



IATA – FIATA Recommendation

Advance Electronic Cargo Reporting for Risk Assessment Purposes (as of 19 March 2010)

Customs Administrations representing the vast majority of global trade endorse WCO strategy to provide increased security to the global supply chain of legitimate trade through the development of the SAFE Framework of Standards, and a great number of countries have expressed their intention to implement this regime.

Countries having enforced appropriate legislation are already requiring advance electronic cargo reporting for goods being imported, in transit or remaining on board, and in some cases for goods being exported. More countries are in the process to do so.

Meeting these requirements involves the exchange of specific data using electronic means between the air cargo industry stakeholders and Customs Administrations.

Historically, Customs Administrations hold Carriers liable for any failure to provide data on time and recognise the role of Freight Forwarders in the reporting process as being by order.

Supply chain efficiency nevertheless demands seamless automated exchange of information and one-time data electronic entry is needed to reduce discrepancies, trade transaction costs and improve business competitiveness.

Establishing one standard procedure to satisfy advance electronic cargo reporting requirements worldwide should increase Customs Administrations awareness of potentially impractical burdens on concerned commercial parties.

IATA-FIATA agree that when such requirements must be met for either import, transit or export purposes¹, the following general procedures should be followed in accordance with the timelines as depicted in the SAFE Framework of Standards and using the WCO Data Model as the standard data set.

The present Recommendation is designed to further strengthen efficiency and competitiveness of the global airfreight sector and its stakeholders, and as such is in line with the joint IATA-FIATA commitment to innovation and electronic business communication.

¹ It is generally considered by Industry that 18 to 24 months are needed, following release of detailed specifications by Customs Administrations, to efficiently implement new Advance Electronic Cargo Reporting requirements.

1. PREFERRED INDUSTRY OPTION

Forwarder or other than carrier declaring party provides information to the authority

1.1 Direct/Agency Shipments

- a. When required, the declaring party (Forwarder Acting as an agent or trader itself) submits the Goods Declaration to the appropriate authority²
- b. Depending on enforceable legislation, the authority grants permission to import or export and, if need be, an authorization indication³ or exemption⁴ to the declaring party
- c. The declaring party associates the applicable authorization indication or exemption with an air waybill consignment and sends the air waybill information to the Carrier indicating their declaring party identifier and any applicable associated authorization indication
- d. If required, the Carrier submits the Cargo Declaration to the appropriate authority who grants permission to transport
- e. The Carrier transports the air waybill consignment and confirms the movement of the goods to the declaring party
- f. When required, the declaring party confirms the movement of the goods and the applicable authorization indication or exemption to the authority

1.2 Consolidations

- a. When required, the declaring party (Forwarder or trader itself) submits the Goods Declaration to the appropriate authority
- b. Depending on enforceable legislation, the authority grants permission to import or export and, if need be, an authorization indication or exemption to the declaring party
- c. If not the declaring party, the Forwarder obtains the applicable authorization or exemption indication from the trader
- d. The Forwarder ensures the applicable authorization indication or exemption is associated to a house waybill shipment
- e. In building the consolidation, the Forwarder associates the house waybill and the applicable authorization indication or exemption to a master air waybill consignment and any Unit Load Device (ULD) that the house waybill shipment is loaded therein
- f. Upon completion of the consolidation, the Forwarder sends the master air waybill information to the Carrier, including any ULD identifiers used, indicating their declaring party identifier
- g. Subsequently, the Forwarder sends the house waybill information with the associated authorization indication(s) or exemption(s) to the Carrier, including the ULD identifier that contains the specific house waybill shipments
- h. If required, the Carrier submits the Cargo Declaration to the appropriate authority who grants permission to transport
- i. The Carrier transports the goods and reports the movement of the air waybill consignment to the Forwarder
- j. When required, the Forwarder confirms the movement of the goods and the applicable authorization indication(s) or exemption(s) to the authority

² Appropriate authorities are typically Customs but in some countries this is changing e.g., Border Management, Border Protection, Border Services, etc.

³ Authorization indication can vary by country or Customs community and may be referred to differently by region, e.g. Movement Reference Number, Authorization Number, Internal Transaction Number, etc.

