



Multimodality as a solution for contemporary supply chain challenges

FIATA Senior Vice President Mr. Ivan Petrov

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Towards multimodality: the future of rail freight

Key features of multimodality

- Two or more modes of transport used
- Single Bill of Lading throughout all modes of transport under the liability of the contractual carrier

Critical role for efficient movement of goods

- Multimodality is at the core of the sustainable development of transport systems
- Rail transport combined with multimodality is an effective method to reduce carbon emission
- Multimodality is an important tool to improve logistics efficiency
- Multimodality requires digitalization and interoperability of standards between the relevant stakeholders



Towards multimodality; linking physical and documentary processes

- Need to support physical movement of goods with accessible, acceptable and facilitated documentary processes
- Importance of uniformity and consistency in documentary interpretation and usage
- Key acceptance by financial institutions, insurers, carriers, regulatory agencies, and business standards
- Coverage of the last mile from rail to road to consignee
- Transition from paper documents to the electronic ones



The FIATA Multimodal Transport Bill of Lading (FBL)

Consignor

Consigned to order of

Notify address

Place of receipt

Ocean vessel

Port of discharge

Marks and numbers

Number and kind of packages

Description of goods

Gross weight

Measurement

FIATA

specimen

FBL

NEGOTIABLE FIATA MULTIMODAL TRANSPORT BILL OF LADING issued subject to UNCTAD / ICC Rules for Multimodal Transport Documents (ICC Publication #81)

ICC

according to the declaration of the consignor

Declaration of interest of the consignor in timely delivery (Clause 6.2)

Declared value for all valorem rates according to the declaration of the consignor (Clauses 7 and 8)

The goods and instructions are accepted and dealt with subject to the Standard Conditions printed overleaf.

Taken in charge in apparent good order and condition, unless otherwise noted herein, at the place of receipt for transport and delivery as mentioned above.

One of these Multimodal Transport Bills of Lading must be surrendered duly endorsed in exchange for the goods. In Witness whereof the original Multimodal Transport Bills of Lading all of this tenor and date have been signed in the number stated below, one of which being accomplished the others to be void.

Freight amount	Freight payable at	Place and date of issue
Cargo Insurance through the undersigned <input type="checkbox"/> not covered <input type="checkbox"/> Covered according to attached Policy	Number of Original FBL's	Stamp and signature
For delivery of goods please apply to:		

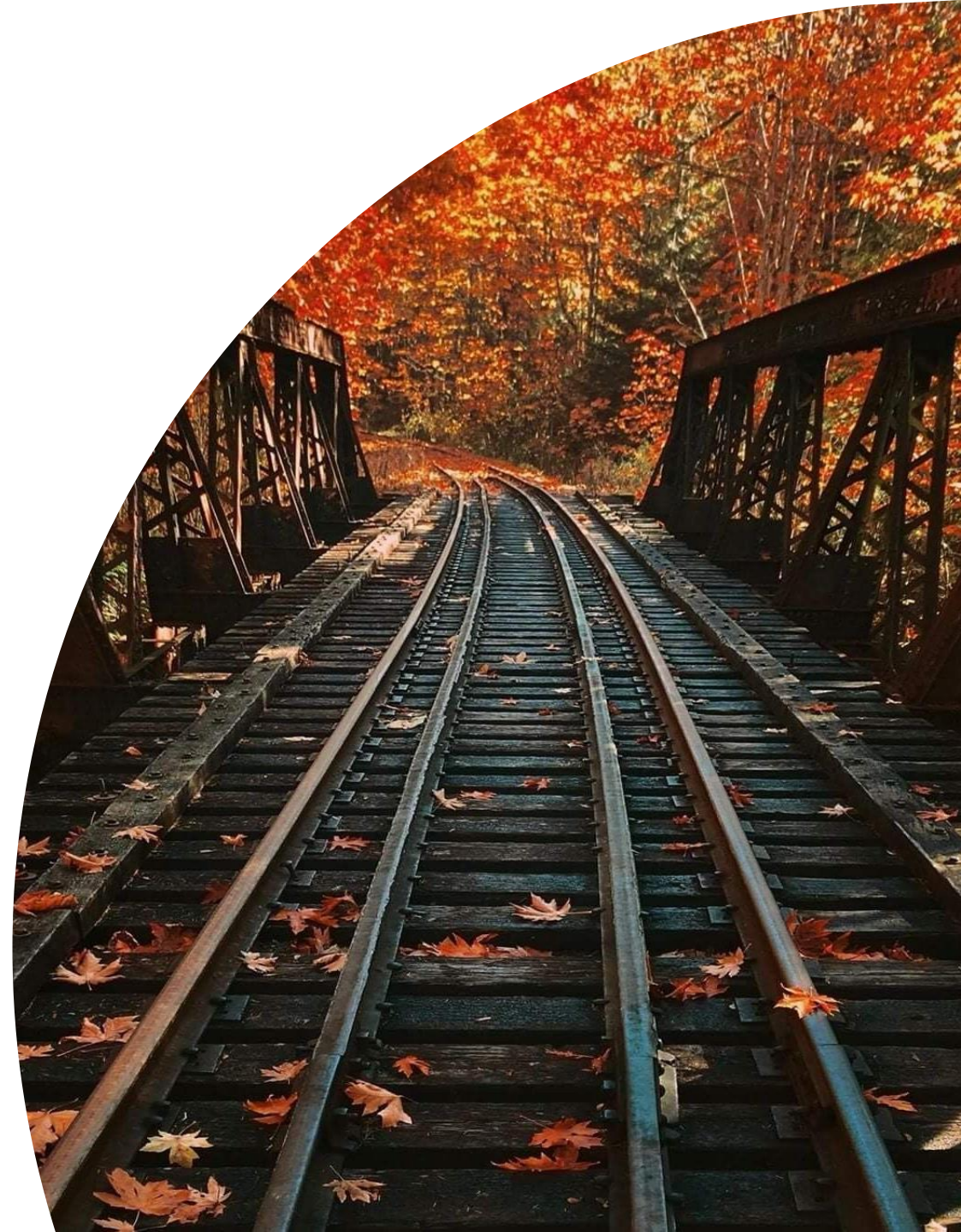
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- Only true multimodal negotiable trade document
- Deemed in conformity with UNCTAD/ICC Rules for Multimodal Transport Documents and with UCP 600 by ICC
- Reputable and trustworthy due to conditions for use, including liability insurance requirements and document tracking
- Known document by banking institutions; FBL can be used to support a Letter of credit
- Around 1 million copies issued globally every year



