# SIS 2020 Update Webinar – 29 September 2020: Q&A Report

| Question Asked / Comments | Answer / Response |
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| Does the India process apply for other countries with a central invoice registry, such as many countries in Latin America? | Unfortunately, the solution cannot be used as is for other countries mainly as the requirements differ from country to country. Nevertheless, SIS will continue efforts to be compliant in other countries by connecting to other Government portals. If there is a specific compliance requirement for a certain country, please let us know via the IATA Customer Portal. |
| As far as I know, we can just issue an invoice and it would be due with the next clearing period. Is it planned to have a future value date to give the customer a certain time that the invoice will be due? | Currently, an invoice can be submitted for the current period or a future period, as per the annual SIS+ICH processing calendar. Should an existing SIS functionality or a functionality on the list of SIS open change requests not meet the member's business need, please submit an enhancement proposal with background, problem and solution to SIS via the IATA Customer Portal. |
| Regarding the IATA's Revised Strategy - can you please elaborate how the cash 132bn was generated and how the airline will be benefited from it? | The largest portion arises from direct aid to airlines through subsidies and loans for an approx. value of USD 93bn. Approximately USD 14bn are related to payment deferrals from taxes and charges, and another USD 7bn from lessors. In addition, governments adapted their regulations to allow for vouchers or deferred refunds amounting to USD 3bn. Airlines were able to adapt their aircrafts to transport cargo to generate an additional USD 7bn. Finally, airlines have been able to manage credit holdbacks from payment providers for an approx. amount of USD 9bn. |
| Can you please expand as of what the GDC restructure would entail? | IATA is undergoing similar financial pressures as our member airlines. Equally to our members the IATA GDC (Global Delivery Centre) is restructuring its back-office activities to gain operational efficiency resulting in a cost reduction. It would entail a revision of the GDC's organization structure to most efficiently manage the activities of the GDC such as settlements, Accreditation, invoicing and risk management among others. This will involve reducing approximately 20% of personnel within the GDC leveraging on efficiencies gained by the new structure, automation enhancements and consolidation. There will also be logistical and supplier cost-savings. Our goal is to go through this reorganization to achieve the cost savings while mitigating service-level impacts in the short term. |

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| Does SIS plan to be compliant to European PEPPOL specification and infrastructure? | At this time, SIS does not support interoperability as there is no requirement to be interoperable with the PEPPOL standard. If there are specific interoperable requirements for certain members, please let us know via the IATA Customer Portal. |
| Would there be any additional cost associated with the new India e-Invoicing feature? | There will be a cost associated with the new India e-Invoicing for setup and transactions processed; this cost will be announced to members via SIS bulletin when available in 2021. |
| How further developments of the e-Invoicing IS-XML standard via SIS could help airlines to reduce cost in this crisis? | Developments of the e-Invoicing IS-XML standard via SIS could help airlines to reduce costs by taking advantage of the all the deployed SIS functionalities that serves to simplify member business processes and create efficiencies that translates to additional value-added cost reductions. Some of the mentioned functionalities scheduled for deployment in the near future, such as the "auto-coding" and "simple workflow" solutions, would certainly contribute to further cost reductions for SIS members. All changes requests received will be reviewed together with the SIS Steering Group and prioritized for implementation based on the cost, value proposition and impact. |
| How I can apply to become a member of the SIS Steering Group? | A SIS Bulletin was distributed on 25th September 2020 with the instructions on how persons can apply. An online form is available for persons of interest to submit their nomination. We welcome all applications to be submitted via this form no later than 09th October 2020. |
| When we should expect the invoices for the Recharge of 2020 deficit? | The invoices for the Recharge will be issued in P4 July 2021, which is the billing cycle for Q3 2021, after the IATA year end statements for 2020 are approved by IATA BOG (Board of Governors) in June, at the 2021 IATA AGM (Annual General Meeting). This is same billing cycle used to issue credit notes when we are in a Surplus situation. |
| Are the system enhancements proposed in the survey considered for implementation or we have to submit an official enhancement proposal? | The SIS Operations Team has analyzed all comments received and noted that some of the suggestions refer to functionalities that already exist while some are for change requests that are already logged and pending implementation. We encourage you all to review the SIS open change requests available on our website and should you wish to submit a new proposal please contact us via the IATA Customer Portal including the background, problem and solution proposed. All changes requests received will be reviewed together with the SIS Steering Group and prioritized for implementation based on the cost, value proposition and impact. |

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| Our turnover in India is lesser that the limit specified for sending invoices to the portal. Currently is there any setup we should do in SIS? | Currently, only members who are over the threshold of INR 500 million are permitted to test, we expect this limit to lower in the coming year. Should you need guidance on certain validations implemented by the Indian Government portal and what changes you need to do in your SIS file to comply with these additional validations, please contact us via the IATA Customer Portal. |
| When will the auto coding be available for us to test? | This new functionality is currently in the "gathering requirements" phase. IATA SIS Operations Team is seeking industry input to finalize the requirements for this new feature to ensure it will cover industry needs. Once finalized, effort will be defined, and the change will be added to the SIS open change requests pending development and prioritization by the SIS Steering Group. If this new functionality will benefit your business, please submit your inputs via the IATA Customer Portal. |
| How can I contribute to the definition of the 'auto-coding' functionality requirements? | After reviewing/discussing with your internal Finance team finance and ERP solution provider if the current functionality proposal would satisfy the needs of your automated business processes, please submit your inputs to SIS via IATA Customer Portal. All inputs will be considered to define the final requirement. |
| Will the integration with PASS bring more customers to SIS? | Yes, Postal Operators and in some cases GSSAs will be joining SIS as part of integration. This will also increase the number of transactions and invoices processed on the platform. |
| Could we leverage IATA Settlement systems for invoices transmitted to SIS for other charges to increase the benefit? | It is a work in progress to enhance communications between IATA financial systems. Similar to CASS, invoices flowing through SIS and settled with one of the different capabilities (i.e. Clearing house, CASS or BSP.) |
| When the new ACE solution will go live? | As per the latest ACE communication plan is to go live in Q4 of 2020. |
| Thank you for attending this webinar and trust this Q&A report clarifies the questions received about this year's SIS Updates. All updated resources are published on the SIS Website. | |