement of RP1670 Carriage of Cargo using Electronic Data Interchange (EDI)	12/10/2009	F. Leger, Z.Y. Liao, C. Tornero, B. Behanan
2.1	Update following Legal feedback on Forwarder signing EDI agreement on behalf of direct shipper and Forwarder signing EDI agreement on behalf of Carrier	16/12/2009	Z. Y. Liao, C. Tornero

1 Introduction

1.1 Objective

The objective of this document is to give an overview of the business process, business rules and electronic messages that could be implemented to support electronic transmission of the Air Waybill data without the need to produce the paper at any point of the supply chain.

The legal environment needs to be favourable. Implementation of the Shipment Record (e-AWB) should be considered in countries that have Montreal Protocol 4 ("MP4") and/or Montreal Convention 1999 ("MC99") in force.

***Note 1:** The countries of origin and destination must both have ratified MP4 or both have ratified MC99.*

***Note 2:** In the case of transit through any other country(ies), parties should also ensure that the government authorities of such country(ies), will also recognize the use of electronic means in lieu of the traditional paper documentation (including the air waybill).*

The goal is to have one common set of business processes, business rules and electronic messages to support the Shipment Record without the need to produce the paper document at any point of the supply chain.

1.2 Definitions

AIR WAYBILL: A paper document made out by or on behalf of the Shipper (as defined hereunder) which evidences the contract between the Shipper and Carrier (as defined hereunder).

CARGO RECEIPT (also referred to as Receipt for the Cargo): A document (in paper or electronic form) which is provided to the Shipper, by the Carrier in paper form unless otherwise agreed between the parties, creating a Shipment Record as a substitution for the issuance of an air waybill and which permits identification of the shipment that has been accepted and deemed "ready for carriage".

CARRIER: Includes the air carrier issuing the air waybill or creating the shipment record and all other air carriers that carry or undertake to carry the cargo under the air waybill or shipment record or to perform any other services related to such air carriage.

CONSIGNEE: The person whose name appears on the air waybill or in the Shipment Record as the party to whom the goods are to be delivered by the Carrier.

CONSIGNMENT: Is equivalent to the term "shipment", means one or more pieces of goods accepted by the Carrier from one Shipper at one time and at one address, receipted for in one lot and moving on one air waybill or Shipment Record to one Consignee at one destination address.



SHIPMENT RECORD: Any record of the contract of carriage preserved by Carrier, evidenced by means other than an air waybill.

SHIPPER: Equivalent to the term “consignor” means the person whose name appears on the air waybill or in the Shipment Record as the party contracting with the Carrier(s) for carriage of goods.

SHIPPER’S DELIVERY NOTE: A paper document provided to the Carrier by the Shipper acknowledging the delivery of the cargo shipment as “freight on hand” for carriage by air. At a minimum, it shall specify (a) the weight and number of pieces of the cargo shipment; (b) the date, time and place received by the Carrier; (c) reference the shipment identification number covering the specific cargo shipment. To the extent it is readily available, an indication of the places of departure, destination and, if applicable, agreed stopping places, should also be specified.

SYNTAX ERROR: Error with the format of the message, which does not comply with IATA Cargo Interchange Message Procedures (Cargo-IMP) message standard format.

WAREHOUSE RECEIPT: A paper document provided to the Shipper by the Carrier acknowledging the receipt of the cargo shipment as “freight on hand” for carriage by air. At a minimum, it shall specify (a) the weight and number of pieces of the cargo shipment; (b) the date, time and place received by the Carrier; (c) reference the shipment identification number covering the specific cargo shipment. To the extent it is readily available, an indication of the places of departure, destination and, if applicable, agreed stopping places, should also be specified.

2 As-Is Business Process

The following high level “As-Is” business process is currently in place in most of the IATA e-freight locations:

1. Shipper creates the loading manifests including the paper AWB (multiple copies).
2. Shipper creates the Customs declaration using information from the AWB.
3. Shipper sends one (or multiple) FWB(s) to the Carrier prior to the delivery of the freight to the Carrier.
4. When a Syntax Error is identified in the FWB the Carrier responds with an FNA so that the Shipper can re-submit the FWB prior to the freight delivery.
5. Shipper delivers the freight and paper AWB to the Carrier/GHA. The Carrier/GHA signs a proof of delivery (i.e. delivery note).
6. Depending on the quality of the AWB/FWB information and if the shipment is properly packaged, labelled... two situations could occur:
 1. The information of the AWB/FWB matches with the physical freight (or within the tolerance) and the freight is accepted. The AWB is signed and stored and an FSU/RCS is sent to the Shipper. Shipper retains Original 3 of the AWB “For Shipper”.

2. The information of the AWB/FWB does not match with the actual physical freight tendered then three situations could occur:
 1. Freight is not accepted and the Shipper is asked to resubmit the correct information (paper & electronic) which matches the characteristics of the physical freight.
 2. Freight is accepted but the AWB is manually modified in presence of the Shipper (or his agent). AWB is signed and an FSU/RCS is sent with actual information to the Shipper. Shipper retains Original 3 of the AWB "For Shipper" (refer to section 2.9).
 3. Freight is accepted, the AWB is signed and FSU/RCS is sent to the Shipper. Shipper retains Original 3 of the AWB "For Shipper" (refer to section 2.9).
7. Carrier transports the shipment if the freight is accepted.
8. Carrier delivers the shipment at destination to the consignee as well as the Original 2 of the AWB "for Consignee".
9. Carrier sends a paper Cargo Charges Correction Advice to the Shipper if the information of the AWB/FWB does not match with the actual physical freight (6.2.2 and 6.2.3 above).
10. Carrier and Shipper archive the AWB for the legal duration and are able to provide it if necessary.

