



Standard for the Bill of Lading

A roadmap towards eDocumentation

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Purpose

This document provides the DCSA standard for the Bill of Lading as applied in container shipping. It also includes standards for the processes of preparing and issuing a Bill of Lading regardless of the channel used, i.e. physical or digital (the latter is referred to as the eBL). The standard also applies to the Sea Waybill.

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Acronyms, and abbreviations

Abbreviation	Term
B/L	Bill of Lading
eBL	Electronic Bill of Lading
L/C	Letter of Credit
ICC DSI	International Chamber of Commerce Digital Standards Initiative
eUCP600	Electronic Uniform Customs Practice 600 for documentary credits
MLETR	Model Law on Electronic Transferrable Records
SI	Shipping Instructions
SD	Store Door
CY	Container Yard
CFS	Container Freight Station
LCL	Less than Container Load
FCL	Full Container Load
BB	Break Bulk
TD	Transport document

Table 1: Acronyms and abbreviations

The definitions of terms used in this document can be found in the [Glossary of Terms \(GoT 3.0\)](#).

Preface

DCSA envisions a digitally interconnected container shipping industry. Our mission is to be the de facto standards body for the industry, setting the technological foundation for interoperable IT solutions. Together with our member carriers, DCSA creates vendor-neutral, technology-agnostic standards for IT and non-competitive business practices. By working towards the widespread adoption of these standards, our aim is to move the industry forward in terms of customer experience, efficiency, collaboration, innovation, and respect for the environment.

Please refer to the DCSA website, <https://dcsa.org/about/> for more information.

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1 Introduction

1.1 Standardisation of the Bill of lading

The Bill of Lading (B/L) has been and still is one of the key documents in international trade. The first written B/L dates back to Italy in 1564. But the B/L was invented centuries before the first written version became available. The core function of a B/L has always been to provide:

- Evidence of contract of carriage
- Confirmation of receipt for the goods
- A document of Title

Today, the B/L still serves these purposes. As a document of title (also termed negotiable document), the B/L is transferrable between parties based on rules in international trade law and local contract law. Unfortunately, electronic means of transferral are currently not recognised, which means the B/L must be printed to be legally valid.

B/L standardisation, and with that, the opportunity for digitalisation, must address regulatory change. The aim is a much more efficient and low-cost end-to-end documentation process, with less risk of fraud and human error, which will result in an improved customer experience.

The electronic version of the Bill of Lading (eBL) will enable all these benefits. The first attempt at creating an eBL was in the 1990s. However, research shows that in 2021, only 1.2% of B/Ls are issued electronically. The global pandemic has exposed the urgent need for change.

DCSA's aim for standardisation and digitalisation of the B/L (and broader eDocumentation) is:

To implement digital standards and help drive regulatory changes, working towards a fully automated documentation process and paperless trade in container shipping, including:

- *A fully digitised shipment documentation process*
- *A regulatory foundation for the adoption of eBL*
- *Security standards for enabling the digital transfer of title documents*
- *Digitised supporting documents and certificates*

Standardisation and digitalisation of the B/L comes with many challenges and stakeholder requirements to address. One key question is to how to transfer the core functions of the B/L to a digital format with functional equivalence, without jeopardising International trade customs and practices.

1.2 Scope of this publication

This publication is a first step in enabling digitalisation of the B/L. It provides the DCSA standard for the B/L as applied in container shipping. This document also includes standards for the processes of preparing and issuing a B/L regardless of the channel used, i.e. physical or digital

(when using a digital channel, the B/L is referred to as the eBL). The standard also applies to the Sea Waybill. This publication will consistently use the term B/L when referring to all types, unless otherwise stated.

This publication is about setting standards for B/L data definitions as well as defining an industry blueprint for how to prepare and issue a B/L. The standard is thus applicable to both the physical B/L as well as its digital equivalent. It is the first step in mapping an end-to-end, standardised documentation process that can be digitalised. As such, this document includes:

- An outline of the end-to-end documentation process
- Process maps related to preparing and issuing a B/L, including amendments
- General definitions of terms related to the B/L
- An overview of mandatory, conditional & optional B/L data fields
- B/L data field definitions (semantic and data-specific) aligned with UN/CEFACT

Additionally, the DCSA standard for the B/L also includes the following technical elements (addressed in separate documentation):

- Updated Information model (2022.1) containing all data entities and attributes related to preparing and issuing a B/L
- B/L interface standards 2.0
- B/L API specifications 2.0

2 Documentation process

This chapter describes in detail the Documentation process, as well as details of the process maps for preparing and issuing a B/L.

2.1 End-to-end documentation process

The end-to-end documentation process concerns all necessary steps in the documentation process required for a shipper to transport goods from A to B. The time-consuming and manual nature of this process makes it a clear candidate for standardisation and digitalisation.

Since the B/L is the main output of the documentation process, the two process steps related to this are natural starting points for standardisation. However, given that most B/L data originates from earlier steps in the process, a holistic approach is needed. The remaining processes will be covered in subsequent publications.

