



CLECAT

European association for forwarding, transport, logistic and customs services

THE MULTIMODAL E-WAYBILL *Single transport document(s): one or many?*

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CLECAT

European Association for forwarding, transport, logistic and Customs services

October 14th 2011 - Thessaloniki

CLECAT, the snapshot

■ CLECAT is

- an international non profit association, regularly registered in Belgium and the EU register of interest representatives

■ CLECAT has

- 26 MEMBERS, with EU+ coverage (NO, CH, TR, UKR)
 - Freight Forwarders, Logistic & Customs service providers national federations and confederations
 - Related Interest representatives are non-voting Members
- The type of **COMPANIES**
 - Global players
 - SME's and regional operators
 - Small & family businesses
- **A policy mission:**
 - EU legislation in transport, logistics and Customs
- **NUMBERS** (Full Members only = EU only):
 - Over 19.000 companies, over 1 million direct FTE's
 - Business coverage: ≈ 90% of Customs, ≈ 70% maritime, ≈ 90% air, ≈ 50% road and rail operations in Europe



The concept of e-freight

- E-Freight statement: “The end product is a definition of the information content and the structure in which the information should be presented.”
- What is the perception of e-freight as a concept?
 - The IATA approach
 - The Commission’s approach
- An electronic multimodal logistics chain is a sequence of providers ending at the beneficiary’s address, i.e. a sequence of holder name-places enabled by a conversion key (public or private) → an electronic multimodal bill is feasible
- Is a multimodal transport e-document different from a paper document or does “e” only mean electronic format?
 - The case of the Fiata Bill of Lading, can we make it electronic?
Consideration for UNCITRAL’s caveats
- **“A flexible solution for sharing transport document information between stakeholders, irrespective of mode”** = a sequence of name-places for subsequent holders...

The nature of transport documents

- A transport document is the tangible evidence of the transport contract: the contract is often concluded on behalf of a third party and often procured through intermediaries.
 - The legal system of reference has produced mono-modal international conventions that hardly take account of this complexity.
- eFreight claims that “as a result, there is no uniformity in type, function or content and there is no legal certainty or predictability for multimodal transport chains”
- Is this really true and is a single transport document required by the operators?
 - Starting from the introduction of containers, the issue of a (the?) single multimodal transport document has been evoked many times, at least starting in 1980.
 - The failure to conclude an international multimodal transport convention has opened a never ending consultation at EU level.
 - Electronics and the internet being now part of the picture, many think electronics will solve the legal issue (or vice-versa?).
 - The use of electronics makes the issue of singularity crucial.

The singularity of transport documents

- A transport document may be issued as a document of title. UNCITRAL says:
 - Transferable paper “reifies” the value or obligation ... [the documents] represent; that is, the obligation to pay a sum of money or to deliver goods is embodied in the written document, and the rightful possessor of the document (i.e. the holder) is entitled to enforce and obtain the benefit of it. ... possession of the transferable paper is generally required to enforce the rights. [The] title to transferable paper (and the rights it comprises) passes by endorsement (where necessary) and delivery of the original paper document.
 - the “need for ensuring their uniqueness go beyond simply ensuring the equivalence between paper and electronic forms, which is the main aim of the Electronic Communications Convention (2005).
- Is this really true and is a single transport document required to be so unique?
 - Traditionally B/L’s are issued in 3 originals (the 1st being accomplished the others stand void) and N copies.
 - A system of “holder” name-place + a unique conversion key forwarded by the previous holder to the next solves the problem of uniqueness, if there is one.
 - The last holder, by using the conversion key will enter the data of the beneficiary and rightfully release the cargo, if required, against payment.

Multimodal Use of Documents

- Can modal choices be made easier by a single document?
→ NO! Modal choices depend on commodity, infrastructure, availability and reliability of services and price, the document is the last thing that comes into the picture.
- Shippers', logistic service providers' and carriers' perspectives:
 - Shippers prefer to buy an all-in service, if cheap, LSP's offer proprietary solutions and carriers are conditioned by their assets... Is this all true?
- Electronics in transport documents impact on traders, logistic service providers, carriers, bankers, insurances and even farther... on retail, regulators, government agencies and more...
 - This means that transport e-documents should be equipped with a number of “adaptors” and should at the same time avoid all sort of complication
 - Who is working on it then? Only the e-freight project?

