



IATA China Domestic e-freight Functional Specifications <IATA Cargo> <IDFS>

DOCUMENT CONTROL & DISTRIBUTION

Version History

Version	Amendment Description	Date	By
0.1	Original Draft	10/11/2009	Shu Yin TAN
0.2	Update	30/11/2009	Shi Da, Shu Yin TAN, Frederic Leger
0.3	Update after 8 Dec Task Force meeting	14/12/2009	Shi Da, Shu Yin TAN
0.4	Update after interview sessions with domestic airlines	26/12/2009	Shu Yin TAN
0.5	Definition Update/Update	8/2/2010	Shi Da, Shu Yin Tan, Zhi Yong Liao
0.6	Update after 3 Mar meeting	8/3/2010	Shi Da, Zhi Yong Liao, Shu Yin Tan
0.7	Update after 14 Apr meeting	30/4/2010	Shu Yin Tan
0.8	Update on 7th June Round of call	07/6/2010	Shi Da

Distribution List

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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 China domestic transportation of an IATA e-freight consignment.

It is important to note that the development of China domestic e-freight specifications 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. Domestic shipment typically means shipment being transported within one country. Therefore, for the purposes of this document, 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: A document made out by or on behalf of the shipper, which evidences the contract between the shipper and airline(s) for the carriage of cargo over the routes of the airline(s).

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

CARGO (FLIGHT) 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, 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 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, received 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.

INVOICE: An invoice is a commercial document issued by a seller to the buyer, indicating the buyer and the seller, and the products, quantities, and agreed prices for products or services the seller has provided the buyer.

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 as indicators of IATA e-freight shipments.

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

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

1.5 Scope of China Domestic e-freight

1.5.1 Which goods are in scope?

1.5.2 Goods transported as Domestic Shipments (as defined herein) are in the scope of this specification. These are goods that originate from China (if imported from overseas, are in free circulation without customs requirements within China) and to be transported to another location within China.

* Transit or transfer points between the origin and destination would need to be proven e-freight transit valid; i.e. the accompanying paper documents, if any, should not be among the 12 core documents² as specified by IATA e-freight.

1.5.3 Which stakeholders are in scope?

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

1.5.4 Which documents are in scope?

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

- China domestic Air Waybill
- Flight Manifest

1.5.5 Which documents are not in scope?

- Shipper's Declaration for Dangerous Goods³ (*Can be included if there is no requirement for paper*)
- CITES Permit / Certificate
- Other documents, e.g. consignment note, special certificates, etc., that are not in the current scope of e-freight and will therefore not be covered by this document at this time although they may be covered in future versions.

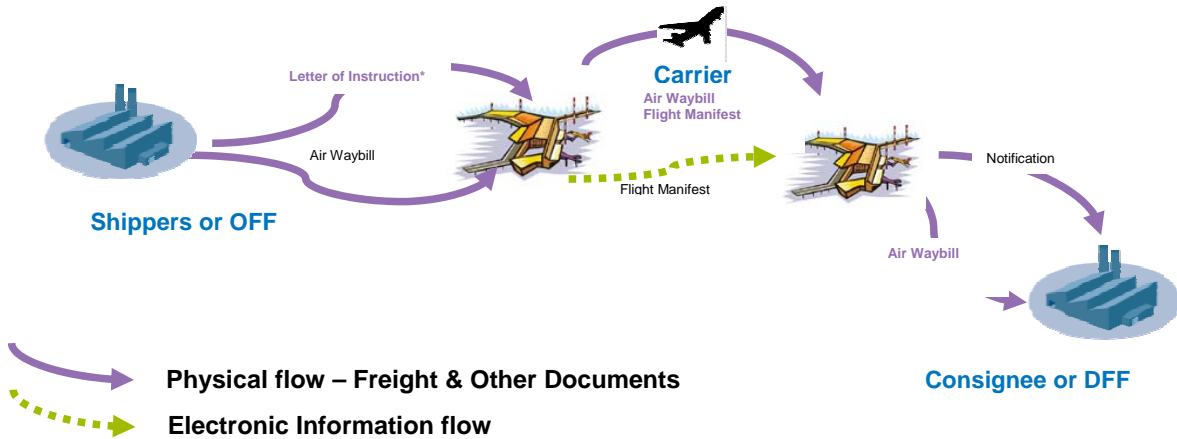
² 12 core documents: invoice, packing list, house manifest, air waybill, house waybill, flight manifest, export goods declaration, customs release export, export cargo declaration, import cargo declaration, import goods declaration, customs release import.

³ Besides the 12 core in scope e-freight documents, there are 8 optional e-freight documents: Certificate of Origin (COO), Shipper's Declaration for Dangerous Goods (SDDG), Shipper's Letter of Instruction (SLI), Transfer Manifest, Security Declaration, CITES Certificate, Transit Declaration, Freight Booked List (FBL).