The high-level steps of the end-to-end documentation process are described in figure 1 below.

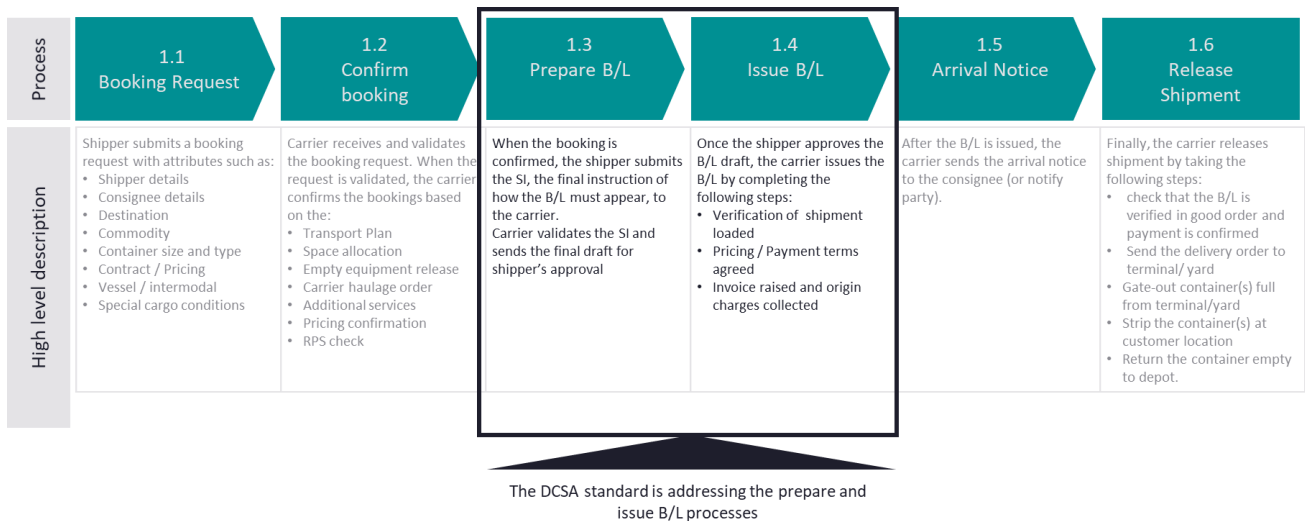


Figure 1: End to end documentation process

The focus of this publication is to provide standards for the Prepare and Issue processes. The pain points associated with these processes are identified below:

- Physical handover of documents is resource-intensive, time-consuming and difficult, and has become a bottleneck during the COVID-19 pandemic.
- International couriering of the physical documents adds time and costs for the customer when exchanging a B/L between shipper and consignee (or notify party).
- The end-to-end documentation process is manual, error prone and labour-intensive, and, as such, costly to both customers and carriers.
- The manual security mechanism of a physical B/L increases the risk of fraud (e.g. security paper/barcoding).

- Lack of standards with regards to identifying parties causes trade compliance risks.

These pain points were used as a starting point for standardising the B/L process maps.

2.2 B/L process maps

As part of this publication, the process maps for preparing and issuing the B/L have been updated in the [DCSA Industry Blueprint on DCSA.org](https://www.dcsa.org/industry-blueprint). Two additional process maps have been defined to address amendments prior to and after B/L issuance.

The steps in the process maps (in scope this publication) are described in Table 2 below:

Process step	Involved players	Description
1.3 Prepare B/L (transport document)	Carrier and Customer/Shipper	<ol style="list-style-type: none"> 1. The shipper prepares the Shipping Instructions (SI). 2. The carrier receives, checks for missing or incorrect information, and requests the information from the customer if required. 3. The carrier processes and validates the SI. 4. The carrier creates a draft B/L and sends it to the customer/shipper for review and approval. In case the draft is incorrect ('no approval'), the customer provides additional information. 5. Once the customer/shipper approves the cargo descriptions on the B/L, the B/L is prepared – end.
1.3.1 Amendments prior to issuance	Carrier and Customer/Shipper	<ol style="list-style-type: none"> 1. The customer submits the required amendments. 2. The carrier receives and reviews the amendment request. Based on this review, the carrier checks whether it is possible to make the amendments. 3. In case it is not possible, the carrier informs the customer, and the process stops. In case it is possible, the carrier proceeds with making the amendments to the B/L and calculates and applies the charges for the customer 4. When the amendments are made, the carrier issues the B/L – end.
1.4 Issue B/L (transport document)	Carrier and Terminal	<ol style="list-style-type: none"> 1. The vessel departs from the port, and the terminal sends the equipment loading report. 2. The carrier receives the loading confirmation and confirms the equipment load status. 3. The carrier confirms the payment condition and issues the B/L – end.

