# All you need to know about the…

# e-AWB

**March 2010**

**Electronic Air Waybill**

# WHAT IS IT »

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

↗ The new Electronic Air Waybill recommended practice (e-AWB RP) **removes the requirement for a paper Air Waybill**, significantly simplifying the air freight supply chain process.

↗ With the e-AWB, there is no longer a need to print, handle or archive the paper AWB

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# WHAT ARE THE BENEFITS >>

- ↗ **Reduction in processing cost** due to the removal of paper AWB

- ↗ **Greater accuracy** of air waybill data

- ↗ **Reduction in cargo handling delays** due to missing or illegible paper AWB

- ↗ **Elimination of the requirements to file paper** AWB

- ↗ **Real-time access to AWB information** for all personnel from all locations

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# STATUS >>

- ↗ Developed throughout 2008 and 2009 **collaboratively with industry stakeholders**, in particular **with FIATA**

- ↗ Adopted by the IATA Cargo Services Conference in March 2010 as the **IATA Recommended Practice 1670**

- ↗ **Governments adopted and filed** the IATA Recommended Practice 1670

- ↗ **e-AWB Proof of Concepts have been implemented** successfully on many trade lanes

- ↗ IATA Cargo Committee endorsed **targets to move to 100% e-AWB adoption by 2014**

- ↗ IATA and airline target for 2010: implementation in at least **8 countries**

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# HOW DOES IT WORK? >>

Two options for the process flow:

↗ '**Immediate Cargo Receipt Delivery**' option

↗ '**Deferred Cargo Receipt Delivery**' option

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# HOW DOES IT WORK? >>

## 'Immediate Cargo Receipt Delivery'

1. Parties sign an **e-AWB agreement** (once for all subsequent shipments)

2. Shipper **sends FWB electronic message** to airline prior to tendering the shipment

3. Shipper **tenders the shipment** to airline

4. Airline immediately accepts shipment as **"Ready for Carriage"**

5. Airline immediately sends **FSU/RCS electronic message to shipper, concluding the Cargo Contract**

6. Airline provides shipper with **Cargo Receipt** (paper document) as **proof of contract**

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# HOW DOES IT WORK? >>

### 'Deferred Cargo Receipt Delivery'

1. Parties sign an **e-AWB agreement** (once for all subsequent shipments)

2. Shipper **sends FWB electronic message** to airline prior to tendering the shipment

3. Shipper **tenders the shipment** to airline

4. Airline receives the shipment as **"Freight On Hand"**

5. Airline immediately provides shipper with a **Warehouse Receipt** or, alternatively signs **Shipper's Delivery Note**

6. Airline accepts the shipment as **"Ready for Carriage"**

7. Airline then sends **FSU/RCS electronic message to shipper,** concluding the carriage contract and makes the **Cargo Receipt (paper evidence of contract) available** upon request

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# e-AWB AND IATA e-freight >>

**Take the paper OUT »**

IATA E-FREIGHT
SIMPLE > ELECTRONIC > PAPER FREE

↗ **IATA e-freight removes 12 core paper documents** from air cargo transportation process (with an additional 8 optional documents)

↗ Currently in most cases where e-freight is implemented, the paper AWB is **used at origin as evidence of contract of carriage (but not transported to destination)**

↗ With the e-AWB, full elimination of the paper AWB is **now possible for** e-freight shipments

↗ In 2010 and 2011, **e-AWB implementation is still optional** for e-freight participants

↗ However, starting at the **end of 2011**, implementation of the e-AWB will be **mandatory for all e-freight shipments**

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# WHERE CAN IT BE USED? >>

➚ Should only be implemented on trade lanes between **origin and destination** countries that have both ratified the **same international treaty**, either MP4 or MC99 (ICAO web site http://www.icao.int/icao/en/leb/treaty.htm)

➚ In addition, **local Customs authority who ask for the AWB must accept e-AWB** or **a printout of e-AWB** in lieu of paper AWB

➚ This is the case already in at least **all the locations (countries) where IATA e-freight** is already implemented

➚ It may be the case in additional locations as well, but this **should be investigated** by individual stakeholders prior to implementation

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# IATA ADOPTION TARGETS >>

↗ IATA Cargo Committee endorsed **targets to move to 100% e-AWB adoption by 2014**

↗ In order to achieve this, IATA has proposed for **e-AWB to be adopted between at least one freight forwarder and one airline in at least 8 locations by end of 2010**. Targeted locations are: **AE, CA, HK, KR, NL, SG, SP, UK,**

↗ IATA will identify and communicate interim targets from 2011 to 2014 in due course

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# DETAILS ON 2010 TARGET >>

↗ e-AWB adopted and live between **at least one freight forwarder and one airline in at least 8 locations**.