⁴ Exemptions may be granted for certain goods, e.g. letters, documents, mail, low value goods, etc.

2. ALTERNATIVE OPTION

Carrier or its Agent Provides Information to the Authority

2.1 Direct/Agency Shipments

- a. When required, the declaring party (Forwarder acting as an agent or trader itself) submits the goods Declaration to the appropriate authority¹
- b. Depending on enforceable legislation, the authority grants permission to import or export and, if need be, an authorization indication² or exemption³ to the declaring party
- c. The declaring party associates the applicable authorization indication or exemption with an air waybill consignment and sends the air waybill information to the Carrier indicating any applicable associated authorization indication
- d. If required, the Carrier submits the Cargo Declaration to the appropriate authority
- e. If applicable, the authority grants permission to transport
- f. The Carrier transports the air waybill consignment and, when required, confirms the movement of the goods and the applicable authorization indication or exemption to the authority

2.2 Consolidations

- a. When required, the declaring party (Forwarder or trader itself) submits the Goods Declaration to the appropriate authority
- b. Depending on enforceable legislation, the authority grants permission to import or export and, if need be, an authorization indication or exemption to the declaring party
- c. If not the declaring party, the Forwarder obtains the authorization indication or exemption from the trader
- d. The Forwarder ensures authorization indication or exemption is associated to a house waybill shipment
- e. In building the consolidation, the Forwarder associates the house waybill and the applicable authorization indication or exemption to a master air waybill consignment and any Unit Load Device (ULD) that the house waybill shipment is loaded therein
- f. Upon completion of the consolidation, the Forwarder sends the master air waybill information to the Carrier, including any ULD identifiers used
- g. Subsequently, the Forwarder sends the house waybill information with the associated authorization indication(s) or exemption(s) to the Carrier, including the ULD identifier that contains the specific house waybill shipments
- h. If required, the Carrier submits the Cargo Declaration to the appropriate authority
- i. If applicable, the authority grants permission to transport
- j. The Carrier transports the goods and, when required, confirms the movement of the goods and the authorization indication(s) or exemption(s) to the authority

This Recommendation is generic with the purpose that it can be applied in many countries and using various EDI standards. It does not prevent operators from transmitting information directly to Administrations/providers through their own IT systems and format as accepted, with knowledge and consent of the Carrier.

Technical Annex A is attached only as an example for parties using IATA Cargo Interchange Message Procedures (CIMP).

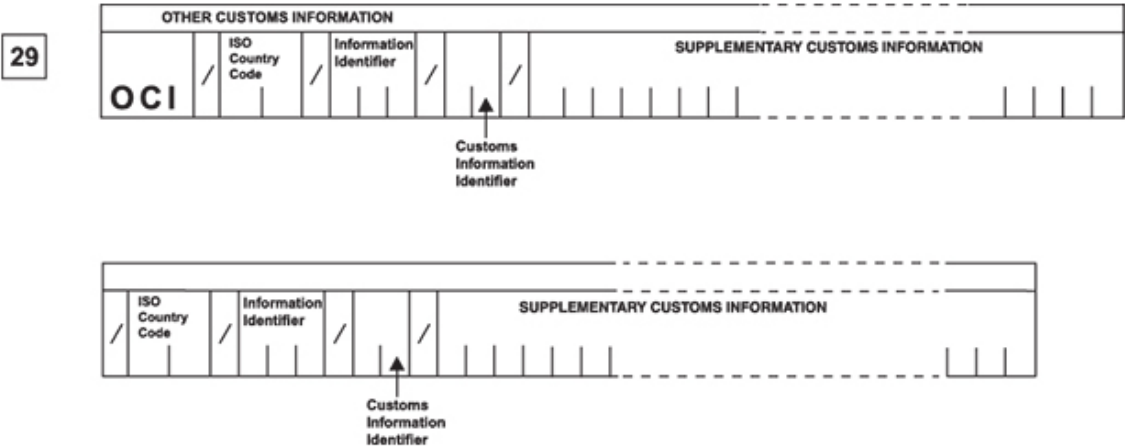
CIMP Environment

To meet these requirements it is recommended to implement the latest versions of the necessary CIMP messages that allow stakeholders to exchange the required information in a standard structured manner. These messages may include:

- Consolidation List (FHL)
- Air Waybill Data (FWB)
- Airline Flight Manifest (FFM)
- Customs Status Notification (CSN)
- House Waybill Data (FZB)
- Unit Load Device Manifest (FUM)

These messages contain the Other Customs Information (OCI) Reference line. The structure of the OCI Reference line from FWB is shown below as an example:

Ref. No.	Status	Element	Character Format	Note	Data Element No.	CIMP Code List
29.	O	Other Customs Information				
29.1	M	Line Identifier	aaa		103	CIMP 1.19
29.2	M	Separator	Slant			
29.3	C	ISO Country Code	aa	FFM32	304	
29.4	M	Separator	Slant			
29.5	C	Information Identifier	aaa	FFM32	103	CIMP 1.19
29.6	M	Separator	Slant			
29.7	C	Customs Information Identifier	a[...2]	FFM32	941	CIMP 1.100
29.8	M	Separator	Slant			
29.9	M	Supplementary Customs Information	t[...35]		940	
29.10	M	Separator	CRLF			
		Elements 29.2 thru 29.10 can be repeated				



Completed examples (theoretical)

Identifying Forwarders or Traders

OCI/CA/AGT//8000
 Within an FWB message this indicates to the airline that the forwarder (identified by its 8000 series number) is reporting HWB details to Canada Border Services Agency (CBSA) Advance Cargo Information System.

OCI/US/AGT/A/12345678
 Within an FWB message this indicates to the airline that the forwarder, identified with an ABI filer code, is reporting HWB details to Customs Border Protection (CBP) Air Automated Manifest System

OCI/US/TID/F/12345678
 Within an FWB message this indicates that a local transfer at destination is required to the location, identified by its FIRMS code, and a "permit to proceed" would be required from Customs Border Protection (CBP) Air Automated Manifest System

OCI/GB/AGT/T/ABCD12345678
 Within an FWB message this indicates to the airline that the forwarder, identified by its Trader Identification Number (typically the Economic Operator's Registration Identification (EORI) number), is reporting HWB details to Her Majesty's Customs Service (HMCS) System.

Identifying authorization indicators or other consignment/control information

OCI/GB/IMP/M/09GBABCDEF12345675
 Indicates the Movement Reference Number (MRN) 09GBABCDEF12345675 as assigned by the United Kingdom for import.

OCI/DE//RA/12345678
 Indicates the assigned identification number for a Regulated Agent in Germany

OCI/DE/EXP/M/09DE15OU78B9UY12M6
/DE//KC/12345678

- *The first line indicates the MRN number assigned by Germany for an export*
- *The second line indicates the identification number assigned by Germany for a Known Consignor*

OCI/DE/EXP/M/09DE15OU78B9UY12M6
//ULD//LD312345LH

- *The first line indicates the MRN number assigned by Germany for an export*
- *The second line indicates the identification number of the Unit Load Device that contains the goods associated to the MRN*

CIMP Code Lists

As an example, CIMP Code List 1.100 Customs Information Identifiers (Data Element 941) contains the following Customs Information Identifiers:

- AC Account Consignor (consignor for all cargo aircraft only)
- E Authorised Economic Operator
- A Automated Broker Interface (ABI) Filer Code
- C Certificate Number
- D Dangerous Goods
- L Exemption Legend
- V Invoice Number
- I Item Number
- F Facilities Information and Resource Management Systems (FIRMS) Code
- KC Known Consignor (consignor for both passenger and all cargo aircraft only)
- M Movement Reference Number
- P Packing List Number
- RA Regulated Agent
- N Seal Number
- S System Downtime Reference
- T Trader Identification Number
- U Unique Consignment Reference Number

This excerpt is only included as an example. CIMP itself should be referenced for valid codes.

CIMP also includes an extensive list of codes for Information Identifier (Data Element 103).

Supplementary Customs Information (Data Element 940) does not have a list of valid entries as this field will contain variable data that will be further identified using one or more of the:

- ISO Country Code
- Information Identifier
- Customs Information Identifier

The ISO maintains the list of valid ISO Country Codes (Data Element 304), not IATA.