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

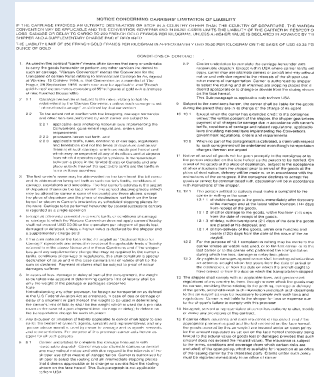The 2 components of an AWB can be found both in the paper and in the electronic worlds

Paper AWB

Front (600a) + Reverse (600b)

e-AWB

Electronic messages + Signed e-AWB agreement

e-AWB
Where do we stand now?

e-AWB penetration: **49.7%** as of Mar. 2017

IATA

EUROPE 38.7%

NORTH ASIA 62.3%

MIDDLE EAST 75.1%

AMERICAS 46.9%

AFRICA 68.5%

ASIA PAC 49.3%
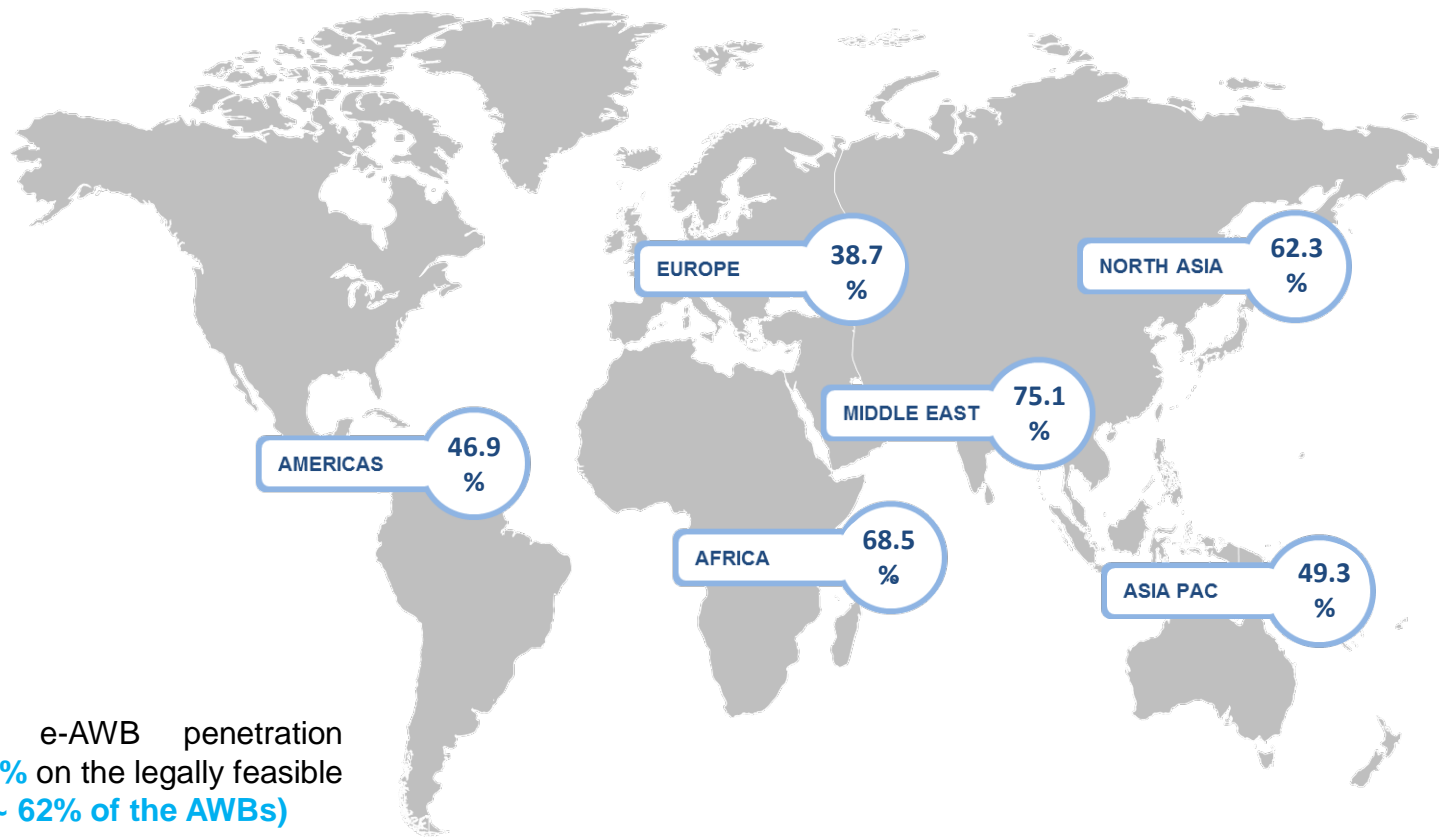
The global e-AWB penetration reached **49.7%** on the legally feasible trade lanes **(~ 62% of the AWBs)**

