



*The International Federation of Freight
Forwarders Associations
Fédération Internationale des Associations de
Transitaires et Assimilés
Internationale Föderation der
Spediteurorganisationen*

Marketplace Seminar 2019

The FIATA Multimodal Bill of Lading

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Topics

1. FIATA introduction

2. FIATA cooperation with other railway related organizations

3. FIATA transport documents

4. Moving to Digital



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1. FIATA introduction

HISTORY

- Non-governmental organization, represents an industry covering more than 40,000 freight forwarding companies in the world, currently has 6287 forwarding members in 162 countries
- FIATA is the largest non-governmental organisation in the field of transportation and its influence is worldwide.

OBJECTIVES

- To unite the freight forwarding industry worldwide;
- To represent, promote and protect the interests of the industry by participating as advisors or experts in meetings of international bodies dealing with transportation;
- To familiarise trade and industry and the public at large with the services rendered by freight forwarders through the dissemination of information, distribution of publications, etc.





1. FIATA introduction

ORGANISATION

FIATA is structured into Institutes, Advisory Bodies and Working Groups

- **Advisory Bodies**
- **Institutes**
- **Working Group in Sustainable Logistics**

REGIONAL MEETINGS

FIATA National Association are divided into 4 regions worldwide.

- **AFRICA/MIDDLE EAST**
- **AMERICAS**
- **ASIA/PACIFIC**
- **EUROPE**



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2. FIATA cooperation with other railway related organizations



- FIATA / UIC (International Union of Railways)
 - Marketplace Seminar
- FIATA / IBS (International Rail Freight Business Association)
 - Base for collaboration: common interests in rail freight in Europe
- FIATA / CIT (The International Rail Transport Committee)
- FIATA / OSJD (Organisation for Cooperation between Railways)
 - Memorandum of Cooperation signed in October 2018





3. FIATA transport documents

CASE STUDY

Growth of China-Europe Block Train and Rail + Approach

- **New Passage for trade between China and Europe**
 - 6,300 trips in 2018 (totally more than 12,000)
 - Three Euraisa rail corridors, available between 48 Chinese cities and over 40 cities in 14 European countries.
 - goods like mechanical equipment, computers and parts, automobiles, mobile phones, textile, woods, foods, etc.

- **Multimodal Transport of Rail + Approach**
 - growing economic need and door to door delivery of goods.
 - Uniform Railway Law and standard legal documents are required to facilitate trade and transportation.





3. FIATA transport documents

CASE STUDY

Documents used in China Europe railway

- **Consignment note is now the main transport document used in Eurasia transport by rail**
 - SMGS consignment note (OSJD)
 - SMGS consignment note + CIM consignment note, rewriting at the reconsignment point (OSJD+OTIF)
 - CIM/SMGS consignment note (OSJD+OTIF, Yuxinou Railway route)
 - 31st Oct, 2012, first trip, Chongqing to Duisberg
 - China is still at trial phase

Source: China Merchants Group



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3. FIATA transport documents

CASE STUDY

- **Case Study 1: From Netherlands (Tilburg)– to Chengdu, China by China-Europe Railway**

- Goods: Automobiles
- Documents:
 1. Besides the railway consignment note, a bill of lading was also issued.
 2. The consignee in the railway consignment note was filled by the name of the contracting carrier. The bill of lading was issued by the contracting carrier, the consignee was filled by the name of the buyer or “to order”.
 3. The seller and buyer agreed in the contract that the goods shall be delivered upon presentation of the bill of lading. The contracting carrier agreed in the service contract that the goods shall be delivered to the holder of the bill of lading.
 4. At the destination station, after the contracting carrier was notified as the consignee on the consignment note to receive the goods, the contracting carrier handled the goods under the instruction of the holder of the bill of lading.
- Financing procedure:
 - The buyer, pledged to Bank of China for the opening of L/C or other financing aids.
 - After the arrival of the goods at the destination, the buyer made payment to the bank for the bill of lading.
 - The holder of the bill of lading presented the bill of lading to the contracting carrier to receive the goods.





3. FIATA transport documents

CASE STUDY

Can a consignment note act as document of title (BL) in Rail + transport in Eurasia?

➤ **Case 2: Yuxinou Eurasia Railway Route**

Transport mode: international rail transport

Route: **Germany** (Duisburg -- Poland (Malaszewicze) --The Republic of Belarus— Russia --Kazakhstan— **China** (Chongqing)

Document:

- International Railway Combined Transport Bill of Lading
- To order of Chongqing Logistics Finance Service Co.
- No back terms
- Issued by Sinotrans Chongqing Logistics--a freight forwarder/MTO

CIM/SMGS Consignment Note is used.