1.4.1 Amendments after issuance	Carrier and Customer/Shipper	<ol style="list-style-type: none"> 1. The customer submits the required amendments. 2. The carrier receives and reviews the amendment request. Based on this review, the carrier checks whether it is possible to make the amendments. 3. In case it is not possible, the carrier informs the customer, and the process stops. In case it is possible, the customer surrenders the original documents to the carrier. 4. The carrier receives and verifies the full set of original documents and proceeds with making the amendments to the B/L. 5. The carrier calculates and applies the charges related to making the amendments to the B/L and issues the B/L – end.
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Table 2: Description of relevant process steps

A detailed view of these process maps can be found in the [DCSA Industry Blueprint on DCSA.org](https://www.dcsa.org/industry-blueprint).

3 B/L standards and definitions

In addition to the standardised processes, the core of the DCSA standard for the B/L consists of the following building blocks:

- Definitions of general terms related to the preparation and issuance of a B/L
- Definitions of BL data fields including a stipulation of whether the fields are mandatory, conditional, or optional per process step
- Interface standards and API specifications

The standards are technology agnostic, open source and readily accessible. The definitions, interface standards and API definitions should facilitate adoption to quickly achieve DCSA standard-compliant B/L processes. This will improve the end-to-end documentation process both from a customer and supplier perspective.

3.1 Definitions of general terms related to the preparation and issuance of a B/L

The first building block, the general terms of the B/L, are established to enable semantic interoperability and ensure a common vocabulary. As such, these terms and acronyms, including definitions, are included in the [DCSA Glossary of Terms 3.0 \(GoT\)](#).

3.2 Definitions of B/L data fields

The second building block of the DCSA B/L standard includes:

- B/L data fields aligned with UN/CEFACT
- B/L data field definitions
- B/L data field input format.

The standardised B/L includes the fields as shown in 1. Booking & B/L Data field definitions and references in the appendix.

As briefly explained in section 2.1, the B/L data originates in preceding process steps (1.1 Booking request and 1.2 Booking confirmation and Shipping Instructions). Each data field in the DCSA B/L standard includes a stipulation as to whether the field is mandatory, conditional, or optional, per process:

- **Mandatory**, i.e. this data field must be completed and used. An example 'Shipper'. Details in this data field are mandatory in every process as part of the documentation process.
- **Conditional**, i.e. depending on certain conditions, a data field must be completed and used. An example is 'Onward inland routing'; this data field is used only when onward transport is done by the customer. The conditions are included in the detailed overview.
- **Optional**, i.e. it is optional to be completed and used, at the discretion of the party involved. An example is the 'Also notify' data field; the shipper may or may not want to use this field.

The complete overview can be found in appendix 1.

3.3 Information model, Interface standards & API specifications

The third building block of the DCSA B/L standard consists of three elements that enable the data standards:

- DCSA B/L Information model, now including all data attributes related to the bill of lading
- DCSA B/L Interface standards
- DCSA eBL API specifications

Both the DCSA Information Model as well as the DCSA B/L Interface Standards can be found on [DCSA.org](https://dcsa.org). The API specifications can be found on [SwaggerHub](#).

4 Journey towards eDocumentation

The DCSA B/L standard is a key step towards a standardised and digitalised end-to-end documentation process. As other industries have gone through similar changes, it is to be expected that the adoption of the eBL will take time. Many factors influence (the speed of) adoption.

4.1 Stakeholders

DCSA is collaborating with various stakeholders in global trade to address the following topics:

1. **The financial industry** (ICC, SWIFT, Banks, trade finance platforms etc.) to ensure:
 - DCSA B/L standards alignment with the eUCP600 standards
 - Adoption of digital transfer of documents by trade institutions
 - Standardised global identification of legal entities
 - Trade compliance simplification (with sanctioned or embargoed commodities and/or parties) across international stakeholders
2. **eBL solution providers** (P&I approved) to ensure:
 - System/platform interoperability across providers so that a B/L can be seamlessly transferred between platforms
 - Standardisation interoperability agreements
 - Security standards for digital authentication and endorsement chain validation
3. **Regulatory bodies** to ensure:
 - MLETR adoption across country jurisdictions
4. **Customs authorities** to ensure:
 - Manifest submissions continue to meet customs requirements from both a trade security and tariff assessment perspective
 - Further electronic enablement of Manifest submission
5. **Customers** to ensure:
 - Customer requirements and needs are consistently being considered and addressed
6. **Standardisation bodies** (FIATA, BIMCO, UNECE, GSI and others) to ensure:
 - Semantic interoperability, i.e. alignment on terms and definitions driving common understanding
 - Technical interoperability, i.e. alignment of information/reference data models
7. **Fintech platforms** to ensure:
 - DCSA B/L standards alignment with current solutions

4.2 Roadmap

As stated before, many factors influence (the speed of) adoption. In addition to continuing collaboration with stakeholders (as described in chapter 4.1), DCSA will undertake the following activities to support widespread industry adoption of eBL:

- Standardise the booking request and confirmation process, as part of the end-to-end documentation process. Published separately, but simultaneously with the eBL 2.0 publication.
- Extend the DCSA standard for Booking process and B/L issuance to cover oversize, refrigerated cargo, dangerous goods, and specials
- Standardise arrival notification & shipment release processes, as part of the end-to-end documentation process
- Technical and legal standards for secure transfer (including the endorsement chain) of the eBL
- Standardise insurance, trade finance or L/C certificates issued by carriers and validate with banks whether the certificates are required
- Standardise clauses requested by shippers (e.g. to be stowed under deck, clean onboard or other clauses to accommodate local trade practices) to enable automated validation of SI's

4.3 Call to action

DCSA invites all stakeholders to participate in the journey towards paperless trade by signing up to our project via [DCSA.org/contact](https://dcsa.org/contact). We also encourage feedback from all industry stakeholders that are working on (e)B/L or have ideas about digitalising and standardising the B/L with the aim of achieving paperless trade.

Appendix

1. B/L Data field definitions and references

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
1	Transport document Issuer	UN01004214	Carrier	Issuing container shipping line (carrier)	Entity Name, Address, Phone, Fax Website, Issuer ID (e.g. SCAC Code)	Mandatory	Mandatory	Mandatory		Mandatory
2	Shipper	UN01004212	Master Consignor	Shipper means any person or legal entity 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.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID	Conditional	Conditional	Mandatory	Can be left blank until submission of SI if booking party (Shipper forwarding agent) is provided at time of booking request	Mandatory
3	Consignee	UN01004213	Master Consignee	The party to whom a cargo is consigned under a contract of carriage or a transport document or electronic transport record. It can be the end receiver.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID, to order identifier	Optional	Optional	Mandatory		Mandatory
4	Freight Payer	n/a	Payee	The party responsible for settling payment of freight to the carrier		Optional	Optional	Mandatory		Mandatory
5	Notify party	UN01004223	Notified Party (2)	Notify Party is the person or company to be advised by the carrier upon arrival of the goods at the destination port.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID	Optional	Optional	Optional	Only when a notify party is provided	Conditional
6	Also notify	UN01004223		It is a party (person or company) who should also be notified of the arrival of the cargo along with Notify party.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID	Optional	Optional	Optional		Optional
7	Shipper Forwarding Agent	UN01004602	Consignor Agent	A forwarding agent is a company that acts as an agent for other companies, and is involved in the collection, shipment, and delivery of goods.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID	Optional	Optional	Optional		Optional
8	Consignee Forwarding Agent	UN01004602	Consignee Agent	A forwarding agent is a company that acts as an agent for other companies, and is involved in the collection, shipment, and delivery of goods.	Company name, physical address (should be provided in structured format, but can be printed as unstructured to match L/C requirement), person contact name, email or fax, phone and LEI or Tax ID	Optional	Optional	Optional		Optional

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
9	Address	UN01004603	Postal address	A physical address including postal code, country code in a structured format. If an unstructured format is required for L/C or other purposes this must be provided separately.	Address should be provided in structured format, but can be printed as unstructured to match L/C requirement	Optional	Optional	Mandatory		Mandatory
10	Phone No.	UN01001256	Telephone complete number	Contact number of the individual or customer	Numeric string including country specific dialing codes	Optional	Optional	Mandatory		N/A
11	Email	UN01001253	URI email address	Unique identifier for an email account of the customer which is used to both send and receive email messages over the Internet	String including an account name (varchar) followed by a @ and completed with a domain name	Optional	Optional	Mandatory		N/A
12	Fax	UN01001256	FAX complete number	Phone number connected to a printer of a customer	Numeric string including country specific dialing codes	Optional	Optional	Optional		N/A
13	Forwarding agent Reference No.	UN01004165	Consignment Freight Forwarder Assigned ID	Identification number provided by forwarding agent	String of letters and numbers (alphanumeric input)	N/A	N/A	Optional		Optional
14	Consignee Reference No.	UN01004162	Consignment Consignee Assigned Reference ID	Identification number provided by Consignee	String of letters and numbers (alphanumeric input)	N/A	N/A	Optional		Optional
15	Place of Receipt	UN01004235 & UN01003680	Carrier Acceptance Location	The location where the cargo is handed over by the shipper, or his agent, to the shipping line. This indicates the point at which the shipping line takes on responsibility for carriage of the container	Physical location dependent on mode of transport and/or UN Locode	Mandatory	Conditional	Conditional	If PoR is a port this field will be blank in booking confirmation.	Conditional (see column 1)
16	Port of Loading	UN01003680	Port of Loading Location	The location where the cargo is loaded onto a sea-going vessel for water transportation.	Port location international naming standard and UN Locode	Conditional	Mandatory	Mandatory	If known by the shipper or booking party. Optional if the place of receipt is a port.	Mandatory
17	Port of Discharge	UN01003680	Port of Unloading Location	The location where the cargo is discharged from the last sea-going vessel.	Port location international naming standard and UN Locode	Conditional	Mandatory	Mandatory	If known by the shipper or booking party. Optional if place of delivery is a port	Mandatory
18	Place of Delivery	UN01004237	Consignee Receipt Location	The location where the cargo is handed over to the consignee, or his agent, by the shipping line and where responsibility of the shipping line ceases.	Physical location, naming according to local standards and/or UN Locode	Mandatory	Conditional	Conditional	If PoD is a port this field will be blank in booking confirmation.	Conditional (see column 1)
19	Onward inland routing	UN01004242	Onward routing location	The location where the cargo is transported from port of discharge to consignee location on consignee's responsibility (merchant haulage)	Physical location, naming according to local standards	Optional	Optional	Conditional	When onward transport is done by customer	Conditional (if requested by shipper)

