# e-AWB
## Implementation Playbook

*September 2018*

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Manager, Digital Cargo

# Table of Contents

# Digital Cargo @ IATA

# Digital Cargo @ IATA



## Our vision

To achieve a fully digitally connected and integrated air cargo supply chain

## Our mission

We lead the industry with end-to-end supply chain collaboration on development of innovative technology streamlined processes and global standards

# Driving change



IATA supports  Digital Cargo implementation by developing industry standards and offering guidance and tools that facilitate the adoption of new initiatives

### Workshop & conference

Beyond the World Cargo Symposium, IATA organizes the annual e-Cargo Conference in Geneva and regular e-HCargo workshops at the local levels. During those events, attendees benefit from a thorough understanding of new Digital Cargo initiatives and the ability to network with subject matter experts and other industry colleagues. IATA also organizes regular eAWB360 workshops to support the e-AWB adoption.

### Business Process & Standard

In order to remove paper and use electronic messages it is necessary to have common and clear business process and standards, which are the foundations of Digital Cargo initiatives. IATA is driving business process and standard setting activities gathering the industry in workgroups and governance bodies.

### Solution

To support the digital transformation of the air cargo industry, IATA developed a range of solutions aiming to help the entire supply chain actors moving toward of paperless way of working:
- Matchmaker
- Cargo-XML AutoCheck
- Message Improvement Program
- eAWB*Link*

### Technology

Moving to Digital Cargo requires changes in the technologies used by the air freight stakeholders. IATA facilitates understanding of key IT requirements necessary to support Digital Cargo projects, and offer guidance with regard to solutions and services available on the market.

# e-Freight
## *Designed to fulfill the vision*

# Digitization of the air cargo industry

In 2017, more **than 50%** of the global air trade rely on paper-based processes.
A shipment can generate up to **30 paper documents**
and many of the processes, such as track & trace,
still depend on human intervention

**Each year, more than 7,800 tons of paper documents are processed,
the equivalent of 80 Boeing 747 freighters filled with paper**

# e-Freight: designed to fulfill the vision

e-Freight is an industry-wide program that aims to build an **end-to-end paperless transportation process for air cargo** made possible with regulatory framework, modern electronic messages and high quality of data



e-Freight is part of the StB Cargo program aiming at making air cargo easier, smarter and faster. The program portfolio holds 6 projects with the objective to accelerate change in the areas of digitization, visibility and safety

**e-freight & e-AWB**

**ONE Record**

**Interactive Cargo**

**Smart Facility**

**ACID** Air Cargo Incident Data

**Cargo Connect**

# e-Freight benefits

The ultimate goal of the e-Freight program is to bring benefits for the air cargo industry

## Operational efficiency

e-Freight brings operational efficiency through the reduction of the end to end processing time (up to 24h)

## Cost effectiveness

e-Freight brings cost effectiveness through the reduction of document processing and archiving costs

## Data quality

e-Freight improves data quality and accuracy (e.g. auto-checks, mandatory fields, …)

## Innovation

Standardization and digitization are key enablers for the development of new innovative services and solutions, thus increasing the value of the air freight to shippers (e.g. real time status update)

## Sustainability

e-Freight will eliminate more than 7,800 tons of paper documents annually, the equivalent of 80 Boeing 747 freighters filled with paper

## Regulatory compliance

e-Freight implementation facilitates compliance to international and local regulations (e.g. facilitate Advance Electronic Information (AEI) requirements for security purpose)

# The 3 pillars of the e-Freight program

Initiated by IATA in 2006, the program became an industry-wide initiative involving **carriers, freight forwarders, ground handlers, shippers, customs brokers and customs authorities**

The e-Freight roadmap outlines a shared end-to-end industry approach with clear leadership roles, around **three core components, or "pillars"**
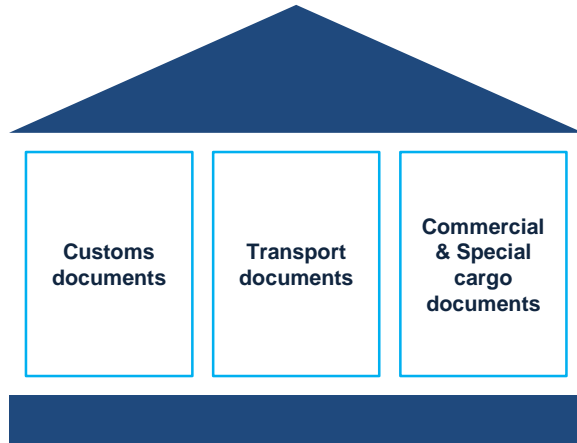


### 1. Customs documents

Engaging regulators and governments worldwide to create an 'e-freight route network' with fully electronic customs procedures and where regulations support paperless shipments
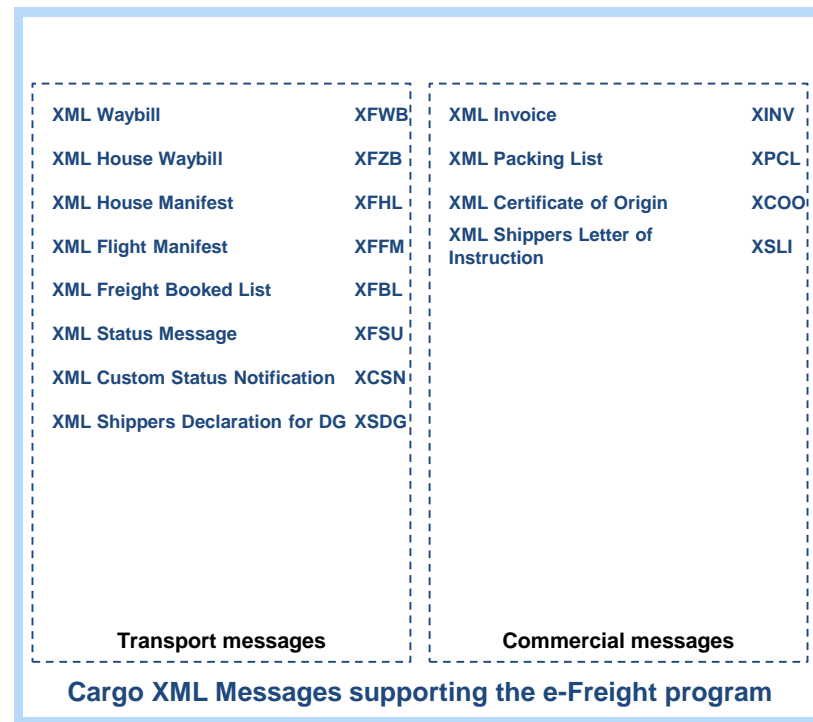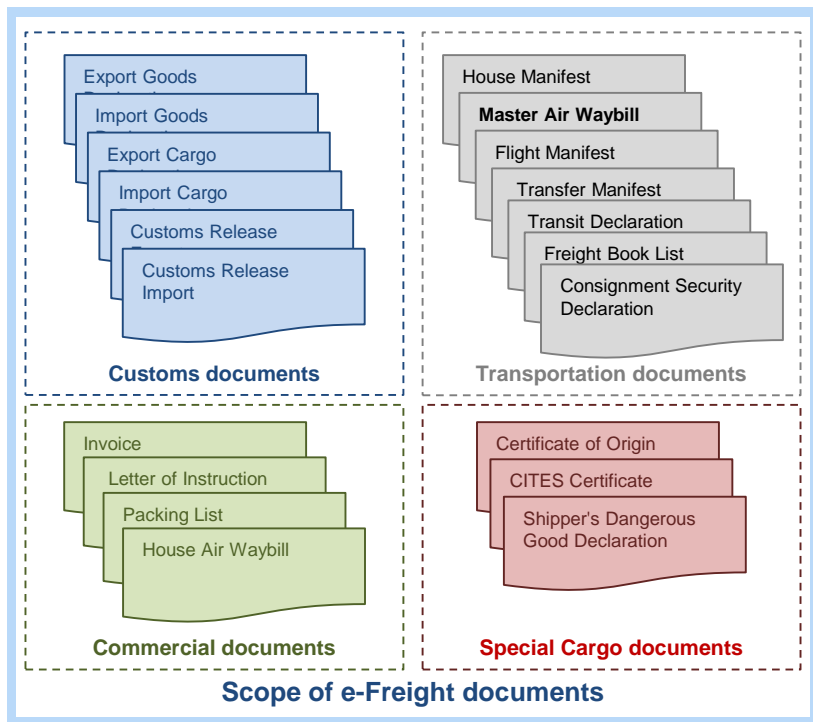
### 2. Transport documents

