Agenda

1. IATA EDI Strategy
2. Cargo-XML Task Force
3. Approach for Cargo-XML Messages
4. Cargo-XML Messages Status
5. Why Cargo-XML
   a. Cargo-XML Benefits
   b. Differences between CXML and CIMP
6. CXML Recommendation Paper
7. CXML Scorecard
8. CXML Manual and Toolkit 1st Edition
What is Cargo-EDI Strategy
The Cargo Committee (CC) endorsed XML as the strategic direction for air cargo industry electronic messaging.

The Cargo Services and Agency Conferences endorsed Cargo XML as the alternative to Cargo-IMP.

The sunset of Cargo-IMP Manual is foreseen end of 2014:
- New upgrades only in equivalent Cargo-XML Messages.
Cargo-XML Task Force
Cargo-XML Task Force (1/4)

**Objective:**

- The objective of the Cargo-XML Task Force (CXMLTF) is to recommend the XML requirements for new messages and existing core Cargo Interchange Message Procedures (CIMP) messages.

- In order to develop cross-border and multi-modal standards Task Force recommends the business data elements based on the UN/CEFACT Standards.
Cargo-XML Task Force (2/4)

**Members:**

- CXMLTF comprises of variety of stakeholders including:
  1. Shippers
  2. Freight Forwards
  3. Carriers
  4. Ground Handling Agents
  5. Customs Brokers/Agent
  6. International and National Organizations
  7. IT Service Providers (as Observers)

- Membership of the Task Force include a maximum of 25.
- CXMLTF web presence at: www.iata.org/Cargo-XML
Cargo-XML Task Force (3/4)

Member Airlines

Other Members

IATA Cargo-XML Standards
Cargo-XML Task Force (4/4)

↑ IT Service Providers attend CXMLTF Meetings/Conf Calls as observers.
What is the approach to recommend CXML standards?
CXMLTF – Approach to recommend new standards

1. UNECE
   United Nations Economic Commission for Europe

2. ISO
   International Organisation for Standardisation / Technical Committee

3. WCO Revised Kyoto Convention & WCO Data Model

4. UNTDED
   United Nation Trade Data Element Directory

5. UN/CEFACT CCL
   UN/CEFACT Core Component Library

6. UN/CEFACT UNeDocs Data Model

7. UN/CEFACT NDRs
   XML Naming and Design Rules

8. Cross Border Supply Chain Data Model
   UN Layout Key (Recommendation n°1)

9. Task Force & Vendors Input

10. Cooperation with Standardization bodies
    TBG1, 2, 3, 4, 17

11. UNECE
    UN/EDIFACT
    UN/CEFACT
    List of Trade Facilitation Recommendations

12. IATA XML Data Model

13. IATA XML Messages
CXXML Messages Status

It contains following 14 Cargo-XML Messages

<table>
<thead>
<tr>
<th>Transport Messages</th>
<th>Acronym</th>
</tr>
</thead>
<tbody>
<tr>
<td>XML Waybill</td>
<td>XFWB</td>
</tr>
<tr>
<td>XML House Waybill</td>
<td>XFZB</td>
</tr>
<tr>
<td>XML House Manifest</td>
<td>XFHL</td>
</tr>
<tr>
<td>XML Flight Manifest</td>
<td>XFFM</td>
</tr>
<tr>
<td>XML Freight Booked List</td>
<td>XFBL</td>
</tr>
<tr>
<td>XML Status Message</td>
<td>XFSU</td>
</tr>
<tr>
<td>XML Response Message</td>
<td>XFNMT</td>
</tr>
<tr>
<td>XML Booking Message</td>
<td>XFFR</td>
</tr>
<tr>
<td>XML Custom Status Notification</td>
<td>XCSN</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Messages</th>
<th>Acronym</th>
</tr>
</thead>
<tbody>
<tr>
<td>XML Shippers Declaration for Dangerous Goods</td>
<td>XSDG</td>
</tr>
<tr>
<td>XML Invoice</td>
<td>XINV</td>
</tr>
<tr>
<td>XML Packing List</td>
<td>XPCL</td>
</tr>
<tr>
<td>XML Certificate of Origin</td>
<td>XCOO</td>
</tr>
<tr>
<td>XML Shippers Letter of Instruction</td>
<td>XSLI</td>
</tr>
</tbody>
</table>

Note: IATA also developed CITES permit and Transit Declaration in conjunction with respective organizations i.e. Convention on International Trade in Endangered Species (CITES) and World Customs Organization (WCO)

For further details about Cargo-XML standards. Please visit [http://www.iata.org/cxmltf](http://www.iata.org/cxmltf)
Why XML?
CXML Benefits