International Transport Organizations Meeting Geneva 20 September 2011

UN/CEFACT new structure: current status and future strategic steps for Transport/Logistics

*The Way Forward to Harmonised Electronic Trading for
International Transport / Logistics*

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Channels of standardization in Transport/Logistics

■ eBUSINESS electronic exchanges : EDI

- CEFACT / United Nations: Transport / Logistics Domain
- CEN / ISSS Information Society Standards Systems / eBES eBusinesses
European Standards : Transport EEG2
- Liaison with ISO/TC154 and OASIS / W3C

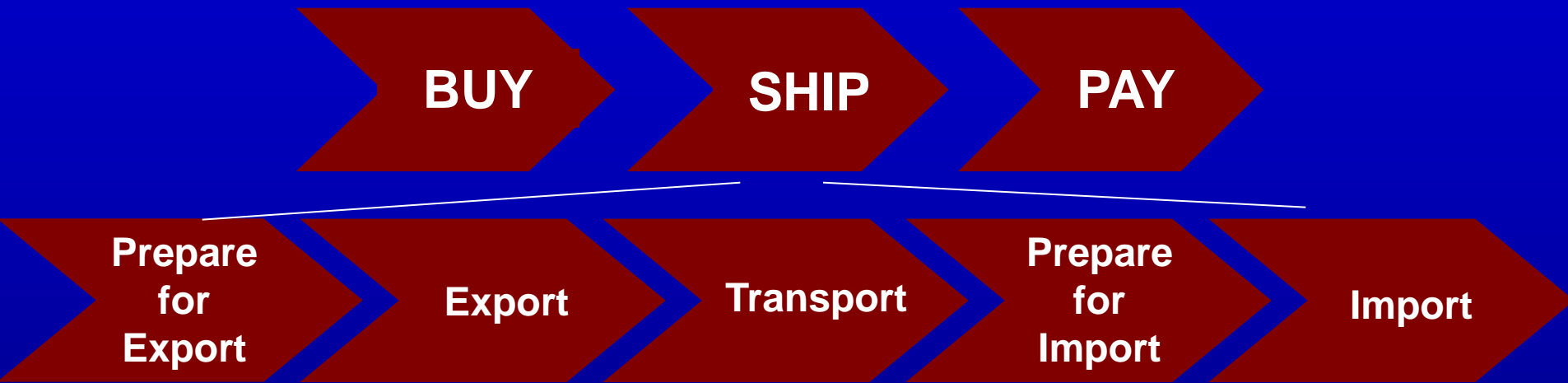
■ Intelligent Transport Systems

- ISO TC 204 (liaison with UN/CEFACT Transport)
- Other ISO committees: TC 104 Containers, TC 8 Maritime...
- CEN : ITSSG Intelligent Transport Systems Steering Group under
ICTSB European Commission - TC 278 Road Transport Traffic
Telematics (RTTT)

■ Telecommunications:

- ETSI European Telecom Standards Institute - User Group and others -
exchanges with mobile vehicles, interoperability, human factors...

International Supply Chain Reference Model



INVOLVES

Commercial Procedures

- Establish Sales Contract
- Order Goods
- Advise On Delivery
- Request Payment



Transport Procedures

- Establish Transport Contract
- Collect Transport and Deliver Goods
- Provide Waybills, Goods Receipts Status Reports



Regulatory Procedures

- Obtain Import/Export Licences
- Provide Customs Declarations
- Provide Cargo Declarations
- Apply Trade Security Procedures
- Clear Goods for Import/Export