Preliminary conclusion:

- Only rail transport
- no legal effect, control of delivery of goods by contract arrangements
- No bank directly involved– other financing arrangement guaranteed by Chongqing Logistics Finance Service Co.



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Source: China Merchants Group



3. FIATA transport documents

CASE STUDY

Case 3: Rongou Eurasia Railway Route

Chengdu-Xinjiang-Europe passing China, Kazakhstan, Russia, Belarus, Poland, in total 5 countries. The whole distance is 9,800km. 10 trips per week. First trip, April 2017

Transport mode: international rail transport + road

Route: From Netherlands (Tilburg) to Poland (Lodz) by road | From Poland (Lodz) --The Republic of Belarus—Kazakhstan— to Chengdu, China by rail

Document:

- To order of China Bank
- Complete back terms (combined maritime and rail terms)
- Issued by Chengdu International Inland Port Operation Co.--a contracting carrier
- SMGS Consignment Note is used.

Preliminary conclusion:

- Rail -Road and Sea-Rail
- Legal effect: but may have conflicts
- bank directly involved



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Source: China Merchants Group



3. FIATA transport documents

FIATA has created several documents and forms to establish a uniform standard for use by freight forwarders worldwide. The documents are easily distinguishable as each has a distinctive colour and carries the FIATA logo which can be seen at the head of the page.

FIATA FCR (Forwarders Certificate of Receipt)

FIATA FCT (Forwarders Certificate of Transport)

FWR (FIATA Warehouse Receipt)

FBL (negotiable FIATA Multimodal Transport Bill of Lading)

FWB (non-negotiable FIATA Multimodal Transport Waybill)

FIATA SDT (Shippers Declaration for the Transport of Dangerous Goods)

FIATA SIC (Shippers Intermodal Weight Certificate)

FFI (FIATA Forwarding Instructions)

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3. FIATA transport documents

FBL (negotiable FIATA Multimodal Transport Bill of Lading)

The FBL is one of the world's most frequently used transport document as it gives the customers a solid commercial and legal protection while affording reasonable protection for the forwarder itself.

- It can be used as a multimodal transport document
- It is a document that titles the goods
- It is a negotiable document, proves possession or control of the goods
- Can be presented take delivery of the goods
- As a document of title it can be endorsed to the bank as a pledge





3. FIATA transport documents

FBL (negotiable FIATA Multimodal Transport Bill of Lading)

- Negotiable FIATA Multimodal Transport Bill of Lading (FBL) is a carrier-type transport document set up by FIATA for the **use of freight forwarders acting as Multimodal Transport Operators**.
- It can also be issued **as a marine bill of lading**.
- It has been deemed by International Chamber of Commerce to be **in conformity with UNCTAD/ICC Rules for Multimodal Transport Documents** and therefore bears ICC logo alongside the symbol of relevant freight forwarders association by country or territory.





3. FIATA transport documents

FBL (negotiable FIATA Multimodal Transport Bill of Lading)

- FBL also **conforms to “Guide for the Uniform Customs and Practice for Documentary Credits (UCP 600)”** of ICC when issued as multimodal transport document in line with Art. 19 or as bills of lading as Art. 20, as an acceptable transport document.
- FBL is suitable to be used **by freight forwarders** for **end-to-end transport** when they are responsible for the performance of the transport.
- Freight forwarders can **apply to authorized FIATA Association Members** for use of FBL and other FIATA documents. More information can be found on <https://fiata.com/about-fiata/fiata-documents.html> or info@fiata.com .





4. Moving to Digital

- FIATA is now working diligently with one of the biggest platforms in the world on **creating the electronic FIATA Multimodal Bill of Lading, eFBL**.
- The eFBL solution will enable shippers and freight forwarders to draft, amend and finalize the FBL entirely on the a digital platform. Users are then, able to electronically circulate the FBL through the supply chain.
- Should not all stakeholders from the supply chain be active users of the digital system, users are able to securely print the FBL from the digital system and circulate it physically alongside their cargo. The printed FBL maintains its security through a two-step security authentication utilizing a barcode and chip that ensure the authenticity of the document and also traceability as it moves through the supply chain.
- Tentative delivery date: Q1 2020





Thank you!

Find more about FIATA in www.fiata.com

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