

# Standardized Dataset Aligned to International Standards and Data Models and Document Implementation Prototypes for Use in Eastern Europe

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Project report

Dmytro Iakymenkov  
Galyna Roizina  
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Disclaimer : this report has been prepared by Mr. Dmytro Iakymenkov and Ms. Galyna Roizina, UNECE consultants. The views in this document are those of the authors and do not necessarily express the position of the UNECE.

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## Project overview

This report covers the results of a pilot project in the implementation of: (a) the recommendations of the 2019 and 2020 Odessa trade facilitation seminars of the United Nations Economic Commission for Europe (UNECE) to support the development of digital multimodal transport corridors to increase the harmonization and standardization of data exchange in international transport, trade and logistics to encourage electronic data exchange and thereby to reduce person-to-person contacts during the COVID-19 crisis and in the post-pandemic recovery, using relevant standards of the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), a subsidiary body of the UNECE. These results include:

- Analysis of merchandise and information flows along the Black Sea – Baltic Sea corridor as background information for all consultants working on this pilot project. Identify strategic export and import products that can serve as a basis for a test to prove the concept at the end of the project.
- Development of electronic messages (electronic document equivalents) based on the UN/CEFACT standards and reference data models (notably the Multimodal Transport Reference Data Model), using XML and JSON formats, collaborating with relevant UN/CEFACT experts and using their guidance on how the UN/CEFACT standards should be used to develop electronic document-equivalents, for the following documents:
  - eCMR;
  - maritime waybill;
  - inland water transport documents;
  - invoice for Customs (in cooperation with another consultant);
  - phytosanitary certificate based on the eCert standard of UN/CEFACT.
- Survey/analysis of what is necessary to accomplish for a complete conversion of data between maritime, road, railway and inland water transport.
- Results of a test of the conversion of data between the maritime, road, railway and inland water transport sectors.
- Collaboration on these tasks with the partner consultant in Belarus and those developing standards for the generic document equivalents under the United Nations Development Account (UNDA) COVID-19 response project “Transport and Trade Connectivity in the Age of Pandemics”, notably on:
  - practical aspects of preparing electronic standards for new data exchange message structure subsets contextualized to specific transport modes, using UN/CEFACT standards, that would best service digital multimodal corridors and support modern technologies, including XML and JSON;
  - development and implementation of a data model for the Black Sea – Baltic Sea digital corridor, combining the data for the key accompanying documents as described above and identified in the project and based on the UN/CEFACT Multimodal Transport Reference Data Model.

The aim is to foster the harmonization of electronic data sharing using global (UN/CEFACT) standards for transport, trade and logistics, and to prepare standards for e-documents based on the UN/CEFACT semantic standards and reference data models. The focus will be on the development of electronic document equivalents for the documents mentioned above, using UN/CEFACT tools in the countries developing a digital multimodal transport corridor.

## Project Activities and Outputs

### 1. Standardized Dataset

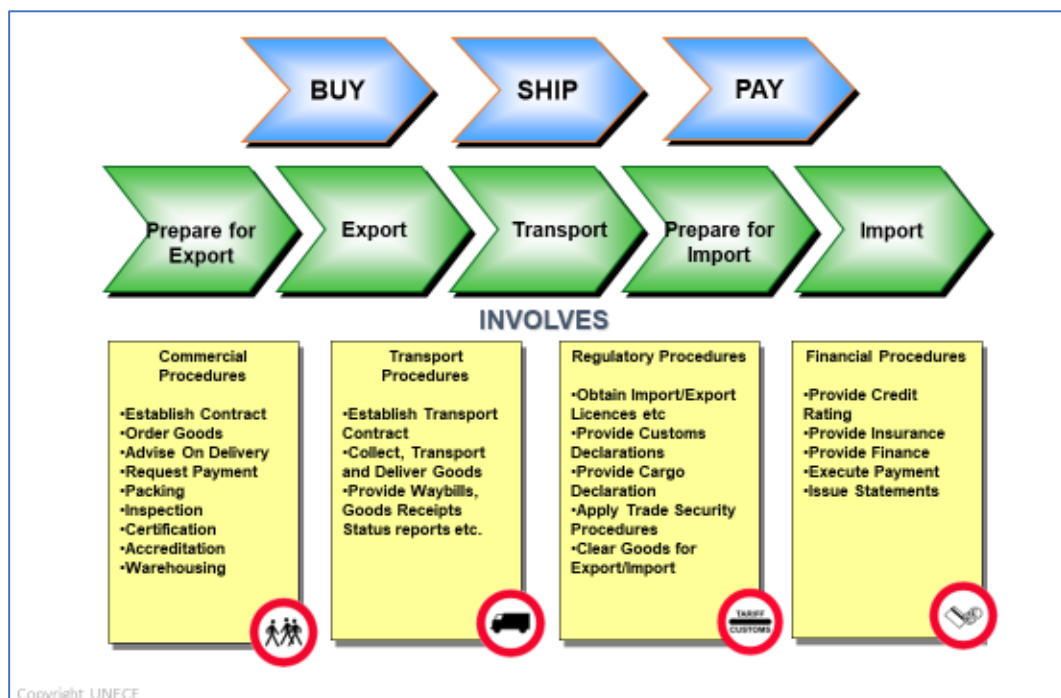
The UNECE-facilitated project is focused on standardized dataset aligned to international standards and data models prepared for pilot use in cooperation with Ukraine, notably in the framework of a corridor passing through Ukraine, e.g. Black Sea – Baltic Sea (passing through Ukraine, Belarus and Lithuania).

In the scope of the project, we created an overall standardized dataset of the documents mentioned in the project overview and reported it in a technical structure view along with an overall XML schema following the UN/CEFACT schema rules. The overall standard dataset of the documents supports contextualization by means of restriction of international standards.

Documents were reviewed against actual document examples that are in use in the transport corridor. We identified some issues, which need to be solved to support possible real-life use of the documents and standards.

The overall dataset reuses the UN/CEFACT Multi-Modal Transport Reference Data Model (MMT-RDM) D19A for individual transport related documents and is based on the wider Buy/Ship/Pay (BSP) Reference Data Model scope to cover general international supply chain processes (Figure 1).

Figure 1: The UN/CEFACT International Supply Chain Model (Buy-Ship-Pay, BSP)



Source : UN/CEFACT Recommendation No. 18,

[https://unece.org/fileadmin/DAM/cefact/recommendations/rec18/Rec18\\_pub\\_2002\\_ecetr271.pdf](https://unece.org/fileadmin/DAM/cefact/recommendations/rec18/Rec18_pub_2002_ecetr271.pdf)

## 2. Overview of the individual datasets

*Table 1: Documents and standards for digitalization reviewed and used*

Document	Base International Reference Standard
<b>CMR</b>	UN/CEFACT Multi Modal Transport Reference Data Model
<b>Maritime Bill of Lading</b>	UN/CEFACT Multi Modal Transport Reference Data Model
<b>Inland Water Transport Bill of Lading</b>	UN/CEFACT Multi Modal Transport Reference Data Model created as a result of a mapping exercise against the UNECE published Maritime Bill of Lading Schemas
<b>Invoice (for Customs use)</b>	UN/CEFACT Cross Industry Invoice Reference Data Model
<b>Certificate of Origin</b>	UN/CEFACT Buy/Ship/Pay Reference Data Model
<b>Phytosanitary Certificate</b>	UN/CEFACT Buy/Ship/Pay Reference Data Model

The individual reports and outputs attached in the annexes to this report reflect datasets created per provided paper documents used nationally in Ukraine and globally for the facilitation of trade along a corridor. These subsets show the usage of paper document names and terms in compliance with international standards data exchange modeling. In addition, box numbers from paper documents are reflected in the reports, where applicable.

The Exchanged Document section for the subsets contains message (document) related electronic signature data, but the electronic signature itself is attached to the message envelope and separate from the message content. The Signatory Authentication information in the Exchanged Document section includes metadata about an authentication for the content (paper or electronic signatures).

## 3. Considerations

- The implementation of specific electronic transport documents based on the standardized dataset should consider different modalities: unimodal and intermodal for single type of modality as described in the transport contract from the point of departure to the final destination, or a synchro-modal transport chain for change of modality due to operational changes. In addition, the international modal transport conventions need to be considered for cross border transport movements.  
As shown in the results of testing the conversion of data between the maritime, road and railway transport sectors (Annex V), the use of the UN/CEFACT Multimodal Transport Reference Data Model (MMT RDM) helps to solve the task of mapping entities with common roles in different documents, which may have different business names.
- Specific exchange syntaxes (XML) to be used in terms of electronic equivalent message implementation. For this project, the internationally standardized UN/CEFACT have been referenced as appropriate. The UN/CEFACT message rules have been followed for delivery of the outputs for this project.
- The usage of paper-based signatures and stamps for document contents authentication and identification cannot be accommodated in an electronic data exchange environment. Harmonization of existing electronic signature standards should be considered.  
As a possible way to solve the problem, new technology can be considered, including JSON API, JWT (RS 512) and Blockchain.

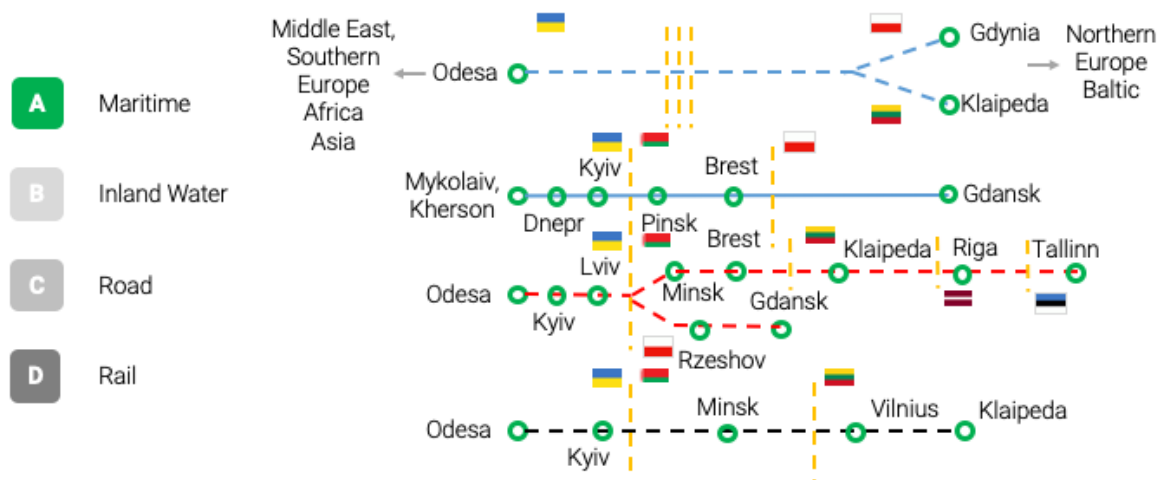
- Usage of JSON API is a new challenge that pushes industry to change of paradigm from document-centric to data-centric and from pushing data to data consumer to pulling data from data provider. This can be a new implementation of single submission principle that is propagated by UN/CEFACT and UNECE.

#### 4. Analysis of merchandise and information flows

Figure 2: Five international transport corridors passing through Ukraine



Figure 3: Structure of transport flows along the Baltic Sea – Black Sea transport corridor:



##### 4.1. Maritime transport connection

There are thirteen seaports in Ukraine connected to all main maritime destinations all over the world. The navigation on the Black Sea also is covered by the Ferry service from Ukraine to Georgia, Bulgaria, Romania, Turkey. Average relational cargo turnover for Ukraine ~ 1 %



Figure 4: Maritime transport connectivity



#### 4.2. Inland water transport connection

Countries involved: Ukraine – Belarus – Poland. Main cargos – grain, metal, construction materials, oil. Average relational cargo turnover for Ukraine ~ 1% - has a potential to grow due to approval of inland water ways regulation and EU financing.

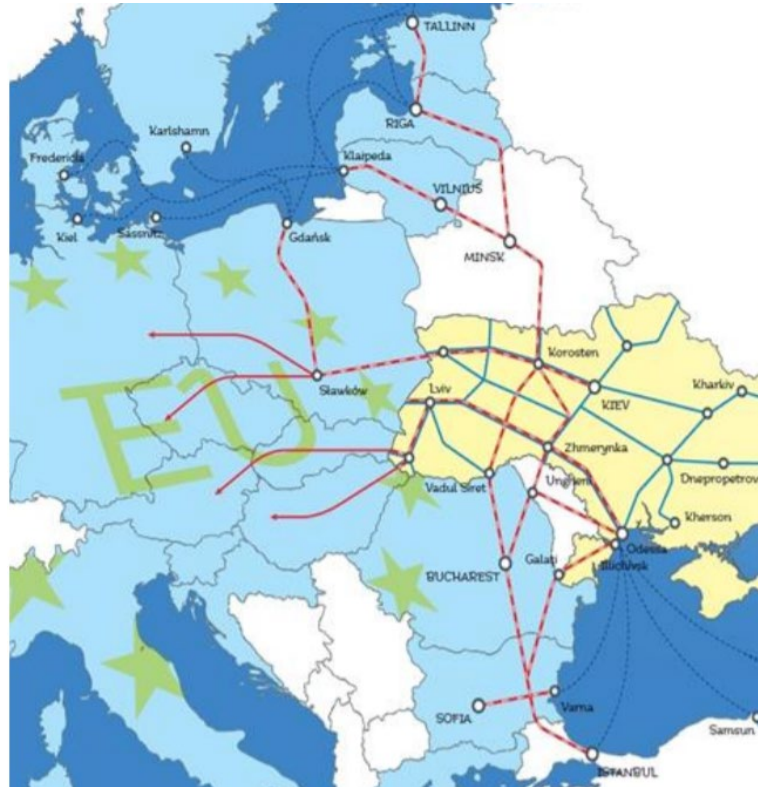
Figure 5: Inland water transport connection between the Black Sea and the Baltic Sea



#### 4.3. Road transport connection

Countries involved: Ukraine – Belarus – Lithuania-Poland-Latvia-Estonia. Main cargos – foodstuff, wood, furniture, chemical substances. Average relational cargo turnover for Ukraine ~31 % - has a potential to grow due to join of Ukraine to e-CMR protocol amendment.