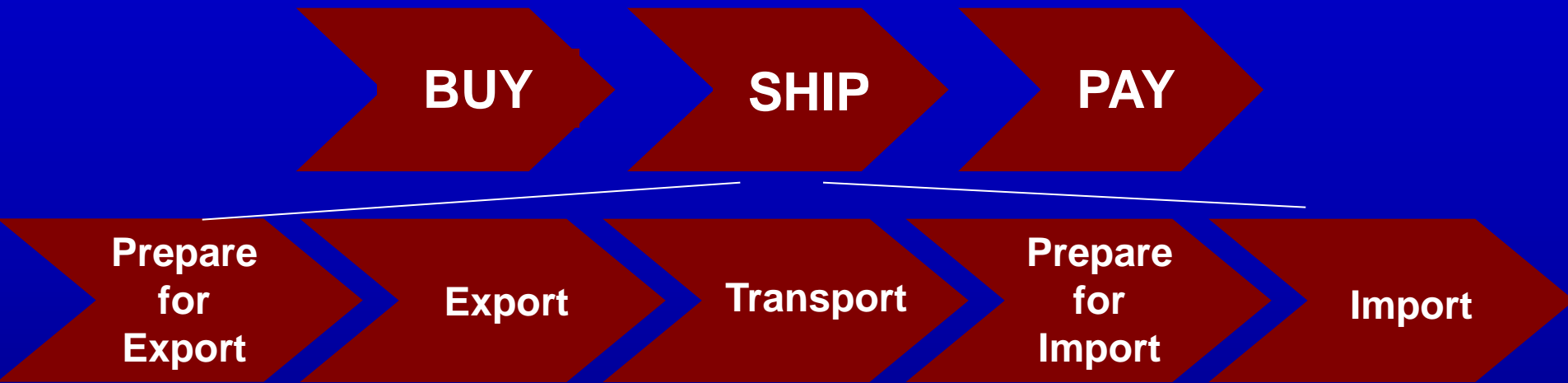


Financial Procedures

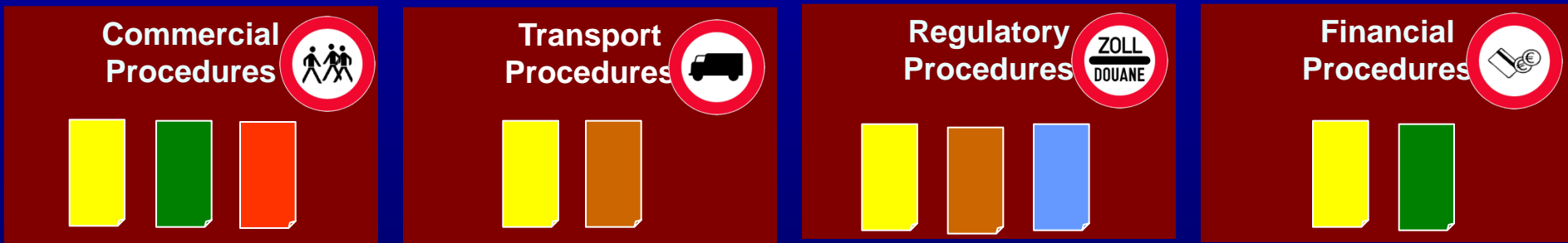
- Provide Credit Rating
- Provide Insurance
- Provide Credit
- Execute Payment
- Issue Statements



International Supply Chain Reference Model



INVOLVES



AND BENEFITS FROM REUSABLE END-TO-END INTEROPERABLE CORE COMPONENTS





UN / CEFAC TRANSPORT

TBG3 (EEG2 European counterpart)

MISSION / TASKS

- Standardisation : development of Electronic Business documents for Transport / Logistics - International, intersectorial, intermodal scope
- Based on UMM / UML modeling
- Application in syntaxes/ technologies : EDIFACT, XML/Internet
- Maintenance of standard directories, code lists..
- Harmonising the international guidelines for UN/EDIFACT-XML transport messages implementation (ITIGG / WETIGG - International Transport Implementation Guideline Group)
- Developments in the other technologies : RFID, Bar Code, Mobile EDI...

Many users for the e-document

- How well does a transport e-document connect with e-Customs, security, other agencies' requirements and proprietary ERP's?
 - Exploring the gestalt of the creation of the e-transport structure will come together with an analysis in principle of the requirements and constrains, in order to propose in the conclusion the “way-forward” that seems to stand the best chances of success.