Dec-2014	➡	26.0 %
Dec-2015	➡	30.5 %
Dec-2016	➡	57.7 %
Mar-2017	➡	62.7 %
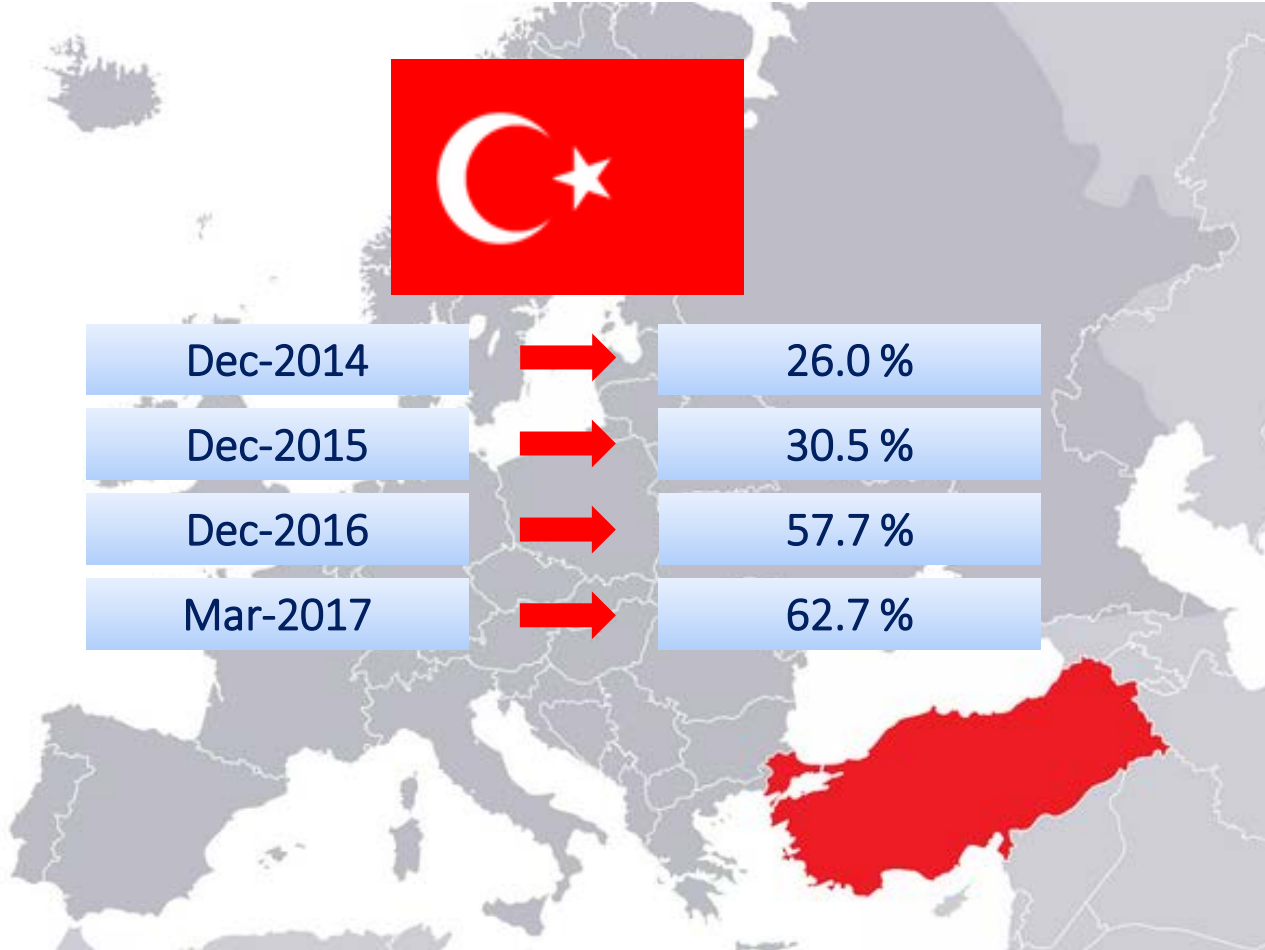
e-AWB adoption

