e-Freight and the e-Air Waybill
Fact Sheet

Background

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

Initiated by IATA in 2006, the e-freight 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. Engaging regulators and governments worldwide to create an 'e-freight route network' with fully electronic customs procedures and, where regulations support, paperless shipments
2. Working collaboratively within the cargo supply chain to digitize the core industry transport documents, starting with the Air Waybill (AWB)
3. Developing a plan to digitize the commercial and special cargo documents typically accompanying airfreight today, in or outside of the ‘Cargo pouch’

Benefits

- **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)
e-AWB industry target by 2022

The ultimate milestone for e-AWB is a 100% penetration by 2022.

Status as of March 2019

- The e-AWB network covers 67% of worldwide trade (the e-AWB network corresponds to locations where the legal framework has been created to allow an electronic contract of carriage)
- The global e-AWB penetration reached 61.3% on the legally feasible trade lanes

Key achievement in 2018

In order to address the e-AWB adoption challenges and to sustain the growth in the penetration rate, the following supporting initiatives have been achieved in 2018.

- **IATA Resolution amendments**: Effective 1 January 2019, the electronic Air Waybill (e-AWB) is the default contract of carriage for all air cargo shipments on enabled trade lanes. This key industry milestone ushers air cargo into a new era where digital processes will be the norm and paper processes will be the exception.

- **e-AWB Global Standard Operating Procedures (SOP)**: A major revised version of the e-AWB Global SOP has been published which aims to describes the operational steps that stakeholders of the air cargo supply chain should follow when using e-AWB. This document should help to simplify the implementation of e-AWB and will progressively replace the existing SOP at airport level. More info on: https://www.iata.org/whatwedo/cargo/e/eawb/Documents/IATA_eAWB_Global_SOP.pdf

- **eAWB360**: To help the industry accelerate e-AWB adoption, IATA launched eAWB360, an industry call-to-action initiative, consisting of a series of coordinated industry communication and engagement activities aimed at encouraging airlines, freight forwarders and ground handlers to adopt e-AWB as well as building stakeholder readiness at selected airports. As of end of 2018 e-AWB360 is live at 48 high volume cargo airports supported by 56 leading e-AWB airlines.

- **eAWBLink**: Following successful completion of Pilot testing, IATA launched the new eAWBLink industry tool in November 2016. Designed specifically for small and medium sized forwarders, it is a simple, easy to use tool that will enable SME forwarders to do e-AWB and join the e-Cargo Community. 135+ customers from 34 countries already adopted the solution. More info on www.iata.org/eawblink

- **e-freight / e-DGD**: IATA is currently facilitating different 3 proofs of concept (PoC) for an electronic Dangerous Goods Declaration (e-DGD) involving Air France KLM Cargo out of CDG, Lufthansa Cargo out of FRA and Swiss WorldCargo out of ZRH. Lufthansa Cargo announced its first shipment with electronic data in September 2018 and the other carriers should follow. The main role of IATA is to ensure that the business processes are aligned among the 3 PoC, to make sure the XML standard developed (XSDG) is fit for purpose and to engage with CAA of the pilot trade lanes to verify the acceptance status of electronic data and paper requirement.