3 Requirements to substitute the Shipment Record for the AWB

Stakeholders who intend to remove the signed paper air waybill and replace it with a Shipment Record have expressed the following legal, business and technical requirements:

3.1 Need of an agreement prior to using any shipment records

Carriers and Shippers expressed the need to have an agreement signed prior to using a Shipment Record.

This agreement is designed to meet the following requirements:

1. Formalize air cargo contracts of carriage by electronic means and describe the validity and formation of the contract of carriage.
2. Record the consent of the Shipper to establish a Shipment Record to replace the issuance of a paper AWB (as per IATA Resolution 600h¹)
3. State the condition of contract/carriage and confirm that the Shipper has read and accepted Conditions of Contract (these Conditions of Contract are based on CSC Resolution 600b² incorporating the substance of the Resolution to enable cargo contracts without an air waybill in an electronic format and General Conditions of Carriage for Cargo)

¹ IATA Cargo Services Conference Resolution 600h Form and use of the receipt for cargo

² IATA Cargo Services Conference Resolution 600b Air Waybill - conditions of contract

4. Describe the operational requirements for Electronic Data Interchange (e.g. business process, business rules, electronic messages, standards)
5. Formalize the use of electronic messages to conclude the contract and the acceptance of the cargo as "ready for carriage" as per CAC Resolution 833 as well as the need of a paper document to evidence the conclusion of the contract and delivery of the cargo by the Shipper as "ready for carriage" or "freight on hand".
6. Describe the technical requirements including the security, the confidentiality, the authentication, the archiving as well as the access to the Shipment Record.

3.2 Need to exchange the Shipment Record data prior to the physical receipt of the Freight by the Carrier³

Carriers and Shippers expressed the need to exchange electronically the Shipment Record data to limit manual data entry. In addition to the reduction of manual data entry the parties expressed the following requirements:

1. The electronic message should include the necessary information as per Resolution 600a⁴, which also includes the information required under MC99 and MP4 :
 - a. An indication of the places of departure and destination;
 - b. If the places of departure and destination are within the Territory of a single State Party, one or more agreed stopping places being within the territory of another State, an indication of at least one such stopping place;
 - c. An indication of the weight of the consignment.
2. The electronic message should initiate the Shipment Record and contribute to eliminating the need of a paper air waybill to accompany the consignment in accordance with ICAO Annex 9⁵.
3. Carriers' back office functions shall not be performed anymore on paper air waybill but on the information contained in their system.
4. The Shippers as per Cargo 2000 recommendation should send only one complete and accurate electronic message.
5. The electronic message should be sent before presentation of the physical freight to the Carrier except in some circumstances (i.e. Hong Kong).
6. The Carriers should have received information from the Shipper to initiate the Shipment Record and it should be integrated into their system prior to the arrival of the freight.

If such information is not received, a fallback (or recovery) procedure should be in place between the Carrier and Shipper.
7. The Carriers confirm electronically the Shipment Record information provided by the Shippers.

³ In some circumstances (e.g. Hong Kong) the Shipment Record may be sent after the freight has been received by the Carrier.

⁴ IATA Cargo Services Conference Resolution 600a Air Waybill

⁵ ICAO Facilitation Annex 9 to the Convention on International Civil Aviation

In the event that the weight, volume and/or total number of pieces deviates from the weight, volume and/or total number of pieces, the cargo shipment shall be treated according to the exception management procedures previously agreed between the parties.

Note 1: *Shipment Record updates are not part of the requirements as Message Improvement Programme (MIP) should measure and identify quality issues with the data transmitted by the Shipper. The Shipper must achieve an agreed level of compliance with the airline before the paper AWB can be removed from the process.*

3.3 Need of a guarantee that the Shipment Record has been initiated in the Carrier system prior to freight arrival

To avoid situations where the freight cannot be carried because a Shipment Record has not been accepted by the Carriers' system, the Shippers and the Carriers identified the following requirements:

1. Notification to the Shipper that the electronic message containing the Shipment Record information has been rejected by the Carrier's system or by the Carrier's Cargo Community System (CCS) or Cargo Data Management Portal (CDMP) due to syntax errors ("rejection message").
 - a. The "rejection message" should be sent immediately after receiving the electronic message containing the Shipment Record information;
 - b. A clear description of the syntax error code and description should be included in the "rejection message";
 - c. The syntax error code and description should be the one used in the MIP⁶.

If a rejection message is sent by the Carrier to the Shipper this means that no Shipment Record has been initiated in the Carrier system.

Note 1: *For the above to be successful, CCS or CDMP will need to upgrade their solutions to ensure that their validation complies with the standards laid out in the IATA Cargo-IMP Manual.*

2. Shippers and Carriers agreed that the confirmation that the electronic message containing the Shipment Record information has been received and integrated by the Carrier's system or the Carrier's CCS or CDMP without syntax errors ("confirmation message") is not required unless otherwise previously agreed by the parties in writing in the EDI agreement. If used the "confirmation message" should:
 - a. Be sent immediately after receiving the electronic message containing the Shipment Record information;
 - b. Guarantee the Shipper that, prior to the presentation of the freight, a Shipment Record is initiated in the Carrier's system.

