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Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	



DRAFT International Standard

ISO/DIS 5909

Business processes and data interchange of DLT based electronic Bill of Lading

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ISO/TC 154

Secretariat: **SAC**

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Contents

Page

Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols and abbreviated terms	3
5 The industry practice on B/L business process in paper way	3
5.1 The classification of Bill of Lading	3
5.2 The business process of Bill of Lading in paper way	3
6 The role of digital platform and the process of eBL on it	4
7 Data elements and structures	6
Annex A Bill of Lading layout in practice	66
Annex B Dangerous Goods Details	67
Bibliography	69

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 154, *Processes, data elements and documents in commerce, industry and administration*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This standard is a collaborative deliverable developed jointly with the UN/CEFACT Transport and Logistics Domain, meaning it has been shaped through the open development process involving experts from both the public and private sectors within ISO and UN/CEFACT. This collaborative effort ensures that the standard is robust, inclusive, and aligned with international best practices.

Bill of Lading (B/L), is a document which evidences a contract of carriage of the goods by sea, the goods have been received or loaded onboard by the Carrier, and the Carrier undertakes to deliver the goods accordingly. B/L is the key document in relation with the carriage of goods by sea, and it has three main functions: (1) the goods receipt; (2) the document of title; (3) the evidence of the contract of carriage. With the rapid development of computer technology, Internet, and information and communication technologies (ICT), electronic Bill of Lading (eBL) has been used for several years and acted as one of the major electronical data interchange methods in the global economy. In recent years, the requirements of tamper resistance and distributed verifiable in eBL have been raised by the industry and the major stakeholders. Electronic Bill of Lading (eBL) based on Distributed Ledger Technology (DLT) has become more and more widely used in the industry because of its characteristics such as immutable, traceable and reliable. The eBL based on DLT (DLT eBL) is consistent with the traditional/typical B/L business processes, and the relevant international rules. Meanwhile, by realizing the electronic data flow on the carriage of goods by sea, DLT eBL is the safe and effective transformation for maritime transportation. It has incomparable advantages over traditional paper-based B/L in terms of accurate information, data security, efficiency, sustainability, etc.

Traditionally, the data interchange processes of B/L need lots of resources and time for B/L issuance, transfer, and verification of B/L and its related trade documents. Because of the nature of DLT technology, DLT eBL can perform these processes distributed in peer-to-peer participants at the same time while maintaining a high level of information security and preventing forgeries. It is expected to deliver significant savings in time and money to all participants in the whole supply chain of B/L.

There are many parties involved in the B/L process, including the Carrier, Shipper (large companies and SMEs), Endorser, Endorsee, Consignee (large companies and SMEs), Bank, Freight Forwarder, Underwriter, Terminal, Customs, Maritime Authorities and the other relevant participants. This standard provides a standardized way and outlines the implementation of DLT eBL to ensure the related parties can join the process on a worldwide scale. This standard specifies the business process, interface, data format and other requirements of DLT eBL. This standard also expects to promote the cooperation of relevant parties in the development and popularization of DLT eBL and its related applications. It can solve many problems, and bringing significant values to all related parties:

- 1) Provide standardized business process of eBL based on Digital platform to replace the paper way

This standard will specify the typical business process related to maritime B/L including straight B/L and To Order B/L.

Digital platform should provide a way to transfer or endorse the B/L in an electronic and controllable and traceable way.

DLT based eBL process will not change the standard process, however will provide the ability to process control and eBL distribution route traceability, hence provide the trust of facilitating the eBL custodian and transfer process among Shippers, Resellers, Banks and Consignees.

- 2) Provide the data requirement for running the traditional paper-way B/L process on a digital platform based on industry practice, and also provide the possibility of interoperability of eBL and eBL business process across the platforms by standardizing the data structure and element and semantic.

For DLT eBL business, customized access is not desirable, because eBL needs to be exchanged between many interested parties and platforms. Therefore, it is necessary to reach a consensus on data elements and the codification. This standard specifies the data element from two angles ([Figure 6](#)), one is to specify the data element of the B/L body including nine segments from B1 to B9 basing on the layout of the B/L document ([Figure 7](#)) and requirement of processing the B/L in an electronic way including the additional basic B/L information data (BOV) and the data element required by the platform service function (FSV).

This ISO standard is a collaborative deliverable developed jointly with the UN/CEFACT Transport and Logistics Domain. As a result, its semantics align closely with the UN/CEFACT "Buy-Ship-Pay" standard, specifically the UN/CEFACT Project on Buy/Ship/Pay Data Exchange Structures for Trade Finance Facilitation, which supports the UNCITRAL Model Law on Electronic Transferable Records (MLETR)-compliant titles. Additionally, it is harmonized with the UN/CEFACT Global Bill of Lading (Waybill) subset within the Multi-Modal Transport Reference Data Model (MMT-RDM). Should any additional data elements be identified as necessary, they will be fully aligned and integrated with the existing MMT-RDM framework to ensure consistency and interoperability. The mapping of the data elements (refer to the identifiers in Chapter 7) for this electronic Bill of Lading is aligned with the terminology set forth in the United Nations Trade Data Elements Directory (UNTD/ISO 7372) as well as the data elements defined within the UN/CEFACT "Buy-Ship-Pay" framework. Which will provide the possibility of eBL interoperability between platforms and the guideline for launching eBL process on any platform.

- 3) Provide a mechanism of building a trustworthy ecosystem with the support of DLT to process data exchange of eBL basing on authorization defined and controlled by the Title Owner

This project wants to solve the TRUST issue of eBL, trying to make use of new technology with the features of DLT to ensure trust and protection of the sensitivity of eBL, ensuring the information related to customers and goods, goods flow etc., to make sure the whole process is traceable and the eBL issued by the Carrier is unique and nobody would tamper the information during the transferring of the eBL.

Blockchain is currently an option based on DLT technology; This kind of new technology will require some unique data field to make broadcast and record the routing information between the distributed ledgers when processing the eBL transfer to ensure the whole process is controlled by the sending party and only the authorized party at the eBL system could read the eBL, and the whole process would be traceable.

Business processes and data interchange of DLT based electronic Bill of Lading

1 Scope

This standard specifies the business process and data requirements of electronic Bill of Lading (eBL). This standard primarily addresses the digital transfer of title for documents on a secure platform. It also defines optional data elements crucial for Distributed Ledger Technology (DLT) that can support the eBL business process. These elements enhance the integrity of the eBL by ensuring it remains the single source of truth, while also making the distribution process fully controllable, traceable, and auditable. In another word, this standard is specifying the industry practice on business process of maritime B/L (BOV) and also is specifying how to implement the BOV part on the digital platform (FSV).