In March 2017, the **global e-AWB penetration reached 49.7%** on the feasible trade lanes, a shortfall of 7.1 p.p. against the industry target of 62%.

main challenges

supporting initiatives

Regulatory constraints	• e-AWB is not possible in all airports and all trade lanes due to regulatory limitations

→ • Continue the government supported e-freight initiatives in key locations

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

→ • Complement the list of SOPs at e-airports

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

→ • Launched on November 8th of an e-AWB desktop solution for Small and Medium sized Freight Forwarders (eAWB*Link*), low-cost alternative to existing solutions

Complex process	• Perceived complexity to do e-AWB for forwarders dealing with multiple airlines

→ • Develop an implementation playbook to support the adoption of e-AWB

Maturity threshold	• Some markets reached a certain level of maturity where major actors already achieved the biggest potential

→ • Raise awareness amongst forwarders to strengthen the e-AWB penetration rate in the existing airports
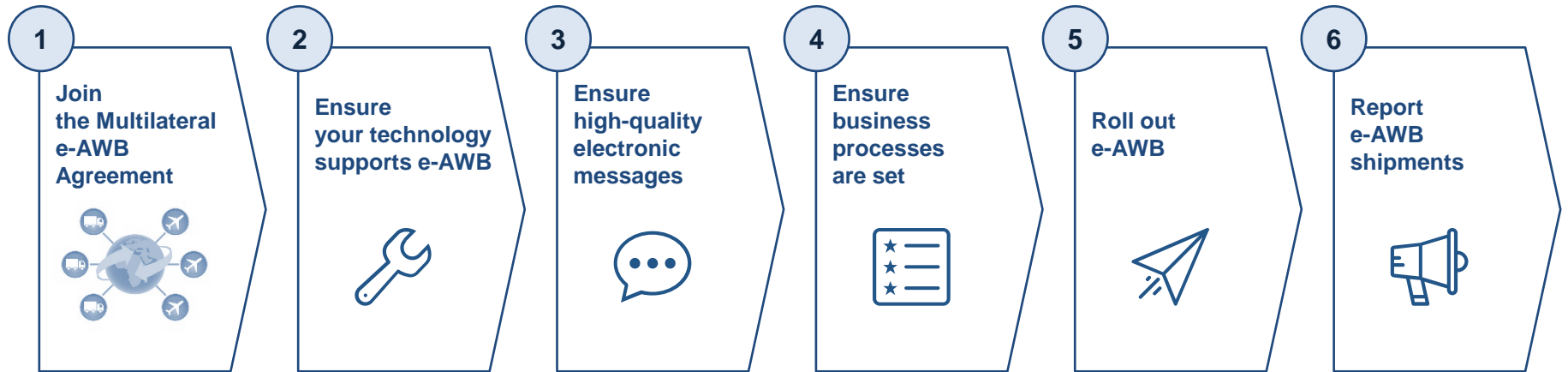
e-AWB
How do we implement it?

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"

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:

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

Benefits

$ 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

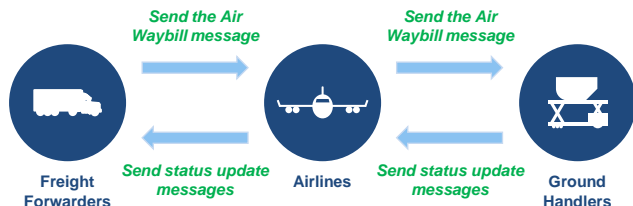Enables to do e-AWB with all participating Airlines