Working collaboratively within the cargo supply chain to digitize the core industry transport documents, starting with the Air Waybill (AWB)

### 3. Commercial & Special cargo documents

Developing a plan to digitize the commercial and special cargo documents typically accompanying airfreight today, in or outside of the 'Cargo pouch'

# The scope of e-Freight

The scope of e-Freight covers **20 documents** supported by **12 Cargo XML message standards**

## Scope of e-Freight documents

**Customs documents**
- Export Goods
- Import Goods
- Export Cargo
- Import Cargo
- Customs Release
- Customs Release Import

**Transportation documents**
- House Manifest
- **Master Air Waybill**
- Flight Manifest
- Transfer Manifest
- Transit Declaration
- Freight Book List
- Consignment Security Declaration

**Commercial documents**
- Invoice
- Letter of Instruction
- Packing List
- House Air Waybill

**Special Cargo documents**
- Certificate of Origin
- CITES Certificate
- Shipper's Dangerous Good Declaration

## Cargo XML Messages supporting the e-Freight program

**Transport messages**

| | |
|---|---|
| XML Waybill | XFWB |
| XML House Waybill | XFZB |
| XML House Manifest | XFHL |
| XML Flight Manifest | XFFM |
| XML Freight Booked List | XFBL |
| XML Status Message | XFSU |
| XML Custom Status Notification | XCSN |
| XML Shippers Declaration for DG | XSDG |

**Commercial messages**

| | |
|---|---|
| XML Invoice | XINV |
| XML Packing List | XPCL |
| XML Certificate of Origin | XCOO |
| XML Shippers Letter of Instruction | XSLI |

# e-AWB
# *Enabling the 100% e-Freight vision*

# The Air Waybill: 1st step toward e-Freight

The Air Waybill (AWB) is a critical air cargo document that constitutes the **contract of carriage** between the "**shipper**" and the "**carrier**" (airline)



It is governed by **IATA Resolution 600a** "The Air Waybill" and **600b** "Air Waybill Conditions of Contract"

# AWB and e-AWB



The electronic Air Waybill (e-AWB) is the **electronic contract of carriage** between the "**shipper**" and the "**carrier**" (airline)

The Electronic Air Waybill Resolution 672 (MeA) **removes the requirement for a paper Air Waybill**

The **original transportation contract is electronic** (shipment record)

There is **no longer a need to print, handle or archive the paper AWB** simplifying the air cargo process

# Paper AWB versus electronic AWB

The 2 components of an AWB can be found both in the paper and in the electronic worlds

**Paper AWB**

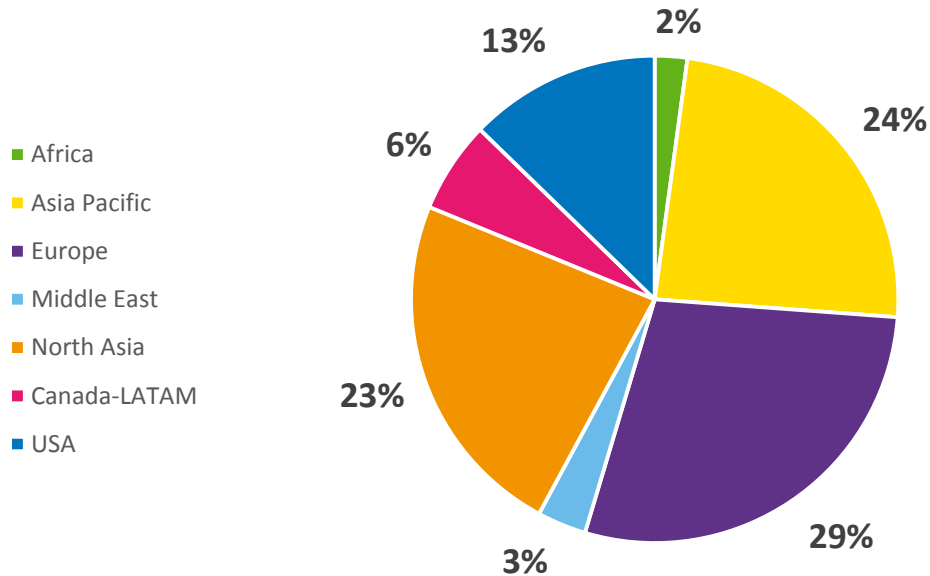**e-AWB**



Front (600a)  **+**  Reverse (600b)

Electronic messages  **+**  Signed e-AWB agreement
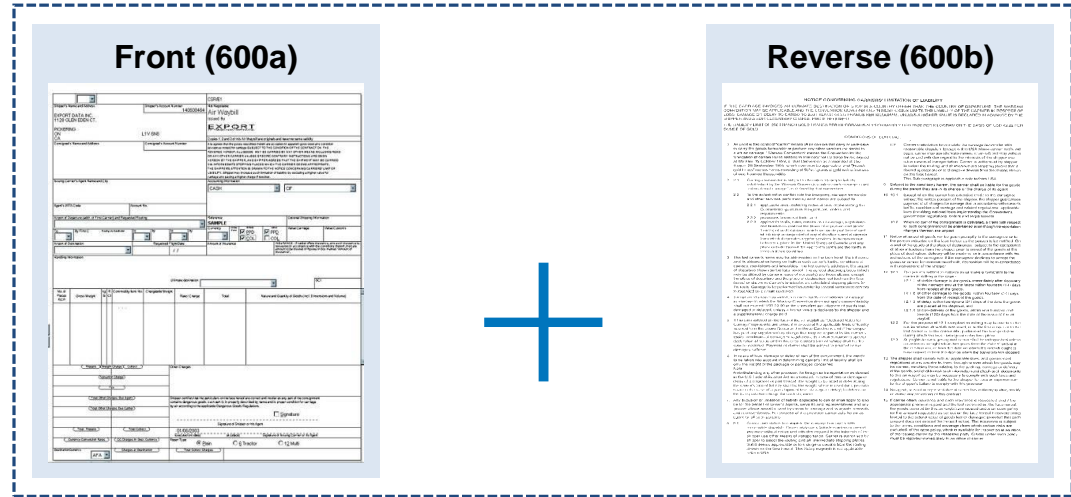
# e-AWB
## *Where do we stand now?*

# Status as of September 2018

In September 2018, the Air Cargo industry processed more than **2.3 million Air Waybills (AWBs)**



Legend:
- Africa
- Asia Pacific
- Europe
- Middle East
- North Asia
- Canada-LATAM
- USA

Pie chart values: 2%, 24%, 29%, 3%, 23%, 6%, 13%

The industry is driven by three main regions representing **76% of the AWBs:**
**Europe, Asia Pacific and North Asia**