This ISO standard is a collaborative deliverable developed jointly with the UN/CEFACT Transport and Logistics Domain. Its semantics align closely with the UN/CEFACT "Buy-Ship-Pay" standard, specifically the UN/CEFACT Project on Buy/Ship/Pay Data Exchange Structures for Trade Finance Facilitation, which supports the UNCITRAL Model Law on Electronic Transferable Records (MLETR)-compliant titles. Additionally, it is harmonized with the UN/CEFACT Global Bill of Lading (Waybill) subset within the Multi-Modal Transport Reference Data Model (MMT-RDM). Should any additional data elements be identified as necessary, they will be fully aligned and integrated with the existing MMT-RDM framework to ensure consistency and interoperability. The mapping of the data elements (refer to the identifiers in Chapter 7) for this electronic Bill of Lading is aligned with the terminology set forth in the United Nations Trade Data Elements Directory (UNTDED/ISO 7372) as well as the data elements defined within the UN/CEFACT "Buy-Ship-Pay" framework.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

UN/CEFACT *global Bill of Lading (Waybill) subset of MMT-RDM*

UN/CEFACT *project on Transfer of MLETR-Compliant Titles*

ISO 23257:2022, *Blockchain and distributed ledger technologies — Reference architecture*

ISO 14622, *Space systems — Structural design — Loads and induced environment (Open EDI), which defines BOV (Business Operational View) and FSV (Functional Service View)*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

Bill of Lading (B/L)

Document which evidences a contract of carriage by sea and the taking over or loading of goods by the Carrier, and by which the Carrier undertakes to deliver the goods against surrender of the document. A provision in the document that the goods are to be delivered to the order of a named person, or To Order, or to bearer, constitutes such an undertaking (United Nations Conference of the Carriage of Goods by Sea).

Note 1 to entry: In certain countries, e.g. Canada and the United States of America, the term "Bill of Lading" is used to represent a "negotiable Bill of Lading".

[SOURCE: United Nations Convention on the Carriage of Goods by Sea (Hamburg, 31 March 1978); UNECE/TRADE/377/Rev.3, 2019, 59]

3.2

B/L Holder

The party for the time being in possession of the B/L.

- (a) A person that is in possession of a negotiable transport document; and
 - (i) if the document is an order document, is identified in it as the Shipper or the Consignee, or is the person to which the document is duly endorsed; or
 - (ii) if the document is a blank endorsed order document or bearer document, is the bearer thereof; or
- (b) The person to which a negotiable electronic transport record has been issued or transferred in accordance with the procedures. [Rotterdam Rules]

[SOURCE: United Nations Convention on the Carriage of Goods by Sea (Hamburg, 31 March 1978); UNECE/TRADE/377/Rev.3, 2019, 539]

3.3

Carrier

The party that owns and/or operates a transport means engaged in the transportation of passengers or property by land, rail, air or water.

[SOURCE: ISO 24533-2:2022(en), 3.10]

3.4

Consignee

The party to whom goods are shipped.

[SOURCE: ISO 24533-2:2022(en), 3.15]

3.5

electronic Bill of Lading (eBL)

An electronic document that transmits Bill of Lading information by electronic data interchange and also eBL represents the legal and functional equivalent of the paper Bill of Lading.

Note 1 to entry: to entry: *eBL is one type of electronic transferable records (ETR), and it shall satisfy the UNCITRAL Model Law on Electronic Transferable Records (ETR), if applicable.*

3.6

Endorsee

The party in whose favour a negotiable B/L is endorsed.

3.7

Freight Forwarder

The party arranging the carriage of goods, including connected services and/or associated formalities, on behalf of a Shipper or Consignee.

[SOURCE: ISO 24533-2:2022(en), 3.23]

3.8

Shipper

The party which, according to the booking instructions stated on the B/L, by contract with a Carrier, consigns or sends goods with the Carrier, or has them conveyed by the Carrier, and has the right to require the Carrier to issue the B/L and undertake corresponding obligations.

[SOURCE: ISO 24533-2:2022(en), 3.17]

3.9

Title Owner

The party who holds the title of goods under the B/L.

4 Symbols and abbreviated terms

B2B	Business to Business
B2C	Business to Consumer
B/L	Bill of Lading
BOV	Business Operation View
DLT	Distributed Ledger Technology
DLT eBL	Electronic Bill of Lading based on Distributed Ledger Technology
eBL	electronic Bill of Lading
EORI	Economic Operators Registration and Identification Number
FSV	Functional Service View
ISMIT	Integrated Services for MSMEs in International Trade
MLETR	Model Law on Electronic Transferable Records
MMT RDM	Multi Modal Transport Reference Data Model (of UN/CEFACT)
MSME	Micro, Small & Medium Enterprises
NVOCC	Non-Vessel Operating Common Carrier
UN/CCL	United Nations Core Components LibraryUN/CEFACT United Nations Centre for Trade Facilitation and Electronic Business
UNCITRAL	United Nations Commission on International Trade Law
UNID	Unique UN Assigned ID
UNTDDED	United Nations Trade Data Elements DirectoryUSCI Unified Social Credit Identification

5 The industry practice on B/L business process in paper way

5.1 The classification of Bill of Lading

In general, there are two types of typically B/L issued by ocean Carrier, one is straight B/L on which the Consignee is printed and specified, and another type is To Order B/L on which the Consignee is printed as "To Order" or "To Order Of XXX".

5.2 The business process of Bill of Lading in paper way

The process of straight B/L is simpler one shown in [Figure 1](#). In the traditional carriage of goods by sea, after the goods have been loaded on board, the Carrier issues the B/L at the request of the Shipper. The Shipper obtains the original B/L from the Carrier and transfer it to the Consignee. After the Consignee obtains the original B/L and clean the payment, the Consignee can claim the goods from the Carrier by presenting and surrendering the original B/L to the Carrier in exchange for the delivery order to take delivery of goods.