Figure 6: Road transport connection between the Black Sea and the Baltic Sea



#### 4.4. Railway transport connection

Countries involved: Ukraine – Belarus – Lithuania. Connected countries: Romania, Moldova, Bulgaria, Turkey, Georgia. Main cargos – iron and manganese ore, construction material, coal, grain. Average relational cargo turnover for Ukraine ~ 52 %

Figure 7: Inland water transport connection between the Black Sea and the Baltic Sea

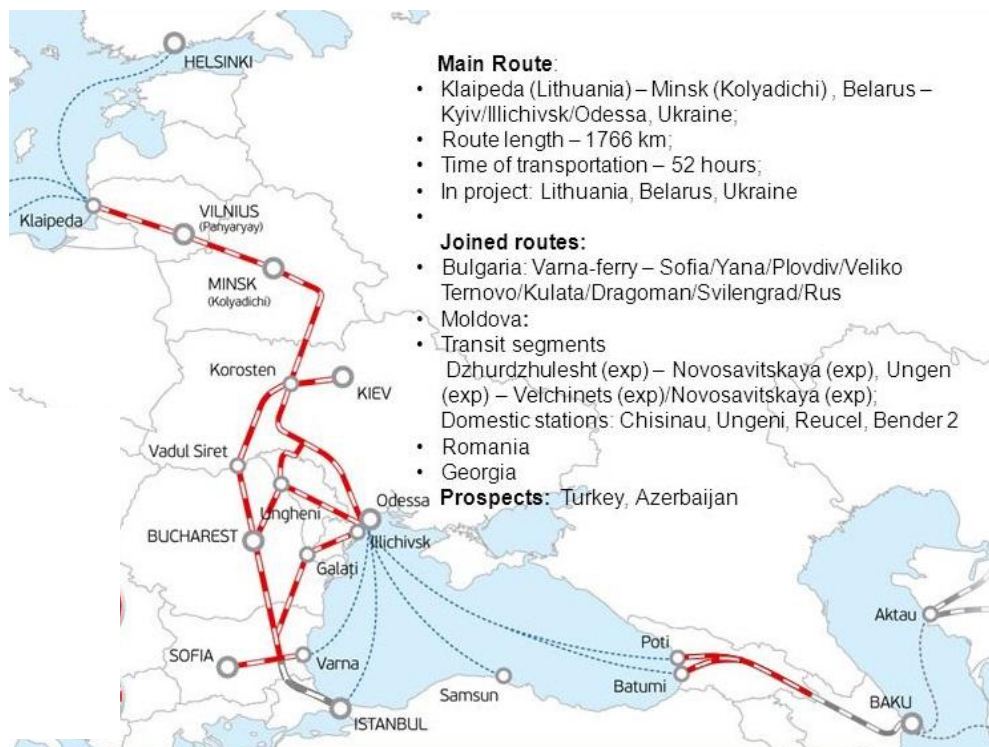




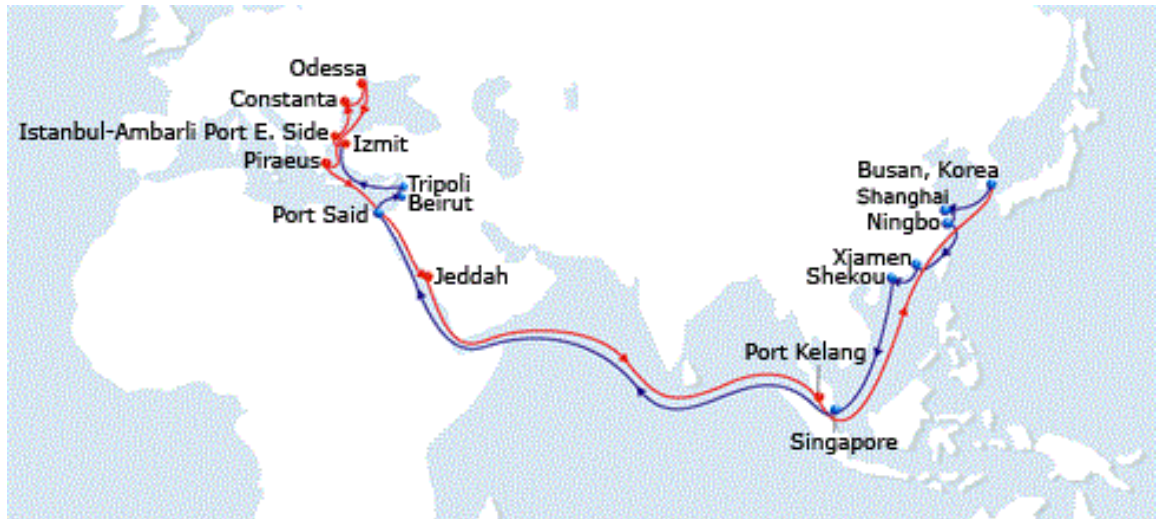
Table 2: Documents used per modes of transport

<b>Maritime</b>	<b>Inland Water Transport</b>	<b>Road</b>	<b>Rail</b>
Ocean BoL	River BoL	e-CMR	CIM/SMGS Consignment note
Sea Waybill	River Consignment note	e-TIR	Packing list
Invoice	Invoice	Invoice	Wagon list
IMO FAL1-7	Packing list	Packing list	Invoice
Waste Report	Handover sheet	Commercial act	Handover sheet
Security Report	Certificate of origin	Certificate of origin	Container list
Handover sheet	Phytosanitary certificate	Phytosanitary certificate	CIM/SMGS Commercial act
Preliminary information (ENS)			Certificate of origin
Certificate of origin			Phytosanitary certificate
Phytosanitary certificate			

Figure 8: Connection to other corridors – Silk Road



Figure 9: Connection to other itineraries – maritime to Asia



#### 4.5. Statistics for cargo turnover

The overall statistics of cargo turnover and countries along the transport corridor Baltic Sea - Black Sea is shown in Annex I.

### 5. Description of dataset mapping results

#### 5.1. Maritime Bill of Lading

- a) Mapping was performed using real business case documents:
  - Ocean Bill of Lading - Import
  - Combined Transport BoL - Import
  - Non-Negotiable Waybill - Import
  - Combined Transport BoL - Export
- b) The original documents used for the mapping are shown in Annex II.
  - Ocean Bill of Lading - Import
  - Combined Transport BoL - Import
  - Non-Negotiable Waybill - Import
  - Combined Transport BoL - Export
- c) Results of the mapping are shown in Annex III.
- d) General considerations

Although the maritime Bill of Lading (BoL) is the one of the best-structured and stable documents in the Buy-Ship-Pay model, the actual usage of such documents in real business operations somewhat differs from one place to another around the world.

As a common recommendation, we propose to harmonize the structure of classes for all parties involved in the shipment process and to use the same list of arguments and attributes, especially the structure of address, country subdivision codes and names, mobile phone numbers.

Also, in the data model there is no entry for the description of the goods in plain text inside the class Included Consignment Item, but only a code. We recommend to include both code and description to keep the information in the exchanged document readable both for a machine and for a human being.

Although the quantity of consignment items (pieces and weight) is available, it is possible to add the corresponding total figures for a consignment entity and to provide both numeric and plain text description of the totals to ensure consistency of the document exchanged (instead of generating a textual representation of the amounts programmatically on both sides – sender and recipient).

## 5.2. Inland Water Transport Bill of Lading

- a) Mapping was performed using real business case documents:
  - Inland Bill of Lading - Export
- b) The original documents used for the mapping are shown in Annex II.
  - Inland Water Transport Bill of Lading - Export
- c) Results of the mapping are in the Annex III.
- d) General considerations

Unlike the maritime Bill of Lading, the inland water Bill of Lading is not so well-structured inside the MMT RDM. David Roff, Dmytro Iakymenkov, Galyna Roizina, working with other UN/CEFACT experts prepared a new profile, based on the profile for the maritime BoL.

The main mapping results are very similar to the maritime BoL, but there are some entities, that were not found in the model and should be analyzed further:

- Flag
- Shipowner

As for the flag it is quite clear and this entity should be made available in the MMT RDM, the case of the shipowner is more complex. In the maritime common practice, there are clearly separated roles of the shipowner, ship operator and ship agent. In inland navigation these roles could be mixed or combined.

Also, besides the inland water transport Bill of Lading, there is another document – a consignment note used in inland water transport shipment: the CMNI Consignment Note. This is a document regulated by the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI). Ukraine has joined this Convention not long time ago, and at this point the CMNI Consignment Note is not widely used for inland water transportation in the country. The use of the CMNI Consignment Note should be analyzed further.

## 5.3. Invoice (for Customs use)

- a) Mapping was performed using real business case documents:
  - Belarus-China – Export
  - Belarus-Serbia – Export
  - Bulgaria-Belarus – Transit
  - China-Ukraine – Import
  - China-Ukraine – Import
- b) The original documents used for the mapping are shown in Annex II.
- c) The results of the mapping are shown in Annex III.
- d) General considerations:

Most of the information in the invoice is well-mapped to the RDM. There are differences in the usage of the entities with common roles in different jurisdictions, especially:

Seller. Trade\_Party:

- Consignor
- Seller
- Shipper

Seller. Trade\_Party/Defined. Trade\_Contact/Person Name. Text

- Director
- Signor

There is also a difference in bank qualifications:

- BG-BY - in the bank field there are the following elements: bank name, address, SWIFT code and correspondence bank properties as in CN-UA-2
- BY-CN - there are also properties of the seller (payer) bank

For operations with EU countries there are special requirements for information about the conditions on VAT clearance, if any.

Some information from the real-world documents were not present in the current version of the MMT RDM. Probably; and it should be made available in the MMT RDM:

- Referenced documents
- Country of destination
- Producer
- Contract number
- Contract date
- Place of delivery by the terms
- Marks and notes
- Totals for sub-packages
- Totals for goods characteristics (ADMT)

#### 5.4. Certificate of Origin

- a) Mapping was performed using real business case documents:
  - Certificate of Origin (issued in Belarus)
  - Certificate of Origin (issued in Ukraine)
  - Certificate of Origin (issued in Greece for Ukraine)
- b) The original documents used for the mapping are in Annex II.
  - Certificate of Origin – Belarus
  - Certificate of Origin – Ukraine
  - Certificate of Origin – Euro
- c) The results of the mapping are shown in Annex III.
- d) General considerations

As a common recommendation, we propose to harmonize the structure of classes for all parties involved in the shipment process and to use the same list of arguments and attributes, especially, address structure, country subdivision codes and names, mobile phone numbers. The use of non-structured address in the form of Line 1, Line 2... is not recommended in combined and multimodal transportations because of greater complexity of further mapping of such information into other documents.

Notably, in the certificates that we assessed, there were typically two parties signing the document, so we recommend making available in the MMT RDM a Second\_Signatory entity for such certificates.

Given the structure of the paper documents, which have a table for the consignment items, we recommend unlocking totals (weight and volume) both for consignment and consignment item levels.

Also, given the close relationship between the certificate of origin, other cargo certificates (e.g. the Phytosanitary Certificate) and other transport documents, it is recommended to harmonize the attributes of the good's description (Included.SupplyChain\_TradeLineItem/Specified.Trade\_Product) - using a description.text for plain text goods name and using a common name and scientific name attributes for specific description, if this is necessary for the specific good.

An issue for further analysis is the specification of the number of containers, in which cargo was transported, in the Certificate of Origin. In a real-world paper document such information is provided in order to specify the identification of a consignment party. We propose to work on this issue further.

In case of combined transportation, it should be possible to specify in the electronic document equivalents the country of origin and the destination country, and not only the import and export countries.

### 5.5. Phytosanitary Certificate

- a) Mapping was performed using real business case documents:
  - Phytosanitary Certificate (issued in Belarus)
  - Phytosanitary Certificate (issued in Ukraine)
- b) The original documents used for the mapping are shown in Annex II.
  - Phytosanitary Certificate – Belarus
  - Phytosanitary Certificate – Ukraine
- c) The results of the mapping are shown in Annex III.
- d) General considerations.

The phytosanitary certificate was quite well-mapped to existing RDM profiles. We recommend a few elements for the harmonization with other transport documents:

- Include information about the terms of validity (date of issue and date of end of validity).
- Harmonize the structure of classes for all parties, involved in the shipment process and use the same list of arguments and attributes, especially the address structure, country subdivision codes and names, mobile phone numbers.
- As in the previous case, tackle the issue of specifying the number of containers, in which cargo was transported, in the certificate of origin. In a real word paper document such information is provided in order to specify the identification of a consignment party. It is proposed to develop this question further.

