Digitalization of the FIATA Multimodal Transport Bill of Lading (FBL)

Air Cargo Digitalization in COVID-19 Times*:*

'Perspectives on Security''

25 August 2021

Introduction to the FBL

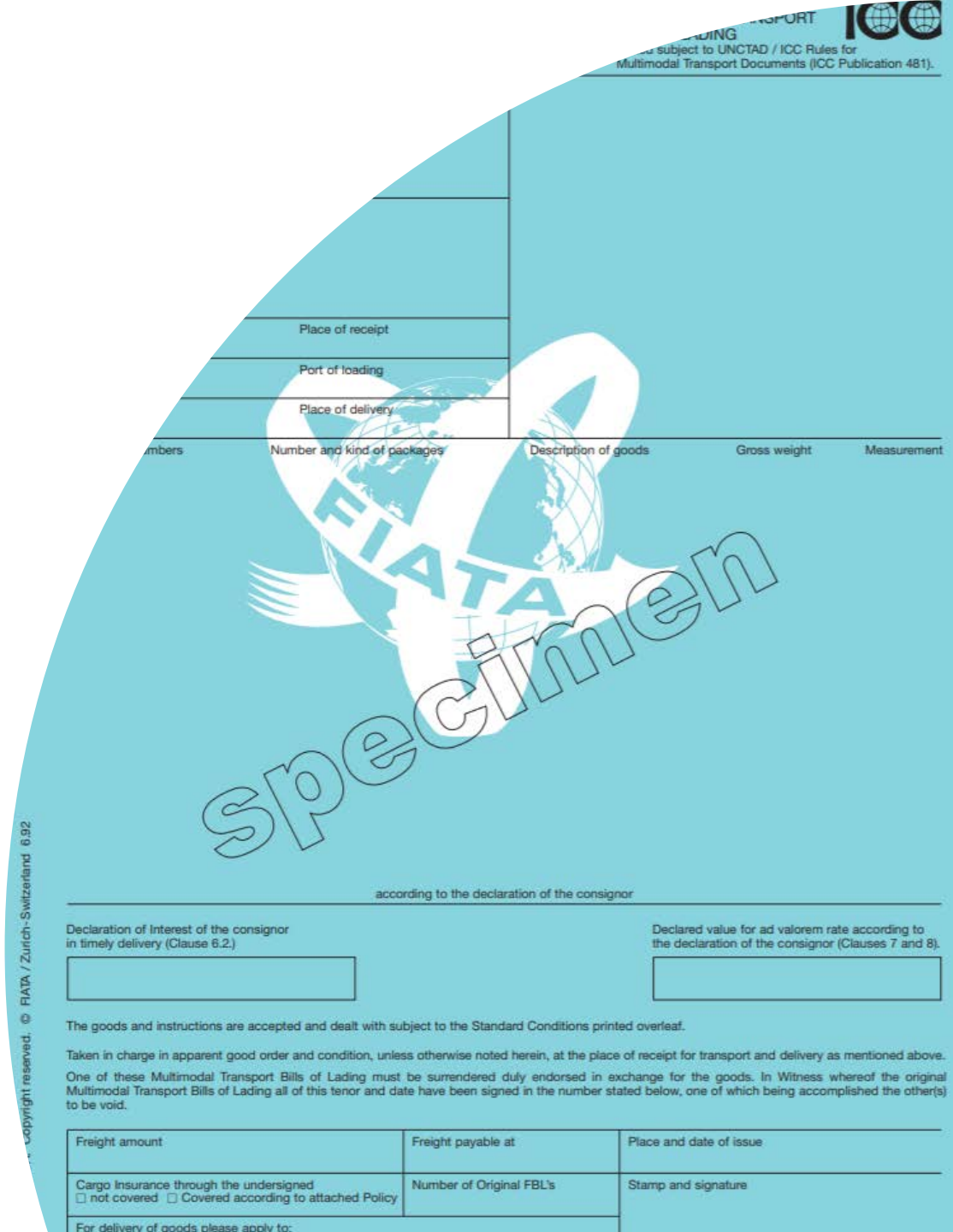
- Negotiable and multimodal transport document
- Bears the logo of the International Chamber of Commerce (ICC) demonstrating conformity with the UNCTAD/ICC Rules
- USP: Reputable and **trustworthy** document due to conditions for use including **insurance requirements** and **traceability**