1.6 As-Is Business Process

1.6.1 As-Is business process overview

The following high level 'As-Is' business process is currently in place in the China domestic market:



1.6.2 As-Is Business process description

1. Shipper tenders the goods to the Origin Freight Forwarder (OFF) along with the Letter of Instruction (which could also be accomplished by other means, e.g. phone call but a formal letter is preferable), Invoice, Packing List, etc.
2. The OFF issues a House Waybill to the Shipper.
3. OFF tenders the Consignment to the Airline at origin along with the Air Waybill.

Notes:

- OFF may also send the electronic Air Waybill data to the Airline at origin.
 - OFF may also send the electronic Air Waybill data and House Waybill data to the Destination Freight Forwarder (DFF).
4. Airline at origin accepts the Consignment as ready for carriage and returns the appropriate signed copies of the air waybill to the OFF.
 5. Airline at origin transports the Consignment along with the Air Waybill to the destination station.

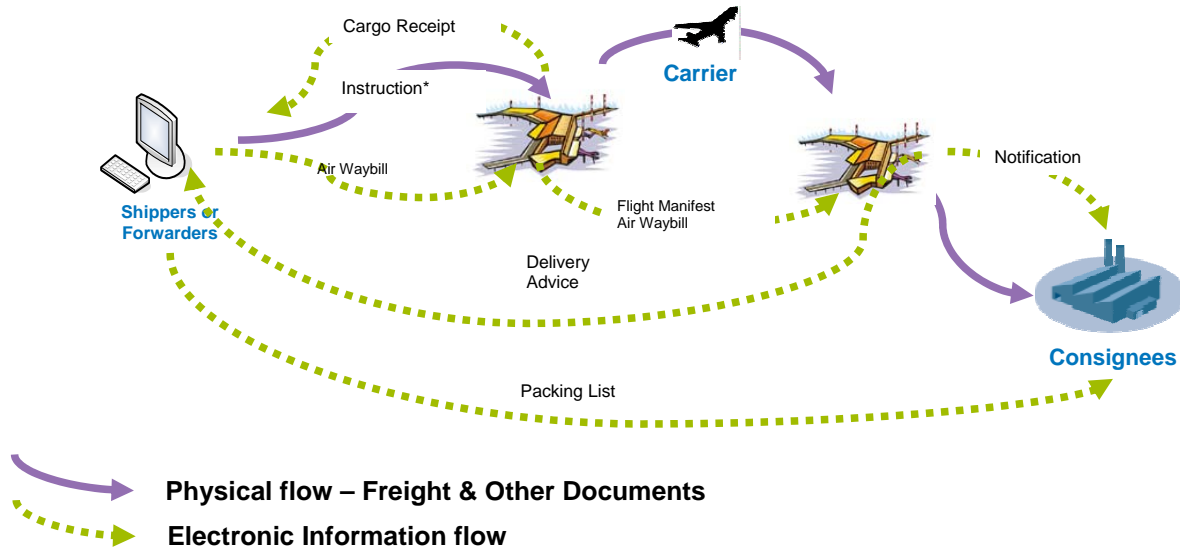
Notes:

- Airline at origin may send the electronic Air Waybill data to the destination station.
6. Airline at destination hands over the Consignment to the Destination Freight Forwarder (DFF) along with the Air Waybill.
 7. The DFF accepts the Consignment and returns the appropriate signed copies of Air Waybill as proof of delivery.
 8. DFF delivers the Consignment to the Consignee.

2 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 or Forwarder books the domestic shipment through an online web portal or sends electronic messages/XML messages to airlines' system. EAW or EAP codes may be inserted at this stage by the Shipper/Forwarder;

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 operational staff that the shipment is an e-freight shipment.
2. Shipper tenders the domestic shipment to the Airline at origin;
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. Airline or GHA at origin issues the paper cargo receipt to the shipper;
5. Airline or GHA at origin produces the flight manifest in airline's system for internal purposes;
6. Airline at origin transports the shipment to the destination station;
7. Airline at destination notifies the arrival of the shipment to the consignee via e-mail, phone call or any electronic means specified at the time of booking.
8. Consignee collects the shipment from the Airline at destination using MAWB# and necessary identification.
9. Airline notifies shipper of the delivery.

** Note: Variations to the above may exist in different airlines/GHA.*

2.1.3 To-Be Standard Electronic Messages

IATA e-freight recommends the following electronic message standards to be used by parties in an e-freight environment:

If the web portal is an integral part of the carrier operating system but necessitates some data exchange then the following standard electronic messages are recommended to be used in an IATA e-freight environment.

Document Type	Organization	Standard
Invoice	IATA	UN/CEFACT XML
Packing List	IATA	UN/CEFACT XML
Shipper's Declaration for Dangerous Goods	IATA	UN/CEFACT XML
Shipper's Letter of Instruction	IATA	UN/CEFACT XML
House Waybill	IATA	UN/CEFACT XML
Air Waybill	IATA	UN/CEFACT XML
Flight Manifest	IATA	UN/CEFACT XML

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.

If required, the specifications of IATA standard electronic messages are described in the Cargo Interchange Message Procedures (Cargo-IMP) that can be accessed and purchased at the following URL: <http://www.iata.org/ps/publications/cimp.htm>