Specific for the phytosanitary certificate is information on a special treatment of the goods. Due to limited usage of such information in other transport documents, it is recommended to consider optimization of the allocation of these attributes in the profile for phytosanitary certificate:

- Disinfestation and/or disinfection treatment:
  - Treatment



- Chemical (active ingredient)
- Duration and temperature
- Concentration (dose)
- Date

## 6. Examples of documents implemented

Documents used for the assessment were prepared in electronic format (XML), based on the mapping performed on the previous step and UN/CEFACT guidelines for XML naming and design rules.

Examples of the documents are provided in Annex IV.

## 7. Analysis and results of a test of the data conversion

In the framework of the pilot project documents from several transport modes and jurisdictions were assessed:

- Maritime BoL – CMR
- Maritime BoL – CIM/SMGS
- SMGS – Maritime BoL
- CIM/SMGS – Inland Water Transport documents
- Certificate of Origin with changing jurisdiction
- Phytosanitary Certificate with changing jurisdiction

As the MMT RDM is used as a base for all these types of documents, it is also used for the mapping for the conversion. The problem is that different business names are used in the documents of the different modes of transport for entities with common roles, but the identification attributes in RDM (RDM path, Unique UN assigned ID) should remain the same.

The results of the test of data conversion are provided in Annex V.

### 7.1. Maritime BoL – CMR

- a) Conversion was performed using real business case documents:
  - Ocean Bill of Lading (maritime) China-Belarus via Ukraine
  - CMR waybill (road) Ukraine-Belarus
- b) The original documents used for the conversions are shown in Annex II.
  - Ocean Bill of Lading – Import
  - CMR
- c) The results of the conversions are shown in Annex V.
- d) General considerations.

As a result of the transformation of the data in the maritime Bill of Lading into the CMR, the information about the parties participating in the carriage and the transported cargo was well-mapped due to the coincidence of the general structure of the information model of documents for maritime and road modes of transport. Moreover, the sea Bill of Lading was issued as a multimodal document - for the entire transportation from the original sender to the final recipient. At the same time, CMR was also issued with the indication of the same sender (China) and of course the recipient. In addition, the road waybill contains a reference to the original sea Bill of Lading.

An important issue that requires additional study is who should act as a recipient in maritime transportation and a sender in road transportation in the case when the transportation is actually segmented - that is, the road transport segment (leg) is not performed under a single multimodal document. In practice, the role of such connecting link in the seaport is performed by the port freight forwarder, as a representative of the consignee (in this case), therefore, the maritime section of transportation can be considered properly executed. At the same time, the freight forwarder in the port also acts as the actual sender for road transportation, while he is not mentioned in the CMR and is not bound by contractual relations with the original sender (China). It should be noted that in the case of railway transport, it is the forwarder who appears as the sender in similar situations. This issue is even more important, as it impacts the decision on recommendations for issuing similar road documents for transportation within the country.

## 7.2. Maritime BoL – CIM/SMGS

- a) The conversion was performed using real business case documents:
  - Non-negotiable waybill (maritime) Turkey-Belarus via Ukraine
  - SMGS waybill (railway) Ukraine-Belarus
- b) The original documents used in the conversions are shown in Annex II.
  - Non-negotiable waybill - importation
  - SMGS (Import - from Maritime BoL)
- c) The results of the conversions are shown in Annex V.
- d) General considerations.

As a result of the mapping for the conversion, only total quantities of pieces and total weight were mapped from the maritime Bill of Lading to the railway waybill. Container numbers, weight and quantity of pieces in each container were mapped in another additional document to the railway waybill – the container list.

The main reason for such a lack of data mapping is the principal difference in information models, used for maritime and railway documents. Maritime (like road and air) documents are built around a consignment while railway documents are built around a transport unit – wagon and train. Without harmonizing the basic information on the model level, further conversion of data in railway documents to documents in other modes of transport is hardly possible.

Another issue found in the project are the code lists used for encoding the cargo in the maritime and railway modes. While in the maritime mode the HS code list is widely used, the railway waybill also includes the ETSNG code list, thus necessitating a manual conversion from one encoding to another.

Though the final consignee is mentioned in the maritime Bill of Lading (in Belarus), the shipment by rail from Ukraine to Belarus was arranged with the Ukrainian freight forwarder as a consignor in the port of Pivdennyj – as per the requirement of the railway carrier. Also, the consignee in Belarus was changed in the railway waybill – because of the request of the local freight forwarder.

## 7.3. SMGS- Maritime BoL

- a) The conversion was performed using real business case documents:
  - SMGS waybill (railway) Belarus- Ukraine
  - Combined Transport BoL – Export – Ukraine-China
- b) The original documents used for the conversions are shown in Annex II.

- SMGS (Export - for Maritime BoL)
  - Combined Transport BoL – Export
- c) The results of the conversion are shown in Annex V.
- d) General considerations.

The situation is absolutely similar to both previous cases. As a result of the mapping for conversion, only total quantity of pieces and total weight were mapped to the CMR from the railway waybill and information about the containers (numbers, weight and quantity of pieces in each container) - from the container list.

The considerations about consignee, consignor, cargo name and code encoding are also the same.

#### 7.4. CIM/SMGS - Inland Waterway BoL

- a) The conversion was performed using real business case documents:
- SMGS waybill (railway) Belarus - Ukraine
  - Inland Waterway BoL – Export – Ukraine-Serbia
- b) The original documents used for the conversions are shown in Annex II.
- Inland Waterway BoL – Export
- c) The results of the conversions are shown in Annex V.
- d) General considerations.

The situation is absolutely similar to the previous case. As a result of the mapping for conversion, only total quantity of pieces and total weight were mapped to the maritime Bill of Lading from the railway waybill. From another additional document to the railway waybill – container list – we mapped container numbers, weight and quantity of pieces in each container.

The considerations about consignee, consignor, cargo name and code encoding are also the same.

#### 7.5. Certificate of Origin and Phytosanitary Certificate

- a) The conversion was performed using real business case documents:

Five containers with lumber from Belarus heading through Ukraine were used for the case study. For each container there were Certificates of Origin and Phytosanitary Certificates.

This scenario includes:

- Arrival at the port of Odessa (Ukraine) by railway.
- Unstuffing from railway containers and stuffing to ocean containers.
- Shipping to the Consignee by vessel.

During the transshipment procedure in the port of Odessa both certificates (of origin and phytosanitary) issued by Belarus were exchanged to new ones issued by Ukraine.

- b) The original documents used for the conversions are shown in Annex II.
- Certificate of Origin – Belarus
  - Certificate of Origin – Ukraine
  - Phytosanitary Certificate – Belarus
  - Phytosanitary Certificate – Ukraine

- c) The results of the conversions are shown in Annex V.
- d) General considerations.

Original Certificates of Origin of Belarus were issued for each container. In Ukraine, one certificate was issued for all 5 containers with one consignment party. The original certificate has no information about the transit country. The new certificate has reference to the previously issued certificate.

Unlike the Certificate of Origin, the Phytosanitary Certificates in Ukraine were re-issued for each container separately. The original certificate also has no information about the transit country. The new certificate has a reference to the previously issued certificate.

The recognition of certificates issued in other countries is a procedure that requires additional harmonization at the international level. An additional issue is the need to change modes of transport or other operations with cargo during transportation.

The transition from the practice of using paper documents to electronic records has a potential to solve this problem by adding additional information about the details of such operations in the form of linked records. Such use of electronic documents requires regulation at the international and national levels and seems feasible to be assessed additionally.

## 8. Generic document equivalents in JSON

The use of API is a common trend today. It is the result of widely spread Internet (or WEB) applications. The need of API is an answer to the question, how to connect different IT systems in open network like Internet. Bilateral connections, widely used in the corporate world, are not effective anymore because of the huge quantity of parties. Some attempts to establish so called “internal standards” by some big players (e.g. taxation or railway authorities) are also not a solution, because there are always other players who would propose other solutions, and the problem would need to be solved again.

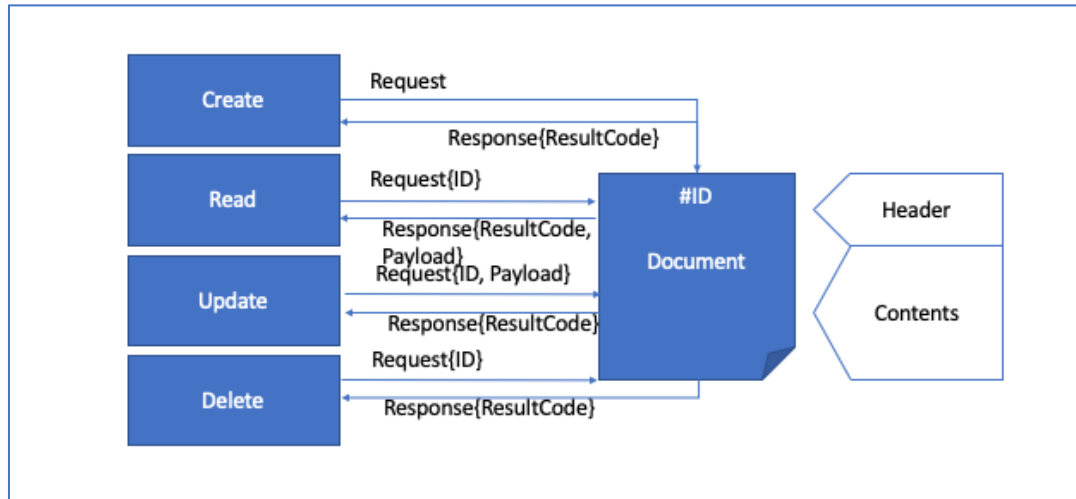
The use of APIs suggests a common rule for interface definition between systems that need to exchange documents or other information. The advantages of using API is that it can offer a standard approach that can be applied by multiple parties in open networks. Thus, connecting of new customer to existing API interface is not a project anymore but just a routine operation.

For the purpose of this exercise a REST-based API is used. Considering that most trade and transport IT solutions are strongly linked to the document-based information exchange procedures, the standards for the digital document equivalents are, on the one hand, stable and approved and, on the other hand, not compatible between industries. This issue can be solved by using the CRUD semantic model for API building – the unit of information exchange remains a document, all operations with the document are described by the following four methods:

- Create – creating a new document in the target system
- Read – retrieving or requesting an existing document from the target system
- Update – modifying an existing document in the target system
- Delete – removing an existing document from the target system

In each case, all or several of these methods can be used, depending on the requirements of a certain system and/or regulations. For example, some systems prohibit the deletion of documents. Instead, they can only be marked as inactive.

Figure 10: General approach of the CRUD model



All operations with documents excluding “Create” are performed with an ID parameter that allows for a unique identification of the document in the target system. In the MMT RDM this ID refers to the Exchanged\_Document/Identification. Identifier entity. Such an ID can be received by the end customer directly in response to a message in the Create method or through any messaging protocol. In addition, it is possible to add an extra method for listing all available documents. Such approach can be combined with the authentication of the end user (for example – with JWT (RS 512)) and limiting the result list only to documents related to this user.

The API developed in the scope of current assessment is described in Annex VI.

## 9. Considerations, common to all conversion tests

In general, transport documents contain information regarding the vehicle and the carrier, the consignment, the consignor, the consignee, as well as additional details specific to each mode of transport.

1. We mapped the information on the cargo from the perspective of changing the language and code lists with the change of transport mode.
2. The information about the consignor and the consignee in general is not mapped due to the fragmented shipment. When cargo is moved in fragments (or different legs), the consignor and the consignee can be changed at each of the sections without linking them to each other. This issue should be resolved in terms of multimodal transportation.
3. The use of a document related to one mode of transport for transportation along the entire route for the whole shipment (e.g. using a railway consignment note for further transportation on a ferry) looks promising, yet it requires additional regulation.



## 10. Recommendations

- Use the Buy-Ship-Pay Reference Data Model (BSP RDM) as the overall base reference data model to cover Business to Business and Business to Government procedures.
- This will allow for trade and transport data to reflect international contractual agreements as depicted in Figure 11 and 12 below.