Digitalization – key requirements

- **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

UN/CEFACT data model enabling interoperability

- The eFBL standard is based on the UN/CEFACT semantic to ensure the data exchanged can be understood in the same way by all actors of the supply chain
- Mapping exercise took place last year, involving UN/CEFACT experts and FIATA Technical and Business experts
- eFBL standard available as open source standard on Git Hub (currently being tested as part of our eFBL Proof of Concept)

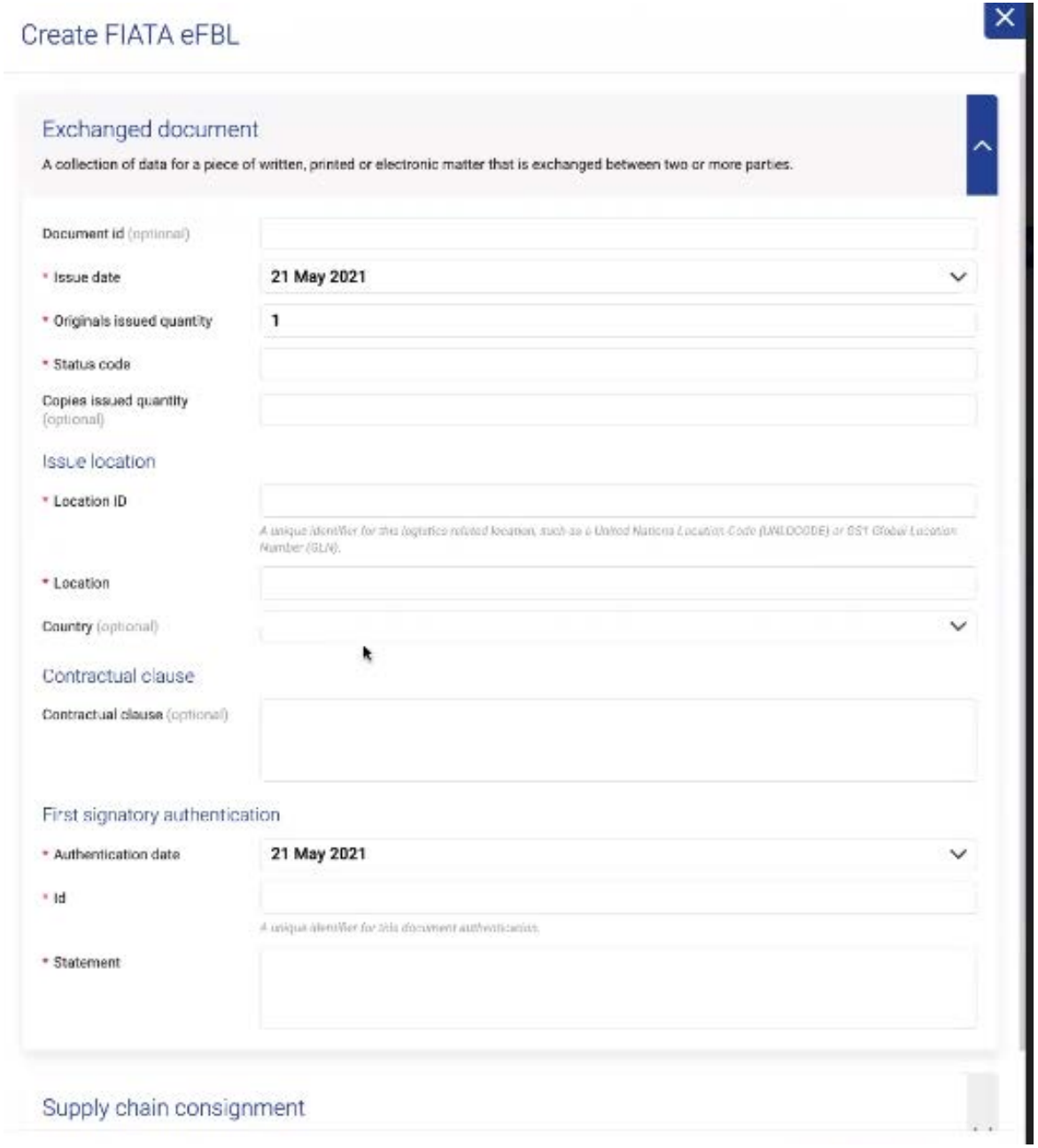


Mitigating fraud risks by creating a Network of Trust

- **Enforcement of compliance**: eFBL issuers need to undergo a **KYC** process and have a **verified FIATA Digital Identity**
- **Document tracking solution**: eFBL unique tracking QR code and number linked to the **document audit trail**, registered on an immutable ledger. Allowing stakeholders to verify at anytime and from anywhere:
  - The validity of the document
  - The Identity of its issuer
  - The Integrity of its content