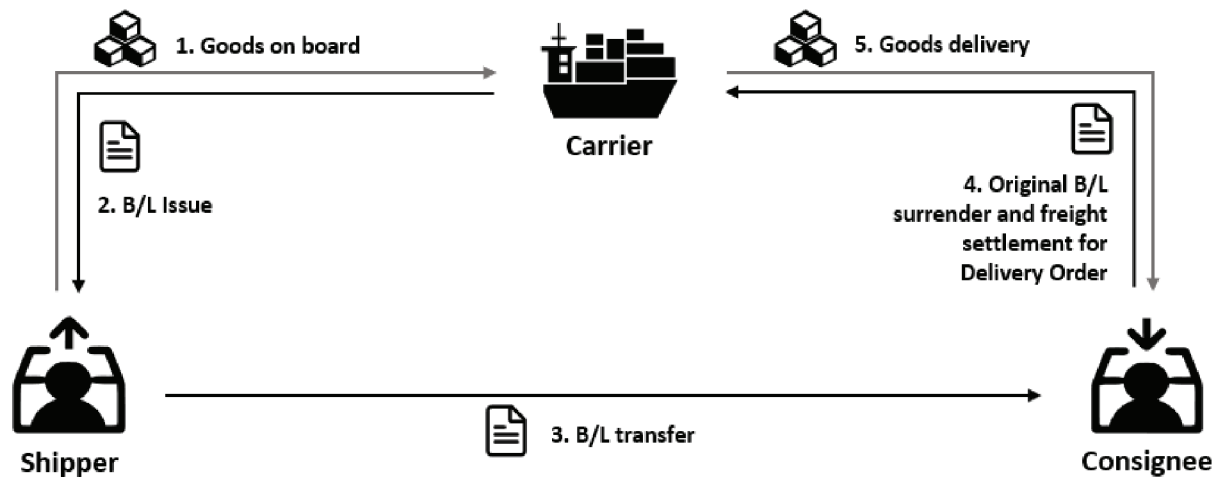


Figure 1 — Process of Straight Bill of Lading

The process of To Order B/L is different from the straight B/L after Shipper obtains it from the Carrier as shown in [Figure 2](#). Shipper can endorse it to an endorsee who can be a Reseller of the goods or a bank, the Shipper transfers the Title Owner of the goods to the endorsee after the endorsement, and the first endorsee can continue to endorse on the B/L and then transfer it to the next endorsee, till the last endorsee stops endorsing and transferring the B/L and then becomes the goods receiver of B/L. And then the process of claim goods from the Carrier against the B/L is same.

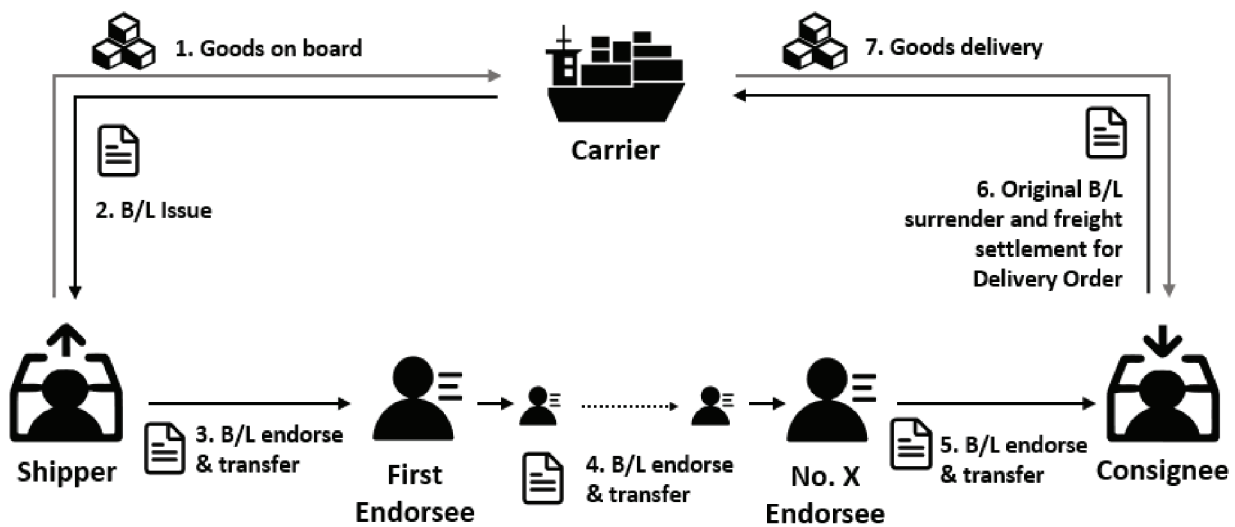


Figure 2 — Process of To Order Bill of Lading

6 The role of digital platform and the process of eBL on it

The entire life cycle of one eBL process begins with eBL issued to the Shipper by the Carrier and ends with eBL being surrendered to the Carrier. And there are three types of action may be involved into processing different types of eBL on the platform to replace the traditional paper way ([Figure 3](#)), which are TRANSFER, ENDORSE and ESCROW. The platform should ensure the authenticity and uniqueness of eBL when processing it, and also should make sure the Title Owner and Holder of the eBL recorded during the process of the action done to the eBL ([Figure 4](#) & [Figure 5](#)). Another important role of the platform is to guarantee all the records be traceable and make sure the data privacy protection as well as the security of all data preservation from different angles such as the anti-counterfeiting, anti-tamper, anti-leakage and anti-repudiation, which

means DLT platform basing on trustworthy technology is one of the most suitable one to launch the generic eBL process and do all records.