# e-AWB penetration: **55.9%** as of September 2018



**EUROPE** 45.1 %

**NORTH ASIA** 64.1 %

**MIDDLE EAST** 74.4 %

**AMERICAS** 45.2 %

**AFRICA** 60.9 %

**ASIA PAC** 51.4 %
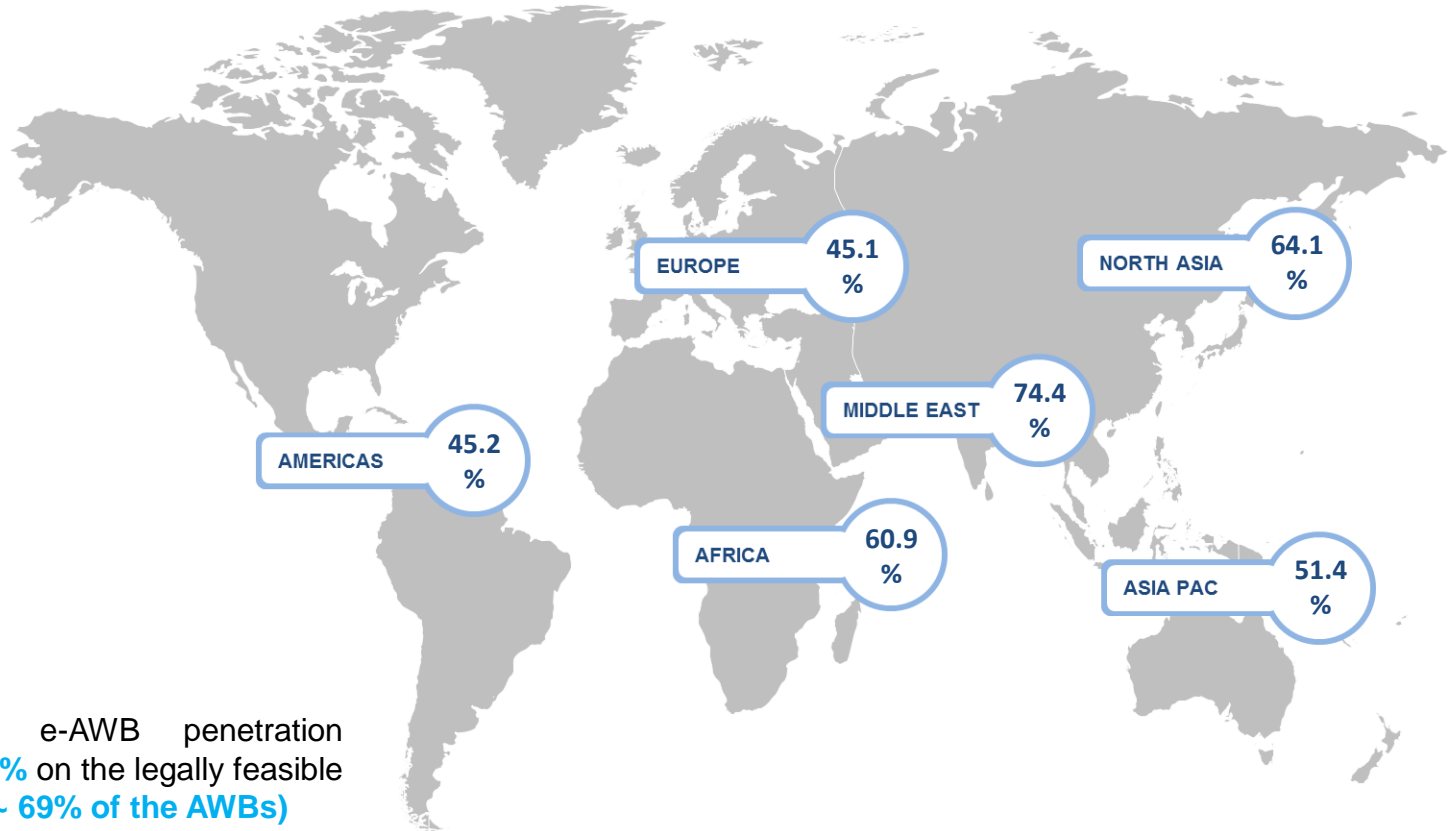
The global e-AWB penetration reached **55.9%** on the legally feasible trade lanes **(~ 69% of the AWBs)**

# TOP performers / September 2018

The e-AWB monthly update (pdf) lists the top participating countries, airports, airlines, and freight forwarders



For more insight on the e-AWB performance at airport level, check out the Top 100 Airports monthly report (pdf)

# e-AWB adoption / main challenges

In December 2017, the **global e-AWB penetration reached 52.6%** on the feasible trade lanes, a shortfall of 9.4 p.p. against the industry target of 62%. Main challenges are:

| | |
|---|---|
| **Regulatory constraints** | • e-AWB is not possible in all airports and all trade lanes due to regulatory limitations |
| **Lack of harmonization** | • e-AWB procedures are not harmonized between freight forwarders, airlines and ground handling agents in key airports where e-AWB is live |
| **Technology limitation** | • Many of the SME forwarders do not have the technical capability/EDI enabled systems to enable them to transmit shipment data to airlines<br>• Some large forwarders face the same issue: their local branches are the result of SME forwarders acquisition and their IT system have not been aligned with the rest of the company |
| **Complex process** | • Perceived complexity to do e-AWB for forwarders dealing with multiple airlines |
| **Maturity threshold** | • Some markets reached a certain level of maturity where major actors (airlines / freight forwarders) already achieved the biggest potential |

**Back to Table of Contents**

# e-AWB adoption / supporting initiatives

In order to address the **e-AWB adoption challenges** and to **accelerate the growth** in the penetration rate, the following supporting **initiatives** have been identified in 2017 and will be continued and strengthen in 2018

| | |
|---|---|
| **Expand number of trade lanes where e-freight and e-AWB are possible** | • Continue the government supported e-freight initiatives in key locations |
| **Harmonize e-AWB procedures in key airports across forwarders airlines/GHA** | • Complement the list of SOPs at e-airports (especially airports to be included in the 2018 eAWB360 roadmap)<br>• Developed an e-AWB Global Standard Operating Procedure (SOP) |
| **Facilitate adoption by SME forwarders** | • Launch on November 8th 2016 of an e-AWB desktop solution for Small and Medium sized Freight Forwarders (eAWB*Link*), low-cost alternative to existing solutions |
| **Provide implementation guidance and materials** | • Developed an implementation playbook to support the adoption of e-AWB |
| **Coordination efforts of industry in key e-airports** | • Strengthen the e-AWB penetration rate in the existing eAWB360 airports<br>• Deploy eAWB360 initiatives at additional airports (in particular in Europe) |



e-Airport SOP

e-AWB Standard Operating Procedures at e-Airports

eAWB360
100% eAWB ADOPTION @ 50 E-AIRPORTS

eAWBLink

e-AWB Implementation Playbook

# 2018 e-AWB industry target: 68%

Based on the historical achievement, the forecasting model shows that an **e-AWB penetration rate of 68% can be achieved by end of 2018**

State of e-AWB usage
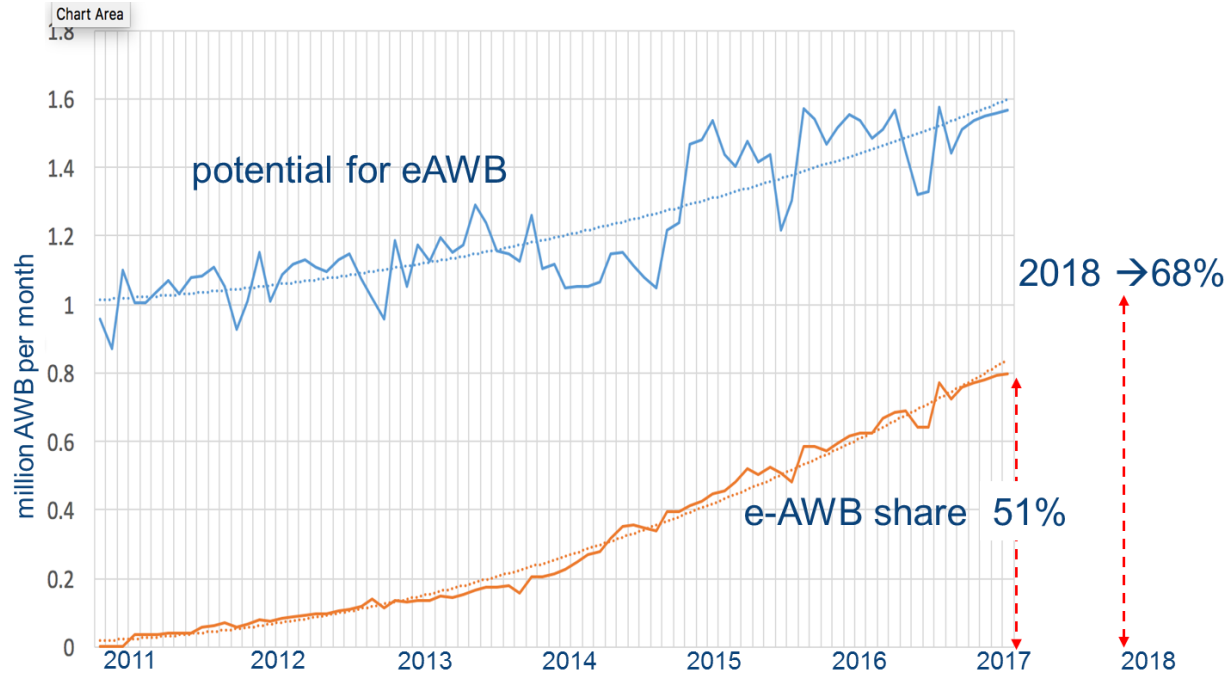
# e-AWB
*How do we implement it?*

