

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
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**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND
IMPLEMENTATION**

**THE ITEMS TO BE FACILITATED FOR THE
DIGITALIZATION OF AIR CARGO INDUSTRY**

Presented by the International Air Transport Association (IATA)

SUMMARY

This is an update for the item about digitalization in air cargo transportation, which was raised in DGCA 60th. IATA called States to support the IATA Recommended Practice 1690, which is “*Effective 1 January 2026, ONE Record (as defined in the Recommended Practice 1690) is the preferred IATA standard for data sharing among all air cargo stakeholders, including but not limited to freight forwarders, carriers, and ground handling agents.*” IATA asked DGCA to urge States to support the implementation of ONE Record and foster a proactive approach towards digitalization of air cargo industry.

The industry is currently moving from pilots to operational scale out. IATA is asking DGCA for continued support to urge States to support the industry stakeholders to not only do ONE Record pilots but also start production roll-out to facilitate the air cargo digitalization worldwide.

THE ITEMS TO BE FACILITATED FOR THE DIGITALIZATION OF AIR CARGO INDUSTRY

1. INTRODUCTION

1.1 As stated in ICAO Annex 9, Contracting States should, to the greatest extent possible, remove any requirement to manually produce supporting documents and should establish procedures whereby they can be produced by electronic means. Despite this long-standing regulatory mandate, industry digital adoption gaps persist.

1.2 Cargo-IMP and Cargo-XML have enabled significant progress in cargo digitalization. However, their message-based architecture was not designed to support the real-time, end-to-end, multi-stakeholder data sharing requirements of modern supply chains.

1.3 Mass volumes of e-commerce shipments, alongside high-value commodities including consumer electronics, semiconductors, precision equipment and luxury goods, now impose stringent requirements for full supply chain visibility and real-time transparency throughout their transportation journey. Traditional air cargo peer-to-peer messaging has become increasingly challenged in meeting emerging service requirements for piece-level and end-to-end traceability demanded by e-commerce merchants, brand owners and customs authorities to mitigate loss, theft, damage and compliance risks.

1.4 Additional cross-industry drivers including multi-modal logistics integration, IoT cargo sensor data, machine learning analytics and unified digital accompanying documents cannot be fully realized without a globally harmonized, interoperable data exchange framework. Legacy siloed systems and messaging formats were not originally designed to support the fine-grained, real-time data sharing required to meet modern commercial and regulatory expectations, creating urgent demand for a unified global data standard to underpin full air cargo digitalization.

2. DISCUSSION

2.1 Parallel deployment of legacy messaging standards and proprietary carrier-specific IT solutions has generated persistent structural barriers to universal digital cargo operations: inconsistent standard interpretation across jurisdictions, cross-system incompatibility, truncated data messaging and permanent loss of critical shipment metadata. These systemic gaps produce recurring operational discrepancies, which carry tangible risks including incomplete dangerous goods shipment data (safety hazards) and customs documentation mismatches leading to financial penalties and cargo detention.

2.2 Since the 60th APAC DGCA Conference held in Sendai, Japan in 2025, the global air cargo industry has entered a critical new development phase: collective transition from ONE Record pilot testing to fully embracing the ONE Record standardized API and unified data model to deliver operational scale out. 48 ONE Record leading companies joined the IATA Digitalization Leadership Charter to commit using IATA ONE Record for smooth and efficient data exchange, among them 24 from ICAO APAC Contracting States. As the industry transitions from pilot activities to production deployment, the absence of supportive national regulatory frameworks risks creating fragmented implementation approaches and limiting the realization of global interoperability.

2.3 ONE Record is a standard for sharing any relevant data in the air cargo industry and creates a single record view of the shipment with all the linked attributes or events. This standard defines a common data model for the data that is shared via standardized and secured web API. Unlike legacy linear messaging protocols, it supports the piece-level end-to-end traceability required by cross-border e-commerce and high-value cargo verticals, while delivering consistent advanced cargo information for customs, aviation safety and supply chain accountability.

2.4 For States, implementation of ONE Record can enhance risk-based oversight through improved access to high-quality digital cargo information, support more effective Advance Cargo

Information (ACI/PLACI) programs, facilitate paperless trade, and improve the efficiency of customs and border processes. Successful implementation will require close coordination among civil aviation authorities, customs administrations, border agencies, and trade facilitation authorities.

- a) Full industry adoption of ONE Record yields four core transformative benefits unavailable under fragmented legacy standards;
- b) Elevated global data quality and clear data governance to eliminate inconsistent manual data entry;
- c) Granular end-to-end shipment visibility and immutable audit trails for every individual cargo piece;
- d) Digital infrastructure/foundation to enable fully paperless cross-border air cargo operations aligned with ICAO Annex 9;
- e) Native compatibility with modern digital technologies including IoT tracking, big data analytics and automated customs clearance to future-proof the air cargo ecosystem.

2.5 IATA Recommended Practice 1690 formalizes the binding industry position: *Effective 1 January 2026, ONE Record is the preferred IATA standard for data sharing among all air cargo stakeholders, including but not limited to freight forwarders, carriers, and ground handling agents.*

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) take note of the updated ONE Record progress, including the industry-wide shift from pilot testing to full production readiness across the Asia-Pacific region;
- b) request all ICAO APAC Contracting States to modernize national legislation to enable paperless air cargo transactions and the legal acceptance of digital records, supporting universal ONE Record deployment, and call for industry readiness for ONE Record data exchange;
- c) As the industry transitions from pilot activities to production deployment, the absence of supportive national regulatory frameworks risks creating fragmented implementation approaches and limiting the realization of global interoperability; and
- d) discuss any other relevant matters as appropriate.

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