Figure 11: UN/CEFACT International Supply Chain Reference Data Model Family

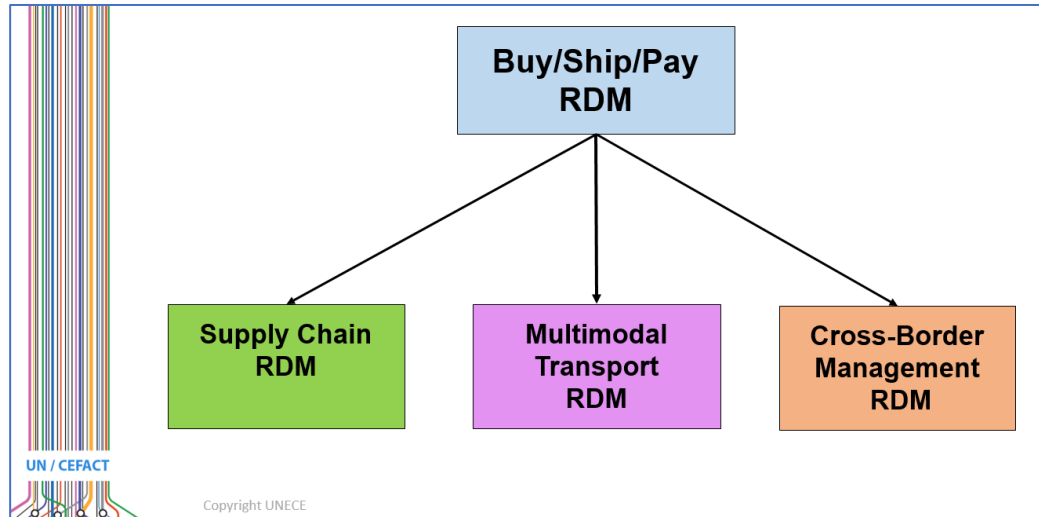
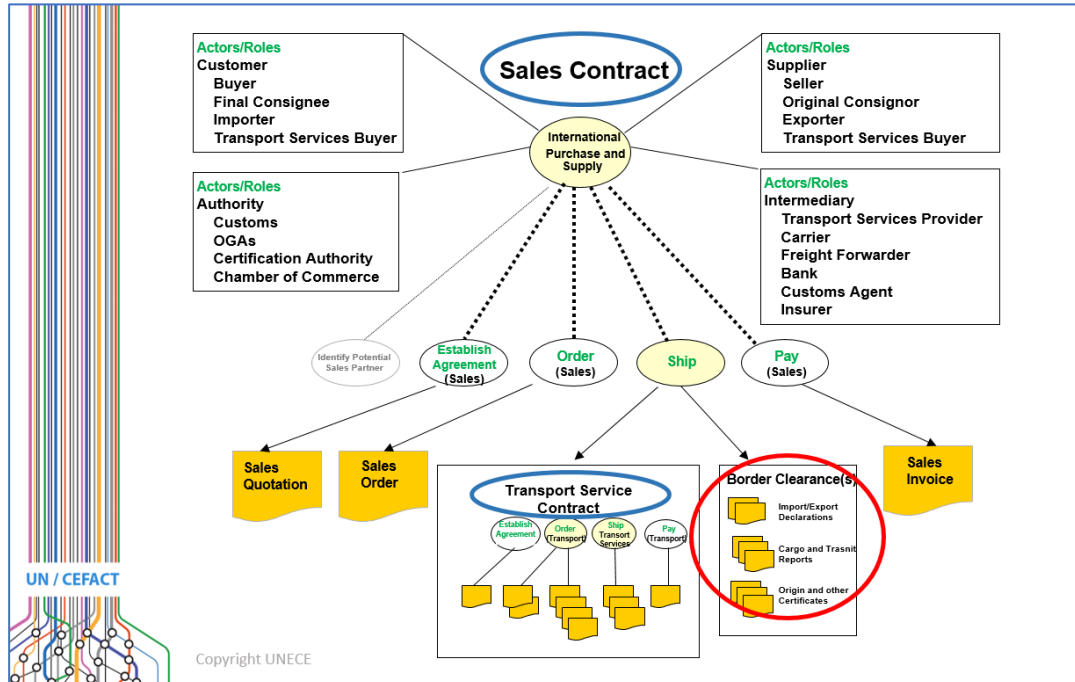


Figure 12: The relationship between international sales and transport service contracts



- Connect changes in the RDM's causes with changes in profiles, which are in the basis of the corresponding business document. Such changes are often unacceptable in a real business environment. If this issue is overcome, many more industries would be willing to adopt and use the UN/CEFACT MMT RDM. We recommend the implementation of industry standards based on the MMT RDM to clarify the requirements and manage the procedure of change requests.

- Extend the schemas for each electronic document that is based on the UN/CEFACT MMT RDM by adding extra attributes that should uniquely identify the business entity of each data element, in cases where no industry standard has been adopted.
- Use additional attributes in the schemas. This will also help with the task of automating of document conversions when there is a change in jurisdictions (both geographical and in terms of modes of transport).
- Adopt and reuse data elements suggested in the provided standardized datasets, which are not found in the paper documents, but which are used globally for electronic data interchange.
- Use indicators or codes/identifiers in combination with text descriptions for one entity for electronic data exchange, which should increase the semantic interoperability and support automation.
- Provide instruments for the creation of schematrons. Specifying detailed information on attributes for each entity in a document schema can be instrumental for the creation of schematrons, and this should automate the compliance check on both sides – on the submitter and recipient sides. This will provide the next step in minimizing the impact of the subjective factor (the human factor) and facilitate procedures.
- Use the JSON API approach. Due to the great difference in the state of implementation of international standards of electronic documents exchange in different industries and in different countries, the use of the JSON API approach can be considered as a solution for harmonization that can also solve the problem of legally trusted electronic documents due to the difference in DES standards. This approach relates to both the technical and the organizational aspects of the work and it should also be considered from the legal point of view. For this reason, it is important to explore further this issue.

## Annexes

Annex I. The overall statistics of cargo turnover and countries along the transport corridor Baltic Sea - Black Sea

Annexes\Cargo turnover.xlsx


## Annex II. Original documents, used for mappings and conversions

## 1. Maritime Bill of Lading

## a. Ocean Bill of Lading – Import

Shipper <b>CONSIGNOR</b> CO., LTD. DAXI TRIAL ZONE, WENLING CITY, ZHEJIANG CHINA		B/L No. WMS20096828	
Consignee (if "To Order" so indicate) <b>CONSIGNEE,</b> 8, Kolkhoznyaya str., Gomel, 247021 Republic of Belarus,		<b>OCEAN BILL OF LADING</b> (COMBINED TRANSPORT / PORT TO PORT)  <b>ORIGINAL</b>	
Notify Party (No claim shall attach for failure to notify) <b>SAME AS CONSIGNEE</b>			
Pre-carriage by		For delivery of goods Please apply to: <b>Forwarder LLC</b> 83-A SREDI TEL. 8-048-	
Vessel and Voyage No. <b>MSC ANNA FT</b>		Place of receipt	
Port of discharge <b>ODESSA, UKRAINE</b>		Place of delivery <b>ODESSA, UKRAINE</b>	
Final destination			
Particulars declared by shipper			
Container No. Seal No. Marks and nos.	No. of containers	Description of Packages and Goods	Gross Weight (kgs) Measurement (M3)
MEDU1234567FX15	26/40'HQ/531 CTN(S)	14,470.850KGS/68.000CBM	
MEDU7894560FX15	13/40'HQ/451 CTN(S)	12,542.150KGS/68.000CBM	
SHIPPER'S LOAD, COUNT & SEAL (2X40'HQ) CONTAINERS S.T.C.			
CY-CY			
982 CTN(S)	AIR COMPRESSOR	27013.000KGS	136.000CBM
FREIGHT COLLECT		SHIPPED ON BOARD OCT.21, 2020	
Total No. of Containers or packages (in words) <b>SAY TWO(2X40'HQ)CONTAINERS ONLY</b>			
Freight and Charges	Rate	Prepaid	Collect
Ex. Rate	Prepaid at	Payable at	Place and date of issue <b>SHENZHEN OCT.21,2020</b>
			No. of Original B(s)/ L <b>THREE(3)</b>
RECEIVED in apparent good order and condition except as otherwise noted the total number of containers or other packages or units enumerated below for transportation from the place of receipt of delivery subject to the terms hereof. One of the original Bill of Lading must be surrendered duly endorsed in exchange for the Goods Delivery Order. On presentation of this document duly endorsed to the Carrier by or on behalf of the holders the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to and rule of common law or statute rendering them binding on the Merchant) become binding all respects between the Carrier and the Holder as though the contract evidenced hereby had been made between them. IN WITNESS whereof the number of original Bill of Lading stated below have been signed, one of which being accomplished. The other(s) to be void. (Terms of Bill of Lading continued on the back hereof).			CARRIER LTD AS CARRIER  Authorized Signature(s)

## b. Combined Transport BoL – Import

<b>Shipper</b> HONGKONG 2F, NO. 54 TEL/FAX:			
<b>Consignee</b> LLC "ROL" 03187, U SRTEET Z			
<b>Notify party</b> LAM 12 ODE TEL FAX		<b>COMBINED TRANSPORT BILL OF LADING</b>  <b>ORIGINAL</b>  B/L NO.: M232490760	
Pre-carriage by	Place of receipt	RECEIVED the goods in apparent good order and condition as specified below unless otherwise stated herein. The Carrier in accordance with the provisions contained in this document. 1) undertakes to perform or to procure the performance of the entire transport from the place at which the goods are taken in charge to the place designated for delivery in this document and 2) assumes liability as prescribed in this document for such transport. One of the Bills of Lading must be surrendered duly indorsed in exchange for the goods or delivery order.	
Ocean vessel YM WONDROUS	Port of loading NINGBO, CHINA		
Port of discharge ODESSA, UKRAINE	Place of delivery		
		Freight payable at	Number of original B/L THREE
Marks and Nos.	Number and kind of packages 1169 CARTONS	Description of goods	Gross weight(kgs.) 18530KGS
N/M	SCALE		Measurement: 78CBM
			
YMLU954 / YMAH511288  1X45HC SAY ONE THOUSAND ONE HUNDRED AND SIXTY-NINE CARTONS ONLY ABOVE PARTICULARS FURNISHED BY SHIPPER FREIGHT PREPAID			
Freight and charges		IN WITNESS Whereof the number of original Bills of Lading stated above have been signed, one of which being accomplished, the other(s) to be void.	
Agent at destination LA OF OD		Place and date of issue NINGBO OCT 15, 2020 Signed for or on behalf of the Carrier	



### c. Non-Negotiable Waybill-Import

Under customary, please note that changes in payment terms or payment payer after an invoice has been issued are available only at a payer's discretion and are subject to a payer's standing instructions from the 1st of July 2019. In case you would like to create, view or modify your Standing instructions for payer, please click here - <https://sealandmaersk.com/payer-standing-instructions/#/>

NON-NEGOTIABLE WAYBILL		SCAC	SEJJ		
		B/L No. 588795472			
<b>Shipper</b> <b>SE</b> <b>NO 26 5 FLORYA</b> <b>34000 Istanbul</b> <b>Turkey</b>		<b>Booking No.</b> <b>588795472</b>			
<b>Consignee</b> <b>the Republic of Belarus ,200125, c. Minsk, st. Uruchskaya, 14a</b>		<b>Export reference</b> <b>8830613</b>			
<b>Notify Party (see clause 22)</b> <b>U</b> <b>the Republic of Belarus ,200125, c. Minsk, st. Uruchskaya, 14a</b>		This contract is subject to the terms and conditions, including the law & jurisdiction clause and limitation of liability & declared value clauses, of the current Sealand Bill of Lading (available from the carrier, its agents and at <a href="https://terms.sealandmaersk.com/europe/carriage">https://terms.sealandmaersk.com/europe/carriage</a> ), which are applicable with logical amendments (mutatis mutandis). To the extent necessary to enable the Consignee to sue and to be sued under this contract, the Shipper on entering into this contract does so on his own behalf and as agent for and on behalf of the Consignee and warrants that he has the authority to do so. The shipper shall be entitled to change the Consignee at any time before delivery of the goods provided he gives the Carrier reasonable notice in writing. Delivery will be made to the Consignee or his authorised agent on production of reasonable proof of identity (and, in the case of an agent, reasonable proof of authority) without production of this waybill. The Carrier shall be under no liability whatsoever for misdelivery unless caused by the Carrier's negligence. Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)			
<b>Vessel</b> <b>IRATAN</b>	<b>Voyage</b> <b>94</b>	<b>Place of Receipt.</b> Applicable only when document used as Multimodal Waybill			
<b>Port of Loading</b> <b>Izmit Korfezi</b>	<b>Port of Discharge</b> <b>Pivdennyi</b>	<b>Place of Delivery.</b> Applicable only when document used as Multimodal Waybill			
<b>PARTICULARS FURNISHED BY SHIPPER</b>					
<b>Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.</b> <b>4 containers said to contain 80 PALLETS</b> <b>SODIUM HYDROGEN CARBONATE</b>  TEMU1 ML-TR3666690 20 DRY 8'6 20 PALLETS 25735.000 KGS 25.0000 CBM MSKU7 ML-TR3666692 20 DRY 8'6 20 PALLETS 25735.000 KGS 25.0000 CBM MSKU5 ML-TR3666721 20 DRY 8'6 20 PALLETS 25735.000 KGS 25.0000 CBM MSKU4 ML-TR3666730 20 DRY 8'6 20 PALLETS 25735.000 KGS 25.0000 CBM <b>FREIGHT PREPAID</b> In case that the cargo is stuffed to container within a port / terminal, the Merchant accepts that the packing of the Container is performed by Carrier at the sole risk of the Merchant.  The Carrier shall not be liable for loss of or damage to the cargo and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense whatsoever incurred by the Carrier if such loss of or damage to the cargo and/or such injury, loss, damage, liability or expense has been caused by any matter beyond his control including, inter alia, without prejudice: Below freight details will not be part of Original Bill of Lading unless requested by customer		<b>Weight</b> <b>102940.000 KGS</b>	<b>Measurement</b> <b>100.0000 CBM</b>		
<b>Charges Name</b> <b>Basic Ocean Freight</b> <b>Te</b> <b>En</b>		<b>Prepaid/Collect</b> <b>Prepaid</b> <b>Prepaid</b> <b>Prepaid</b>	<b>Invoice Party</b> <b>B.</b> <b>B.</b> <b>B.</b>	<b>Customer Code</b> <b>129</b> <b>129</b> <b>129</b>	<b>Collection Business Unit</b> <b>Sea</b> <b>Sea</b> <b>Sea</b>
<b>Carrier's Receipt. Total number of containers or packages received by Carrier.</b> <b>4 containers</b>		<b>Place of Issue of Waybill</b> <b>BOMBAY</b>		Shipped, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise stated herein the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Carrier's Receipt"	
<b>Shipped on Board Date ( Local Time )</b>		<b>Date Issue of Waybill</b>			
<b>Declared Value Charges (see clause 7.3 of the Sealand Bill of Lading) for Declared Value of USD.</b>					
Signed for Carrier Sealand Europe A/S					
This transport document has one or more numbered pages					