⁶ The syntax error codes and descriptions are included in the MIP strategy document accessible at <http://www.iata.org/stbsupportportal/efreight/messageimprovementprogramme-mip.htm>

3.4 Need of a Cargo Receipt to evidence the conclusion of the contract of carriage and the acceptance of the freight as “ready for carriage”

To evidence the acceptance of the cargo as per MC 99 Article 11.1 aligned with the “ready for carriage” shipment (CAC Resolution 833⁷) determination and to evidence the conclusion of the contract as per MC99 and MP4 Articles 11.1 (i.e. prove the existence of the contract of carriage) the Carrier will produce upon delivery of the freight by the Shipper at the Carrier warehouse a paper Cargo Receipt as per Resolution 600g that permits the identification of the consignment and access to the information contained in the Shipment Record as per MC99 Article 4.2 and that includes at least the necessary MC99 and/or MP4 information.

- a. An indication of the places of departure and destination;
- b. If the places of departure and destination are within the Territory of a single State Party, one or more agreed stopping places being within the territory of another State, an indication of at least one such stopping place;
- c. An indication of the weight of the consignment.

In the event that the Carrier is unable to provide the Shipper with the Cargo Receipt in paper form upon Shipper's delivery of the cargo to the Carrier due to technical, procedural or other reasons, the Carrier must provide the Shipper with a Warehouse Receipt (in lieu of a Warehouse Receipt, the Carrier may verify the information on and countersign the Shipper's Delivery Note. Once verified and countersigned by the Carrier such delivery note shall serve as a Warehouse Receipt). Transportation of such cargo shipment by the Carrier continues to be subject to Carrier's subsequent confirmation that the cargo shipment is “ready for carriage”. For purposes of the International Conventions (MC99 or MP4, as defined in Annex ‘A’), such Warehouse Receipt shall be deemed an interim “cargo receipt” (also known as “receipt for the cargo” under MP4) until the Carrier has determined that the cargo is “ready for carriage” and can produce the actual Cargo Receipt as per Annex ‘A’ hereof. Accordingly, the Cargo Receipt shall serve as prima facie evidence of the conclusion of the contract, of the acceptance of the cargo and of the conditions of carriage mentioned therein, except that the Warehouse Receipt shall nonetheless continue to serve as prima facie evidence as to the weight and number of pieces delivered to Carrier at the date, time, and place specified on the Warehouse Receipt. The Parties shall archive the Warehouse Receipt pursuant to the archiving requirements set forth in Article 8 Recording and Storage of EDI Messages.

In the event that the EDI Message from the Carrier confirming that the shipment is “ready for carriage” deviates in weight, volume and/or total number of pieces from the EDI Message sent by the Shipper initiating the Shipment Record, the cargo shipment.

Note 1: *Using multiple FSU/RCS messages (or its equivalent in XML format according to IATA Cargo-XML standard when available) for one shipment (when the Shipper is doing multiple deliveries) is not best practice according to the IATA Resolution 600 related to “The Consignment”⁸. In such situation the following options should be considered:*

- *Use FSU/FOH (or its equivalent in XML format according to IATA Cargo-XML standard when available) for each delivery to inform the Shipper that the freight is on hand but not ready for carriage*

⁷ IATA Cargo Agency Conference Resolution 833 Ready for carriage consignments

⁸ IATA Cargo Services Conference Resolution 600 The Consignment

- *Ask the Shipper to submit one FWB (or its equivalent in XML format according to IATA Cargo-XML standard when available) per delivery to allow the Carrier to send one FSU/RCS (or its equivalent in XML format according to IATA Cargo-XML standard when available) per FWB*

Note 2: *In case an FWB is sent to the Carrier but the freight is not delivered to the issuing Carrier, offline procedures should be in place between the Carrier and the Shipper to cancel the contract initiated or to make other arrangements.*

3.5 Need by the Consignee to access the Shipment Record

When the Consignee is not using the same system as the Shipper then the parties shall observe the following requirements:

1. Consignees may need to have an access to the Cargo Receipt containing weight, volume and number of pieces (as updated).

Note 1: *A facsimile of the Cargo Receipt may be provided by the Carrier upon request by the Shipper if so agreed by the parties.*

Note 2: *The above information may be supported in a Carrier's delivery note. The Carrier or its service provider could also provide the Consignee an online access to the Cargo Receipt.*

3.6 Need to archive the Shipment Record

The Shipment Record will have to be archived by the Shippers and by the Carriers (or by their respective service providers) with the following requirements:

1. Archiving will have to comply with the requirements set forth in the EDI Agreement and applicable national law in order to guarantee integrity of the content throughout the storage period (content is stored and remains unaltered over the required retention time frame)
2. Shippers and Carriers will have to archive the Shipment Records and potentially provide an online access to them with a printing capability (or subcontract it to their service providers).
3. The archived documents should uniquely be identified using for example as an index AWB number, the date and the location (airport of departure)
4. The archiving technology should:
 - a. Allow required availability of records;
 - b. Enable the organization to retrieve data quickly enough to respond to a legal request within the stipulated deadline;
 - c. Be able to grow with the business.