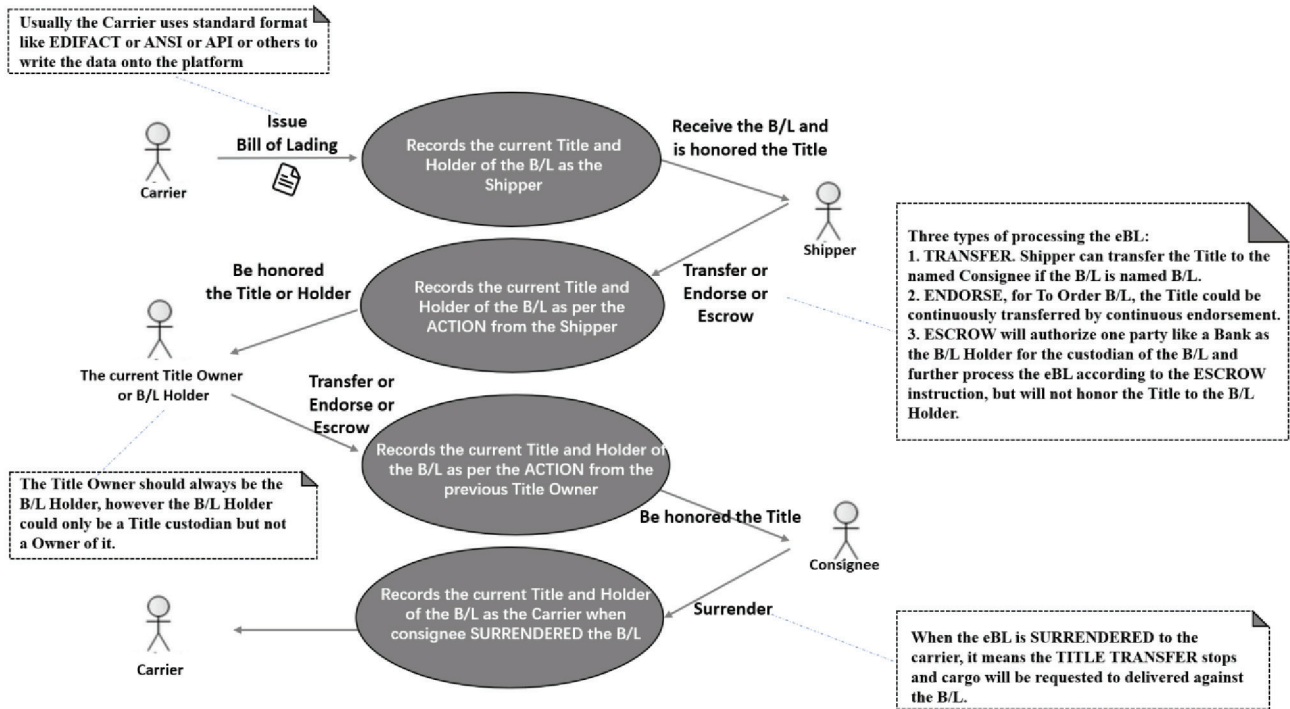


Figure 3 — Generic Electronic Process of eBL title processing on digital Platform

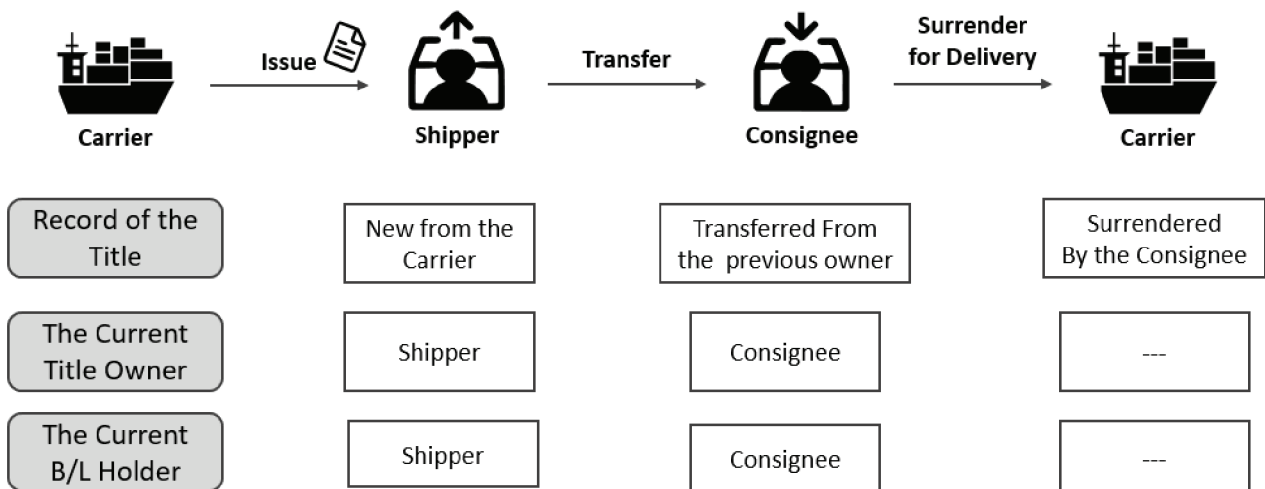


Figure 4 — Straight eBL Transfer Process and the Record on digital Platform

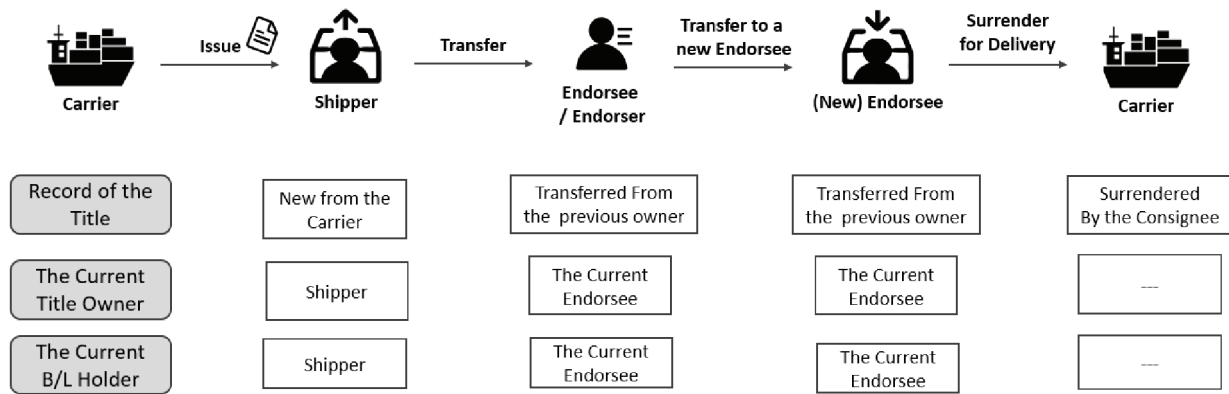


Figure 5 — To Order eBL Endorsement and the Record on digital Platform

7 Data elements and structures

This standard specifies the data element from two angles (Figure 6), one is to specify the data element of the B/L body including nine segments from B1 to B9 basing on the layout of the B/L document (Figure 7) and requirement of processing the B/L in an electronic way including the additional basic B/L information data (BOV) and the data element required by the platform service function (FSV). For implementing the generic process on a DLT platform, only the Digital Asset data element is required additionally, which is also part of FSV.