To amend these documents, around the clock, log in to your account here <https://sealandmaersk.com/shipmentoverview/documentation/verify>

SHIPPER / EXPORTER (NAME & ADDRESS)		BOOKING No.		BILL OF LADING No.	
PRIVATE ENTE GOMEL REGK VIL KRASNOE 247661, REPUI		ZIMUOSS809258 EXPORT REFERENCES		OSS809258	
CONSIGNEE (NAME & ADDRESS)		FORWARDING AGENT P.M.C. No.			
QIN MA RO HU QINGDAO CITY, SHANDONG PROVINCE, *					
(B/L NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER)		POINT AND COUNTRY OF ORIGIN (FOR MERCHANT'S REFERENCE ONLY)			
NOTIFY (NAME & ADDRESS)		REMARKS / EXPORT OR OTHER INSTRUCTIONS			
QING MANA ROON HUAN QINGDAO CITY, SHANDONG PROVINCE, *		SHIPPED ON BOARD 06/08/2020 FREIGHT PREPAID			
INITIAL CARRIAGE		PLACE OF RECEIPT OF GOODS *			
VESSEL *		PORT OF LOADING *			
PORT OF DESTINATION *		FINAL DESTINATION *			
NAVIOS SUMMER 14/E		ODESSA, UKRAINE		FURTHER ROUTING (AT MERCHANT'S EXPENSE, RISK AND RESPONSIBILITY)	
QINGDAO, CHINA		PARTICULARS AS FURNISHED BY SHIPPER			
MKS & NOS. / CONT. NOS.		DESCRIPTION OF GOODS		WEIGHT MEASUREMENT	
AS PER ATTACHED LIST				KGS M3	
3		CONT TOT. TARE: 19.410		CARGO W TOTAL 132 220.00 222.63	
DETAILS		RATE		FREIGHT COLLECT	
PER AMOUNT		PREPAID		COLLECT	
CLAUSES AS PER ATT. LIST		AD VALOREM FREIGHT		TOTAL	
MERCHANT'S DECLARED VALUE OF GOODS:		IN WITNESS OF the contract contained herein the number of original B/Ls		No. OF ORIGINAL B/L ISSUED	
If Merchant enters a value, Carrier's "package" limitation of liability shall not apply and ad valorem freight will be charged (See Clause 21)		of Lading, stated below has been signed by or on behalf of Zim Integrated Shipping Services Ltd. (as Carrier), unless otherwise stated in any applicable law or regulation, upon any of the said originals being accomplished the others to stand void.		THREE	
NOTE: Received in apparent good order and condition, unless otherwise stated herein the Goods or packages or Containers said to contain the units and amount of Goods specified herein for carriage subject to the terms and conditions hereof (including the terms and conditions of the reverse side hereof) and the terms and conditions of the Carrier's Tariff Rules from the Place of Receipt to the Port of Loading (whichever is applicable) to the Port of Discharge or the Place of Delivery (whichever is applicable). This Merchant agrees and acknowledges that the weight, measure, marks, numbers, quality, contents (size), number and value of the Goods as declared are unknown to and not admitted by the Carrier, but that the Carrier has relied upon the Merchant's representation as to the number of packages stated herein, if the acknowledged tally is of Containers, this indicates that the Container has been packed and sealed by the Merchant at his premises without the Carrier having responsibility and able to check or verify either the tally of Goods or the packages, which are consequently unknown to him. In accepting this Bill of Lading the Merchant expressly accepts and agrees to be bound by all the terms, stipulations, exceptions, limitations, liberties and conditions stated herein, whether written, printed, stamped or otherwise incorporated on the front and/or reverse side hereof as well as the provisions of the Carrier's Tariff Rules, Regulations and Schedules, without exceptions, as fully as if they were all signed by the Merchant.		FREIGHT PAYABLE AT		PLACE AND DATE OF ISSUE	
		ODESSA			

## 2. Inland Bill of Lading – Import

**ORIGINAL**

14-A-M

JSC  
aine  
385  
EUA  
EUA

Page 2

Shipper		<b>BILL OF LADING</b>	
PL		B/L No.	001
SVI	ARD MILL		
ZA	IGORSK,		
247 439, GOMEL REGION, BELARUS		Reference No. 1	
Consignee			
"BEC			
KOS	1UN		
BEOGRAD, SERBIA			
Notify address			
"BEO			
KOST			
BEOGRAD, SERBIA			
Mr Drag			
Motor vessel	Port of loading		
"NADI	KYIV RIVER PORT, UKRAINE		
Flag: BELARUS			
Shipowner: OJSC "BELARUS			
Port of discharge			
PANCEVO, SERBIA			
Shipper's description of goods		Gross weight	
BLEACHED SOFTWOOD KRAFT PULP IN 703 PACKAGES		733,647 MT	
NET WEIGHT: 732,752 MT			
ADMT: 745,6987 MT			
"CLEAN ON BOARD"			
"FREIGHT PREPAID"			
(of which NONE on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising)			
CHARTER-PARTY dated	-	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.	
FREIGHT ADVANCE.		Weight, measure, quality, quantity, condition, contents and value unknown.	
Received on account of freight:		IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date, any one of which being accomplished the others shall be void.	
Time used for loading	days ..... hours.	FOR CONDITIONS OF CARRIAGE SEE OVERLEAF	
Freight payable at		Place and date of issue	
0506/2020 dd. 16/10/2020		KYIV RIVER PORT, UKF	
Number of original B's/L		Signature	
3 (THREE)		CAPTAIN ALEI	
		AS MASTER OF M/V "NAD	

## 3. Invoice (for Custom use)

**浙江新亚泵业有限公司**  
**ZHEJI LTD.**  
 Daxi pu , China

Buyer / Покупатель: DM  
 10 Kiev, Ukraine, 04080

Shipper / Грузоотправитель: ZHEJ LTD.  
 Daxi pump , vince, China

发票号码  
 Invoice Number: XYS201015  
 发票日期  
 Date of Invoice: 2020-10-15  
 Page: 1/1  
 MARKS (唛头): DN

## 商业发票

## COMMERCIAL INVOICE / КОММЕРЧЕСКИЙ ИНВОЙС

装船口岸 From: NINGBO PORT, CHINA		目的地 To: ODESSA PORT, UKRAINE			
产品名称  PRODUCT NAME/ НАЗВАНИЕ ПРОДУКЦИИ	数量及货物名称  Quantity and Descriptions / Количество и описание			单价  Unit Price (USD)/ цена за ед. (до л.США)	总值  Amount (USD)/ Сумм а (дол.США)
Container NO / Номер контейнера.: MEI 77					
Air Compressor / Компрессор воздушный поршневой	1PC/CTN	48CTNS	48PCS	USD48.	4.00
Air Compressor / Компрессор воздушный поршневой	1PC/CTN	181CTNS	181PCS	USD51.	3.13
Air Compressor/ Компрессор воздушный поршневой	1PC/CTN	302CTNS	302PCS	USD60.	9.06
Container NO / Номер контейнера.: MEI 130					
Air Compressor / Компрессор воздушный поршневой	1PC/CTN	69CTNS	69PCS	USD48.	2.00
Air Compressor / Компрессор воздушный поршневой	1PC/CTN	99CTNS	99PCS	USD51.	1.27
Air Compressor/ Компрессор воздушный поршневой	1PC/CTN	283CTNS	283PCS	USD60.	8.49
TOTAL / ИТОГО:		982CTNS	982PCS	USD55 ;	

Terms of delivery: FOB NINGBO  
 Producer / Производитель: ZHEJI  
 Country of origin / Страна происхождения: China / Китай  
 Total Price / Общая стоимость: 55 217.95 USD  
 Packing / Упаковка: 982 CARTONS / КОРОБОК  
 CONTRACT № DM-0203/1 dd 02.03.2020  
 Terms of Payment: 10% (55%  
 of BL issuance

ГБО, КИТАЙ  
 LTD.

16.155 USD) within 150 days from the date

## Seller Bank Account Information:

Intermediary bank: CITI  
 SWIFT CODE: CITI1U  
 Beneficiary bank: CHN  
 SWIFT CODE: PCBC  
 Address: 288 TIYUCE  
 Fax: 0086-571-853136  
 Beneficiary customer:

CHINA

## СЧЕТ-ФАКТУРА № 40/14/01

Invoice

Дата: 19.11.2020

Date

Продавец / Грузоотправитель: ОАС  
 The seller / The consignor ул. :  
 247439 г. Светлогорск  
 Республика Беларусь

Номер и дата контракта: 40/С от 24.03.2020  
 № and date of the contract

Спецификация № 14 от 29.10.2020

Покупатель: «Б»  
 На  
 11080 Земун, Республика Сербия  
 The buyer «BE

Оформление в порту: -  
 Украина, 65026, г. Оден

Условия поставки: FC зине  
 Terms of delivery

Вид и № транспортного средства: железнодорожный, контейнеры  
 Type and № of transport means

Номер накладной СМГС: 22972248 от 19.11.2020

Ведомость вагона: 22972248 от 19.11.2020

Number of way-bill

Страна происхождения: Республика Беларусь

## СПЕЦИФИКАЦИЯ

Наименование товара и код ТН ВЭД	№ контейнера / № of container	Кол-во пакетов	Вес брутто / gross weight, т/т	Вес нетто / net weight, т/т	Воздушно сухой вес, тонн (в.с.в) ADMT	Цена за 1 тонну Дол. США	Сумма всего, Дол. США
Целлюлоза сульфатная белая из хвойной древесины, 4703210009 Bleached Softwood Kraft Pulp	BC 31	13	25,928	25,897	26,3507	4,	05
	BC 24	13	25,700	25,669	26,1778	4,	57
	BC 36	13	25,480	25,449	25,6627	4,	65
	BC 04	13	25,422	25,391	25,6868	4,	89
	BC 05	13	25,420	25,389	26,3004	4,	67
	BC 30	13	25,495	25,464	25,9174	4,	90
Итого		78	153,445	153,259	156,0958		

Мест – 78 пакетов

Вес брутто – 153 445 кг; Вес нетто – 153 259 кг

CERTIFICAT NC-COC-013416 FSC-100%



Эконс

Онов





Счет-фактура № 54

(Invoice №)

Дата: 21.07.2020г.

(Date)

№ и дата контракта:

№19/05/2020 от 19.05.2020г

(№ and date of contract):

№19/05/2020 as of 19.05.2020г

Продавец:

Частное

предприятие

(The consignor):

福尔瓦

企业

Открытое акционерное общество "Приорбанк" / "Priorbank" JSC

Bank address / Адрес банка:

Республика Беларусь, 220002, г. Минск, 3

теу, 31-A

Account No. (IBAN Code) / Номер счета:

BY46PJCB30124048961000000840 USD

SWIFT: PJCBVY2X

банк корреспондент: CITI

3449

Покупатель:

QIN

CO. LTD

Address: Room D,

ie Road, Huangdao District,

(Buyer):

Qing

China:913702

TEL: +86-532

37660

Address: Room D, Room 215,

, China:913702

D-215, 1

266500 China

USCI: 913

consignee:

Тел.: +86-532

Email: ic@q

ПУНКТ ОТПРАВЛЕНИЯ

Республика Беларусь / Republic of Belarus

POINT OF DEPARTURE

ВИД железнодорожный транспорт № ВС

12

(Type and № of transport means)

Вес брутто: 26444 кг

Условия поставки: CFR, порт Циндао

Term of delivery: CFR, Qingdao, port

Страна происхождения товара -Республика Беларусь

Country of origin of goods -Republic of Belarus

СПЕЦИФИКАЦИЯ / SPECIFICATION

кодТНВЭД 4407 / HS code 4407

Наименование товара / Product Description	Кол-во,м3 / Quantity,	Цена за м3. USD / Price	Сумма всего, USD /
Пиломатериал обрезной хвойных пород дерева ель, сорт 4 Edged softwood lumber spruce, grade 4 34*84*2900.	44,526	9	7
	44,526		7

Получен

документов



LTD.

GRE

Ltd.