# Implementing e-AWB in 6 steps

The following **6 steps** are key to ensure the success of an **e-AWB implementation**

**1** Join the Multilateral e-AWB Agreement

**2** Ensure your technology supports e-AWB

**3** Ensure high-quality electronic messages

**4** Ensure business processes are set

**5** Roll out e-AWB

**6** Report e-AWB shipments
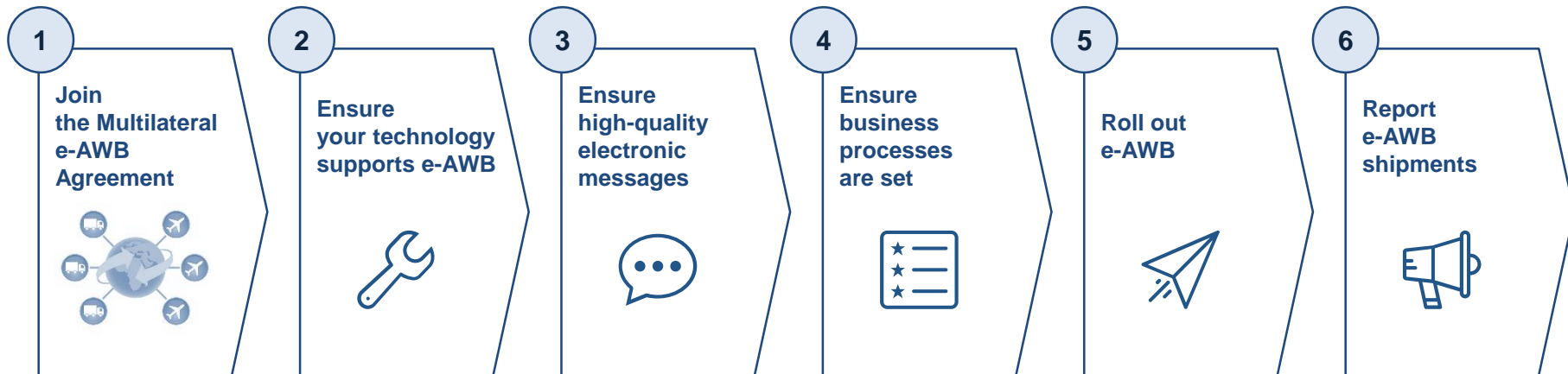
As a prerequisite, please verify that local regulations authorize the use of e-AWB as a contract of carriage between the "shipper" and the "carrier"

# Pre-requisite /
## *Check the regulatory environment*

# Regulatory framework for e-AWB

The use of e-AWB as a means to establish the contract of carriage is **only recommended on feasible trade lanes**. In September 2018, the **feasible trade lanes** represented **69%** of the AWBs.

**Feasible trade lane** is defined as such when country of **origin and country of destination ratified the same treaty** - either the Montreal Protocol No. 4 of 1975 (MP4) or the Montreal Convention of 1999 (MC99)
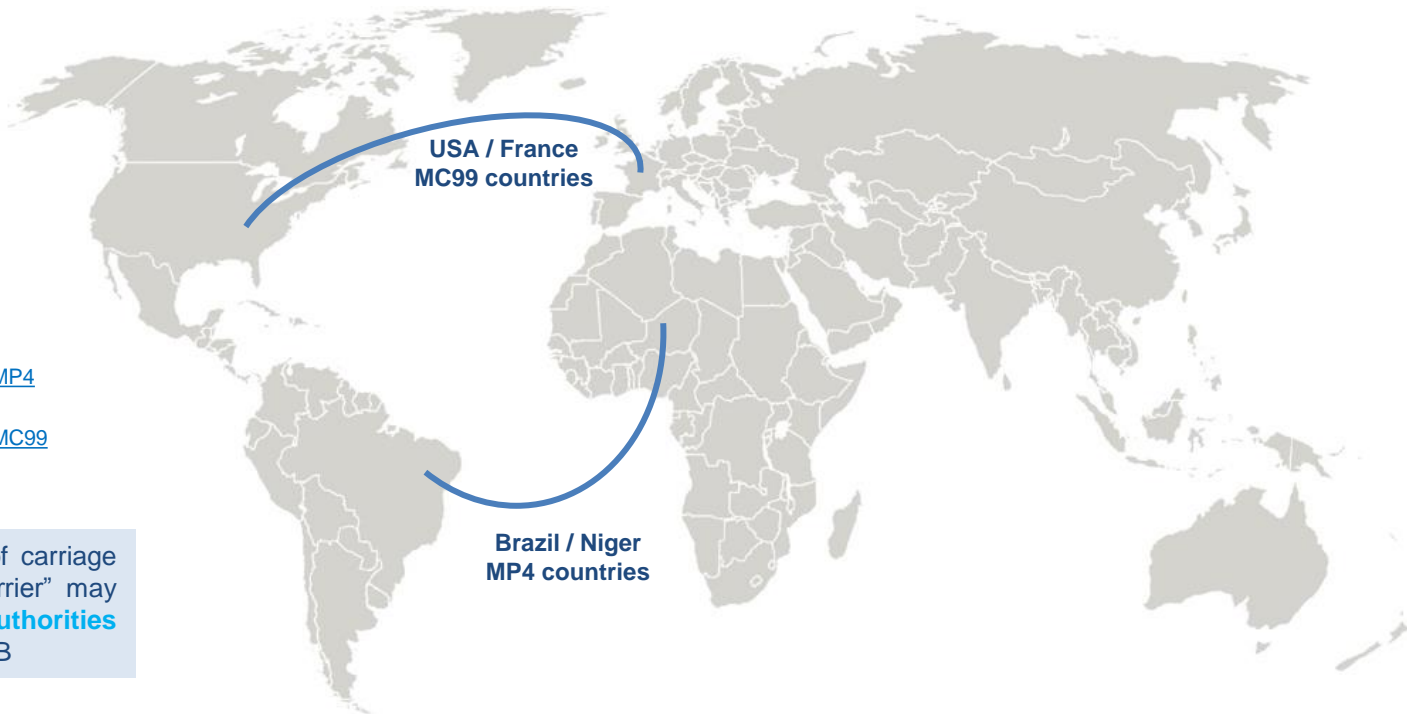
Countries that have ratified MP4

Countries that have ratified MC99

The use of e-AWB as a contract of carriage between the "shipper" and the "carrier" may also **depends on government authorities** recognizing and accepting the e-AWB

USA / France
MC99 countries

Brazil / Niger
MP4 countries

# Step 1 /
## *Join the Multilateral e-AWB Agreement*

# Step 1 / Multilateral e-AWB Agreement

The IATA Multilateral e-AWB Agreement (IATA Resolution 672) provides a single standard e-AWB agreement that airlines and freight forwarders can sign once with IATA and start doing e-AWB with all other parties to the Agreement. By signing the Agreement with IATA, freight forwarders and airlines effectively enter into e-AWB Agreements with each other, i.e. enabling them to execute contracts for the carriage of air cargo shipments by electronic means, in lieu of paper AWBs. The agreement does not amend the Air Waybill conditions of contract.

**Multilateral e-AWB Agreement**

Sign once, connect all!