3.7 Need to retain unchanged the current Charges Correction Advice (CCA) process

Carrier and Shipper understand that a CCA process related to changes to weight, number of pieces and volume may not be required, as the Shipment Record will contain the appropriate value.

Initially the CCA process between the Carriers and the Shippers shall remain unchanged. CCA will be sent to the Shippers identifying corrections.

4 Solution to substitute the AWB with the Shipment Record

Carriers and Shippers desire electronic messages to support the Shipment Record without the need to produce the AWB at any point of the supply chain.

4.1 Corporate Bilateral EDI agreement

Major Shippers and Carriers will have to sign at corporate level (where feasible) a bi-lateral agreement based on the "Model Agreement for Electronic Data interchange"⁹. This corporate bi-lateral agreement will reduce the administrative burdens to have to manage "hundreds" of bi-lateral agreements at local levels.

For small and mid size Shippers who will initiate the Shipment Record online (e.g. through a web portal) the agreement would also have to be accepted on-line.

This standard agreement meets the requirements described in paragraph 3.1.

A "Model Agreement for Electronic Data interchange" is available in the Recommended Practice 1670 of the IATA Cargo Services Conference Resolutions Manual.

***Note:** Forwarder may sign an EDI Agreement directly with a Carrier as the "Shipper" or as agent for a direct shipper, in which case the direct shipper's name will appear as the "Shipper" in the EDI Agreement. The latter option presupposes an agency agreement between the direct shipper and the Forwarder with the proper authority to enter into an EDI Agreement. Conversely, Forwarder may sign an EDI Agreement as Carrier's agent, with the Carrier's name appearing on the EDI Agreement, based on an agency agreement between Forwarder and Carrier.*

4.2 Shipment Record data exchange

To initiate the Shipment Record information the Shipper will send the air waybill data through an electronic message (FWB) as per Cargo-IMP Manual (or its equivalent in XML format according to IATA Cargo-XML standard when available) to the Carrier prior to the presentation of the consignment at the Carrier warehouse¹⁰.

⁹ Based on the Cargo Services Conference Recommended Practice 1670 Carriage of Cargo using Electronic Data interchange (EDI)

¹⁰ In some circumstances (e.g. Hong Kong) the FWB message may be sent after the freight has being received by the Carrier.

The Shipment Record is initiated by the FWB information and confirmed by the subsequent FSU (RCS) or its equivalent in XML format according to IATA Cargo-XML standard when available, sent by the Carrier. Only at that time the Cargo Contract (as such term is defined in RP1670) shall be deemed concluded.

In case the Carrier cannot access the Shipment Record initiated in Carrier's system, at freight presentation, a fallback (or recovery) procedure should be agreed and in place between the Carrier and Shippers such as but not limited to:

1. Send an electronic air waybill data request (FWR) message as per Cargo-IMP Manual (or its equivalent in XML format according to IATA Cargo-XML standard when available) from Carrier to Shipper;
2. Give Carrier staff access to Shipper document management system or Service Provider web solution to check the data related to the Shipment Record initiated;
3. Call and fax by Carrier staff to Shipper staff when realizing missing data;
4. Plain paper Air Waybill carried by the Shipper.

The Shipment Record (and the Cargo Contract) is concluded when the standard electronic Status Update (FSU) message with the standard Status Code "ready for carriage shipment" ("RCS") as per Cargo-IMP Manual (or its equivalent in XML format according to IATA Cargo-XML standard when available) is sent by the Carrier to the Shipper.

In the event that the weight, volume and/or total number of pieces of the FSU/RCS Message (or its equivalent in XML format according to IATA Cargo-XML standard when available) deviates from the weight, volume and/or total number of pieces of the FWB information the cargo shipment shall be treated according to the exception management procedures previously agreed between the Parties.

4.3 Guarantee that the Shipment Record information has been initiated in the Carrier system

A "rejection message" to indicate that the Shipment Record has been rejected by the Carrier system is needed by the Shippers and Carriers.

4.3.1 Rejection message

The notification to the Shipper that the electronic message containing the air waybill information (FWB or its equivalent in XML format according to IATA Cargo-XML standard when available) has been rejected by the Carrier's system and/or by the Carrier's CCS or CDMP due to syntax errors can be performed using the standard electronic error (FNA) message as per CARGO-IMP Manual (or its equivalent in XML format according to IATA Cargo-XML standard when available).

No modification to the current FNA message has been identified. MIP error code as well as description should be used in the FNA message. MIP error code list is available on the IATA public website¹¹.

4.3.2 Confirmation message

¹¹ The syntax error codes and descriptions are included in the MIP strategy document accessible at <http://www.iata.org/nr/rdonlyres/ed14d8cd-a79a-4850-8daa-1c3e0de50788/0/efreightmipstrategyv4.pdf>

The “confirmation message” is not required unless otherwise previously agreed by the parties in writing in the EDI agreement.

If used, this notification to the Shipper to confirm that the electronic message containing the Air Waybill information (FWB or its equivalent in XML format according to IATA Cargo-XML standard when available) has been received by the Carrier’s system or the Carrier’s CCS or CDMP without syntax errors and application errors can be performed using:

1. The standard electronic Acknowledgment (FMA) message as per CARGO-IMP Manual (or its equivalent in XML format according to IATA Cargo-XML standard when available);
2. The Cargo 2000 route map milestone (MUP-FWB) message could also be used if parties are Cargo 2000 members.