/

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Serv  
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st. U

№: CD02019000003095

DATE / DATA: 23.12.2019

PROJECT №/ GB-2019-350

№ НА ПРОЕКТА:

CONTRACT NO / 16112019 dd 16.11.2019

№ НА ДОГОВОРА:

ANNEX 1 / ДОПЛАЩАНЕ 1

## COMMERCIAL INVOICE / ТЪРГОВСКА ФАКТУРА

PRODUCT DESCRIPTION ОПИСАНИЕ	QUANTITY MT КОЛ	UNIT PRICE \$/MT ЕД. ЦЕНА	TOTAL PRICE USD ВСИЧКО USD
SODIUM HYDROGEN CARBONATE	100.00	31	00
DAP OZERISCHE, BELARUS		TOTAL / ВСИЧКО USD:	31
		VAT / ДДС 0%	
		TOTAL VALUE USD/ ОБЩА СТОЙНОСТ USD:	31

SAY(C ДУМИ): USDOLLARSTHIRTYONETHOUSANDFIVEHUNDREDONLY

**Payment Term /** 30% PREPAYMENT BEFORE SHIPMENT AND 70% BEFORE ARRIVAL  
**Условия за плащане:** 30% ПРЕДПЛАЩАНЕ ПРЕДИ ДОСТАВКА И 70% ПРЕДИ ДОСТЪП  
**Bank / Банка:** ALI  
**Bank address / Адрес банка:** ul. ' Bulgaria  
**USD IBAN:** BG  
**SWIFT:** BU  
**Correspondent Bank /** The rk  
**Кореспондентска Банка:** IRVTUS3N  
**Packing /** 4000 bags of 25 kg each on 80 pallets  
**Опаковане:** 4000 торби от 25 кг на 80 палета  
**B/L №:** 20041002756  
**Country of Origin / Страна на произход:** TURKEY / ТУРЦИЯ  
**Country of Consignee / Страна на получателя:** THE REPUBLIC OF BELARUS / РЕПУБЛИКА БЕЛАРУС  
**H.S. Code / Код ТН ВЭД:** 2836300000  
**Producer:** ETI SODA A.S.  
**Reason for deficiency in account of VAT and at zero-rating:**  
 Art. 84 and Art. 17 of the VAT Act – the place of supply of goods is outside the territory of Bulgaria

Please keep your bank charges at your end.

<b>BEIJ</b> Beijing, 1		<b>CO., LTD</b> 10E room			
<b>Seller: Продавець</b> <b>BEIJ</b> Beijing Xin		<b>Buyer: Покупець</b> <b>CO., LTD</b> Building 2, 03187 street Accor № 25			
<b>INVOICE:</b>		<u>00171475</u>		<b>DATE:</b> <u>09.10.2020</u>	
<b>CONTRACT:</b>		<u>BEIJ/ROL/260620</u>		<b>DATE:</b> <u>25.06.2020</u>	
<b>Container:</b>		<u>YMLU9542222</u>			
<b>Terms of delivery:</b>		<u>CFR</u>			
<b>Destination:</b>		<u>ODESSA</u>			
No	Description/ Наименование	Quantity (gross)/ кількість (брутто)	Unit of measure / Од. виміру	Price USD per 1 Unit/Ціна USD за 1 од.	Amount USD /Сума USD
1	Scales	7582,90	kg	2,	58
2	jewelry scales	2758,90	kg	2,	6
3	Lantern	5425,50	kg	7,	6
4	Speaker	1028,40	kg	1,	3
5	Lasers	1556,00	kg	2,	0
6	Calipers	88,30	kg	2,	5
7	Clock	90,00	kg	7,	0
<b>Total Invoiced USD:</b>					<b>58</b>

According to the packing list No. / Згідно пакувального листа № 00171475 date 09.10.2020

Total Gross Weight, kg: 18530

Colli/Micps: 1169

Country of origin/ Країна походження: CN



Direct





## 4. Certificate of Origin

## a. Certificate of Origin – Belarus

1. Goods consigned from (exporter's business name, address, country) Priva 2476 Republic of Belarus		4. No BYCN0311001883 <b>0173710</b>		
2. Goods consigned to (consignee's name, address, country) QINGDA Address:   Huangdao China: 913702 MANAGEMENT CO. LTD Huanghe Road, g Province,		<b>CERTIFICATE OF ORIGIN</b>  Issued in <u>Republic of Belarus</u> (country) To be submitted to <u>China</u> (country)		
3. Means of transport and route (as far as known)  By railway, by sea Container BC 434 Qingdao port, CHINA		5. For official use		
6. Sr. No	7. Numbers and kind of packages	8. Description of goods	9. Gross weight/net and other units of measurement	10. Number and date of invoice
1.	54 packages	Edged softwood lumber spruce; grade 4, size: 34mm x 84mm x 2900mm	gross weight 26969 kg/ 42,936m3	№61 of 04.08.2020
11. Certification It is hereby certified, on the basis of control carried out, that the declaration by the exporter is correct  The unitary enterprise for rendering of services "Gomel Branch of the Belarusian Chamber of Commerce and Industry", Gomel, Republic of Belarus		12. Declaration of applicant The undersigned hereby declares that all the above details and statements are correct; that all the goods were completely produced and subjected to sufficient processing in  <u>Republic of Belarus</u> (country)  		



## b. Certificate of Origin – Ukraine

1. Goods consigned from (Exporter's business name, address, country) PRIVAT GOMEL VILKRA REPUBLIC OF BELARUS		Reference № CN05100G 04484 01 0759284	
2. Goods consigned to (Consignee's name, address, country) QINGDAO KAITOU SUPPLY CHAIN MANAGEMENT CO., LTD ROOM D, ROOM 215, NO.18 EAST HUANGHE ROAD, HUANGDAO DISTRICT, QINGDAO CITY, SHANDONG PROVINCE, CHINA:913702		CERTIFICATE OF ORIGIN  Issued in <u>UKRAINE</u> (country)	
3. Means of transport and route (as far as known)  VESSEL: NAVIOS SUMMER PORT OF LOADING: ODESSA, UKRAINE PORT OF DISCHARGE: QINGDAO, CHINA		4. For official use  Replacement certificate  ISSUED RETROSPECTIVELY	
5. Item number	6. Marks and numbers of packages 280 PACKAGES In 5 containers: B/M: 3063 CA: 1090 ZC: 1459 ZC: 1772 ZC: 1533	7. Number and kind of packages; description of goods  EDGED SOFTWOOD LUMBER SPRUCE  INVOICES: № 52 dated 21.07.2020 № 53 dated 21.07.2020 № 54 dated 21.07.2020 № 55 dated 21.07.2020 № 56 dated 21.07.2020	8. Gross weight or other quantity Total quantity: 222.63 CBM  Total gross weight: 132 220.000 KGS
		9. Number and date of invoices B/L No. ZIMUOSS 809258 dated 06.08.2020	
10. Certification It is hereby certified, on the basis of documents carried out, that the declaration by the exporter is correct. Odessa Regional Chamber of Commerce and Industry 47, Bazarnaya str., Odessa, 68011, Ukraine   Place and date, signature and stamp of certifying authority: Odessa 18.08.2020		11. Declaration by the exporter The undersigned hereby declares that the above details and statements are correct that all the goods were produced in  REPUBLIC OF BELARUS  exported to <u>CHINA</u>  Zakharenko agent Odessa 18.08.2020   Place and date, signature of authorized signatory	

## c. Certificate of Origin – EURO

ΠΙΣΤΟΠΟΙΗΤΙΚΟ ΚΥΚΛΟΦΟΡΙΑΣ ΕΜΠΟΡΕΥΜΑΤΩΝ MOVEMENT CERTIFICATE			
<b>1. Εξαγωγέας</b> (ονοματεπώνυμο, πλήρης διεύθυνση, χώρα) <b>Exporter</b> (name, full address, country)  <b>PFIC LTD</b> <b>34, PENTELIS</b> <b>V.A.T. NR.: EL</b> <b>ROMANIA-SR</b> <b>3. Παραλήπτης</b> (ονοματεπώνυμο, πλήρης διεύθυνση, χώρα) (optional) <b>Consignee</b> (name, full address, country) (optional)  <b>TIMA</b>  <b>LIMITI</b> <b>ZAROI</b> <b>EDRP</b>  <b>GREECE</b> <b>AGRO</b>  <b>NAR-</b> <b>UKRAINE COD</b> <b>E 200127337</b>		<b>EUR. 1</b> αριθ. <b>A 732665</b>  Συμβουλευτείτε τις σημειώσεις στην πίσω σελίδα πριν από τη συμπλήρωση του εντύπου See notes overleaf before completing this form	
		<b>2. Πιστοποιητικό χρησιμοποιούμενο στις προτιμησιακές συναλλαγές μεταξύ</b> <b>Certificate used in preferential trade between</b> <b>E.U.</b>  <b>και</b> <b>and UKRAINE</b>  (No αναφέρονται οι ενδιαφερόμενες χώρες, ομάδες χωρών ή εδάφη) (Insert appropriate countries, groups of countries or territories)	
		<b>4. Χώρα, ομάδα χωρών ή εδάφος των οποίων τα προϊόντα θεωρούνται ως καταγόμενα</b> Country, group of countries or territory in which the products are considered as originating <b>E.U.</b>	<b>5. Χώρα, ομάδα χωρών ή εδάφος προορισμού</b> Country, group of countries or territory of destination <b>UKRAINE</b>
<b>6. Πληροφορίες σχετικές με τη μεταφορά</b> (προαιρετική μνεία) <b>Transport details</b> (optional)  <b>MV SERENITY ZG</b>		<b>7. Παρατηρήσεις</b> <b>Remarks</b>	
<b>8. Αριθμός ειδους, Σήματα και αριθμοί. Αριθμός και είδος δεμάτων('). Περιγραφή των εμπορευμάτων</b> <b>Item number, Marks and numbers. Numbers and kind of packages ('). Description of goods</b>  <b>1)DUOFERTIL 38 MPPA DUO IN 800 BIG BAGS OF 1000KG</b> <b>QUALITY:8-30-0 + 2%MgO+8%SO3+0,15%B + 0,1%Zn MPPA DUO</b> <b>NET WEIGHT: 800,000 MT</b>  <b>2)SULFAMMO 25NPROCESS IN 726 BIG BAGS OF 1000KG</b> <b>QUALITY :25.0.0+31%SO3+2%MgO NPRO</b> <b>NET WEIGHT : 726,000 MT</b>		<b>9. Μεικτή μάζα (kg) ή άλλη μετρική μονάδα (λίτρα, m³, κτλ.)</b> <b>Gross mass (kg) or other measure (litres, m³, etc.)</b>  <b>801,600 MT</b>  <b>727,452 MT</b> <b>1.529,052 MT</b>	<b>10. Τιμολόγια</b> (προαιρετική μνεία) <b>Invoices</b> (optional)
<b>11. ΘΕΩΡΗΣΗ ΤΟΥ ΤΕΛΩΝΕΙΟΥ</b> <b>CUSTOMS ENDORSEMENT</b>  Πιστοποίηση της ακρίβειας της δήλωσης Declaration certified Έγγραφο εξαγωγής (2) Export document (2) Εντύπο ..... Form ..... <b>EDE-2</b> Της ..... Of ..... <b>KAVALA</b> Τελωνείο ..... Customs office ..... <b>GREECE</b> Χώρα ή εδάφος έκδοσης Issuing country or territory ..... <b>KAVALA 10-12-2018</b> (Τόπος και ημερομηνία) Place and date (Υπογραφή) Signature ..... <b>ΧΡΥΣΑΝΘΗ ΑΛΕΞΟΠΟΥΛΟΥ</b> <b>ΤΕΛΩΝΕΙΟ ΚΑΒΑΛΑΣ</b>		<b>12. ΔΗΛΩΣΗ ΤΟΥ ΕΞΑΓΩΓΕΑ</b> <b>DECLARATION BY THE EXPORTER</b>  Ο υπογράφων δηλώνει ότι τα ανωτέρω περιγραφόμενα εμπορεύματα πληρούν τους απαιτούμενους όρους για την έκδοση του παρόντος πιστοποιητικού I, the undersigned declare that goods described above meet the conditions required for the issue of this certificate (Τόπος και ημερομηνία) Place and date ..... <b>KAVALA 10-12-2018</b> (Υπογραφή) Signature ..... <b>PFIC LTD</b>	

ΕΚΤΥΠΩΣΗ: 7/16

(1) Για τα μη συσκευασμένα εμπορεύματα να αναφερθεί ο αριθμός των αντικειμένων ή να τεθεί η μνεία "χύμα".  
 If goods are not packed, indicate number of articles or state "in bulk" as appropriate.

(2) Να συμπληρωθεί μόνον εφόσον το απαιτούν οι κανόνες της χώρας ή του εδάφους εξαγωγής.  
 Complete only where the regulations of the exporting country or territory require.