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
20	Service Type	UN01004842	Transport Service Condition Code	Indicates the type of service offered at the place of receipt or place of delivery. The options are - CY or container yard (incl rail ramp) where the carrier takes ownership of a fully stuffed container provided by the customer at the carrier/carrier's appointed supplier's facility (usually called terminal or depots) - SD or store door, indicating that the carrier is taking ownership of a fully stuffed container at the customer's appointed premises. - CFS or container freight station, indicating that the carrier has received the cargo and is responsible for stuffing of the cargo within the container	CY/CFS/SD code	Mandatory	Mandatory	Mandatory		Mandatory
21	Cargo Movement Type Origin (FCL, LCL and BB)	UN01004845	Origin Transport Service Requirement Code	~ FCL stands for "Full Container Load" and means that its the Shipper /Consignee or its agent or subcontractor who is responsible for stuffing/stripping the cargo into/out of the container and who bears every responsibility /liability in such respect. - LCL stands for "Less than Container Load" and means that it is Carrier or its Agent or subcontractor who is responsible for stuffing/stripping the cargo into/out of the container and who bears every responsibility /liability in such respect. - BB stands for break bulk - indicating that the carrier has received the cargo which is not containerized	Shipment terms always have two components: "(i)/(ii)" where (i) refers to the loading of the cargo into the Container and (ii) to the unloading of the cargo out of the Container. E.g., LCL/FCL means that the cargo was stuffed into the Container by the Carrier but unloaded by the Consignee.	Mandatory	Mandatory	Mandatory		Mandatory
22	Cargo Movement Type Destination (FCL, LCL and BB)	UN01004845	Destination Transport Service Requirement Code	~ FCL stands for "Full Container Load" and means that its the Shipper /Consignee or its agent or subcontractor who is responsible for stuffing/stripping the cargo into/out of the container and who bears every responsibility /liability in such respect. - LCL stands for "Less than Container Load" and means that it is Carrier or its Agent or subcontractor who is responsible for stuffing/stripping the cargo into/out of the container and who bears every responsibility /liability in such respect. - BB stands for break bulk - indicating that the carrier has received the cargo which is not containerized	Shipment terms always have two components: "(i)/(ii)" where (i) refers to the loading of the cargo into the Container and (ii) to the unloading of the cargo out of the Container. E.g., LCL/FCL means that the cargo was stuffed into the Container by the Carrier but unloaded by the Consignee.	Mandatory	Mandatory	Mandatory		Mandatory

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
23	Vessel	UN01003861	Logistics Transport Means ID	A floating structure with either internal or external mode of propulsion designed for the transport of cargo and/or passengers. A vessel is sea going (mother vessels and feeder vessels). Ocean vessels are uniquely identified by an IMO number consisting of 7 digits, or alternatively by their AIS signal with an MMSI number.	The name of the first sea going Vessel on board which the cargo is loaded or intended to be loaded	Conditional	Mandatory	Mandatory	If the expected departure date is not provided, vessel is mandatory	Mandatory
24	Voyage No	UN01003841	Logistics Transport Movement ID	A carrier specific voyage identifier.	Alphanumeric identifier	Conditional	Mandatory	Mandatory	If the expected departure date is not provided, voyage is mandatory	Mandatory
25	Marks and Numbers (Cargo Line Items)	UN01003705 & UN01003742	Consignment Item Shipping Marks Text	The identifying details on a package or the actual markings that appear on the package(s). This information is provided by the customer.	Any text the shipper wishes to add	Optional	Optional	Mandatory		Optional
26	Description of goods	UN01004128	Consignment Item Identification Text	Also named "cargo description"; includes details which accurately and properly describe the cargo being shipped in the container(s) as provided by the shipper	Text describing the goods which may contain the number of cartons, bags, pallets, or other units packed in the Container(s).	optional	optional	Mandatory		Mandatory
27	Commodity	UN01004128	Consignment Summary Description Text	highlevel description of goods to be shipped which allow the carrier to confirm acceptance and commercial terms. To be replaced by "description of goods" upon submission of shipping instruction	Text describing the goods being booked for transportation	Mandatory	Mandatory	N/A		N/A
28	HS code	UN01004106	Consignment Item Type Code	The Harmonized System is an international nomenclature for the classification of products. It allows participating countries to classify traded goods on a common basis for customs purposes. At the international level, the Harmonized System (HS) for classifying goods is a six-digit code system	4/6/8/10 numeric characters	Optional	Optional	Mandatory	Depends on customs/country requirements	Conditional
29	Cargo gross weight	UN01004173	Consignment gross weight	The grand total weight of the cargo and weight per container(s) including packaging items being carried. Excludes the tare weight of the container(s). Can be in either kilograms or pounds as provided by the shipper. Mandatory to provide an approximate value at the booking request and booking confirmation stage	Gross cargo weight described as a numeric string where the unit of measure must be specified (imperial or metric)	Mandatory	Mandatory	Mandatory		Mandatory
30	Total Container Weight	UN01003759	Logistics Transport Equipment Gross Weight	Includes Cargo Gross Weight plus Container Tare Weight. It is populated based on data in the fields cargo gross weight and container tare weight.	Prepopulated field by the carrier based on weight and container tare weight.	N/A	N/A	Mandatory		Mandatory