Before starting e-AWB, Airlines and freight forwarders are required to sign the Multilateral e-AWB Agreement (MeA) following the below steps:

**Benefits**

## Freight Forwarders process

1. Complete and submit the Online Joining Form
2. Receive the Agreement by e-mail from IATA Cargo
3. Review and e-sign the Agreement
4. Receive Final agreement after counter-signed by IATA
5. Freight Forwarder will be listed as party to the MeA

## Airlines process

1. Download and read the Resolution 672
2. Download, fill-in and sign the Resolution 672, Attachment 'D'
3. Send the Airline Submission Form to IATA
4. Airline to be listed as party to the MeA

$ Free of charge

Provides the necessary legal framework for establishing electronic cargo contracts (e-AWB)

Avoids the need to negotiate numerous bilateral e-AWB agreements with Airlines

Enables to do e-AWB with all participating Airlines

Participating Airlines and Freight Forwarders are listed on the IATA website. For more info, please visit: www.iata.org/eawb-multilateral

# Step 2 /
## *Ensure your technology supports e-AWB*

# Step 2 / e-AWB messaging capability

**Communicating effectively requires Freight Forwarders, Airlines and GHAs to exchange standard messages**



| Required capability | FF | AL | GHA |
|---|:---:|:---:|:---:|
| Send Air Waybill message | ✓ | ✓ | ✓ |
| Receive Air Waybill message | | ✓ | ✓ |
| Send Status Update message | | ✓ | ✓ |
| Receive Status Update message | ✓ *recommended* | | |
| Produce Cargo Receipts for FF | | ✓ | ✓ |
| Archive electronic messages | ✓ | ✓ | ✓ |
| Print on-demand AWB information if need be | ✓ | ✓ | ✓ |
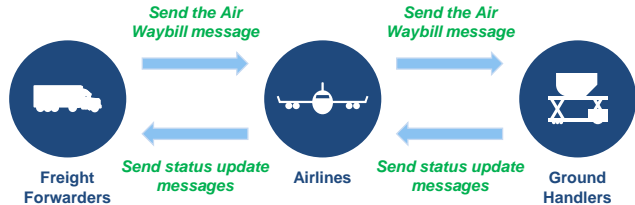
The Resolution 670 rules the Cargo electronic data interchange message standard, supported by the recommended practice 1670 (Carriage of Cargo using Electronic Data Interchange), the recommended practice 1672 (Cargo-Fact/Cargo-IMP Message Standards) and the recommended practice 1675 (Cargo-XML Message Standards)

The table below describes the different messages as per the 2 IATA message standards – Cargo-IMP and Cargo-XML:

| Message type | Cargo-XML | Cargo-IMP |
|---|:---:|:---:|
| Air Waybill message | **XFWB** | FWB |
| Status Update message<br>(Freight on Hand - FOH, Ready for Carriage - RCS) | **XFSU** | FSU |
| Error message | **XFNM** | FNA |
| Message Acknowledgment | **XFNM** | FMA |

Cargo-IMP message standard is no longer maintained since 2014. IATA recommends to use standard IATA Cargo-XML to exchange electronic information along the air freight supply chain as the alternative to IATA Standard Cargo-IMP

For more information, please visit: www.iata.org/cargo-xml

# Step 2 / The industry can support you

Our IATA Strategic Partners can support you to implement your e-AWB capability



The details of our IATA Strategic Partners profile and areas of expertise are available at http://www.iata.org/about/sp/Pages/partners.aspx

*Please filter "Area of Involvement" to **Cargo Electronic Messaging***

# Step 2 / **eAWB**_Link_ by IATA

Are you looking for an easy-to-use eAWB tool?

**eAWB**_Link_ is a low-cost desktop solution designed to enable Small and Medium Freight Forwarders to create, send and manage electronic shipment data
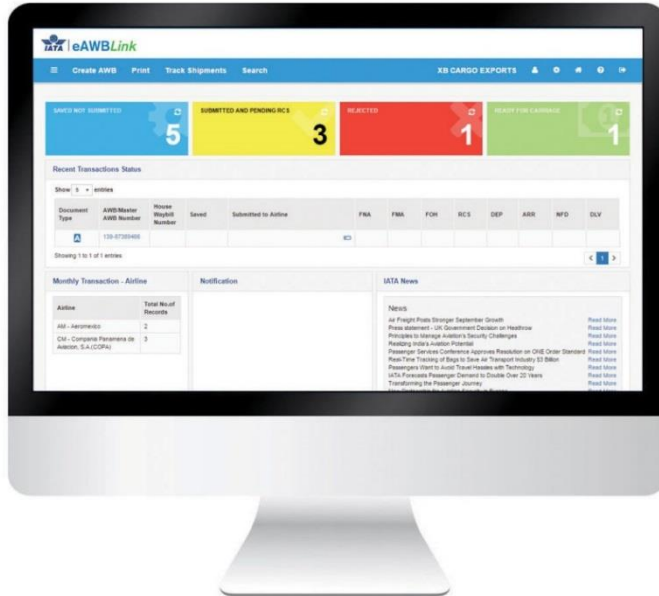


## Why Use eAWB_Link_?

- Reduces processing costs
- Enhances quality
- Improves productivity and reliability
- Enables shipment tracking
- Facilitates Regulatory Compliance
- Track performance

## Benefits

- Single window to over 120 carriers
- Easy to use
- Compliant with IATA standards
- Avoids manual processes
- Affordable

# Step 2 / **eAWB** *Link* features

| **1** profile management | **2** document preparation | **3** security | **4** track + trace | **5** data analysis |
|---|---|---|---|---|

end-to-end e-AWB process

| | | | | |
|---|---|---|---|---|
| **User management** | **e-AWB** | **e-CSD** | **FSU FOH (On hand)** | **Monthly usage reports** |
| **Customer management** | **e-HAWB** | | **FSU RCS (Accepted)** | |
| **Stock management** | **e-House Manifest** | | **FSU DEP (Departed)** | |
| | | | **FSU ARR (Arrived)** | |
| | | | **FSU RCF (Received from flight)** | |
| | | | **FSU NFD (Notified)** | |
| | | | **FSU DLV (Delivered)** | |

# Step 2 / **eAWB***Link* connectivity



**eAWB***Link* connect with **120+ Airlines** using **IATA standard Cargo-XML** and **Cargo-IMP** messages
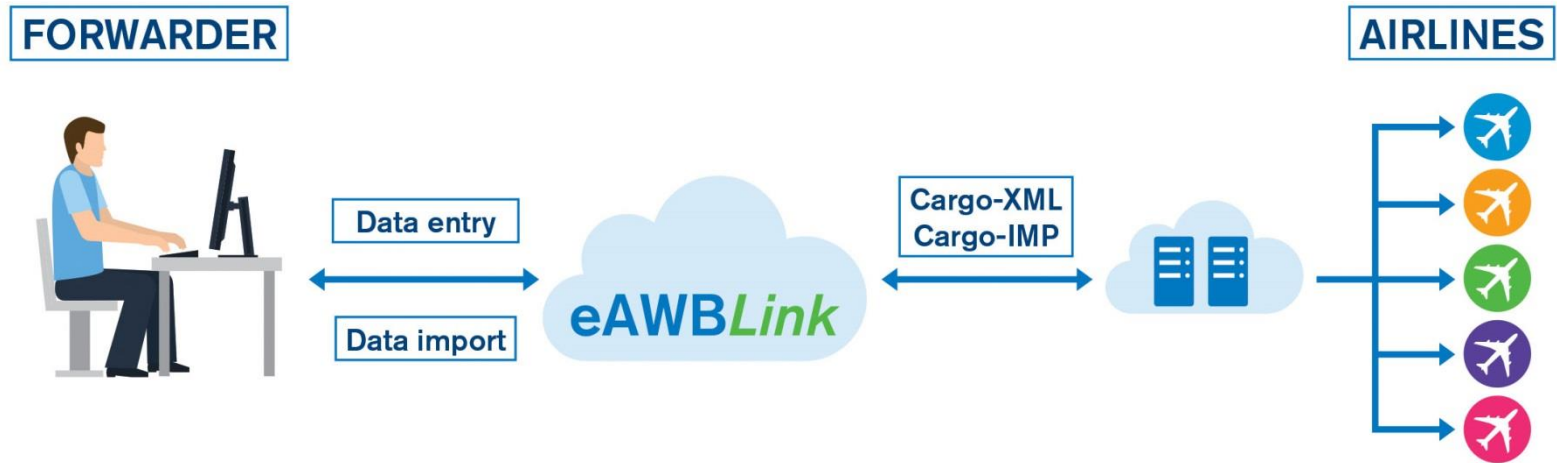
Visit www.iata.org/eawblink for more information       Contact eawblink@iata.org for any enquiries

