



IATA Domestic Korea Functional Specifications <IATA Cargo> <IDFS> <31/03/2009>

DOCUMENT CONTROL & DISTRIBUTION

Version History

Version	Amendment Description	Date	By
0.1	Original Draft	29/08/2009	Frederic Leger
0.2	KE review	02/09/2009	Justin Park
0.3	ÈAP & EAW codes	20/10/2009	Frederic Leger
0.4	Final updates	10/11/2009	Frederic Leger

Distribution List

Approved copies of this document will be issued to:

Name	Business Area
Frederic Leger	Cargo Business Process & Standards
Steve Smith	IATA e-freight Project

1 Introduction

1.1 Objective

As part of the IATA e-freight, this document is to give an overview of the business processes and electronic messages that could be implemented to support Domestic Korea transportation of an IATA e-freight consignment.

It is important to note that this Domestic Korea investigation and specification development is not conducted in isolation. It is an integral part of the IATA e-freight project and as such will be one of the forces creating and benefiting from the synergy of all parties involved.

1.2 Background

Stakeholders participating in the IATA e-freight project expressed a desire and a need to reduce the amount of paper being transported with cargo on domestic routes as well, not only the international ones. By Domestic shipment typically means shipment being transported within one country. Therefore, for the purposes of this specification, domestic shipments will be considered consignments that originate from one country and are destined to the same country without any transit or transfer in another country.

It is also necessary to understand how such business is currently transacted, and whether it is necessary, or beneficial, for IATA to define standards by which such business should be transacted on an electronic basis, to enable the shipments involved to be handled as e-freight and obtain its full benefits.

For such e-freight shipments, the tasks involved would be to:

- a. Establish a clear definition for a domestic e-freight shipment
- b. Determine the procedures that need to be followed when transporting such a shipment
- c. Determine the information that needs to be exchanged between the stakeholders in this scenario
- d. Identify appropriate existing standards that can be used to exchange this information
- e. Develop a plan to deliver appropriate standards where none exist

1.3 Definitions¹

AIR WAYBILL (MASTER): A document made out by or on behalf of the shipper, which evidences the contract between the shipper and airline(s).

CARGO MANIFEST: A listing of the goods comprising the cargo (freight) carried in a means of transport or in a transport-unit. The Cargo manifest which gives the commercial particulars of the goods, such as transport document numbers, consignors, consignees, marks and numbers,

¹ Other than the definitions for Broker, Forwarder, House Waybill, House Manifest, Cargo Manifest, Invoice, Packing List and Certificate of Origin the rest of the definitions are as per CSC Resolution 660 Attachment A Interline Traffic Agreement – Cargo; Article 1 - Definitions

number and kind of packages, descriptions and quantities of the goods, may be used in place of the Cargo declaration.

CONSIGNEE: The person whose name appears on the air waybill or in the shipment record as the party to whom the cargo is to be delivered by the airline or its agent.

CONSIGNMENT: Is equivalent to the term “shipment”, means one or more pieces of goods accepted by the airline from one shipper at one time and at one address, receipted for in one lot, and moving on one air waybill or one shipment record to one consignee at one destination address.

CONSIGNOR: Shipper in case of direct booking with Carrier or his agent.

DOMESTIC SHIPMENT: means the transportation of a consignment (as defined herein) where the acceptance address and the destination address are in the same country without any transit or transfer points in between.

FORWARDER: The party arranging the carriage of goods including connected services and/or associated formalities on behalf of a shipper or consignee. (*MacAndrews Shipping Dictionary*)

HOUSE MANIFEST: would contain similar information as a CARGO MANIFEST. For the purpose of the House Manifest this would list information for the house waybills associated with the forwarders consolidation. Depending on geographic locations, parties may use these terms as equivalents.

HOUSE WAYBILL: The document made out by an agent/consolidator that evidences the contract between the shipper and the agent/consolidator for the arrangement of carriage of goods.

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

1.4 Special Handling Codes

In order to identify IATA e-freight shipments, IATA has developed 2 new special handling codes.

EAW “IATA e-freight Consignment with No Accompanying Documents”

EAP: “IATA e-freight Consignment with Accompanying Documents”

1.5 Scope of the Korean Domestic Process

1.4.1 Which consignments are in scope of the Korean Domestic Process?

Consignments transported as Domestic Shipments (as defined herein) are the only consignments in the scope of this specification.

1.4.2 Which goods are in scope of the Korean Domestic Process?

Only the goods that are in free circulation within Korea are being considered.

In the case of this specification this means Goods that originate from Korea (Customs cleared if coming from another country) AND that are destined to Korea without any transit or transfer points in between.

1.4.3 Which goods are not in scope of the Korean Domestic Process?

Not in scope are goods to be exported and which are not Customs cleared when arriving in Korea and destined to Korea.

1.4.4 Which stakeholders are in scope of the Korean Domestic Process?

- a. Shippers
- b. Freight forwarders
- c. Ground Handlers
- d. Airlines

Note 1: Korean Customs are not involved in the Korean domestic shipments.

Note 2: Freight forwarders are rarely involved in the Korean domestic shipments as in most cases it is direct shipments.

1.4.5 Which documents are in scope of the Korean Domestic Process?

Most of the required information to be exchanged between the stakeholders is included in the following documents:

- Air Waybill
- Flight Manifest

Note 1: Letter of Instruction and House Waybill are is not in scope as the booking and instructions are in most of the cases done directly with the airlines and through a web portal or provided in an unstructured format, e.g. phone call, e-mail.

Note 2: The Air Waybill number for domestic is different from international numbers. The master air waybill is rarely a master as in most cases it is direct shipments.

