

# E-FREIGHT

## Global project scorecard

March 2012

# 64

### Countries / administrative areas having successfully passed the HLA

The High Level Assessment (HLA) is the first step in assessing a country / administrative area's readiness for e-freight and includes the following questions:

- Is it a country / administrative area where airfreight originates and or terminates? (Source: IATA)
- Are MC99 and/or MP4 in force? Locations must have ratified at least one of these two conventions in order to meet this criterion. (Source: ICAO)
- Has the location signed the World Customs Organisation Letter of Intent? (Source: WCO)
- Does the government have an e-customs modernisation programme in place with the automated release of import and export goods prior to end 2010? (Source: IATA through the assessment phase)

A country / administrative area having successfully passed the HLA is either:

- **Completed Detailed Level Assessment (DLA):** the DLA is the second step of the readiness assessment process driven by IATA with the local stakeholders. The questions of the DLA ascertain the country / administrative area and stakeholders' readiness and willingness to implement e-freight from a technical, process and legal/regulatory standpoint.
- **Completed Local Action Plan (LAP):** if a country / administrative area fails to meet the criteria to pass the DLA, an agreed action plan (the LAP) is defined in order to close the identified gaps.
- **Ready for Implementation (IMP):** when the country / administrative area passes successfully the DLA and/or closes all the identified gaps in its LAP, IATA endorses it as ready for the implementation phase.
- **Live:** a live country / administrative area has a local e-freight Operational Procedures (e-FOP) defined and validated by local customs which accept inbound and outbound shipments performed as e-freight.

Completed DLA	Under LAP	Ready for IMP	Live
59	16	1	42

# 42

## Live countries / administrative areas

A live country / administrative area is a territory with at least one live airport.  
(Source: IATA implementation)

# 429

## Live airports

A live airport where stakeholders can operate e-freight to or from another live airport.  
(Source: IATA implementation and Message Improvement Program)

“Major” airports  
Implementation driven by IATA and / or by local stakeholders

# 108

Of which: **108** for international e-freight  
**48** for domestic e-freight

“Other” airports  
Implementation driven by local stakeholders

# 321

Of which: **108** for international e-freight  
**297** for domestic e-freight

# 35321

## Ready trade lanes

Of which:  
**22868** international  
**12453** domestic

A ready trade lane is a “feasible” trade lane between 2 live airports. Feasible meaning the origin and destination location have ratified the same treaties (MC99 and/or MP4).  
Note that stakeholders can operate e-freight on all those ready trade lanes.

(Source: IATA Message Improvement Program)

# 9721

## Live trade lanes

Of which:  
**3706** international  
**6015** domestic

A live trade lane is a trade lane between 2 live airports on which at least one e-freight shipment has been performed.

(Source: IATA Message Improvement Program)

# 2103

## Live stakeholders (airlines and freight forwarders)

A live stakeholder is a stakeholder operating e-freight in at least one country / administrative area.

**Live airlines**  
(Source: IATA Implementation)

# 46

**Live freight forwarders**  
(Source: IATA MIP)

# 2057

# 1,782,889

## total e-freight consignments to date

# 10990

## Monthly e-freight volume

Number of e-freight consignments for the month  
(Source: IATA Message Improvement Program)

# 9

Reporting period for data coming from IATA Message Improvement Program: March 2012

For more information, please visit: <http://www.iata.org/e-freight>

If you have questions, please contact us using [e-freight@iata.org](mailto:e-freight@iata.org)