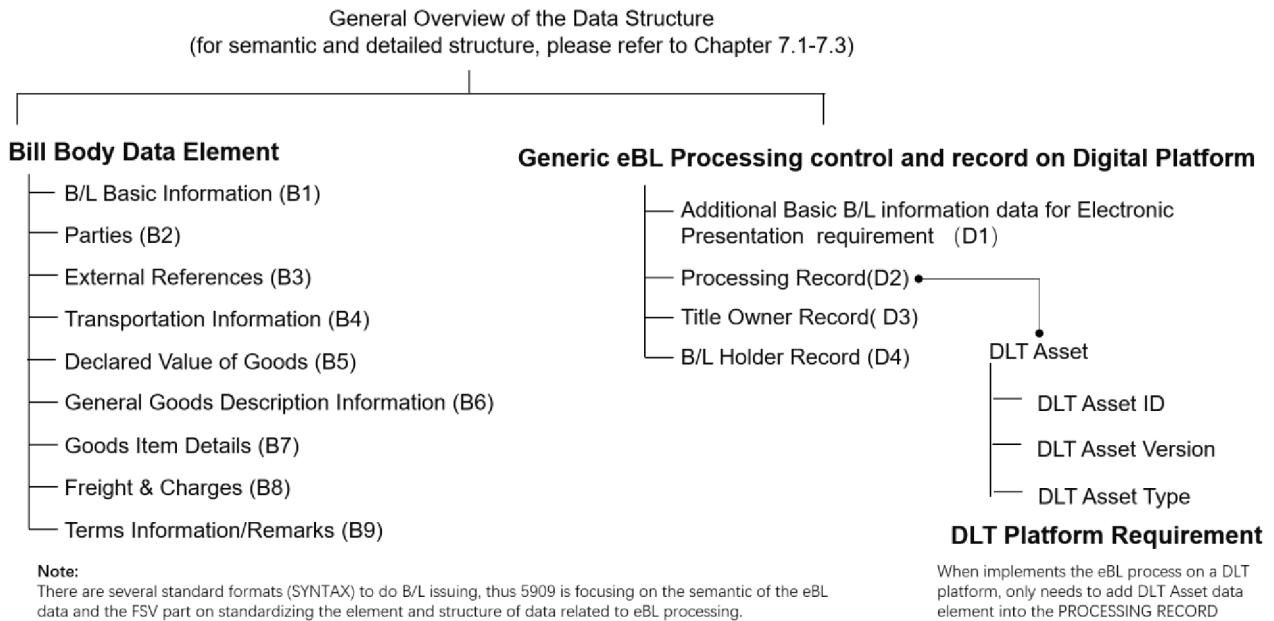


Figure 6 — The general overview of 5909 data structure

7.1 Overview of B/L body Data elements and Structure

The B/L document layout is widely aligned with UNLK in the industry thus the data elements and the structure are somehow standardized too. However, maritime industry is well developed into variable segments which caused barrier on semantic meaning across different sea transportation modes such as bulk, tank and container shipping. And also, because container as the transportation equipment supports ocean shipping based multimodal transportation thus there are new data element required to its B/L in comparison to the other segments in ocean shipping. This standard will be compatible with all types of ocean transportation, and also it is aligned with UN/CEFACT and MMT, which means it applies to intermodal transportation too.

Elaboration on B/L body data element basing on the B/L layout in practice which is aligned with UNLK in the industry.

Shipper [Redacted]		Consignee [Redacted]	
Carrier ANA/LEAP 1285		Flight No. [Redacted]	
Origin of goods [Redacted]		Destination [Redacted]	
Party (B2) [Redacted]		Party (B2) [Redacted]	
Transportation Information (B4) [Redacted]		Transportation Information (B4) [Redacted]	
Declared Value of Goods (B5) [Redacted]		Declared Value of Goods (B5) [Redacted]	
General Goods Description Information (B6) [Redacted]		General Goods Description Information (B6) [Redacted]	
Goods Item Details (B7) [Redacted]		Goods Item Details (B7) [Redacted]	
Freight & Charges (B8) [Redacted]		Freight & Charges (B8) [Redacted]	
Terms Information/Remarks (B9) [Redacted]		Terms Information/Remarks (B9) [Redacted]	

B/L Basic Information (B1)

Parties (B2)

External References (B3)

Transportation Information (B4)

Declared Value of Goods (B5)

General Goods Description Information (B6)

Goods Item Details (B7)

Freight & Charges (B8)

Terms Information/Remarks (B9)

705 Bill of Lading
Negotiable document/message which evidences a contract of carriage by sea and the taking over or loading of goods by Carrier, and by which Carrier undertakes to deliver goods against surrender of the document. A provision in the document that goods are to be delivered to the order of a named person, or to order, or to bearer, constitutes such an undertaking.

706 Bill of Lading Original
The original of the Bill of Lading issued by a transport company. When issued by the maritime industry it could signify ownership of the cargo.

710 Sea Waybill
Non-negotiable document which evidences a contract for the carriage of goods by sea and the taking over of the goods by the Carrier, and by which the Carrier undertakes to deliver the goods to the Consignee named in the document.

Note:

- The endorsee and endorsement information is on the back of the Bill of Lading in practice when the B/L title is processed in paper.
- The elaboration on B/L body data element is basing on the the B/L layout in practice which is widely use and aligned with UNLK in the industry.
- Sea Waybill could also be issued by the sea Carrier to the Shipper, the layout is same as Bill of Lading while the document type Sea Waybill should be clearly printed on the body, and also because it's not negotiable document, there is no endorsement on the back and no ORIGINAL on the face.

Figure 7 — Elaboration on B/L body data element 7.2 B/L body data element and structure specification

7.2 Data elements specification and alignment with UN/CEFACT eBL and UNTDED/ISO 7372 and the structure

In this section, the eBL data elements and structures are defined, elaborated and mapped to standardized directories namely the UNTDED/ISO 7372 and UNID UN/CCL (see the table below the UNID which is the UN Assigned ID across the UN/CCL).

The mapping process ensures that each data element in the eBL is referenced using a unique identifier from the UN/CCL and UNTDED. The used code lists are the same used in the EDIFACT. The underlined UNID and UNTDED/ISO 7372 in the following table indicate that data alignment has been verified.

By mapping to UNTDED and UN/CCL identifiers, these critical directories ID, the alignment of the eBL data element and structure among different standards developed by different organizations and systems is ensured.