Note 3: The House Manifest is not used

Note 4: Flight Manifest is used basically for internal transport purpose only. If transmitted then the Flight Manifest is exchanged electronically and not onboard of the aircraft. It is not declared or submitted to Governmental authority like customs.

E-freight documents not within the Korean Domestic Process:

- Customs declarations – import & export, goods & cargo

- Customs releases – import & export
- Certificate of Origin
- Other documents, e.g. consignment note, special certificates

1.6 As-Is Business Process

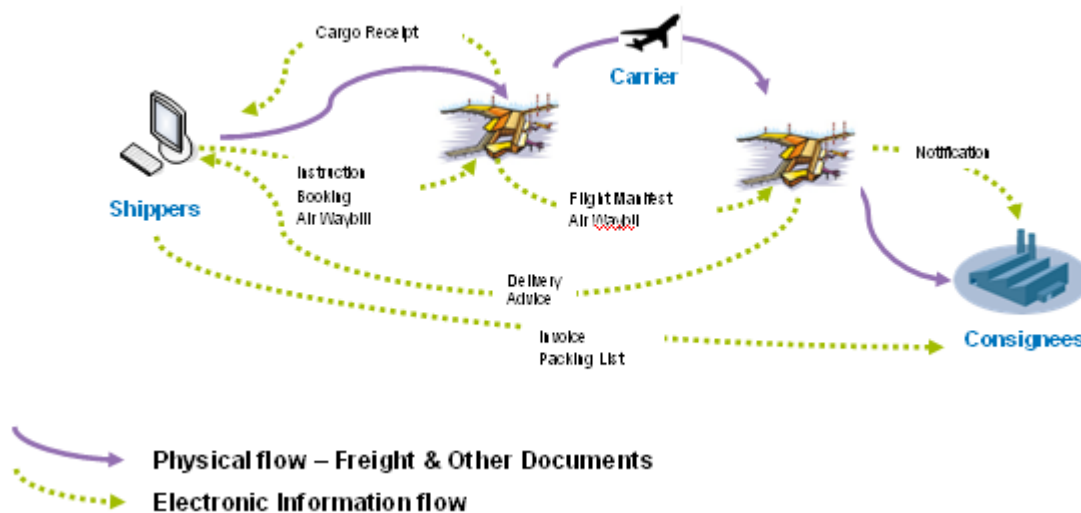
1.5.1 As-Is business process overview

The As-Is business process will not be described as the process for Korean domestic shipments is already paper free.

To-Be Business Process

2.1.1 To-Be business process overview

The following high level To-Be business process is envisioned for e-freight locations:



2.1.2 To-Be business process description

1. Shipper books the domestic shipment through an online web portal inserting its national identity number. EAW or EAP codes may be inserted at this stage by the Shipper;
2. Shipper carries the domestic shipment to the counter of the carrier;
3. Shipper or airline staff enters the Air Waybill data directly in the system of the airline including the EAW or EAP code if not entered at the booking stage;
4. Carrier produces the paper cargo receipt and give it to the shipper;
5. Carrier produces the flight manifest for internal purposes only (transport management and accounting);
6. Carrier uses a gateway for domestic shipments different from the international one so that Customs can differentiate international shipments with Customs declarations from the domestic ones without;
7. Carrier transports the cargo to destination using at destination a gateway for domestic flights so that Customs can differentiate international shipments with Customs declarations from the domestic ones;
8. Carrier informs the consignee that the cargo arrived via e-mail, phone call or any electronic means which are entered into the system when booking is initially made.
9. Consignee comes to the carrier counter to pick up the goods using his national identity number so that the carrier can recognize him;
10. Carrier advises shipper of the delivery.

Note: The EAW or EAP codes need to be inserted potentially at the booking stage and in any case it shall be included in the AWB data as well as in the flight manifest to notify operatives that the shipment is an e-freight shipment.

2.1.3 To-Be Standard Electronic Messages

As part of Domestic Korea electronic messages are rarely used as the instructions, booking and air waybill data are entered manually in a web portal which is an integral part of the carrier operating system or which is linked to the carrier operating system.

If some data are exchanged then the following standard electronic messages are recommended to be used in an IATA e-freight environment.

Document Type	Organisation	Standard	Message
Invoice	IATA	UN/CEFACT XML	Invoice
Packing List	IATA	UN/CEFACT XML	Packing List
Shipper's Dec. for Dangerous Goods	IATA	UN/CEFACT XML	Shipper's Declaration or Dangerous Goods
Letter of Instruction	IATA	UN/CEFACT XML	Letter of Instruction
House Waybill	IATA	CIMP	FZB
House Manifest	IATA	CIMP	FHL
Air Waybill	IATA	CIMP	FWB & FSU (RCS)
Flight Manifest	IATA	CIMP	FFM

It should be noted that IATA is currently undertaking the XML development of key CIMP messages, including the FZB, FHL & FWB.

Any discussions regarding development of message standards for use by Freight Forwarders will of course include Freight Forwarder representation coordinated with FIATA and their regional associations.



Annex 1

MESSAGE SPECIFICATIONS

The Invoice specifications of the Invoice can be provided. Please contact IATAe-freight@iata.org.

The specifications of the Packing List can be provided. Please contact IATAe-freight@iata.org.

The specifications of the Certificate of Origin can be provided. Please contact IATAe-freight@iata.org.

The specifications of these IATA standard electronic messages are described in the Cargo Interchange Manual Procedures (CIMP) that can be accessed and purchased at the following URL: <http://www.iata.org/ps/publications/cimp.htm>