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
31	Cargo Measurement	UN01004124	Consignment Gross Volume Measure	Volume which is calculated by multiplying the width, height and length of the packed cargo. Can be in either cubic meter or cubic Feet, as provided by the shipper. Mandatory to provide an approximate value at the booking request and booking confirmation stage for CFS cargo.	Measurement of cargo described as a numeric string in imperial or metric units	Conditional	Conditional	Optional	Mandatory if CFS cargo	Mandatory
32	Container tare weight	UN01003761	Logistics Transport Equipment Tare Weight	The weight of an empty container	Gross container weight described as a numeric string where the unit of measure must be specified (imperial or metric)	N/A	N/A	Conditional	Only with shipper owned containers	Conditional (see column 1)
33	Invoice payable at	UN01003736	Logistics Service Charge Payment Place	The location where payment will take place by the customer. Usually refers to Basic Ocean Freight alone	Physical location, naming according to local standards	N/A	Optional	Mandatory		Mandatory
34	Place of issue	UN01003580	Document Issue Location	Location where the Original bill of lading has been issued	Physical location, naming according to local standards.	N/A	Optional	Conditional	Not applicable for eB/L	Mandatory
35	Date of issue	UN01002493	Document Issue Date Time	Date when the Original bill of lading has been issued	Local date; ISO-8601 format	N/A	N/A	N/A		Mandatory
36	Number of original B/Ls	UN01003557	Document Original Issued Quantity	Number of original B/L copies which have been issued to the customer	A number	N/A	N/A	Conditional	Not applicable for eB/L	Mandatory
37	Number of B/L copies	UN01003560	Document. Copy Issued. Quantity	Number of B/L copies which have been issued to the customer	A number	N/A	N/A	Optional		N/A
38	Carrier booking reference	UN01004164	Consignment Carrier Assigned Identifier	A unique number assigned to a scheduled transportation movement which allocates assets, space needed and a transport plan.	Unique set of alphanumeric characters provided by carrier	Optional	Mandatory	Mandatory		Mandatory
39	Container number	UN01003758	Logistics Transport Equipment ID	A unique identifier of the container used to carry the cargo. The length/type of the sequence can be different for shipper's owned containers. Container number includes a unique serial number (with check digit), the owner, a country code, a size, type and equipment category as well as any operational marks. The standard is managed by the Bureau of International Containers (BIC).	Alphanumeric sequence usually composed of 4 letters and 7 numbers	Optional	Optional	Mandatory		Mandatory
40	Container size/type	UN01003768	Logistics Transport Equipment Size/Type Code	A specification of the type of container/equipment e.g. dry, reefer, open-top etc. based on ISO code 6346	4 character alphanumeric code based on ISO 6346	Mandatory	Mandatory	Mandatory		Mandatory
41	Shipper LEI or TAX ID	UN01004487	Consignor Tax Registration ID	An identifying number of the shipper (Individual or entity) used for tax purposes	Alphanumeric string provided by the shipper	Optional	Optional	Conditional	Conditional based on customs requirements	Conditional
42	Consignee LEI or TAX ID	UN01004487	Consignee Tax Registration ID	An identifying number of the consignee (Individual or entity) used for tax purposes	Alphanumeric string provided by the consignee	Optional	Optional	Conditional	Conditional based on customs requirements	Conditional
43	Notify party LEI or TAX ID	UN01004487	Notified Party Tax Registration ID	An identifying number of the notify party (Individual or entity) used for tax purposes		Optional	Optional	Conditional	Conditional based on customs requirements	N/A
44	Seal Number	UN01003714	Transport Equipment Affixed Seal ID	An identification number of a seal affixed to the container	Set of alphanumeric characters	N/A	N/A	Conditional	Not applicable for flat rack containers	Mandatory