4.4 Cargo Receipt

The Cargo Receipt will evidence the conclusion of the contract (i.e. prove the existence of the contract of carriage), and evidence the acceptance of the cargo as ready for carriage.

The Cargo Receipt will be established when the FWB (or its equivalent in XML format according to IATA Cargo-XML standard when available) information has been confirmed by subsequent FSU (RCS) or its equivalent in XML format according to IATA Cargo-XML standard when available.

The Carrier will produce upon delivery of the cargo by the Shipper, at the Carrier warehouse, a paper Cargo Receipt that will be provided to the Shipper.

The layout of the paper Cargo Receipt shall be in accordance with the specifications described in IATA Resolution 600g¹² as well as in Annex 1 Cargo Receipt layout specifications of this document.

The Cargo Receipt shall contain information to identify the consignment in order to access the Shipment Record data as per MC99 Article 4.2 and it shall also include at least the necessary MC99 and/or MP4 information.

- a. An indication of the places of departure and destination;
- b. If the places of departure and destination are within the Territory of a single State Party, one or more agreed stopping places being within the territory of another State, an indication of at least one such stopping place;
- c. An indication of the weight of the consignment.

In the event that the Carrier is unable to provide the Shipper with the Cargo Receipt in paper form upon Shipper’s delivery of the cargo the Carrier must provide the Shipper with a Warehouse Receipt or will countersign a Shipper’s Delivery Note. Such Warehouse Receipt shall be deemed an interim “Cargo Receipt” until the Carrier has determined that the cargo is “ready for carriage” and can produce the actual Cargo Receipt. The Warehouse Receipt shall nonetheless continue to serve as prima facie evidence as to the weight and number of pieces delivered to Carrier at the date, time, and place specified on the Warehouse Receipt.

At a minimum, the Warehouse Receipt (or Shipper’s Delivery Note) shall specify (a) the weight and number of pieces of the cargo shipment; (b) the date, time and place received by the

¹² IATA CSC Resolution 600g Form and Use of the Receipt for Cargo

Carrier; (c) reference the shipment identification number covering the specific cargo shipment. To the extent it is readily available, an indication of the places of departure, destination and, if applicable, agreed stopping places, should also be specified.

4.5 Access to the Shipment Record by the Consignee

The Consignees may need to have an access to the Cargo Receipt containing weight, volume and number of pieces.

***Note 1:** A facsimile of the Cargo Receipt may be provided by the Carrier to the Consignee upon request by the Shipper if so agreed by the parties.*

4.6 Archiving of the Shipment Record

Carriers and Shippers, or their respective CCS/CDMP (Cargo Data Management Portal) will have to provide archiving capabilities and if need be an online access to archived electronic messages that form the Shipment Record (i.e. FWB and FSU (RCS)) or its equivalent in XML format according to IATA Cargo-XML standard when available, throughout the storage period.

The Shipment Record (FWB & FSU (RCS)) or its equivalent in XML format according to IATA Cargo-XML standard when available, should be uniquely identified through an index that can be composed by the AWB number, the date and the location (origin).

The archiving technology should:

1. Guarantee integrity of the content through out the storage period;
2. Allow required availability of records;
3. Enable the organization to retrieve data quickly enough to respond to a legal request within the stipulated deadline;
4. Be able to grow with the business
5. Include a recovery plan.

Carrier shall archive the Cargo Receipt or be able to re-produce it from the archived messages throughout the archiving period. In case a Warehouse Receipt or Shipper's Delivery Note is used, the Parties shall also archive this document.

4.7 Charges Correction Advice (CCA) process

In the case of discrepancies the Carrier shall send a Cargo Correction Advice to the Shipper.

The CCA process will remain as is for the time being and no modification has been identified.