↗ Focus will be given to the following locations: **SG, CA, UK, AE, KR, HK, NL, SP**

↗ However, any country where e-AWB is live at the end of 2010 will be counted toward the 2010 Target

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# WHAT IS NEEDED - AIRLINES »

- ↗ Ability to **receive FWB** messages

- ↗ Ability to **send FSU/RCS** messages

- ↗ **Defined process of acceptance** at time of freight tender by agent

- ↗ **Archiving of FWB and FSU/RCS** messages (they constitute the shipment record)

- ↗ Ability to **produce on demand (print) the Cargo receipt** (evidence of contract)

- ↗ In addition, for agents who may not be EDI capable, it is recommended that airlines develop the ability to allow some of the functions above to be performed via a web solution (portal)

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# WHAT IS NEEDED - FORWARDERS »

↗ Ability to **send FWB** messages

↗ Ability to **receive FSU/RCS** messages

↗ **Archiving of FWB and FSU/RCS** messages (they constitute the shipment record)

↗ Alternatively, forwarders without EDI capability may be able to access an online web solution (portal) where their airline partners allow entry of FWB data, retrieval of FSU/RCS and printout of Cargo receipt

↗ IATA will be tracking airlines capability to perform e-AWB, via both EDI and/or web portal

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# HOW TO IMPLEMENT IT? >>

↗ **Step 1**: Identify the critical technology enhancements to support e-AWB

↗ **Step 2**: Develop e-AWB Standard Operating Procedure (SOP). The e-AWB SOP provides step-by-step instruction needed to handle e-AWB shipments

↗ **Step 3**: Sign an e-AWB agreement with your forwarder business partners. Whenever possible this agreement should be signed at corporate level to eliminate the need to have multiple local agreements

↗ **Step 4**: Provide details of the signed e-AWB agreement to IATA

↗ **Step 5**: Prepare for e-AWB roll-out. Some key activities to ensure a smooth transition:

　↗ Train all personnel who will be involved in the day-to-day handling of e-AWB shipments

　↗ Prepare contingency planning to minimize disruption to your day-to-day process in case of go-live issues

↗ **Step 6**: Start with your first e-AWB shipment

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# GET STARTED >>

↗ All the key documents and relevant information to start e-AWB are freely available on the **IATA web site**: www.iata.org/e-awb

↗ The **e-AWB Functional Specification, e-AWB Model Agreement, e-AWB Quick Reference Guide** and other accompanying documents on the website are your starting point.

↗ Upon request, the IATA Cargo team can also help you with special questions requesting expert advice via cargo@iata.org

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# TOOLKIT >>

↗ **e-AWB Functional Specification:** Overview of business process, business rules, and electronic messages to support e-AWB

↗ **e-AWB Model Agreement:** A model agreement for Electronic Data Exchange (EDI)

↗ **e-AWB Quick Reference Guide:** Step-by-step instruction of how to implement e-AWB

↗ **e-AWB Technical Assessments:** Self administered questionnaire to assess technical readiness to implement e-AWB

↗ **e-AWB Who and Where Report:** The list of airlines who are ready for e-AWB implementation with the origin and destination countries as well as implementation options

↗ **e-AWB FAQ:** List of questions and answers on e-AWB

>> To download e-AWB reference documents, go to: **www.iata.org/e-awb**

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## Electronic Air Waybill
# GLOSSARY >>

↗ **Shipment Record:** Any record of the Cargo Contract preserved by carrier, evidenced by means other than an air waybill

↗ **Cargo Contract:** Cargo Contract is a term used in the e-AWB Agreement and means a contract between the shipper and carrier, for the transportation and settlement of a specific cargo shipment

↗ **Cargo Receipt:** a document (in paper or electronic form) which is provided to the shipper by the carrier in paper form unless otherwise agreed between the parties, creating a shipment record as a substitution for the issuance of an air waybill and which permits identification of the shipment that has been accepted and deemed "Ready for Carriage""

↗ **Warehouse Receipt:**  for purposes of the e-AWB Agreement, it is a paper document provided to the shipper by the carrier acknowledging the receipt of the cargo shipment as "Freight on Hand" for carriage by air. At a minimum, the warehouse Receipt must have (a) the weight and number of pieces of the cargo shipment; (b) the date, time and place received by the Carrier; (c) reference the shipment identification number covering the specific cargo shipment. To the extent it is readily available, and indication of the places of departure, destination and, if applicable, agreed stopping places, should also be specified.

## Electronic Air Waybill
# GLOSSARY >>

↗ **FWB:** The Cargo-IMP air waybill data message. This message is used to transmit a complete set of Air Waybill data in accordance with the Cargo Services Conference Resolution Manual

↗ **FSU:** The Cargo-IMP Status Update message. This message is used to notify/update interested parties with a (change of) status of a specified consignment as recorded in the system of a handling party

↗ **RCS:** The Cargo-IMP standard code to represent the current status of a consignment. "RCS" definition is "the consignment has been physically received from the shipper or the shipper's agent and is considered by the carrier as ready for carriage on this date at this location"

>> To download e-AWB reference documents, go to: **www.iata.org/e-awb**

>> Have question about e-AWB?
Please contact:
**Cargo@iata.org**

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