# Step 3 /
*Ensure high-quality electronic messages*

# Step 3 / Understand the quality issues

Ensuring the high quality of the electronic message is a key enabler toward a full paperless process. The main causes of quality issues are:

- **Invalid or missing data**

- **Message syntax error**

- **Cargo system not configured properly (message integration, print layout)**

- **Message not sent in time**

# Step 3 / Improve the message quality

To address the main quality issues the following best practices are encouraged:

## Build phase

- Start the roll-out with a pilot
- Define test cases based on real life shipment to ensure all the mapping tables are properly configured
- Test the message integration in the systems to avoid message rejection
- Perform FNA/XFNM analysis as a basis for the root cause analysis
- Print and compare the results to identify truncated information issues

## Run phase

- Perform FNA/XFNM analysis as a basis for the root cause analysis
- Monitor the message arrival time to ensure message arrive on time
- Automate the sending process to avoid late message due to human error
- **Airlines and Freight forwarders to work closely to address message content issues and define the appropriate action plan**

IATA offers you to validate your Cargo XML message for free

For more info, please visit:  http://www.iata.org/cargo-xml-autocheck

Join the IATA Message Improvement Program (MIP) to have access to your free monthly messaging quality reports – Note that they are focus on the technical quality of the message and not on the content
For more info, please visit:  http://www.iata.org/MIP

# Step 4 /
## *Ensure business processes are set*

# Step 4 / Ensure business processes are set

Review your business processes, together with your business partners, to makes sure they are adapted to the **new paperless way of operating**

**1** — **Engage with your business partners**

**2** — **Airline to active Freight Forwarder as per the MeA process**

**3** — **Agree on a Standard Business Processes. Think Single process**

**4** — **Comply with the Standard Operating Procedures (SOP) where applicable**
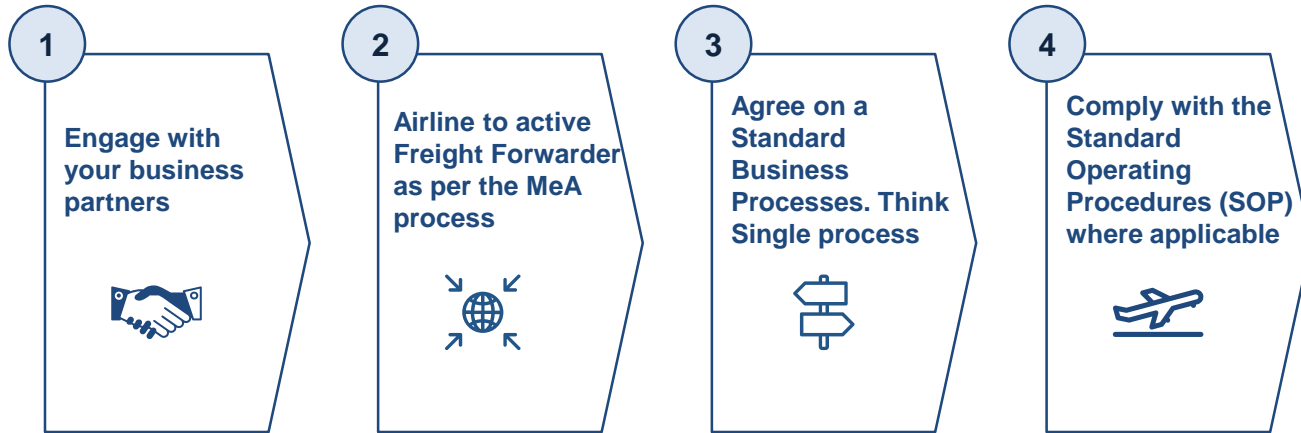
The SOP describes the operational steps that stakeholders of the air cargo supply chain need to follow when shipping air cargo in compliance with the e-AWB functional specifications

The e-AWB Global SOP is available at: https://www.iata.org/whatwedo/cargo/e/eawb/Documents/IATA_eAWB_Global_SOP.pdf

# Step 4 / A full paperless air cargo process

The below chart presents a simplified view of a paperless air cargo process using the main e-AWB messages



**Shipper**
Request booking with shipment information and security details

**Freight Forwarder**
Plan shipment and confirm booking — FFR
Pickup freight and prepare shipment for export
Transmit AWB data to carrier — FWB

**Airline**
FFA
BKD
Receive shipment from Freight Forwarder — FOH
Perform shipment acceptance checks
Accept shipment as Ready for Carriage — RCS
Prepare shipment for transport, load and depart
Transmit AWB data to GHA and authorities where applies — FHL / FFM / FWB
Arrive flight, unload and dispatch shipment to warehouse
Check-in shipment
Hand over shipment to Freight Forwarder

Cargo iQ Members initially developed the Master Operating Plan (MOP) to support implementation of quality management processes and metrics. The MOP describes the key processes and sub-processes involved in transporting air cargo from shipper to consignee in a systematic and harmonized manner.
For more information, please visit: http://www.iata.org/whatwedo/cargo/cargoiq/Pages/master-operating-plan.aspx

# Step 4 / Why do we need a Single process?

The use of **e-AWB** is regulated by international treaties (MP4/MC99) and/or local laws

e-AWB is **only authorized on feasible trade lanes**. **Outside** of this regulatory framework, the use of **paper AWB** is still **required**. However, even within the right regulatory framework, **paper AWB might be required by local authorities**

**Freight Forwarder**

- Is it a feasible trade lane?
- In case of a feasible trade lane, do the local authorities require paper AWB?

**Single process**

With the Single process, the Freight Forwarder does **not** need to **face these questions**. It **always sends** an **e-AWB** to the Airline and the **cargo is accepted without paper AWB**, regardless of the trade lane. If required, the paper **AWB can be printed** by the Airline or the Ground Handler

# Step 4 / How does the Single process work?

**Regardless of the trade lane**, the Freight Forwarder **always sends an e-AWB** to the Airline



Freight Forwarders

Send e-AWB (EAW / EAP)

Airlines

Ground Handlers

**ECC**

**NO**

**Electronic contract**

**?** *Is a paper AWB required?*

**YES**

**ECP**

*Print paper AWB based on XFWB/FWB message*
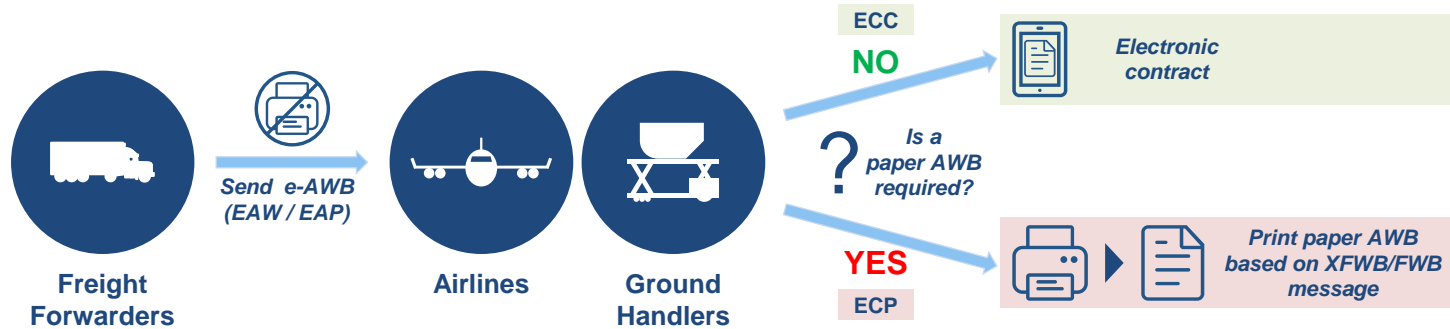
Freight Forwarder sends a XFWB/FWB message to Airline and delivers the Cargo without paper AWB, regardless of the trade lane