5 Message flow overview

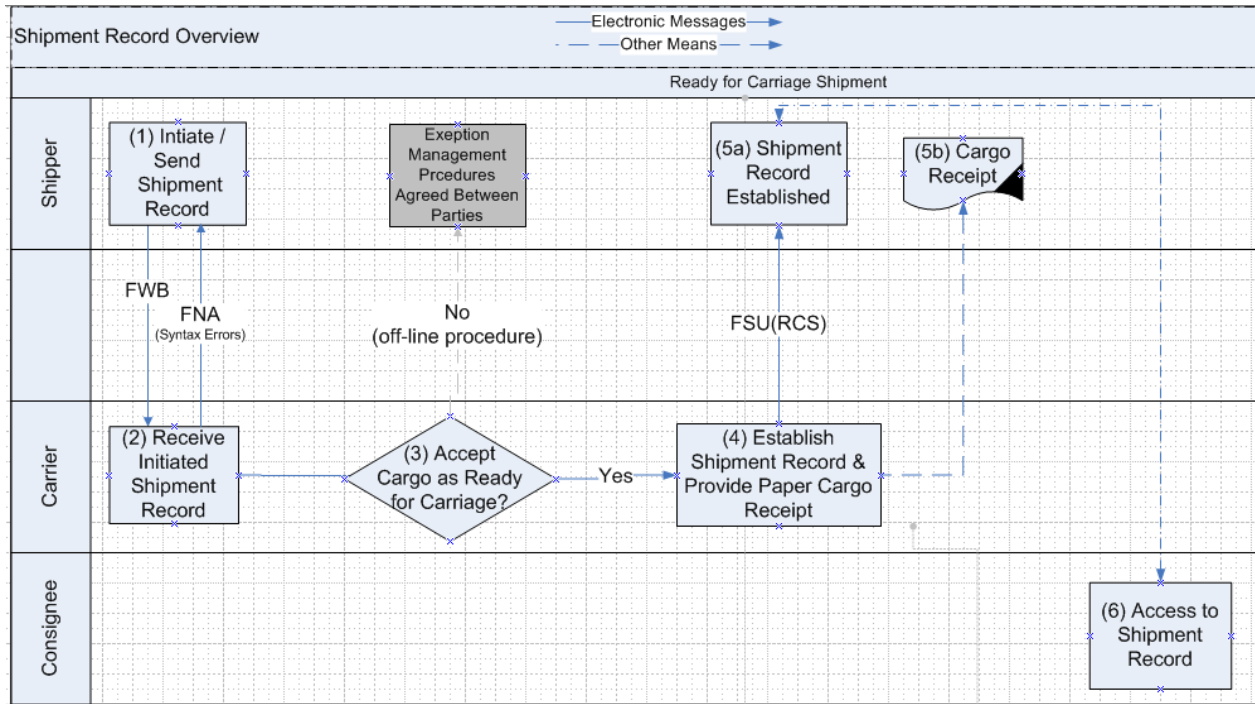
The below message flow describes the solution as we envisage it based on initial discussions.

5.1 Fast Track

The fast track describes the situation where the Carrier accepts the cargo as "ready for carriage" upon delivery of the freight by the Shipper at the Carrier warehouse. In that case the Carrier will

provide the Shipper with a Cargo Receipt to evidence the conclusion of the contract of carriage and the acceptance of the cargo.

Note 1: Cargo-IMP messages or its equivalent in XML format according to IATA Cargo-XML standard when available can be used.

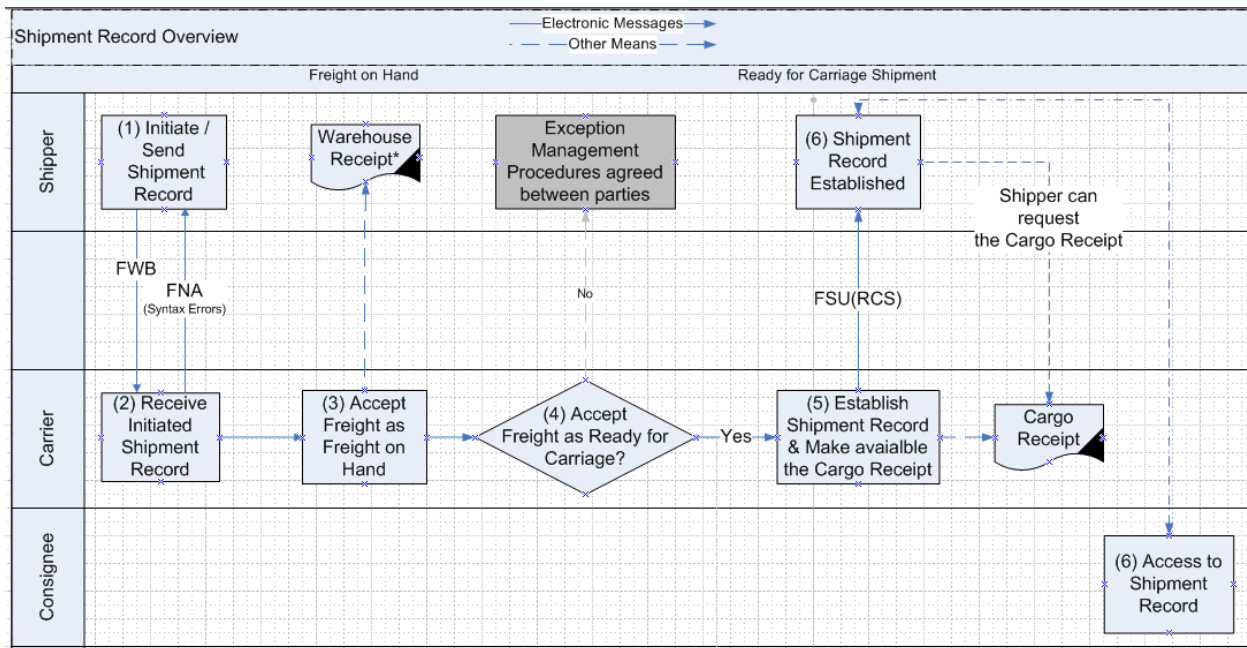


5.2 Normal Track

The normal track describes the situation where the Carrier can only accept the cargo as “freight on hand” and not as “ready for carriage” upon Shipper’s delivery to the Carrier, due to technical, procedural or other limitations.

In this case the Carrier will provide the Shipper upon delivery a Warehouse Receipt (in lieu of a Warehouse Receipt, the Carrier may verify the information on and countersign the Shipper's Delivery Note. Once verified and countersigned by the Carrier such delivery note shall serve as a Warehouse Receipt).