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

Send the Air Waybill message

Send status update messages

Send the Air Waybill message

Send status update messages

Freight Forwarders   **Airlines**   **Ground Handlers**

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 (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
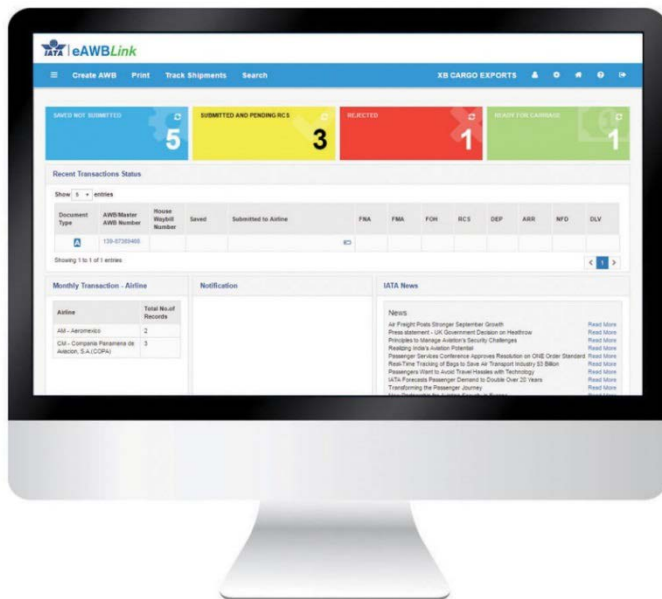
Why Use eAWB*Link*?

- 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	2	3	4	5
profile management	**document preparation**	**security**	**track + trace**	**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
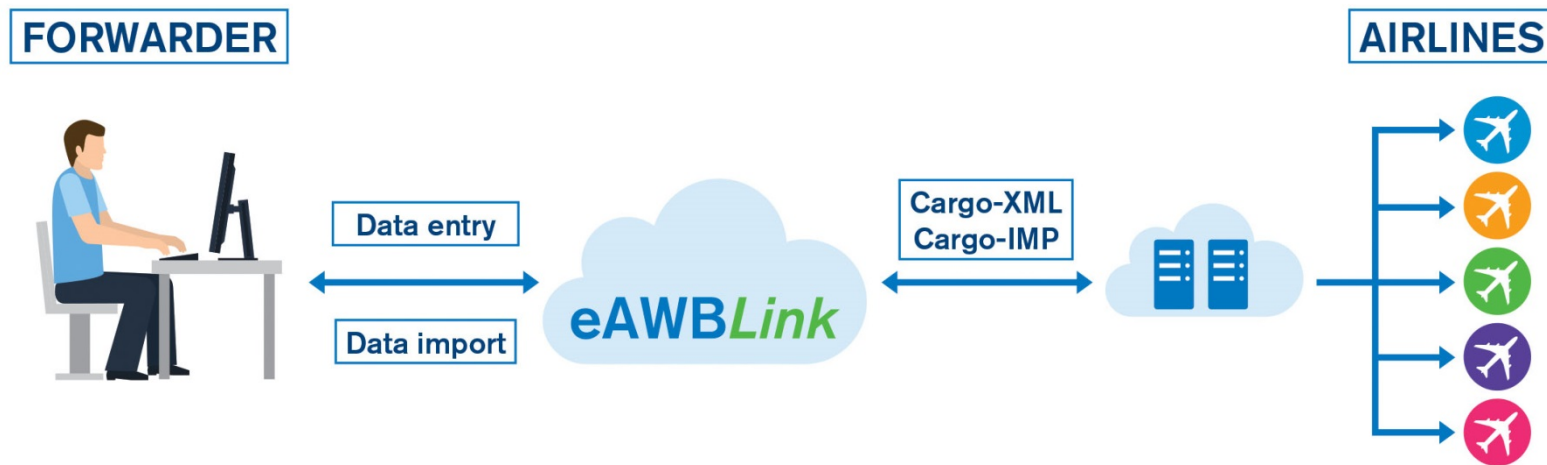
Visit www.iata.org/eawblink for more information   Contact eawblink@iata.org for any enquiries

Step 3 /
Ensure high-quality electronic messages

- Understand the quality issues

- Improve the message quality

Step 4 /
Ensure business processes are set

Step 5 /
Roll out e-AWB

Step 6 /
Report e-AWB shipments

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

Website
iata.org/cargo

Okan OGUR
oguro@iata.org

Cargo Tracker
iata.org/optin

Twitter
twitter.com/iata