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ  
 ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΚΩΝ  
 ΓΕΝΙΚΗ ΔΙΕΥΘΥΝΣΗ ΕΜΠΟΡΕΥΜΑΤΩΝ  
 ΔΙΕΥΘΥΝΣΗ ΠΙΣΤΟΠΟΙΗΤΙΚΩΝ ΚΥΚΛΟΦΟΡΙΑΣ ΕΜΠΟΡΕΥΜΑΤΩΝ  
 Τμήμα Α  
 Αθήνα, 10-12-2018



## 5. Phytosanitary Certificate – Belarus

## a. Phytosanitary Certificate – Belarus


ГОСУДАРСТВЕННОЕ УЧРЕЖДЕНИЕ «ГЛАВНАЯ ГОСУДАРСТВЕННАЯ ИНСПЕКЦИЯ ПО СЕМЕНОВОДСТВУ, КАРАНТИНУ И ЗАЩИТЕ РАСТЕНИЙ»				ФИТОСАНИТАРНЫЙ СЕРТИФИКАТ PHYTOSANITARY CERTIFICATE	
State Institution "Main State Inspectorate for Seed Breeding Quarantine and Plant Protection"		1910884		№ 03/001-20/00944-Bs Организация по защите и карантину растений CHINA (страна) to Plant Protection Organization of (country)	
Описание груза Description of consignment					
Экспортер и его адрес _____ Priv Name and address of exporter _____ Lenina street, 54, 247661, Republic of Belarus					
Получатель и его адрес _____ QING Declared name and address of consignee _____ Roon Qingdao City, Shandong Province, China: 913702, CHINA					
Количество мест и описание упаковки _____ packages - 56 Number and description of packages _____					
Маркировка (отличительные знаки) _____ not marked Distinguishing marks _____					
Место происхождения _____ Republic of Belarus Place of origin _____					
Способ транспортировки _____ container BC 196 Declared means of conveyance _____					
Пункт ввоза _____ Qingdao port, CHINA Declared point of entry _____					
Наименование продукции и ее количество _____ XX Name of produce and quantity declared _____ Edged softwood lumber spruce: 41.072 m3					
Ботаническое название растений _____ Picea abies Botanical name of plants _____					
Настоящим удостоверяется, что растения или растительная продукция, описанные выше, были обследованы в соответствии с существующими методиками и правилами и признаны свободными от карантинных и других причиняющих ущерб вредителей, и что они отвечают фитосанитарным правилам страны-импортера. This is certify that the plants or plant products described above have been inspected according to appropriate procedures and are considered to be free from quarantine pests, and practically free from other injurious pests; and that they are considered to conform with the current phytosanitary regulations of the importing country.					
XX					
Обеззараживание Disinfestation and/or disinfection treatment					
Дата _____ not Date _____					
Химикат и его концентрация _____ not Chemical (active ingredient) _____					
Способ обработки _____ not Treatment _____					
Экспозиция и температура _____ not Duration and temperature _____					
Дополнительная информация _____ Contract № 19/05/2020 as of 19.05.2020 Additional information _____ XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX					
Дополнительная декларация _____ XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX Additional declaration _____					
		Место выдачи _____ Bragin, Belarus Place of issue _____			
		Фамилия Государственного инспектора _____ Name of authorized officer _____			
		Дата _____ 31 July 2020 Date _____			
		Подпись _____ Signature _____			
Выдано _____ 31.07 _____ 20 _____ г. сроком до _____ 14.08 _____ 20 _____ г.					



## b. Phytosanitary Certificate - Ukraine

1. Експортер та його адреса Name and address of exporter PRIVAT GOMEL VIL.KR/ REPUBLIC OF BELARUS		2. ФІТОСАНИТАРНИЙ СЕРТИФІКАТ НА РЕЕКСПОРТ PHYTOSANITARY CERTIFICATE FOR RE-EXPORT № 60/15-8 110/PE-013856	
3. Імпортёр та його адреса Declared name and address of consignee QINGC MANA ROOM ROAD CITY, SHANDONG PROVINCE, CHINA:913702		4. Державна служба карантину і захисту рослин (Україна - Імпортёр) To Plant Protection Organization(s) of CHINA (country of import)	
6. Пункт ввезення Declared point of entry QINGDAO, CHINA		 <b>УКРАЇНА</b> UKRAINE Державна служба України з питань безпеки харчових продуктів та захисту споживачів State Service of Ukraine on Food Safety and Consumer Protection	
7. Спосіб транспортування Declared means of conveyance Container № ZC 172			
8. Маркування, кількість та опис пакування, найменування об'єктів регулювання, ботанічна назва рослин Distinguishing marks, number and description of packages, name of produce, botanical name of plants EDGED SOFTWOOD LUMBER SPRUCE (4407) (Pinus Sylvestris L.)		9. Кількість Declared quantity 44,526 M3	
10. Цей сертифікат засвідчує, що зазначені рослини, рослинні продукти чи інші об'єкти регулювання були імпортовані до UKRAINE (країна реекспорту) з Republic of Belarus (країна походження) у супроводі фітосанітарного сертифіката № 03/001-20/00900-PE (оригінал, затверджена копія, які додаються до цього сертифіката), а також засвідчує, що такі рослини, рослинні продукти чи інші об'єкти регулювання упаковані, переупаковані в оригінальну нову упаковку, яка визначена оригінальним фітосанітарним сертифікатом. За результатами додаткового інспектування визнано їх відповідність діючим фітосанітарним вимогам країни-імпортера, а також засвідчено, що під час зберігання в Україні пвантаж не зазнав ризику інфікування чи зараження. This is to certify that the plants, plant products or other regulated articles described above where imported into (contracting party of re-export) from (contracting party of origin) covered by Phytosanitary certificate № (in original certified true copy of which is attached to this certificate); that they are packed, repacked in original new containers, based on the original phytosanitary certificate. By the results of additional inspection, they are considered to conform with the current phytosanitary requirements of the importing contracting party, and that during storage in Ukraine the consignment has not been subjected to the risk of infestation or infection.			
11. Додаткова декларація Additional declaration NO		18. Місце оформлення Place of issue Ukraine, Odessa-port Дата Date 12 August 2020 Прізвище державного фітосанітарного інспектора Name of state phytosanitary inspector	
12. Обробка Treatment NO		14. Експозиція та температура Duration and temperature NO	
13. Хімічна (діюча речовина) Chemical (active ingredient) NO		15. Концентрація (доза) Concentration (dose) NO	
17. Додаткова інформація Additional information NO		16. Дата Date 15 110 МП Stamp UKRAINE	

## 6. CMR Consignment Note

1 Отправитель (наименование, адрес, страна) Sender (name, address, country) <b>DBO</b> <b>CONSIGNOR CO., LTD</b> <b>DAXI PUMP INDUSTRIAL ZONE, WENLING CITY,</b> <b>CHINA</b>			МЕЖДУНАРОДНЫЙ ТОВАРНО-ТРАНСПОРТНЫЙ НАКЛАДНОЙ INTERNATIONAL CONSIGNMENT NOTE <div style="text-align: center;">  <b>№ 37916</b> </div>		
2 Получатель (наименование, адрес, страна) Consignee (name, address, country) <b>CONSIGNEE,</b> <b>8, Kolhoznoyaya str., Gomel,</b> <b>247021, Republic of Belarus</b>			16 Перевозчик (наименование, адрес, страна) Carrier (name, address, country) <div style="border: 1px solid black; padding: 5px;"> <b>CARRIER</b>          Одесса, Украина          55042, 17-0, 8 Serdyuk St.          Тел: 350-492 305054          Код: 35011840          UKR006972624       </div>		
3 Место поставки груза Place of delivery of the goods <b>Gomel, Republic of Belarus</b>			17 Последующий перевозчик (наименование, адрес, страна) Subsequent carrier (name, address, country) <b>Forwarder LLC</b>		
4 Место и дата приема груза Place and date of taking over the goods Место: <b>Одесса</b> Страна: <b>Украина</b> Дата: <b>27.11.2020</b>			18 Отметки и замечания перевозчика Carrier's remarks and observations		
5 Прикрепленные документы Documents attached <b>Наряд № 00037916</b> <b>KIC WMS20096820</b> <b>(177XB-JBJN59908A)</b>					
6 Знаки и номера Marks and Nos	7 Количество мест Number of packages	8 Вид упаковки Method of packing	9 Наименование груза Nature of the goods	10 Статус номера Status number	11 Вес брутто, кг Gross weight in kg
<b>MEDU7894560</b>	<b>1 40 КОНТЕЙНЕР</b> <b>451 мест</b>		<b>Воздушный компрессор</b>		<b>12 542,15</b>
Класс ACR Class	Цифра Number	Буква Letter			
19 Подпись отправителя (тампоновая и прочая обработка) Sender's instruction <b>№</b>			19 Подпись отправителя (тампоновая и прочая обработка) Sender's instruction Отправитель Sender Вексель Currency Подпись Signature		
14 Вексель Receipt 15 Золотым оттиском Indemnity as to payment cargo Не введено Cargo forward			20 Особые договоренные условия Special agreements		
21 Составлена в Established in <b>Одесса</b>			24 Груз получен Date <b>27.11.2020</b>		
22 Прибытие под погрузку Убытие Подпись и штамп отправителя			23 Подпись перевозчика Подпись и штамп перевозчика <div style="border: 1px solid black; padding: 5px;"> <b>PP "CARRIER"</b>  <b>Shevchenko A.N.</b>          Одесса, Украина          55042, 17-0, 8 Serdyuk St.          Тел: 350-492 305054          Код: 35011840          UKR006972624       </div>		
25 Регистрационный номер Тази	26 Тази	27 Тариф за 1 км	Тарифное расстояние	% за пользование перевозкой	Посред. коэффициент
<b>BH1122BM</b>					
28 Тариф	Схема	Тарифный вес, тонн	Тариф за 1 т	Надбавки	Скидки
29 Тариф	Схема	Тарифный вес, тонн	Тариф за 1 т	Надбавки	Скидки

7. SMGS

a. SMGS (Import - from Maritime BoL)

1 Оригинал накладной (для получателя)

29 отправка №

Накладная СМГС УЗ	1 Отправитель ООО "МТ ОДЕССКАЯ.ЧЕРНОМОРСК ул. г. Одесса Долгов С.Н. ОАО «Белуэбурское» Республика Беларусь, г. Минск, ул. Дем 80 00, факс 375(33)360 60 67.	2 Станция отправления Черноморская	403002				
	3 Наименование отправляемого	русское					
	4 Вывоз	Перевозка в составе контейнерного поезда "Викинг". Ввезен водным транспортом из Турции.					
	5 Станция назначения Коплядичи	8021	БЧ 144809				
	6 Пограничные станции перевозов	7 Вывоз	8	9	10	11	12
348303 Бережесть (эксп.) / Berezhest' (eksp.)УЗ,		См.прилагаемую ведомость		13 Масса груза		14 К-во мест	
151200 Словечно (эксп.) / Slovechno (eksp.)БЧ							
15 Наименование груза		16 Код упаковки Контейнер	17 К-во мест 80	18 Масса (в кг) 102940		19 Плотность кг/м³	
Карбонат диметрия ГНГ-28382000.ЕТСНГ-482150.Контейнер типоразмер						20 Подпись отправитель	
См.прилагаемую ведомость		См.прилагаемую ведомость				21 Ссылка на декларацию По трафарету	
22 Уплата налогов и платежей		23 Перевозчик		24 Уплата налогов и платежей		25 Информация для перевозчика, № договора на поставку	
УЗ		Черноморская (эксп. для ТИС)		403002		Декларирование по БЧ "Белинтертранс" 200043690645633	
БЧ		Бережесть (эксп.)		348303			
УЗ		Словечно (эксп.)		151200			
Б		Коплядичи		144809			
26 Документы, прилагаемые к отправлению		27 Информация, не предоставляемая для перевозчика, № договора на поставку		28 Отметка для выполнения таможенных и других административных формальностей			
29 Дата заключения договора перевозки		30 Дата прибытия		31 Отметка для выполнения таможенных и других административных формальностей			

15 Наименование груза		19 Плотность		18 Масса (в кг)		7 Вывоз	
№ п/п	№ контейнера**	Код упаковки в контейнере	К-во	Масса	Объем	Вывоз	Грузоподъемность
1						УЗ	
2	MSKU4	22G1	ИПИ виробництва заводів Ларган МЛ-ТК.3666730 УЗ	20	25735	2200	27935
3	MSKU5	22G1	ИПИ виробництва заводів Ларган МЛ-ТК.3666721 УЗ	20	25735	2170	27905
4	MSKU7	22G1	ИПИ виробництва заводів Ларган МЛ-ТК.3666692 УЗ	20	25735	2140	27875
5	TEMU1	22G1	ИПИ виробництва заводів Ларган МЛ-ТК.3666690 УЗ	20	25735	2185	27920
Итого:				80	102940	8695	111635

\* Графы не заполняются или не печатаются при перевозке контейнеров в бесперезучном сообщении  
\*\* При перевозке контейнеров с другим разным наименованием под номером контейнера дополнительно указывается масса



## b. SMGS (Export - for Maritime BoL)

1 Оригинал накладной (для получателя)

Накладная СМГС БЧ 22909900

1 Отправитель: Частное предприятие "Фор Минск" 8331

2 Станция отправления: Хойники БЧ 154507

3 Заключение отправителя: Данные смотрите в дополнительном листе В д. 9 = 56 мар = 264000

4 Получатель: Олесс-поруч Укра 6618

5 Станция назначения: Одесса-Порт (эксп.) УЗ 400409

6 Пограничные станции переходов: С.хвечко (эксп.) 151200 БЧ

7 Вагон: 94308624 БЧ

8 П: 70

9 4

10 20000

11 После перегрузки: 13 масса груза 14 К-во мест

15 Наименование груза: Лесоматериалы из хвойных (Abies spp.) и ели (Picea spp.), распиленные или расколотые вдоль, разделенные на деловые и лущильные, толщиной более 6 мм (кроме имеющих торцевые соединения или обработанные строганием) ГНГ - 44071290 ЕТСИГ - 091118 Р-классиф 77кг.