The Warehouse Receipt shall be deemed an interim “cargo receipt” until the Carrier has performed the necessary checks to accept the cargo as “ready for carriage” and only at that point send to the Shipper the electronic message FSU/RCS and make available to the Shipper the Cargo Receipt.



6 Benefits of the proposed solution

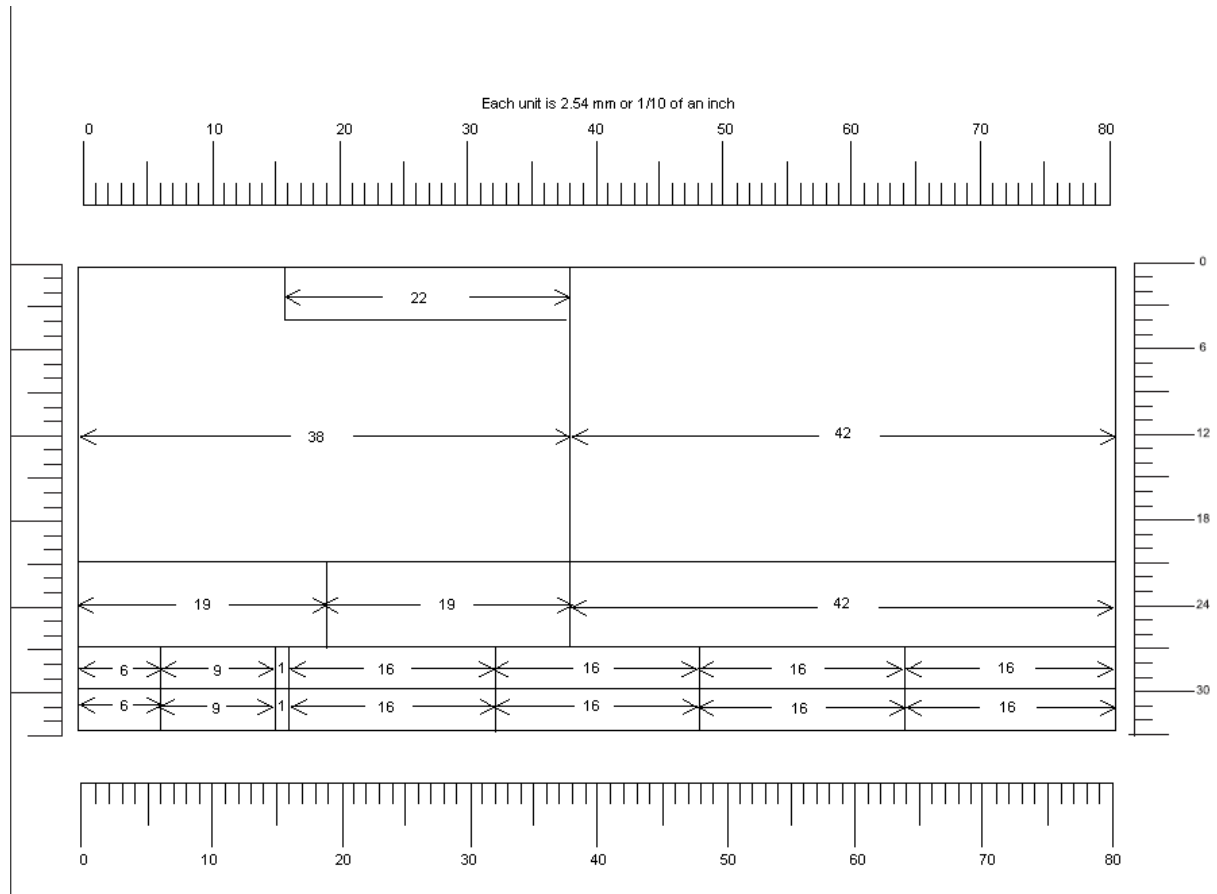
Implementing the proposed solution based on the legal, business and technical requirements a list of non-exhaustive benefits has been identified.

1. Compliance with existing Protocols, Conventions and Resolutions
2. Keep the existing liabilities for the Carriers and for the Shippers as stated in MC99 and MP4
3. Ensure that the contract of carriage contains the most accurate information as per the physical freight
4. Mimic as much as possible the existing process to limit as much as possible process reengineering
5. Facilitate the flow of goods by limiting the situation where the freight cannot be carried by the Carrier (information in contract always in sync. with physical freight)
6. Limit the need for FWB update requirements and associated transaction costs.
7. Paper processing costs reduction by the removal of the paper AWB (no need to print and handle the paper)
8. Use existing technical capabilities and existing standard electronic messages with limited number of enhancements

Annex 1 Cargo Receipt layout specifications¹³

Blank Format

CARGO RECEIPT



¹³ That Cargo Receipt layout has been developed as a replacement for the Cargo Receipt set forth in 600g in anticipation of a possible amendment by the Cargo Services Conference of the current Resolution 600g.



Shipper Name		Shipment Identification		<p style="text-align: center;">Cargo Receipt</p> <p>Issued By</p>		
Day/Month/Time (of Shipment Acceptance)		Airport/City Code (of Shipment Acceptance)				
No. of Pieces	Gross Weight	K / L	Volume	Airport/City Code (of Origin)	Airport/City Code (of Destination)	Airport/City Code (of Routing)

Notes:

1. The bold titles indicate information specified by MC99 and MP4. Routing would only be included if applicable as specified in the Articles;
2. Airport/City Code (of Routing): As per MC99 and MP4, if the places of departure and destination are within the territory of a single State Party and one or more agreed stopping places being within the territory of another State then an indication of at least one such stopping place must be indicated;
3. The year of shipment acceptance is not included in the "Day/Month/Time (of Shipment Acceptance)" box but can be deduced from the date of the "Shipment Identification" box.