FIATA's solution

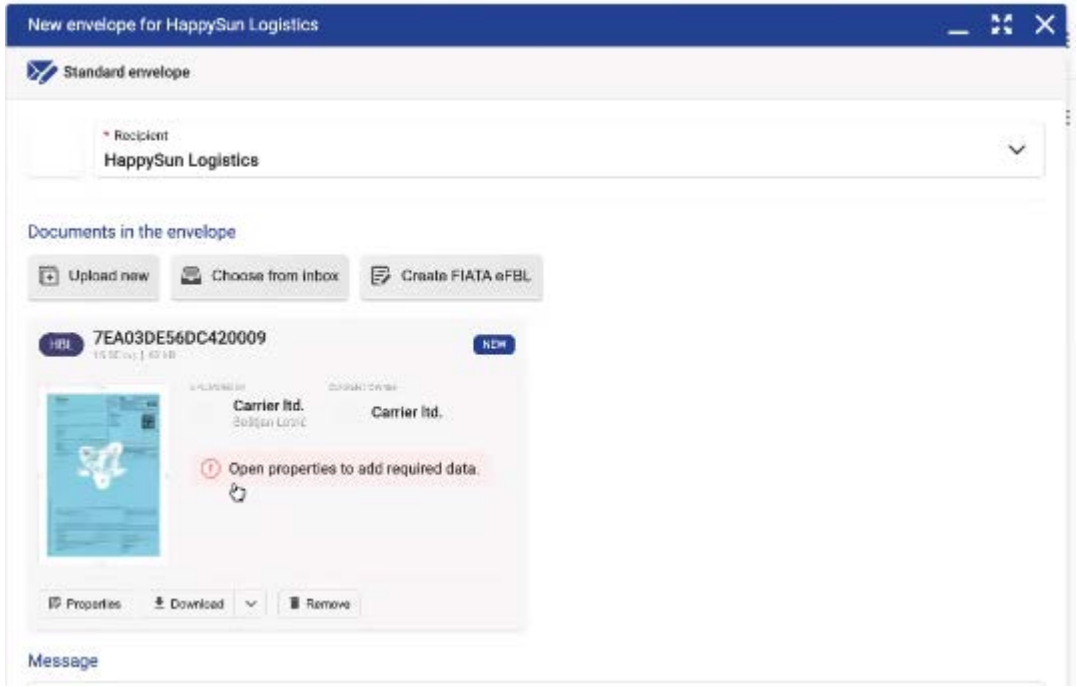
1. Input eFBL's data through a TMS or other software



2. Data is sent to FIATA who verifies the identity of the issuer through its Digital Identity solution

3. If the issuer fulfils all requirements, FIATA will generate the document and attach its unique tracking QR code and number

4. The document is sent back to the issuer through the TMS or other software



5. The Freight Forwarder can decide how he wants to share the document with its stakeholders: print, PDF or fully digital

7. All stakeholders can access the document audit trail by scanning the QR code, uploading or dragging and dropping the PDF on FIATA's verification page

https://fiata.github.io/eFBL/verification-page/

864C90AF4FAD1B12B.pdf

Registered on **28 May 2021**

View

Document registered by **FIATA**

28 May 2021 - 12:35:35 pm CEST

Document issued by **BSD Logistics**

31 Mar 2021 - 2:34:56 pm CEST

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FIATA eFBL Proof of Concept & Next steps

eFBL Proof of Concept

- Proof of Concept lasted 7 months: Feb – Aug 2021
- 7 Software providers participating: AKANEA, Bolero, eCustoms, eDox Online, CargoX, Cargowise and TradeWindow.
- 19 freight forwarding companies participating (FIATA and National Associations members)

Next Steps

- Implementation of the eFBL solution planned to start in September
- Possible extension of the solution to other FIATA documents (FCR, FWR, FWB) and non-FIATA documents (House Bill of Lading etc..)

Q&A

Thank you

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