7.2.1.1 B/L Basic Information

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTEDD/ISO 7372
B.1	B/L Basic Information (B1)	Object	M	1..1	Exchange metadata	<u>UN0100248Z</u>	
B.1.1	Document Type	String	M	1..1	The type of the document being exchanged, for eBL, the relevant code could be selected from UNTDED1001, here below are some of the examples. 704 Master Bill of Lading A Bill of Lading issued by the master of a vessel (in actuality the owner or charterer of the vessel). It could cover a number of house bills. 705 Bill of Lading Negotiable document/message which evidences a contract of carriage by sea and the taking over or loading of goods by Carrier, and by which Carrier undertakes to deliver goods against surrender of the document. A provision in the document that goods are to be delivered to the order of a named person, or To Order, or to bearer, constitutes such an undertaking. 707 Bill of Lading copy A copy of the bill of lading issued by a transport company. 710 Sea Waybill Non-negotiable document which evidences a contract for the carriage of goods by sea and the taking over of the goods by the Carrier, and by which the Carrier undertakes to deliver the goods to the Consignee named in the document.	<u>UN01002491</u>	<u>1001</u>
B.1.2	B/L Number	String	M	1..1	B/L Number, the unique identifier assigned by the Carrier to the consignment when making the B/L, the meaning of that is totally different from the booking reference number assigned when cargo space is reserved, however from the operation view, sometimes it could be same as the booking reference number and sometimes it could be totally different from the booking reference number depending the operation requirement. And at the maritime industry, consignment usually is called as shipment. This is the "Carrier assigned id" in CCL.	<u>UN01004164</u>	<u>1065</u>
B.1.3	Doc. Form No. (Document Version ID)	String	O	0..1	Original B/L version, provided by the Carrier triggered from issuing the final OBL in their ERP system	<u>UN01003573</u>	<u>105Z</u>
B.1.4	B/L Set	Integer	M	1..1	Total number, in figures, of the originals of B/L issued.	<u>UN01003559</u>	<u>106Z</u>
B.1.5	B/L Total Pages	Integer	M	1..1	Total number of pages in a document	<u>UN0100357Z</u>	<u>1046</u>

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
B.1.6	Carrier Booking Numbers	Array of String	O	0..n	Reference number assigned by a Carrier or its agent to identify a specific consignment such as a booking reference number when cargo space is reserved prior to loading.	<u>UN01001577</u> + <u>UN01003991</u>	<u>1016</u>
B.1.7	Transport Service Contract Number	String	O	0..1	Reference number identifying a transport service contract that this shipment is additional to.	<u>UN01015088</u>	<u>1296</u>
B.1.8	Place of Issue	Object (Location)	M	1..1	Office location where the Original B/L was issued, recommend using LOC structure at EDIFACT.	<u>UN01004018</u>	<u>3410</u>
L.1	Location Code	String	O	0..1	Location identifier of terminal in port, or smaller location, such as terminal depot, rail ramp, e.g., SMDG Recommend to use UN/ECE Recommendation No. 16: UNLOCODE.	<u>UN01003680</u>	<u>3225</u>
L.2	Location Name	String	M	1..1	Name of the location. e.g. Shanghai	<u>UN01003681</u>	<u>3224</u>
B.1.9	Date of Issue	String	M	1..1	B/L issue date sample: follow 8601	<u>UN01002493</u>	<u>2007</u>
B.1.10	Date Laden on Board	String	M	1..1	Date Laden on Board the main carriage vessel (sea going vessel or ocean vessel), the sample: follow 8601	<u>UN01015089</u>	<u>2347</u>
B.1.11	Endorsement	Object	O	0..n	The endorsement on the B/L, in paper way it's endorsed on the back of the Bill of Lading and could be zero when the B/L is named B/L or could be one to multiple when the B/L is To Order depends on the trade requirement.	There is component at CCL but the semantic is totally different from this one. the project team thinks need to maintain CCL	
B.1.11.1	Endorsee	Object (Party)	M	1..1	The party in whose favour a negotiable B/L is endorsed.	(may need to be add in CCL)	(may need to be add in UNTD/ED)
P.1	Party ID	String	O	0..1	A unique identifier of this trade party. Usually, it's a unique registration code or global identifiable code assigned in an id scheme.	<u>UN01004595</u>	<u>3039</u>
P.2	Party Function Code	String	O	0..1	Code giving specific meaning to role of a party.	<u>UN01004599</u>	<u>3035</u>
P.3	Party Name text	String	M	1..1	Name of a party.	<u>UN01004598</u>	<u>3036</u>
P.4	Party Platform Identifier	String	M	1..1	The unique id specifying the identity of a party in the eBL platform.	(may need to be add in CCL)	(may need to be add in UNTD/ED)
P.5	Contact	Object (Contact)	O	0..1	Party contact including Contact ID, name, and department name	<u>UN01004602</u>	(not one since it is a class)

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
CT.1	Contact ID	String	0	0..1	The unique identifier for this contact. The unique id in the system or B/L to identify the contact, like the State ID, or other global identifiable id assigned in an id scheme.	<u>UN01001641</u>	<u>3413</u>
CT.2	Contact Name	String	0	0..1	The name, expressed as text, of this contact person.	<u>UN01001642</u>	<u>3412</u>
CT.3	Department Name	String	0	0..1	The name, expressed as text, of the department to which this contact belongs within an organization.	<u>UN01001643</u>	<u>3412</u>
CT.4	Contact Platform Identifier	String	0	0..1	To identify a department or employee id in the context of the party where has belonged to. The unique id assigned in the eBL Platform.	(may need to be add in CCL)	(may need to be add in UNTDED)
CT.5	Communication	Object	0	0..1	Including phone, fax, e-mail, postal address and or reference of the contact		
CT.5.1	Contact Phone	String	0	0..1	A telephone communication for this party. Telephone number, including country and/or city code as required, for voice or data transmission by telephone beyond the border of a country.	<u>UN01004564</u>	<u>3155+3148</u>
CT.5.2	Contact Fax	String	0	0..1	Fax communication information for this location party. Communication service involving Teletypewriter machines connected by wire or electronic transmission media. Teletypewriter machines are the devices used to send and receive signals and produce hardcopy from them.	<u>UN01004567</u>	<u>3155+3148</u>
CT.5.3	Contact Email Address	String	0	0..1	The Uniform Resource Identifier (URI), such as a web or an email address, for this universal communication.	<u>UN01004569</u>	<u>3155+3148</u>
P.6	Postal Address	Object (Address)	0	0..1	The postal address for this trade party		
PA.1	Address Description	Array of String	0	0..n	To specify the name/address and their related function.	<u>UN01004603</u>	
PA.2	Postcode	String	0	0..1	Code specifying a postal zone or address.	<u>UN01004535</u>	<u>3251</u>
PA.3	Street Name	String	0	0..1	Specification of the postal delivery point such as street and number or post office box.	<u>UN01004543</u>	<u>3042</u>
PA.4	City Name	String	0	0..1	Name of a city.	<u>UN01004544</u>	<u>3164</u>
PA.5	Country Subdivision Name	String	0	0..1	Name of a country subdivision.	<u>UN01004549</u>	<u>3228</u>