Completed Format

CARGO RECEIPT

Shipper Name AIRPORT PET SHOP		Shipment Identification 777-12345675-01OCT06		Cargo Receipt Issued By TRANSPARENT AIR		
Day/Month/Time (of Shipment Acceptance) 01 OCT 1800		Airport/City Code (of Shipment Acceptance) IDO		Carriage is subject to Carrier's Conditions of Contract previously made available to Shipper		
No. of Pieces	Gross Weight	K / L	Volume	Airport/City Code (of Origin)	Airport/City Code (of Destination)	Airport/City Code (of Routing)
1	48.0	K	0.57 MC	YUL	YVR	ORD

Technical Format (with CARGO-IMP References)

CARGO RECEIPT

Shipper Name		Shipment Identification (1)		Cargo Receipt Issued By (3)		
(2)						
Day/Month/Time (of Shipment Acceptance) (4)		Airport/City Code (of Shipment Acceptance) (5)		Carriage is subject to Carrier's Conditions of Contract previously made available to Shipper		
No. of Pieces	Gross Weight	K / L	Volume	Airport/City Code (of Origin)	Airport/City Code (of Destination)	Airport/City Code (of Routing)
(6)	(7)	(8)	(9)	(10)	(11)	(12)

Completion of the Cargo Receipt

The circled numbers in the following text correspond with the numbers in the boxes of the specimen illustrated in appendix 'C'.

1. Shipment Identification (1)

As per MC99 and MP4, Shipment Identification is required.

The shipment identification number shall be entered and will be composed of the following CARGO-IMP data:

FWB Ref. 2.1.1 (DE 112) / 2.1.3 (DE 113) / 17.2.2 (DE 202) / 17.2.3 (DE 201) / 17.2.4 (DE 200)

A hyphen shall be inserted between DE 112 and DE 113 and also between DE 113 and DE 202.

2. Shipper Name (2)

The shipper's name shall be entered and will be composed of the following CARGO-IMP data:

FWB Ref. 5.4.2 (DE 300)

3. Issued By (3)

The name of the carrier issuing the cargo receipt should be entered and would be aligned with DE 112 of the shipment identification. A company logo may also be entered.

4. Day/Month/Time (of Shipment Acceptance) (4)

The Day/Month/Time (of Shipment Acceptance) shall be entered and will be composed of the following CARGO-IMP data:

FSU Ref. 3.3.1 (DE 202) / 3.3.2(DE 201) / 3.3.3(DE 203) if DE 203 is present.

A space shall be inserted between DE 202 and DE 201 and also between DE 201 and DE 203.

The year of shipment acceptance is not included in the Day/Month/Time (of Shipment Acceptance) box but can be deduced from the date of the Shipment Identification box.

5. Airport/City Code (of Shipment Acceptance) (5)

The Airport/City Code (of Shipment Acceptance) shall be entered and will be composed of the following CARGO-IMP data:

FSU Ref. 3.3.5 (DE 313)

6. Total Number of Pieces (6)

The Total Number of Pieces determined at acceptance shall be entered and will be composed of the following CARGO-IMP data:

FSU Ref. 2.3.3 or 2.4.2 (DE 701)

7. Weight / Code

As per MC99 and MP4, an indication of the weight is required.

7.1 Weight (7)

The amount of the weight determined at acceptance shall be entered and will be composed of the following CARGO-IMP data:

FSU Ref. 2.3.5 (DE 600)

7.2 Code (8)

The measurement unit code for the weight amount determined at acceptance shall be entered and will be composed of the following CARGO-IMP data:

FSU Ref. 2.3.4 (DE 601)

A space shall be inserted between DE 600 and DE 601.

8. Volume (9)

The volume amount and its measurement unit code determined at acceptance may be entered if available and will be composed of the following CARGO-IMP data:

FSU Ref. 3.8.2 (DE 500) / 3.8.1 (DE 604)

A space shall be inserted between DE 500 and DE 604

9. Airport/City Code (of Origin) (10)

As per MC99 and MP4, an indication of the origin of the consignment is required.

The Airport/City Code (of Origin) shall be entered and will be composed of the following CARGO-IMP data:

FWB Ref. 2.2.1 (DE 313)

10. Airport/City Code (of Destination) (11)

As per MC99 and MP4, an indication of the destination of the consignment is required.

The Airport/City Code (of Destination) shall be entered and will be composed of the following CARGO-IMP data:

FWB Ref. 2.2.2 (DE 313)

11. Airport/City Code (of Routing) (12)

The Airport/City Code (of Routing) can be entered and will be composed of the following CARGO-IMP data:

FWB Ref. 4.2.2 and 4.3.2 (DE 313)

A slant shall be inserted between DE 313 and any repeats of the DE 313.

The Airport/City Code (of Routing) must be entered if:

As per MC99 and MP4, the places of departure and destination are within the territory of a single State Party and one or more agreed stopping places being within the territory of another State then an indication of at least one such stopping place must be indicated.