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
45	Seal source	UN01003795	Transport Equipment Affixed Seal Provider Role	The seal provider	carrier, shipper, customs or veterinary seals	N/A	N/A	Conditional	Conditional on type of commodity	Conditional
46	Transport Document Reference	UN01003991	Transport Contract Document ID	Unique identifier of the transport document, allocated by the B/L issuer. Under certain conditions and based on prior agreement can be provided by the customer in the SI. It is the main number used for tracking the status of the shipment	Set of unique alphanumeric characters, possibly including prefix as provided by the carrier	Optional: Shipper to specify how many numbers are required	Conditional	Conditional	When the B/L is printed at the shipper location then the B/L number is provided by shipper	Mandatory
47	Shipper Reference No.	UN01004595	Consignment Consignor Assigned Reference ID	Identification number provided by shipper	String of letters and numbers (alphanumeric input)	Optional	Optional	Optional		Optional
48	Point and country of origin of goods	UN01002553	Consignment item origin country code	The location where the goods shipped are manufactured and/or produced	Physical location, naming according to local standards	Optional	Optional	Optional		Optional
49	Precarriage under shipper's responsibility	UN number will be in D22A CCL	Pick-up location for pre-carriage	Place and mode of transportation for pre-carriage (e.g. truck, barge, rail), under shipper's responsibility	Physical location and transport mode (truck, rail or barge).	Optional	Optional	Conditional	When transport to the port of loading is organised by the customer	Optional
50	Shipped on board date	UN number will be in D22A CCL	Consignment onboard date	Date when the last container that is linked to the bill of lading, is physically on board of the vessel indicated on the bill of lading	Local date; ISO-8601 format	N/A	N/A	N/A		Mandatory
51	Signed By (Signature)	UN01003520	Document Authentication ID	Field where the responsible person (Carriers agent), issuing the original bill of lading to customer, signs	Carrier signature (digital or physical, printed signature)	N/A	N/A	N/A		Mandatory
52	SCAC	UN01004595	Carrier ID	The Standard Carrier Alpha Code (SCAC) is a unique code used to identify vessel operating common carriers (VOCC).	4-character code	Optional	Optional	Conditional	Only for shipments to USA	Optional
53	Freight and charges	UN01004285	Logistics Service Charge Applied Amount	The different charges applicable for a customer to pay to the carrier	Numeric string in the form of currency with a maximum of 2 digits decimals	N/A	Optional	N/A	Based on country requirements	Conditional
54	Prepaid/Collect	UN01003724	Trade Delivery Terms INCOTERMS Code	Indicates whether freight & charges are due for payment before the shipment is effected, practically before the transport document is released to shipper (prepaid) or before the shipment is finalized meaning cargo released to consignee (Collect).	3-character code to identify INCO terms	Optional	Optional	Mandatory		Mandatory
55	Terms and conditions	UN number will be in D22A CCL	Consignment Contract Terms Text	Carrier terms and conditions printed on the front page of the Transport Document	Standard text per carrier regarding terms & conditions	N/A	Optional	N/A		Mandatory
56	Total number of containers or packages received by the Carrier	UN01004197	Consignment Package Quantity	In case of a CY receipt, this indicates the number of containers linked to a shipment. In case of a CFS receipt, this indicates the number of packages received by the customer.	Numeric value	Conditional	Conditional	Mandatory	In step 1 and 2, only mandatory in case of number of containers	Mandatory
		UN01004198	Transport Equipment Quantity							

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
57	Carrier Clauses	UN01002648	Document Clause Content Text	Additional clauses for a specific shipment added by the carrier to the bill of lading, subject to local rules / guidelines or certain mandatory information required to be shared with the customer.	Standard text	N/A	Optional	Conditional	Clauses added by the carrier to the bill of lading subject to local rules / guidelines or certain mandatory information required to be shared with the customer. Is not a separate field on the bill of lading and usually printed below cargo description	Conditional (see column I)
58	Unit	UN01003733	Logistics Service Charge Calculation Basis Code	The unit of measurement for the charge	A unit of measure	N/A	Optional	Optional		Optional
59	Currency	UN number will be in D22A CCL	Consignment Service charge currency code	The currency in which the charge is billed	Currency unit; 3-character code (ISO 4217)	N/A	Optional	Optional		Optional
60	Prepaid Amount	UN01004184	Consignment Total Prepaid Freight Charge Amount	The amount to be paid prior to shipment being effected	Numeric string in the form of currency with a maximum of 2 digits decimals	N/A	Optional	Optional		Optional
61	Collect Amount	UN01004183	Consignment Total Collect Freight Charge Amount	The amount to be paid upon cargo is released	Numeric string in the form of currency with a maximum of 2 digits decimals	N/A	Optional	Optional		Optional
62	Service Contract	UN number will be in D22A CCL	Consignment Contract ID	Reference number for agreement between shipper and carrier through which the shipper commits to provide a certain minimum quantity of cargo over a fixed period of time and the carrier commits to a certain rate or rate schedule	Unique, numeric string as provided by the shipper and confirmed by the carrier	Optional	Optional	Optional		Optional
63	Declared Value	UN01006138	Consignment Declared Value For Carriage Amount	Filled out when the shipper declares the value of the cargo in order to avoid the carrier's limitation of liability and "Ad Valorem" freight is paid, i.e. freight which is calculated on the basis of the value of the goods declared by the shipper.	Numeric Value	optional	optional	Optional	If customers want the value to show, it required evidence and customers need to approve additional insurance fee charge from the carrier (very exceptional)	Conditional
64	Received for shipment date	UN01004170	Carrier acceptance date time	Date when the carrier has taken possession of the last container linked to the B/L, in case of carrier haulage, at place of receipt and in case of merchant haulage, when the container is physically in the terminal.	Local date; ISO-8601 format	N/A	N/A	N/A		Optional
65	Transport document type	UN01001577	Transport Contract Document Type Code	Specification of the transport document type to be issued by the carrier. Options are either B/L or Sea Waybill.		Optional	Optional	Mandatory		Mandatory
66	Electronic Bill of Lading indicator	N/A	N/A	An indicator of whether the Bill of Lading is issued electronically	Yes/no indicator	Optional	Optional	Mandatory		Mandatory