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
PA.6	Country ID	String	0	0..1	Identification of the name of the country or other geographical entity as specified in ISO 3166-1 alpha two country code, also can refer to UNECE Recommendation 3, an2	<u>UN01004546</u>	<u>3207</u>
PA.7	Country Name	String	0	0..1	Name of the country or other geographical entity	<u>UN01004547</u>	<u>3206</u>
P.7	Party External References	Object (Party External Reference)	0	0..n	Reference of that party, e.g., USCI and EORI. Consider using the repeatable UN/CCL party identifier structure (id, identification scheme, identification scheme agency)		
PER.1	Tax Authority ID	String	0	0..1	Party Identifier for Tax Authority	<u>UN01004487</u>	<u>3446</u>
PER.2	Customs ID	String	0	0..1	Party Identifier for Customs	<u>UN01004595</u>	<u>(may need to be added in UNTDED)</u>
PER.3	Reference Type	String	0	0..1	Reference Type, recommend using UNECE code list. The reference may be not document, for example the bulk Carrier can use this field to identify the B/L under which VOYAGE CHATER PARTY. (For UNTDED for associated document will open the reference) 1153 Reference code qualifier Code qualifying a reference. e.g. RF Export reference number Reference number given to an export shipment.	<u>UN01006036</u>	<u>1153</u>
PER.4	Reference Number	String	0	0..1	Identifies a reference. Under the circumstance that the voyage charter party needs to be incorporated into the B/L, the date to identify the voyage charter party under which the B/L is issued.	<u>UN01003991</u>	<u>1154</u>
B.1.11.2	Endorsement Date	String	M	1..1	The date in which endorsing has occurred to the party from the previous holder	<u>(may need to be added in CCL)</u>	<u>(may need to be added in UNTDED)</u>

7.2.1.2 Parties

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
B.2	Parties (B2)	Object	M	1..1	Each party, including P.1-P.7		
B.2.1	Shipper	Object	M	1..1	The party which, according to the booking instructions stated on the B/L, by contract with a Carrier, consigns or sends goods with the Carrier, or has them conveyed by the Carrier, and has the right to require the Carrier to issue the B/L and undertake corresponding obligations. According to Hamburg Rules, the specification of Shipper is: "Shipper" means any person by whom or in whose name or on whose behalf a contract of carriage of goods by sea has been concluded with a carrier, or any person by whom or in whose name or on whose behalf the goods are actually delivered to the carrier in relation to the contract of carriage by sea. There is consignor defined at TDED 3035 Party function code qualifier which is the code giving specific meaning to a party. The code and definition for consignor is as below: CZ Consignor, (3336) Party which, by contract with a Carrier, consigns or sends goods with the Carrier, or has them conveyed by him. Synonyms: Shipper, sender.	<u>UN01004212</u>	
B.2.1.1	Shipper Name	String	M	1..1	Name of the shipper	<u>UN01004598</u>	<u>3336</u>
B.2.1.2	Shipper ID	String	O	0..1	A unique identifier of this party.	<u>UN01004595</u>	<u>3337</u>
B.2.1.3	Party ID	String	O	0..1	A unique identifier of this trade party. Usually, it's a unique registration code or global identifiable code assigned in an id scheme.	<u>UN01004595</u>	<u>3039</u>
B.2.1.4	Party Function Code	String	O	0..1	Code giving specific meaning to role of a party.	<u>UN01004599</u>	<u>3035</u>
B.2.1.5	Party Name text	String	M	1..1	Name of a party.	<u>UN01004598</u>	<u>3036</u>
B.2.1.6	Party Platform Identifier	String	M	1..1	Code specifying the identity of a party. The unique id in the eBL platform.	(may need to be added in CCL)	(may need to be added in UNTD/ISO)
B.2.1.7	Contact	Object (Contact)	O	0..1	Party contact including Contact ID, name, and department name	<u>UN01004602</u>	(not one since it is a class)
CT.1	Contact ID	String	O	0..1	The unique identifier for this contact. The unique id in the system or B/L to identify the contact, like the State ID, or other global identifiable id assigned in an id scheme.	<u>UN01001641</u>	<u>3413</u>
CT.2	Contact Name	String	O	0..1	The name, expressed as text, of this contact person.	<u>UN01001642</u>	<u>3412</u>
CT.3	Department Name	String	O	0..1	The name, expressed as text, of the department to which this contact belongs within an organization.	<u>UN01001643</u>	<u>3412</u>

