Use of electronic data: e-CSDs, eAWBs

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Air cargo’s modernization challenge

- Electronic messages exist since the 80s
- But the air cargo industry still relies on **paper and human intervention**
- Airfreight shipment generates up to 30 different paper documents!
- Behaviors are slow to change
Take the paper OUT

e-freight
SIMPLE > ELECTRONIC > PAPER FREE
Why e-freight?

**Cost:**
Eliminate paper handling, transporting and processing cost (eliminates data re-capture)

**Time:**
Reduced freight “wait time”

**Visibility:**
Quality electronic messaging for tracking status of freight

**Quality:**
Unified Quality Management Standards

**Sustainability:**
Contribute to environment by reducing paper consumption
e-freight documents

**Shippers**

1. Invoice
2. Packing List
3. Certificate of Origin
4. Letter of Instruction
5. Dangerous Goods Declaration
6. CITES certificate

**Origin Freight Forwarders**

1. Master Air Waybill
2. House Waybill
3. House Manifest
4. Export Goods Declaration
5. Customs Release Export

**Export Customs**

**Origin GHA**

12. Flight Manifest
13. Transfer Manifest
14. Export Cargo Declaration
15. Import Cargo Declaration
16. Transit Declaration
17. Security Declaration
18. Freight Book List*

**Carrier**

**Destination GHA**

**Import Customs**

**Destination Freight Forwarders**

19. Import Goods Declaration
20. Customs Release Import

**Cconsignees**
Other disruptive technologies are on their way

- Augmented reality
- Robotics
- 3D PRINTING
- Internet of Things
- Autonomous vehicles

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e-Air Waybill (e-AWB)
Objectives of e-AWB project

Replace the paper Air Waybills by the electronic version. No more paper AWB tendered to airlines!

Provide a win-win-win-win-win scenario for airlines, freight forwarders, ground handlers and customs by lowering costs, increasing data accuracy and improving customer experience.
How does e-AWB work?

Paper Air Waybill

e-AWB

Electronic messages

Signed e-AWB agreement

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Cargo-IMP and Cargo-XML messages can both be used to transmit the e-AWB

Cargo-IMP

FWB/16
777-12345675RIONRT/T1K48.0
RTG/MIAII/LAXYY/NRTSZ
SHP
/AIRPORT PET SHOP
/AEROPORTO SANTOS DUMONT
/RIO DE JANEIRO
/BR
CNE
/ORIENT ANIMAL HOSPITAL
/NARITA AIRPORT
/TOKYO
/JP
AGT/5710375
/SPEEDAIR SERVICES
/RIO INTERNACIONAL

Cargo-XML

```xml
  <rsm:MessageHeaderDocument>
    <ram:ID>01466449999</ram:ID>
    <ram:Name>AirWaybill</ram:Name>
    <ram:TypeCode>740</ram:TypeCode>
    <ram:IssueDateTime>2012-03-22T00:08:29</ram:IssueDateTime>
    <ram:PurposeCode>Creation</ram:PurposeCode>
    <ram:VersionID>1.0</ram:VersionID>
    <ram:ConversationID>KAN00659619</ram:ConversationID>
    <ram:SenderParty>
      <ram:PrimaryID schemeID="C">KUEHNENAGELAGT</ram:PrimaryID>
    </ram:SenderParty>
    <ram:RecipientParty>
      <ram:PrimaryID schemeID="P">TDVCCS98CCSTDV</ram:PrimaryID>
    </ram:RecipientParty>
  </rsm:MessageHeaderDocument>
</rsm:Waybill>
```
Where can e-AWB be used?

- Montreal Convention 99 (MC99) and Montreal Protocol 4 (MP4) allow the use of an e-AWB in lieu of the paper AWB.
- Paper is REQUIRED on other trade-lanes (Warsaw trade-lanes).
- 80% of the worldwide cargo volume occurs on routes underlying an international treaty compatible with e-AWB.
e-Consignment Security Declaration
The CSD allows secure operators to exchange information about who secured which consignment, how and when.
CSD/e-CSD: who does what how and when
Before CSD

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After CSD: one template for all stakeholders, worldwide

| Regulated Entity Category (nC, RA or AO) and Identifier (if any regulated party who has accepted security status given to a consignment by another regulated party) |
| Unique Consignment Identifier (if AWB format is maintained) |
| Contents of Consignment |
| Consolidation |
| Origin | Destination | Transfer/Transit Points (if known) |
| Security Status | Reasons for Issuing the Security Status |
| Received from (codes) | Screening Method (codes) | Grounds for Exemption (codes) |
| Other Screening Method(s) (if applicable) |
| Security Status Issued by | Security Status Issued on |
| Name of Person or Employee ID | Date (ddmmmyy) | Time (ttt) |
| Additional Security Information |
e-CSD

- Electronic version of CSD (part of the FWB message)
- Can be printed when needed
ICAO Guidance refers to CSD

Chapter 13 “Cargo and Mail”

and

Appendix 33 (template CSD)
The Security Status is key:

- **SPX**: Cargo Secure for Passenger and All-Cargo Aircraft
- **SHR**: Cargo secure for passenger, all-cargo and all-mail aircraft in accordance with high risk requirements
- **SCO**: Cargo Secure for All-Cargo Aircraft Only
IATA Resolution 651

- Requires the use of the CSD and e-CSD by IATA members
- Applicable 1 October 2015
Status of CSD acceptance
e-CSD benefits

- Increase Security
- Reduce Costs
- Respond Faster to Regulators
- Improve Efficiency
- Increase Productivity
Thank you.
Any questions?

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To represent, lead and serve the airline industry