Based on the trade lane and the local authorities procedures, Airline or Ground Handler determines whether a paper AWB is required

**ECC:** If paper AWB is not required, the AWB is electronic and all the required information is in the system
**ECP:** If paper AWB is required, Airline or Ground Handler prints the paper AWB on behalf of Freight Forwarder
*Note: this can be done either at Origin, Transit or Destination*

In **any case**, the Freight Forwarder delivers the Cargo **without paper AWB**
All **required information** is sent through the **XFWB/FWB message**

# Step 5 /
# *Roll out e-AWB*

# Step 5 / Define your e-AWB roll out strategy

Once your organization is **ready** from both the **business processes** and the **IT** perspective, you will need to define your **e-AWB roll out strategy**. Some area you may consider:

- Pilot vs Big Bang

- Home location vs remote locations

- High potential airports across several countries vs all airports within one country

- By freight forwarders / By airlines

**Airlines, don't forget to activate your Freight Forwarders in Matchmaker**

To help the industry **accelerate e-AWB** adoption, IATA launched **eAWB360**, an industry call-to-action initiative, consisting of series of **coordinated industry communication and engagement activities** aimed at encouraging airlines, freight forwarders and ground handlers to adopt e-AWB

# eAWB360 – The concept

# eAWB360 – Community driven approach



## HARMONIZED IMPLEMENTATION + SYNCHRONIZED COMMUNICATION

**SINGLE PROCESS**
**eAWB360** Airlines commit to implementing Single Process

**AIRPORT SOP**
Common e-AWB SOP for GHAs at **eAWB360** airports

**COMMUNICATION**
Coordinated and synchronized communication that **e-AWB is the preferred means for shipping cargo** from **eAWB360** airports

# **eAWB360** – Synchronized communication

**eAWB360** airlines need to send the **following core message** to their Freight Forwarder customers during the **same agreed week**

*"We are switching over to **e-AWB as the preferred means for shipping cargo** to all destinations by using the e-AWB single process at **ABC airport** effective **XYZ date**."*
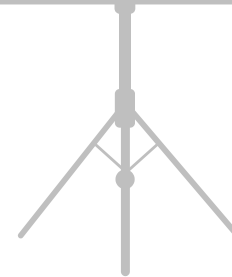
# eAWB360 – Communication activities

eAWB360 communication rely on two key components



**1**
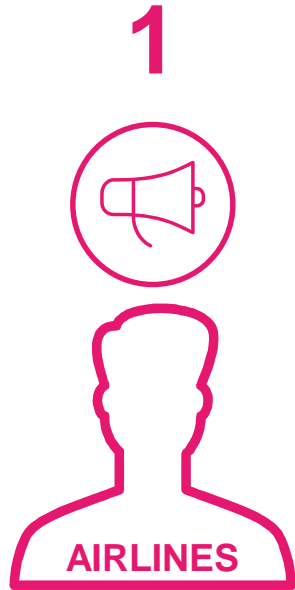
AIRLINES

Participating Airlines send the **same core message** to their customers

**2**
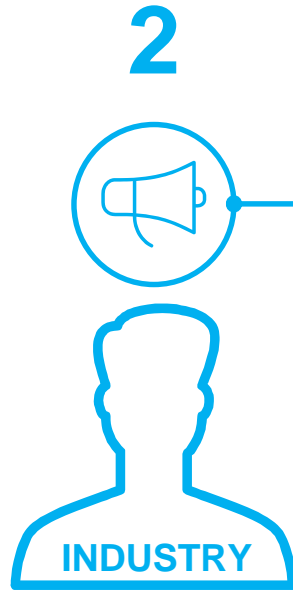
INDUSTRY

After Airlines communication, **a joint statement** will be issued by industry associations

LOCAL ASSOCIATION

IATA

FORWARDERS
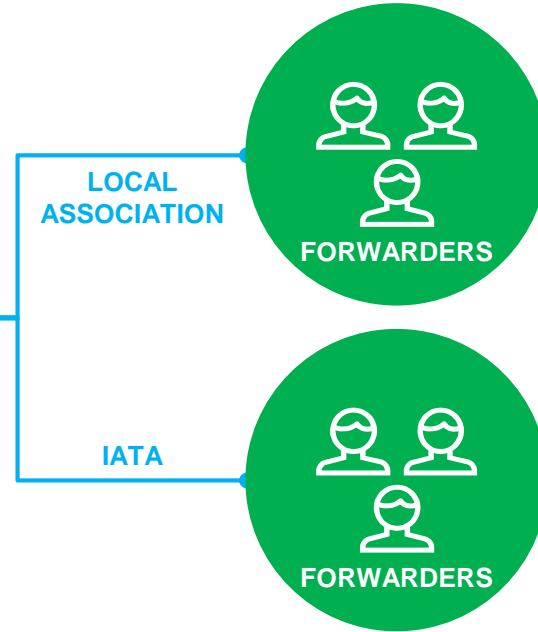
FORWARDERS

# eAWB360 – Engagement activities
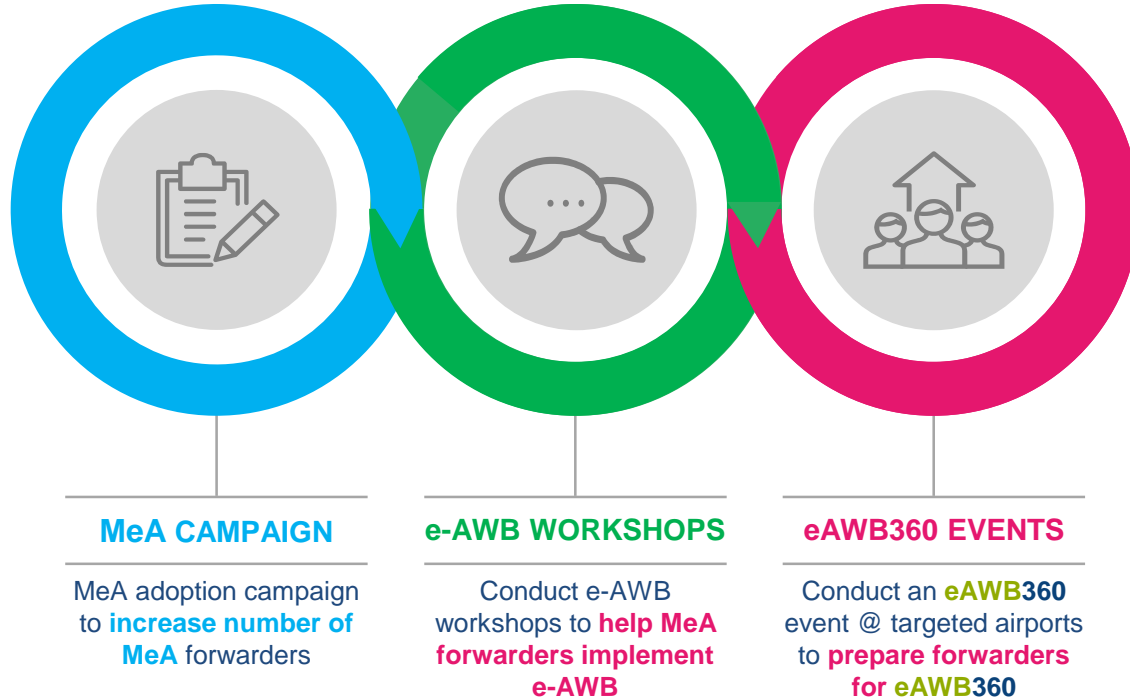


**MeA CAMPAIGN**

MeA adoption campaign to **increase number of MeA** forwarders

**e-AWB WORKSHOPS**

Conduct e-AWB workshops to **help MeA forwarders implement e-AWB**

**eAWB360 EVENTS**

Conduct an **eAWB360** event @ targeted airports to **prepare forwarders for eAWB360**