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
67	eBL solution provider	N/A	N/A	The code of the eBL solution provider of every party on the Bill of Lading	Text	Optional	Optional	Conditional	Only applicable if the Bill of Lading is issued electronically	Conditional
68	Bill of Lading "to order" indicator	N/A	N/A	An indicator of whether the Bill of Lading is consigned to order	Yes/no	N/A	N/A	Mandatory		Mandatory
69	Empty container pick-up location	N/A	N/A	The location (depot) where equipment is released by the carrier to the shipper.	Text	N/A	Conditional	N/A	Only applicable for merchant haulage	N/A
70	Empty container pick-up date	N/A	N/A	The date when equipment can be picked up at the pick-up location (depot)	Date	N/A	Conditional	N/A	Only applicable for merchant haulage	N/A
71	Reefer temperature setting	UN01004747	Transport Setting Temperature Value Measure	The setting requested by the customer at time of booking request for the carrier to operationally set when releasing containers. May be expressed as a range min/max and a date range.	Fahrenheit /Celsius; Positive/Negative	Conditional	Conditional	Conditional	Conditional on being a live reefer (as opposed to non-operating reefer)	Conditional
72	Reefer humidity	UN010003766	Logistics Transport Equipment Humidity Percent	The setting requested by the customer at time of booking request for the carrier to operationally set when releasing containers. May be expressed as a range min/max and a date range.	PCT	Conditional	Conditional	Conditional	Conditional on being a live reefer (as opposed to non-operating reefer)	Conditional
73	Reefer ventilation	UN010008982	Logistics Transport Equipment Air Flow Measure	The setting requested by the customer at time of booking request for the carrier to operationally set when releasing containers. May be expressed as a range min/max and a date range.	CBM/Hr	Conditional	Conditional	Conditional	Conditional on being a live reefer (as opposed to non-operating reefer)	Conditional
74	Contract/quotation reference	UN01013607	Consignor Provided Information Text	Information provided by the shipper to identify whether pricing for the shipment has been agreed via a contract or a quotation reference.	Text reference	Conditional	Conditional	N/A	Mandatory if contract owner is not provided	N/A
75	Expected departure date	UN01004795	Estimated Loading Occurrence Date Time	The date when the shipment is expected to be loaded on board a vessel as provided by the shipper or its agent.	Date	Conditional	N/A	N/A	If vessel/voyage or expected date of arrival is not provided, this is mandatory	N/A
76	Partial load allowed	UN01012763	2.Transport Service Contract Movement Type Code/8339 Code=9	Indication whether the shipper agrees to load part of the shipment in case where not all of the cargo is delivered within cut-off.	Yes/ No	Optional	Conditional	Conditional	Conditional on being provided in the booking request yes or no	Conditional
77	Export declaration required	UN01009003	Consignor Provided Border Clearance Instructions (Text)	Information provided by the shipper whether an export declaration is required for this particular shipment/commodity/destination.	Yes/No	Conditional	Conditional	Conditional	Conditional on commodity being shipped	Conditional
78	Import license required	UN01009003	Consignor Provided Border Clearance Instructions (Text)	Information provided by the shipper whether an import permit or license is required for this particular shipment/commodity/destination.	Yes/No	Conditional	Conditional	Conditional	Conditional on destination of the shipment	Conditional
79	Pick-up date at place of receipt	UN01004797	Consignment Carrier Acceptance Date Time	The date when the shipment must be picked up by the carrier at place of receipt	Date	Conditional	Conditional	Conditional	Only applicable when carrier haulage is provided	N/A

#	Field	New UN Assigned ID	UN Field Name	Current definition of field	Data input format	1.1 Booking request	1.2 Booking confirmation	1.3 Prepare B/L	Conditions	1.4 Issue B/L
80	Expected date of arrival at place of delivery	UN01004797	Consignment Delivery Event Scheduled Occurrence Date Time	The dates (provided as a range) for when the shipment is expected to arrive at final destination	Date range	Conditional	N/A	N/A	If vessel/voyage or expected departure date or pick-up date at place of receipt is not provided, this field is mandatory	N/A