- Reduced cost of development, transmission, maintenance and support
- Quicker response to the changing requirements
- Extended facilitation in implementing e-AWB, e-Freight and Advance Electronic Information
- Broader participation in e-commerce by small and medium size businesses
- Improved availability of required business information for all parties involved
- Facilitate direct exchange of data
- Ease of implementation
- Universally used and accepted standard
- Compatible with other industry standards e.g. World Customs Organization (WCO), International Standards Organization (ISO) etc.
## Differences between CXML and CIMP

<table>
<thead>
<tr>
<th>Features</th>
<th>CIMP</th>
<th>CXML</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Character Set</strong></td>
<td>Limited (ASCII 7 bit)</td>
<td>Extended (UTF-8)</td>
</tr>
<tr>
<td><strong>Size</strong></td>
<td>Limited</td>
<td>Extended</td>
</tr>
<tr>
<td><strong>Field-Line</strong></td>
<td>65 characters</td>
<td>unlimited</td>
</tr>
<tr>
<td><strong>Message</strong></td>
<td>3500 characters</td>
<td>unlimited</td>
</tr>
<tr>
<td><strong>Occurrences</strong></td>
<td>Limited</td>
<td>Unlimited</td>
</tr>
<tr>
<td><strong>Message Structure</strong></td>
<td>Constraints</td>
<td>Flexible</td>
</tr>
<tr>
<td><strong>Data Type</strong></td>
<td>Limited</td>
<td>Extended</td>
</tr>
<tr>
<td><strong>Communication Medium</strong></td>
<td>Private Network</td>
<td>Public - Internet based</td>
</tr>
<tr>
<td><strong>Data Quality</strong></td>
<td>Modest</td>
<td>Improved</td>
</tr>
<tr>
<td><strong>Platform Dependent</strong></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td><strong>Error Handling</strong></td>
<td>Cumbersome</td>
<td>Improved</td>
</tr>
<tr>
<td><strong>Data Validation</strong></td>
<td>No</td>
<td>Yes (XSD)</td>
</tr>
<tr>
<td><strong>Multimodal</strong></td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Cross-border</strong></td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
CXML Recommendation Paper
CXML Recommendation Paper

- It is recommended to use standard IATA Cargo-XML to exchange electronic information along the air freight supply chain as the alternative to IATA Standard Cargo-IMP.
- It is recommended to use IATA Cargo-XML as it facilitates the implementation and adoption of the e-Cargo initiatives such as the electronic Air Waybill (e-AWB) or e-Freight.

For further details about Cargo-XML standards. Please visit http://www.iata.org/cxmltf
CXML Scorecard
CXML Scorecards

- IATA is maintaining CXML scorecards for the different industry groups including CC/CSC/CBPP/CXMLTF/CDITF/VAG
- These scorecards are available at www.iata.org/cargo-xml
CXXML Manual & Toolkit 1st Edition (1/4)

Features:

- Prominent features include:
  2. Feature #2 – Business Rules: Business Data, Description, Equivalent CXML Element, Data Type etc.
  3. Feature #3 – Mapping: Mapping between CXML and CIMP data element (as in Excel Sheets)
  4. Feature #4 – CXML Schemas: Actual Schemas for the CXML Messages
  5. Feature #5 – Support/FAQS: FAQs section
  6. Feature #6 – User Capabilities: User Capabilities for CIMP and CXML Messages
  7. Feature #7 – Layouts and Examples: Layouts and Examples
  8. Feature #8 – Updates: Updated CXML Messages and Schemas
  9. Feature #9 – Supporting Documents: CXML Recommendation Paper, OCI Table etc.
Graphical User Interface:
Graphical User Interface:

**WAYBILL HEADER**

- **Mandatory**: Yes
- **Occurrence**: 1:1

**Waybill Number**

- **Mandatory**: Yes
- **Occurrence**: 1:1
- **Data Type**: T

**Description**: A serial number provided by the issuing carrier to identify IATA airline code number followed by a hyphen followed by a serial the extreme right position

**Example/Note**: 057-12345675 where issuing carrier's three-digit IAT serial number is 12345675

**UNTDED**: -

**WCO**: -

**CIMP Ref**: 2.1.1 / 2.1.3  AWB Box 1A / 1B

**CIMP Character Representation**: nnn-n[8]
Delivery:

- 1st Edition was published in Dec 2012 and effective from 01 Jan 2013.
- CXML Messages have been frozen for one year.
- Content updates are allowed during the course of a year.
- Future editions of CXML Manual will contain extensive mapping, enhanced user capability section etc.