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTED/ISO 7372
CT.4	Contact Platform Identifier	String	0	0..1	To identify a department or employee id in the context of the party where has belonged to. The unique id assigned in the eBL Platform.	~~(may need to be added in CCL)~~	~~(may need to be added in UNTED)~~
CT.5	Communication	Object	0	0..1	Including phone, fax, e-mail, postal address and or reference of the contact		
CT.5.1	Contact Phone	String	0	0..1	A telephone communication for this party. Telephone number, including country and/or city code as required, for voice or data transmission by telephone beyond the border of a country.	<u>UN01004564</u>	<u>3155+3148</u>
CT.5.2	Contact Fax	String	0	0..1	Fax communication information for this location party. Communication service involving Teletypewriter machines connected by wire or electronic transmission media. Teletypewriter machines are the devices used to send and receive signals and produce hardcopy from them.	<u>UN01004567</u>	<u>3155+3148</u>
CT.5.3	Contact Email Address	String	0	0..1	The Uniform Resource Identifier (URI), such as a web or an email address, for this universal communication.	<u>UN01004569</u>	<u>3155+3148</u>
B.2.1.8	Postal Address	Object (Address)	0	0..1	The postal address for this trade party		
PA.1	Address Description	Array of String	0	0..n	To specify the name/address and their related function.	<u>UN01004603</u>	
PA.2	Postcode	String	0	0..1	Code specifying a postal zone or address.	<u>UN01004535</u>	<u>3251</u>
PA.3	Street Name	String	0	0..1	Specification of the postal delivery point such as street and number or post office box.	<u>UN01004543</u>	<u>3042</u>
PA.4	City Name	String	0	0..1	Name of a city.	<u>UN01004544</u>	<u>3164</u>
PA.5	Country Subdivision Name	String	0	0..1	Name of a country subdivision.	<u>UN01004549</u>	<u>3228</u>
PA.6	Country ID	String	0	0..1	Identification of the name of the country or other geographical entity as specified in ISO 3166-1 alpha two country code, also can refer to UNECE Recommendation 3, an 2	<u>UN01004546</u>	<u>3207</u>
PA.7	Country Name	String	0	0..1	Name of the country or other geographical entity	<u>UN01004547</u>	<u>3206</u>
B.2.1.9	Party External References	Object (Party External Reference)	0	0..n	Reference of the party, e.g., USCI and EORI. Consider using the repeatable UN/CCL party identifier structure (id, identification scheme, identification scheme agency)		
PER.1	Tax Authority ID	String	0	0..1	Party Identifier for Tax Authority	<u>UN01004487</u>	<u>3446</u>

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
PER.2	Customs ID	String	0	0..1	Party Identifier for Customs	<u>UN01004595</u>	<u>(may need to be added in UNT-DED)</u>
PER.3	Reference Type	String	0	0..1	Reference Type, recommend using UNECE code list. The reference may be not document, for example the bulk Carrier can use this field to identify the B/L under which VOYAGE CHATER PARTY. (For UNTDED for associated document will open the reference) 1153 Reference code qualifier Code qualifying a reference. e.g. RF Export reference number Reference number given to an export shipment.	<u>UN01006036</u>	<u>1153</u>
PER.4	Reference Number	String	0	0..1	Identifies a reference. Under the circumstance that the voyage charter party needs to be incorporated into the B/L, the date to identify the voyage charter party under which the B/L is issued.	<u>UN01003991</u>	<u>1154</u>
B.2.2	Consignee	Object	0	0..1	The party to whom goods are shipped. 3035 Party function code qualifier Code giving specific meaning to a party. CN Consignee (3132) Party to which goods are consigned.	<u>UN01004213</u>	
B.2.2.1	Consignee Name	String	M	1..1		<u>UN01004598</u>	<u>3132</u>
B.2.2.2	Consignee ID	String	0	0..1		<u>UN01004595</u>	<u>3133</u>
B.2.2.3	Party ID	String	0	0..1	A unique identifier of this trade party. Usually, it's a unique registration code or global identifiable code assigned in an id scheme.	<u>UN01004595</u>	<u>3039</u>
B.2.2.4	Party Function Code	String	0	0..1	Code giving specific meaning to role of a party.	<u>UN01004599</u>	<u>3035</u>
B.2.2.5	Party Name text	String	M	1..1	Name of a party.	<u>UN01004598</u>	<u>3036</u>
B.2.2.6	Party Platform Identifier	String	M	1..1	Code specifying the identity of a party. The unique id in the eBL platform.	<u>(may need to be added in CCL)</u>	<u>(may need to be add in UNTDED)</u>
B.2.2.7	Contact	Object (Contact)	0	0..1	Party contact including Contact ID, name, and department name	<u>UN01004602</u>	<u>(not one since it is a class)</u>
CT.1	Contact ID	String	0	0..1	The unique identifier for this contact. The unique id in the system or B/L to identify the contact, like the State ID, or other global identifiable id assigned in an id scheme.	<u>UN01001641</u>	<u>3413</u>
CT.2	Contact Name	String	0	0..1	The name, expressed as text, of this contact person.	<u>UN01001642</u>	<u>3412</u>

[Table] ?? (continued)

N0.	Field Name	Type	M/O	Occurrence	Description	UNID	UNTD/ISO 7372
CT.3	Department Name	String	0	0..1	The name, expressed as text, of the department to which this contact belongs within an organization.	<u>UN01001643</u>	<u>3412</u>
CT.4	Contact Platform Identifier	String	0	0..1	To identify a department or employee id in the context of the party where has belonged to. The unique id assigned in the eBL Platform.	(may need to be added in CCL)	(may need to be add in UNTDED)
CT.5	Communication	Object	0	0..1	Including phone, fax, e-mail, postal address and or reference of the contact		
CT.5.1	Contact Phone	String	0	0..1	A telephone communication for this party. Telephone number, including country and/or city code as required, for voice or data transmission by telephone beyond the border of a country.	<u>UN01004564</u>	<u>3155+3148</u>
CT.5.2	Contact Fax	String	0	0..1	Fax communication information for this location party. Communication service involving Teletypewriter machines connected by wire or electronic transmission media. Teletypewriter machines are the devices used to send and receive signals and produce hardcopy from them.	<u>UN01004567</u>	<u>3155+3148</u>
CT.5.3	Contact Email Address	String	0	0..1	The Uniform Resource Identifier (URI), such as a web or an email address, for this universal communication.	<u>UN01004569</u>	<u>3155+3148</u>
B.2.2.8	Postal Address	Object (Address)	0	0..1	The postal address for this trade party		
PA.1	Address Description	Array of String	0	0..n	To specify the name/address and their related function.	<u>UN01004603</u>	
PA.2	Postcode	String	0	0..1	Code specifying a postal zone or address.	<u>UN01004535</u>	<u>3251</u>
PA.3	Street Name	String	0	0..1	Specification of the postal delivery point such as street and number or post office box.	<u>UN01004543</u>	<u>3042</u>
PA.4	City Name	String	0	0..1	Name of a city.	<u>UN01004544</u>	<u>3164</u>
PA.5	Country Subdivision Name	String	0	0..1	Name of a country subdivision.	<u>UN01004549</u>	<u>3228</u>
PA.6	Country ID	String	0	0..1	Identification of the name of the country or other geographical entity as specified in ISO 3166-1 alpha two country code, also can refer to UNECE Recommendation 3, an2	<u>UN01004546</u>	<u>3207</u>
PA.7	Country Name	String	0	0..1	Name of the country or other geographical entity	<u>UN01004547</u>	<u>3206</u>