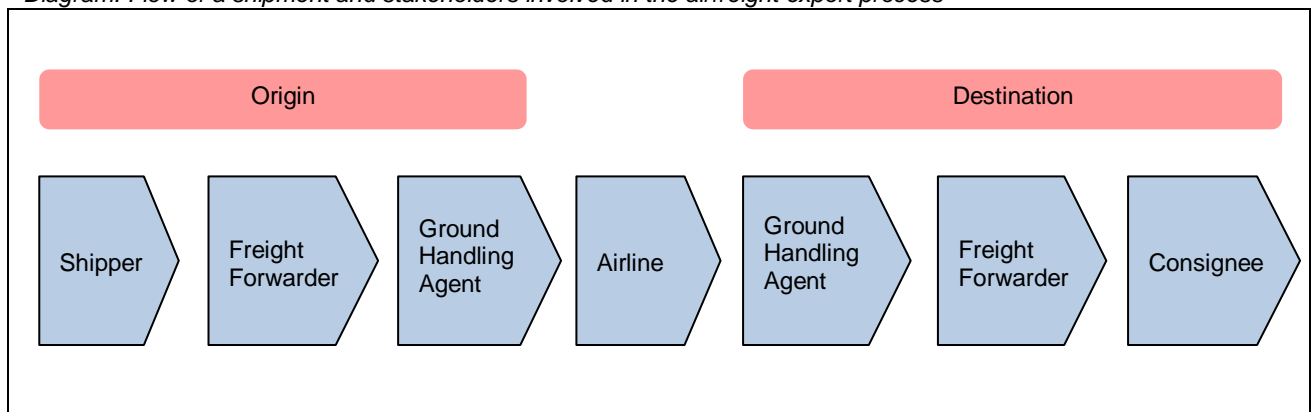


Fact Sheet on e-freight@Singapore Programme

Background

A typical airfreight flow includes the shipment of goods and the management of information and business processes between multiple parties locally and overseas. Each international airfreight shipment requires the processing of more than 30 different paper documents - increasing the cost of airfreight and lengthening transport times.

Diagram: Flow of a shipment and stakeholders involved in the airfreight export process



About the e-freight@Singapore Programme

In 2010, the Civil Aviation Authority of Singapore (CAAS) together with the Infocomm Development Authority of Singapore (IDA), the International Air Transport Association (IATA), the Singapore Aircargo Agents' Association (SAAA), the Singapore Logistics Association (SLA) and the Singapore National Shippers' Council (SNSC) signed a Memorandum of Understanding (MOU) with a common objective to enhance Singapore's competitive strengths as a leading global air cargo and logistics hub.

Presently, e-freight@Singapore partners include government agencies such as the IDA, Singapore Customs, Economic Development Board (EDB), SPRING Singapore as well as industry partners such as SAAA, SLA, SNSC, IATA, Changi Airport Group (CAG), Singapore Airlines Cargo (SQC), Singapore Airport Terminal Services (SATS) and dnata Singapore.

e-freight@Singapore will establish interoperable data standards built on IATA's e-freight programme. It promotes the capturing of data at source, and the transmitting of the data electronically in an interconnected supply chain, for re-use in downstream activities. e-freight@Singapore relies on the global IATA E-Freight messaging format, for extensibility to global air cargo operations.

e-freight@Singapore aims to integrate the air cargo and logistics supply chain through electronically linking stakeholders in the supply chain, promoting the adoption of

paperless freight documentation and improving industry capabilities through the use of Infocomm & Technology (ICT). This enhances data accuracy by reducing repeated manual data entry, boosts supply chain visibility and eventually, leads to productivity gains in the air cargo and logistics industry.

Benefits of the e-freight@Singapore Initiative

e-freight@Singapore benefits the supply chain stakeholders which include shippers, freight forwarders, ground handlers and airlines.

Shippers will enjoy higher visibility of their shipments, experience better freight performance and make more informed decisions when dealing with inconsistencies with better data accuracy. They can also enjoy a standardised method of exchanging data with multiple downstream partners.

Freight Forwarders can process cargo shipments faster and more accurately as the solutions will eliminate the need to manually re-enter data from the shipper. Electronic data exchange also means that freight forwarders will be able to provide timely information to downstream partners and facilitate advance permit applications, in advance of the physical cargo movement.

Ground Handlers and Airlines can achieve higher productivity with earlier shipment information, better data accuracy, and shorter cargo processing time.

Programmes Initiated by CAAS

CAAS has introduced the following four programme tracks to promote the adoption of e-freight@Singapore:

a. **Air Cargo Agents IT Readiness Survey/ iSPRINT Implementation**

The Air Cargo Agents IT Readiness Survey which was completed in 2010 provided a better understanding of current Infocomm Technology (ICT) capabilities among local Small and Medium Enterprises (SMEs).

SMEs in the air cargo and logistics sectors can seek support from the iSPRINT (Increase SME Productivity with Infocomm Adoption & Transformation) scheme to help defray the costs of enhancing their ICT capabilities through the implementation of e-freight@Singapore. The scheme supports SMEs on a wide range of infocomm adoption, from simple solutions that improve business operations to innovative uses of technology that transform a business or a sector. For more information on iSPRINT, please refer to www.ida.gov.sg/sme.

b. **Air Freight Process Productivity Study (AFPPS)**

The AFPPS, which was conducted from July 2010 to July 2011, demonstrated the potential costs and benefits gained from adopting e-freight@Singapore. This industry-wide study was done in two phases:

Phase One: The study examined the current “as-is” air cargo process and identified existing gaps and challenges to e-freight implementation.

Phase Two: Designed a ‘to-be’ e-freight@Singapore process that would eliminate current process inefficiencies. This formed the basis for a cost-benefit analysis for various stakeholders in the supply chain.

c. Call-for-Collaboration (CFC)

The CFC aims to engage industry for sustainable solutions to facilitate e-freight@Singapore adoption among the industry in Singapore. Three consortia have been awarded and jointly funded by the CAAS and the IDA. These consortia will be given up to 12 months to formulate the data standards and develop their solutions, and another 12 months for pilot deployment.

d. Industry Outreach & Engagement

Industry outreach events are organised to engage the industry to build interest and raise awareness of the e-freight@Singapore initiative. 18 local and international outreach events have been held since 2010. In addition, CAAS signed a three-party Memorandum of Understanding (MOU) with Amsterdam Airport Schiphol (AAS) and Changi Airport Group (CAG) to collaborate and promote e-freight and the perishables industry from the two airports.