Importance of interoperability of standards

- Digitalization of the FIATA Bill of Lading as a key priority of FIATA Digital Strategy
- Collaboration with UN/CEFACT to map the FBL with the MMT Reference data model to ensure the interoperability with other standards and all actors of the supply chain
- **FIATA's approach: Interoperability over standardization**



FIATA Digital Strategy

- New FIATA Digital Strategy launched in June 2020
- The Strategy includes 6 projects with one main objective: facilitate data exchange between freight forwarders and their stakeholders through interoperability
 - FIATA Digital Identity
 - Digitalization of FIATA Standard trade documents
 - Document certification and digital signature
 - Professional network
 - Interoperability
 - Business intelligence
- A collaborative approach has been taken to implement the strategy and different key actors/organizations of the supply chain have been involved through our Working groups (UNECE, IATA, DCSA, IPCSA, GS1, software providers)



In-practice: the eFBL in multimodal transport

- Multimodal eFBL is applicable for all modes of transport, including multimodality
- Issued by MTO (Multimodal Transport Operator) for the whole stretch of transport
- Liability of the contractual carriers from end-to-end transport
- Can be used as a second lawyer of transport document by MTO; transport contracts with individual carriers (CMR, CIM/SMGS, B/L) in parallel to eFBL to the owner of goods
- Can also serve as a required L/C tool



eFBL project: bringing trust and security through digitalization

More than simply digitizing our standard trade document, our project answers to the following needs and requirements expressed by our members:

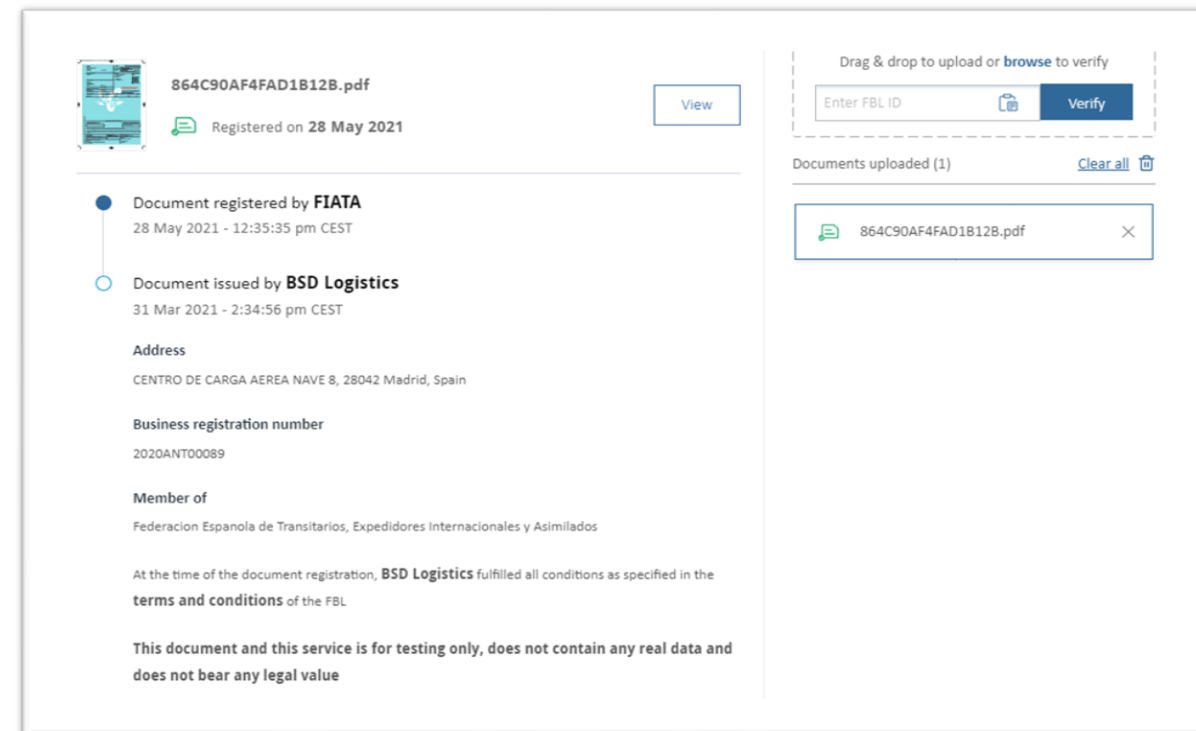
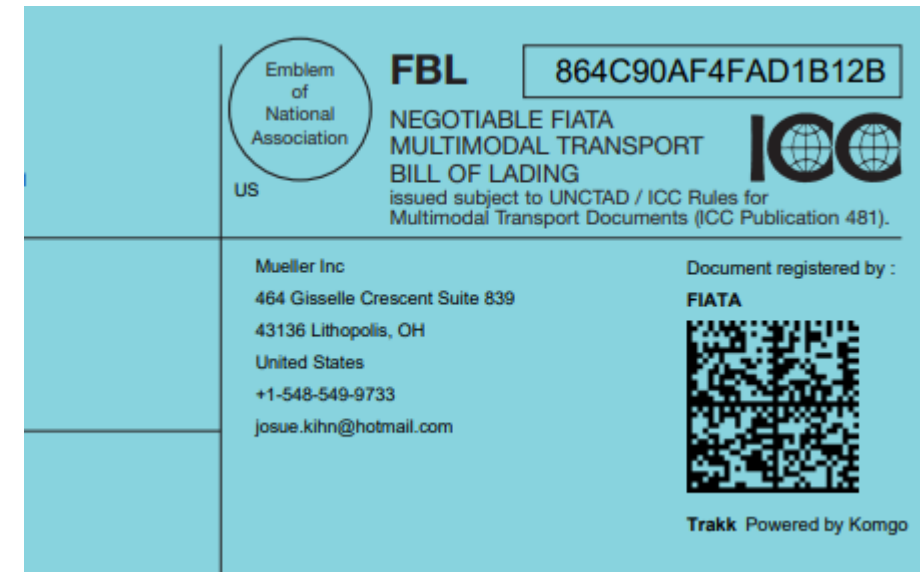
- **Making the document easily accessible to our members** – possibility to issue an eFBL through their everyday tools (TMS and others)
- **Strengthening of compliance control over the issuers of the document** – adding a trust layer by certifying the identity of the issuers of the document
- **Preventing fraud and ensuring full traceability of the document** – adding a security layer by allowing stakeholders to access an immutable document audit trail
- **Ensuring interoperability with all modes of transports and different actors of the supply chain** – using the UN/CEFACT Reference Data model to create our eFBL standard



eFBL project: bringing trust and security through digitalization

How it works?

- Freight forwarders are able to issue eFBL through their everyday tools
- eFBL data and freight-forwarder ID is sent to FIATA through a dedicated API
- FIATA verifies the identity of the document issuer through its FIATA Digital Identity
- If he fulfills all requirements, the document is issued with a unique tracking QR code and number
- Freight-forwarder can choose to print the document or share it as a PDF and eventually as a fully digital (data) document with its stakeholders
- Stakeholders interacting with the document can access the document audit trail to verify the validity of the document, the identity of the issuer and the integrity of its content



eFBL project: bringing trust and security through digitalization

- Started with a 7 months Proof of Concept, involving 7 software providers and 19 freight-forwarding companies: both technical and operational feasibilities were confirmed
- Implementation of the solution started and the **launch is planned for early 2022**
- A progressive roll-out is planned, starting with direct FIATA members and then to National Associations members, by regions



Next steps

- Implement the roll-out planned for early 2022
- Continue to contribute to the work undertaken by the UN on negotiable transport documents
- Possible extension of the FIATA document tracking solution to other FIATA documents and non-FIATA documents (House BL)



Thank you



www.fiata.com
info@fiata.com
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