UN /CEFACT TRANSPORT

50 EDIFACT standard messages for Transport/Logistics among total 250

➤ *EDIFACT messages for Multimodal Freight - exemples*

- Transport Order - Bordereau groupage : IFTMIN – IFCSUM
- Status report : IFTSTA
- Transport Booking : IFTMBP/BF/BC
- Manifest : IFCSUM (EDIMAN)
- Transport contract (CMR, CIM, Bill of Lading, Air Way Bill..) : IFTMCS
- Dangerous goods notification : IFTDGN
- Containers mouvement, maritime and inland : CO....
- Stowage plan (Bayplan) : BAPLIE
- Berth management : BERMAN
- Waste disposal : WASDIS
- Logistics, cargo handling : HANMOV
- Invoicing : IFTFCC – INVOIC
- Customs : Manifest, declaration, response :CUSCAR,CUSDEC,CUSRES



GLOBAL HARMONISATION OF EDI IN TRANSPORT

CREATED SEPT 1995 as an official sub-group of D4/TBG3 Transport

MISSION

- Provide Principles and Rules for production of consistent and harmonised implementation guidelines and user manuals of UN/EDIFACT and XML Transport messages throughout the world

PIONEERING WORK FOR YEARS TO HELP USERS IN IMPLEMENTING STANDARDS

The best of the rest

- A number of projects dealt with electronics, transport and logistics.
 - FREIGHTWISE <http://www.freightwise.info/cms/>
 - e-Freight <http://www.efreightproject.eu/>
 - DiSCwise <http://www.discwise.eu/>
- The result of these projects has a bearing on the development at international level, e.g UBL Oasis:
- http://www.oasis-open.org/committees/tc_home.php?wg_abbrev=ubl
- However still too many “separate voices” do not form the choir that would entice business leaders to invest in e-logistics, which is an element of LSP’s competitiveness.



Creating A Single Global Electronic Market

International Consortium :

- UN / CEFACT
- OASIS Organisation for Advancement of Structured Information Standards (Internet world W3C)

Launched Sept 1999

Objective : develop specifications for XML exchange architecture

Standardisation roles split between:

- UN/CEFACT : semantic contents, data and business models **based on the considerable asset of EDIFACT**
- OASIS : technical infrastructure allowing to share registries / dictionaries



Creating A Single Global Electronic Market

ebxml semantic contents (business view)

- Data model based on **Core Components**
- **Business Process models**
- Methodology: UMM / UML
- Deliverables of UN/CEFACT TBG « **Technology neutral** »
 - BRS Business Requirements Specifications
 - RSM Requirements Specifications Mapping

ebXML technical architecture

- New concepts:
 - CPP Collaboration Partner Profile
 - CPA Collaboartion Profile Agreement



Creating A Single Global Electronic Market

ebXML specifications published by ISO TC 154

➤ June 2004 (from OASIS)

ISO/TS 15000-1 **ebCPP** ebXML Collaborative Partner Profile Agreement

ISO/TS 15000-2 **ebMS** ebXML Messaging Service Specification

ISO/TS 15000-3 **ebRIM** ebXML Registry Information Model

ISO/TS 15000-4 **ebRS** ebXML Registry Services Specification

➤ October 2004 (from UN/CEFACT)

ISO TS 15000-5 **CCTS** v2.01 ebXML Core Components Technical Specifications

➤ Reminder existing EDI Standards: ISO 7372 TDED Data Elements Directory and ISO 9735 EDIFACT Syntax Rules

CONCLUSION

- Nobody wants another (?) failure... “to stand the best chances of success....”
 - what we strictly need is the electronic lay-out of a document that will support many different document types and various “holders” according to:
 - Users and function: a document of title is required
 - Mode(s) of transport
 - The issuing party
 - The holder of the document
 - Public and private conversion keys
 - The data contained in the lay-out should be available and normally “pulled” after an alert to make them available has been sent



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Thank you!