16 Код упаковки: Контейнер (не упакован)

17 К-во мест (навалом): 1

18 Масса (в кг): Н-26444 Т-3500 Б-29944

19 Платежи: К-во: 1 ИТУ Киев-Гарни-М 1864876 БЧ

20 Платежи: По обмеру

21 Счетчик определения массы: По обмеру

22 Перевозчик: БЧ 0021 Хойники Славечко (эксп.) 151200 УЗ 0022 Бережеть (эксп.) 348303 Одесса-Порт (эксп.) 400409

23 Удостоверения платежей: БЧ Беллитертранс 2010000/1040176 УЗ УЗ АО "Пласко" 8040847751

24 Документы, прилагаемые отправителем: 1) Аквелоу Спра Улоу 8) Фд

25 Информация, не предназначенная для перевозчика, на доставку на пристань: Контракт транзита оформлен

### Annex III. Results of the mapping

1. Maritime Bill of Lading  
Maritime BL\_D20A.xls
2. Inland Bill of Lading  
River BL\_D20A.xls
3. Invoice  
Invoice for Customs\_COVID19-2.xls
4. Certificate of Origin  
Preferential CoO plus\_D20A.xls
5. Phytosanitary Certificate  
BSP SPS Certificate\_D20A.xls



#### Annex IV. XML documents examples

1. Maritime Bill of Lading  
MaritimeBL-WMS20096828.xml
2. CMR  
eCMR-37916.xml
3. Certificate of Origin  
BSPMaster\_100pD20A\_full\_Belarus.xml  
BSPMaster\_100pD20A\_full\_Ukraine.xml
4. Phytosanitary Certificate  
BSPSPSCertificateMessage\_100pD20A\_full\_Belarus.xml  
BSPSPSCertificateMessage\_100pD20A\_full\_Ukraine.xml

#### Annex V. Results of documents conversions

1. Maritime Bill of Lading – CMR  
MaritimeBL-WMS20096828-CMR-37916.xls
2. Certificate of Origin Belarus - Certificate of Origin Ukraine  
Preferential CoO plus\_D20A-Belarus-Ukraine.xls
3. Phytosanitary Certificate Belarus - Phytosanitary Certificate Ukraine  
BSP SPS Certificate\_D20A-Belarus-Ukraine.xls

## Annex VI. Description of the API

### UNCEFACT RDM API

This is a test implementation of UN/CEFACT MMT RDM API based on document model and CRUD semantic.

More information: <https://helloreverb.com>

Contact Info:

[d.iakymenkov@ppl33-35.com](mailto:d.iakymenkov@ppl33-35.com)

[g.roizina@ppl33-35.com](mailto:g.roizina@ppl33-35.com)

Version: 1.0.0

BasePath:/dmitry.iakymenkov/UNCEFACT\_RDM\_CRUD\_API/1.0.0

Apache 2.0

<http://www.apache.org/licenses/LICENSE-2.0.html>

#### Access

1. APIKey KeyParamName:api\_key
2. KeyInQuery:false
3. KeyInHeader:true
4. OAuth Authorization Url:<http://petstore.swagger.io/oauth/dialog>TokenUrl:

#### Methods

##### Table of Contents

##### [Default](#)

- [POST /doc](#)
- [DELETE /doc/{docId}](#)
- [GET /doc/{docId}](#)
- [GET /doc](#)
- [PUT /doc](#)
- [POST /doc/{docId}](#)
- [POST /doc/{docId}/uploadContent](#)

### Default

#### Add a new document to the target system (addDoc)

##### Consumes

This API call consumes the following media types via the Content-Type request header:

- application/json
- application/xml

##### Request body

body [Document](#) (required)

*Body Parameter* — Document object that needs to be added to the target system

##### Responses

405

Invalid input

##### [DELETE /doc/{docId}](#)

Deletes a Document ([deleteDoc](#))

##### Path parameters

**docId (required)**

*Path Parameter* — Document id to delete format: int64

**Request headers****Responses***400**Invalid ID supplied**404**Document not found***GET /doc/{docId}****Find Document by ID (*getDocById*)***Returns a single Document***Path parameters****docId (required)***Path Parameter* — ID of Document to return format: int64**Return type**[Document](#)**Example data****Content-Type: application/json**

```
{
  "name" : "name",
  "id" : 0,
  "content" : "content"
}
```

**Produces**

This API call produces the following media types according to the **Accept** request header; the media type will be conveyed by the **Content-Type** response header.

*application/json**application/xml***Responses***200**successful operation* [Document](#)*400**Invalid ID supplied**404**Document not found**Find the list of the Documents (*getDocs*)**Returns a list of the Documents***Return type***array[Long]***Example data****Content-Type: application/json***[ 0, 0 ]***Produces**

This API call produces the following media types according to the **Accept** request header; the media type will be conveyed by the **Content-Type** response header.

*application/json***Responses***200**successful operation**404**Documents not found*

*Update an existing document in the target system (**updateDoc**)*

#### **Consumes**

This API call consumes the following media types via the **Content-Type** request header:

application/json

application/xml

#### **Request body**

body [Document](#) (required)

*Body Parameter* — Document object that needs to be added to the target system

#### **Responses**

400

*Invalid ID supplied*

404

*Document not found*

405

*Validation exception*

*Updates a Document in the the target system with form data (**updateDocWithForm**)*

#### **Path parameters**

**docId** (required)

*Path Parameter* — ID of Document that needs to be updated format: int64

#### **Consumes**

This API call consumes the following media types via the **Content-Type** request header:

application/x-www-form-urlencoded

#### **Form parameters**

**name** (optional)

*Form Parameter* —

#### **Responses**

405

*Invalid input*

**POST** /doc/{docId}/uploadContent

uploads content of the Document (**uploadFile**)

#### **Path parameters**

**docId** (required)

*Path Parameter* — ID of Document to update format: int64

#### **Consumes**

This API call consumes the following media types via the **Content-Type** request header:

application/octet-stream

#### **Request body**

body [Object](#) (optional)

*Body Parameter* —

#### **Return type**

ApiResponse

#### **Example data**

**Content-Type:** application/json

```
{
  "code" : 0,
  "type" : "type",
  "message" : "message"
}
```

#### **Produces**

This API call produces the following media types according to the **Accept** request header; the media type will be conveyed by the **Content-Type** response header.

application/json

## Responses

200

successful operation [ApiResponse](#)

## Models

### Table of Contents

1. [ApiResponse](#)
2. [Document](#)
3. [body](#)

ApiResponse

**code (optional)**

[Integer](#) format: int32

**type (optional)**

[String](#)

**message (optional)**

[String](#)

Document

**id (optional)**

[Long](#) format: int64

**name**

[String](#)

**content**

[String](#) Document contents in BASE64 encoding

body

**name (optional)**

[String](#) Updated name of the Document



## API JSON (source code)

```

{
  "openapi": "3.0.0",
  "info": {
    "title": "UNCEFACT RDM API",
    "description": "This is a test implementatoin of UN/CEFACT MMT RDM API \nbased on document model
and CRUD semantic. \n",
    "termsOfService": "http://swagger.io/terms/",
    "contact": {
      "email": "d.iakymenkov@ppl33-35.com"
    },
    "license": {
      "name": "Apache 2.0",
      "url": "http://www.apache.org/licenses/LICENSE-2.0.html"
    },
    "version": "1.0.0"
  },
  "externalDocs": {
    "description": "Find out more about Swagger",
    "url": "http://swagger.io"
  },
  "servers": [
    {
      "url": "https://virtserver.swaggerhub.com/dmitry.iakymenkov/UNCEFACT_RDM_CRUD_API/1.0.0",
      "description": "SwaggerHub API Auto Mocking"
    }
  ],
  "paths": {
    "/doc": {
      "get": {
        "summary": "Find the list of the Documents",
        "description": "Returns a list of the Documents",
        "operationId": "getDocs",
        "responses": {
          "200": {
            "description": "successful operation",
            "content": {
              "application/json": {
                "schema": {
                  "type": "array",
                  "items": {
                    "type": "integer",
                    "format": "int64"
                  }
                }
              }
            }
          },
          "404": {
            "description": "Documents not found"
          }
        }
      }
    }
  }
}

```

```

    }
  },
  "security": [
    {
      "o_auth": [
        "read:docs"
      ]
    }
  ]
},
"put": {
  "summary": "Update an existing document in the target system",
  "operationId": "updateDoc",
  "requestBody": {
    "$ref": "../components/requestBodies/Doc"
  },
  "responses": {
    "400": {
      "description": "Invalid ID supplied"
    },
    "404": {
      "description": "Document not found"
    },
    "405": {
      "description": "Validation exception"
    }
  },
  "security": [
    {
      "o_auth": [
        "write:docs",
        "read:docs"
      ]
    }
  ]
},
"post": {
  "summary": "Add a new document to the target system",
  "operationId": "addDoc",
  "requestBody": {
    "$ref": "../components/requestBodies/Doc"
  },
  "responses": {
    "405": {
      "description": "Invalid input"
    }
  },
  "security": [
    {
      "o_auth": [

```

```

        "write:docs",
        "read:docs"
    ]
}
]
}
},
"/doc/{docId}": {
    "get": {
        "summary": "Find Document by ID",
        "description": "Returns a single Document",
        "operationId": "getDocById",
        "parameters": [
            {
                "name": "docId",
                "in": "path",
                "description": "ID of Document to return",
                "required": true,
                "style": "simple",
                "explode": false,
                "schema": {
                    "type": "integer",
                    "format": "int64"
                }
            }
        ],
        "responses": {
            "200": {
                "description": "successful operation",
                "content": {
                    "application/json": {
                        "schema": {
                            "$ref": "#/components/schemas/Document"
                        }
                    },
                    "application/xml": {
                        "schema": {
                            "$ref": "#/components/schemas/Document"
                        }
                    }
                }
            },
            "400": {
                "description": "Invalid ID supplied"
            },
            "404": {
                "description": "Document not found"
            }
        },
        "security": [

```

```

    {
      "api_key": []
    }
  ],
},
"post": {
  "summary": "Updates a Document in the the target system with form data",
  "operationId": "updateDocWithForm",
  "parameters": [
    {
      "name": "docId",
      "in": "path",
      "description": "ID of Document that needs to be updated",
      "required": true,
      "style": "simple",
      "explode": false,
      "schema": {
        "type": "integer",
        "format": "int64"
      }
    }
  ],
  "requestBody": {
    "content": {
      "application/x-www-form-urlencoded": {
        "schema": {
          "$ref": "#/components/schemas/body"
        }
      }
    }
  },
},
"responses": {
  "405": {
    "description": "Invalid input"
  }
},
"security": [
  {
    "o_auth": [
      "write:docs",
      "read:docs"
    ]
  }
],
},
"delete": {
  "summary": "Deletes a Document",
  "operationId": "deleteDoc",
  "parameters": [
    {

```

```

    "name": "api_key",
    "in": "header",
    "required": false,
    "style": "simple",
    "explode": false,
    "schema": {
      "type": "string"
    }
  },
  {
    "name": "docId",
    "in": "path",
    "description": "Document id to delete",
    "required": true,
    "style": "simple",
    "explode": false,
    "schema": {
      "type": "integer",
      "format": "int64"
    }
  }
],
"responses": {
  "400": {
    "description": "Invalid ID supplied"
  },
  "404": {
    "description": "Document not found"
  }
},
"security": [
  {
    "o_auth": [
      "write:docs",
      "read:docs"
    ]
  }
]
},
"/doc/{docId}/uploadContent": {
  "post": {
    "summary": "uploads an content of the Document",
    "operationId": "uploadFile",
    "parameters": [
      {
        "name": "docId",
        "in": "path",
        "description": "ID of Document to update",
        "required": true,

```



```

    "style": "simple",
    "explode": false,
    "schema": {
      "type": "integer",
      "format": "int64"
    }
  },
],
"requestBody": {
  "content": {
    "application/octet-stream": {
      "schema": {
        "type": "string",
        "format": "binary"
      }
    }
  }
},
"responses": {
  "200": {
    "description": "successful operation",
    "content": {
      "application/json": {
        "schema": {
          "$ref": "#/components/schemas/ApiResponse"
        }
      }
    }
  }
},
"security": [
  {
    "o_auth": [
      "write:docs",
      "read:docs"
    ]
  }
]
},
"components": {
  "schemas": {
    "Document": {
      "required": [
        "content",
        "name"
      ],
      "type": "object",
      "properties": {

```

```

    "id": {
      "type": "integer",
      "format": "int64"
    },
    "name": {
      "type": "string"
    },
    "content": {
      "type": "string",
      "description": "Document contents in BASE64 encoding"
    }
  }
},
"ApiResponse": {
  "type": "object",
  "properties": {
    "code": {
      "type": "integer",
      "format": "int32"
    },
    "type": {
      "type": "string"
    },
    "message": {
      "type": "string"
    }
  }
},
"body": {
  "type": "object",
  "properties": {
    "name": {
      "type": "string",
      "description": "Updated name of the Document"
    }
  }
}
},
"requestBodies": {
  "Doc": {
    "description": "Document object that needs to be added to the target system",
    "content": {
      "application/json": {
        "schema": {
          "$ref": "#/components/schemas/Document"
        }
      },
      "application/xml": {
        "schema": {
          "$ref": "#/components/schemas/Document"
        }
      }
    }
  }
}

```

```

    }
  }
},
"required": true
}
},
"securitySchemes": {
  "o_auth": {
    "type": "oauth2",
    "flows": {
      "implicit": {
        "authorizationUrl": "http://petstore.swagger.io/oauth/dialog",
        "scopes": {
          "write:docs": "modify documents in your account",
          "read:docs": "read your documents"
        }
      }
    }
  }
},
"api_key": {
  "type": "apiKey",
  "name": "api_key",
  "in": "header"
}
}
}
}

```