CARGO iQ

IATA

AIR CARGO BORDER EFFICIENCY 2017

Average days for the clearance of air cargo in international borders, measured from arrival of the cargo by air at destination until the handover of the cargo to the consignee, period in which the custom clearance process generally takes place. Approximation based on 11.6 million shipments handled by Cargo iQ members between 1st January 2017 and 31st December 2017.
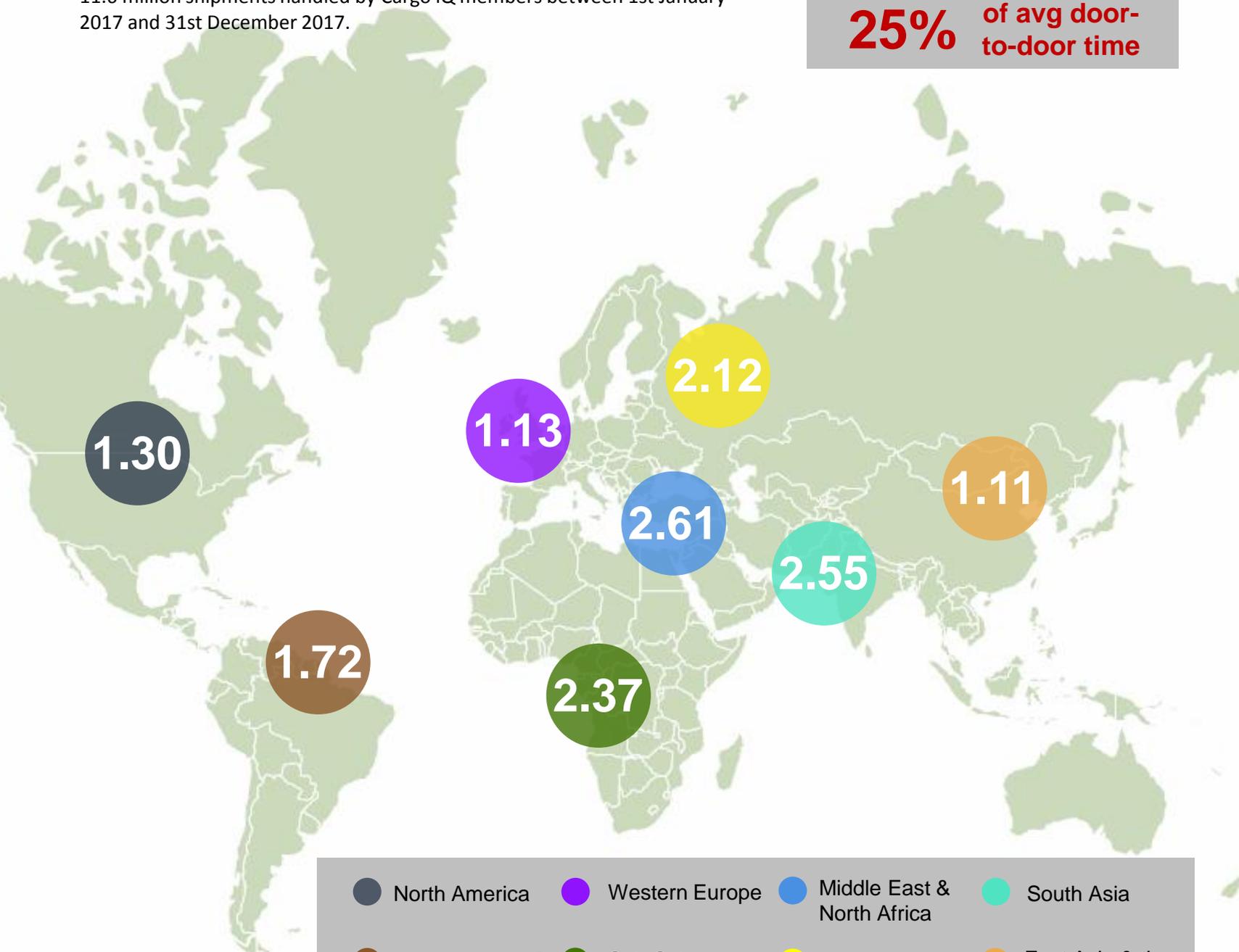
GLOBAL AVERAGE
1.41 days
25% of avg door-to-door time

2.12

1.13

1.30

2.61

1.11

2.55

1.72

2.37

- North America
- Western Europe
- Middle East & North Africa
- South Asia
- Latin America & the Caribbean
- Sub-Saharan Africa
- Eastern Europe & Central Asia
- East Asia & the Pacific

Notes

Breakdown by region

Region	Days	No. Shipments
Sub-Saharan Africa	2.37	368,985
Eastern Europe and Central Asia	2.12	373,291
Latin America and the Caribbean	1.72	629,237
South Asia	2.55	613,913
Middle East and North Africa	2.61	765,726
Western Europe	1.13	2,540,961
North America	1.30	2,675,081
East Asia and Pacific	1.11	3,685,606
World	**1.41**	**11,651,367**

Methodology

Below is an extract of the Master Operating Plan (MOP) developed by Cargo iQ which maps the processes typically involved in the planning and movement of air cargo consignments from shipper to final consignee. In this plan, it is considered that the custom clearance process commonly happens at some point between the arrival of the shipment at destination and the handover of the freight to forwarder. However, it could be the case in some locations that customs clearance is done by the freight forwarder after pickup.

DESTINATION ACTIVITIES CARRIER
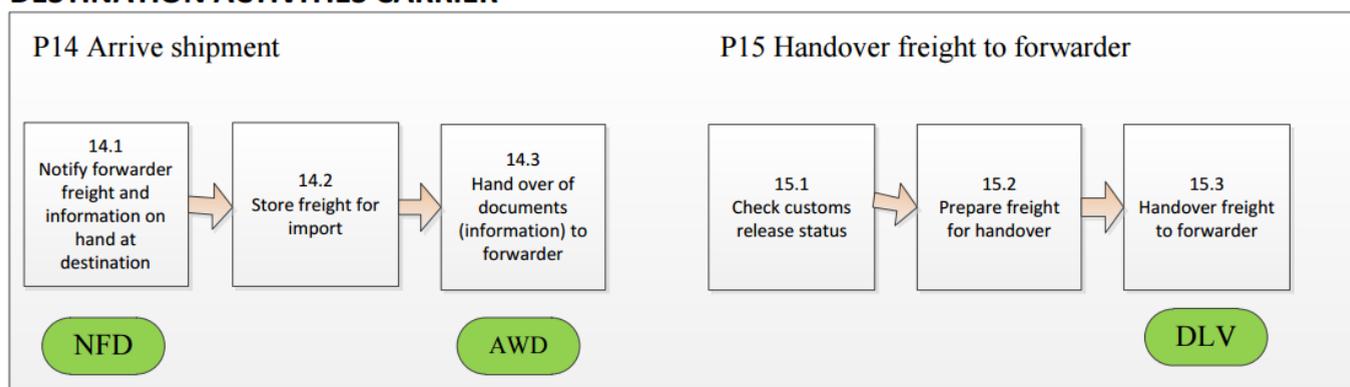
As an approximation of efficiency in the customs clearance process at destination, Cargo iQ measures the amount of time in hours that it takes between NFD[1] and DLV[2].

[1]NFD: Electronic message sent by airline notifying freight forwarder that freight and documents have arrived and that they are ready to be picked up for further processing i.e. customs clearance.

[2]DLV: Electronic message sent by airline signaling that freight has been handed over to freight forwarder.

An IATA interest group