# eAWB360 – Where do we stand ?

# 31 participating airlines at 37 airports

Legend: 🟩 Airline participating at airport — IATA

| Airport | Go Live Date | AA | AC | AF | AM | AY | BA | BR | CA | CI | CX | DL | ET | EY | HU | IB | KE | KL | KQ | LA | LH | LX | MH | QR | SA | SN | SQ | SV | TK | UA | VS | Y8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AMS - Amsterdam | 01-Jan-16 | ■ | | ■ | | ■ | ■ | | | ■ | ■ | ■ | | | | ■ | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| CDG - Paris | 01-Feb-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | | | ■ | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| FRA - Frankfurt | 01-Feb-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | ■ | | | | | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| DXB - Dubai | 01-Mar-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| JNB - Johannesburg | 01-Mar-16 | | ■ | | | | | | | ■ | ■ | | | | | | | ■ | | | ■ | ■ | | ■ | ■ | | ■ | | | | | |
| LHR - London | 01-Mar-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | ■ | | ■ | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | ■ | |
| MXP - Milan | 01-Mar-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| SIN - Singapore | 01-Mar-16 | ■ | | ■ | | ■ | | | | ■ | ■ | ■ | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| ZRH - Zurich | 01-Mar-16 | ■ | | ■ | | ■ | ■ | | | ■ | ■ | ■ | | | | ■ | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| HKG - Hong Kong | 01-Jun-16 | ■ | | ■ | | ■ | | ■ | | ■ | ■ | ■ | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| YUL - Montreal | 01-Jun-16 | ■ | ■ | ■ | | ■ | | | | ■ | ■ | ■ | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| YVR - Vancouver | 01-Jun-16 | ■ | ■ | | | | | | | ■ | ■ | | | | | | ■ | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| YYZ - Toronto | 01-Jun-16 | ■ | ■ | ■ | | | | | | ■ | ■ | | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| DFW - Dallas | 01-Jul-16 | ■ | | | | | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| JFK - New York | 01-Jul-16 | ■ | | ■ | ■ | ■ | | | | ■ | ■ | | | | | | | | | ■ | ■ | | | ■ | | | ■ | | | ■ | | |
| ORD - Chicago | 01-Aug-16 | ■ | | | | | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| ATL - Atlanta | 01-Sep-16 | | | | | | | | | ■ | ■ | ■ | | | | | | ■ | | | ■ | | | ■ | | | ■ | | | ■ | | |
| DOH - Doha | 01-Sep-16 | | | | | | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | ■ | | | | |
| MIA - Miami | 01-Sep-16 | ■ | | | | | | | | ■ | ■ | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | | ■ | | |
| GVA - Geneva | 01-Oct-16 | ■ | | ■ | | ■ | | | | ■ | ■ | | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| LAX - Los Angeles | 01-Oct-16 | ■ | | | ■ | | ■ | | | ■ | ■ | | | | | | | | | ■ | ■ | | | ■ | | | ■ | | | ■ | | |
| BSL - Basel | 01-Mar-17 | | ■ | ■ | | | | | | | | | | | | ■ | | | | | | ■ | | | | | | | | | | |
| CPT - Cape Town | 01-May-17 | | | ■ | | | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | ■ | | ■ | | | ■ | | |
| JED - Jeddah | 01-Jun-17 | | | | | | | | | | | | ■ | | | | | | | | | | | ■ | | | | ■ | | | | |
| MAD - Madrid | 01-Jun-17 | | | ■ | | | | | | ■ | ■ | | | | | ■ | | ■ | | | ■ | | | ■ | | | ■ | | | ■ | | |
| NBO - Nairobi | 01-Jun-17 | | | ■ | | | | | | | | | | | | | | ■ | ■ | | ■ | | | ■ | | | | | | | | |
| IAH - Houston | 01-Jul-17 | ■ | | | | | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| MUC - Munich | 01-Aug-17 | ■ | | ■ | | ■ | | | | ■ | ■ | | | | | | | | | | ■ | ■ | | ■ | | | ■ | | | ■ | | |
| SEA - Seattle | 01-Sep-17 | ■ | | | | ■ | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| SFO - San Francisco | 01-Sep-17 | ■ | | ■ | | ■ | | | | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| BOS - Boston | 01-Oct-17 | ■ | | ■ | | ■ | | | | | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | ■ | | |
| BRU - Brussel | 01-Oct-17 | ■ | | ■ | | ■ | | | | | ■ | | | | | | | | | | ■ | | | ■ | | ■ | ■ | | | ■ | | |
| CAN - Guangzhou Baiyun Int'l Airport | 16-Oct-17 | | | | | | | | ■ | ■ | ■ | | | | | | | | | | ■ | | | ■ | | | ■ | | | | | |
| PVG - Pudong International Airport | 16-Oct-17 | | | | | | ■ | ■ | ■ | ■ | ■ | | | | ■ | | | | | | ■ | | | ■ | | | ■ | | | | | ■ |
| TPE - Chiang Kai Shek | 01-Sep-17 | ■ | | | | | | ■ | | ■ | ■ | | | | | | | | | | | | | ■ | | | ■ | | | | | |
| NRT - Narita | 01-Nov-17 | ■ | | | | | | | | ■ | ■ | | | | | | | ■ | | | | | | ■ | | | ■ | | | ■ | | |
| ICN - Incheon | 01-Dec-17 | ■ | ■ | ■ | | ■ | | | | ■ | ■ | | | | | | ■ | | | | ■ | | ■ | ■ | | | ■ | | | ■ | | |

# Step 6 /
*Report e-AWB shipments*

# Step 6 / Report e-AWB shipments

Participating Airlines can report e-AWB shipments through the Message Improvement Program (MIP)

**CCS**

| | |
|---|---|
| FWB Summary Data CSV file | |
| FHL Summary Data CSV file | |
| FWB Detailed Data CSV file | |
| FHL Detailed Data CSV file | |

**Airlines**

| | |
|---|---|
| CCS data | FWB Summary Data CSV file |
| CCS data | FHL Summary Data CSV file |
| CCS data | FWB Detailed Data CSV file |
| CCS data | FHL Detailed Data CSV file |

**IATA**

- Industry reports
- Airline reports
- Forwarder reports

Optional

To be received by IATA by the 15th of the month

Reports to be distributed by the 20th of the month

The detail of the data flow and file specification is documented in the e-Freight MIP Strategy document. This document is available at:
http://www.iata.org/whatwedo/cargo/e/Documents/e-freight-mip-strategy.pdf

# e-AWB
## *How do we implement it?*

# Wrap up

# e-AWB implementation - Wrap up

### 1. Join the Multilateral e-AWB Agreement

❑ Start your journey on www.iata.org/eawb-multilateral to join the Multilateral e-AWB Agreement

### 2. Ensure your technology supports e-AWB

❑ Ensure your organization is capable of sending and receiving Cargo-XML or Cargo-IMP messages
❑ Consider the use of eAWB*Link* on www.iata.org/eawblink

### 3. Ensure high-quality electronic messages

❑ Ensure your system produce high quality messages
❑ Validate your Cargo XML message for free on http://www.iata.org/cargo-xml-autocheck
❑ Join the Message Improvement Program (MIP) on http://www.iata.org/MIP

### 4. Ensure business processes are set

❑ Engage with your business partners
❑ Agree on a standard business processes and think Single process
❑ Comply with the Standard Operating Procedures (SOP) where applicable. The list of applicable SOP are available at: http://www.iata.org/e-awb

### 5. Roll out e-AWB

❑ Define your e-AWB roll out strategy
❑ Airlines to activate Freight Forwarders in Matchmaker
❑ Consider to join an eAWB360 initiative. More info available at http://www.iata.org/eAWB360

### 6. Report e-AWB shipments

❑ Report your e-AWB shipments through the Message Improvement Program (MIP)
❑ Details on http://www.iata.org/whatwedo/cargo/e/Documents/e-freight-mip-strategy.pdf

# THANK YOU

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