

Standardized Dataset Aligned to  
International Standards and UN/CEFACT  
Reference Data Models and Document  
Implementation Prototypes for CIM/SMGS  
set of Documents

Project report

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Disclaimer: this report has been prepared by Mr. Uladzimir Padalitsa, UNECE consultant. The views in this document are those of the author and do not necessarily express the position of the UNECE.

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## Project overview

This pilot project was initiated in the context of implementing the recommendations of the 2019 and 2020 UNECE “Odessa seminars” 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 UN/CEFACT standards.

This included: an analysis of merchandise and information flows along the Black Sea – Baltic Sea corridor as background information for the further development of the project. A set of electronic messages (electronic document equivalents) based on the UN/CEFACT standards and Reference Data Models, using XML and JSON formats, has been developed in collaboration with relevant UN/CEFACT experts and using their guidance on how the UN/CEFACT standards should be applied to develop electronic document-equivalents for CIM/SMGS documents, in particular:

- Packing List;
- SMGS Consignment Note;
- CIM/SMGS Consignment Note (BY);
- CIM/SMGS Wagon List;
- Invoice for Customs (in cooperation with the Ukrainian consultant in the project).

A survey and analysis took place on what was necessary to accomplish for a complete conversion of data between maritime, road and railway transport. The focus was on new standards for generic document equivalents, in order to look into possibilities for their pilot implementation under the United Nations Development Account (UNDA) coronavirus (COVID-19) response project “Transport and Trade Connectivity in the Age of Pandemics”. The consultant worked in the areas of:

- practical aspects of preparing electronic standards for data exchange and new message structure subsets contextualized to the 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 key documents accompanying goods, as described above, as identified in the project, and based on the UN/CEFACT Multimodal Transport Reference DataModel.

The main objective was to foster the harmonization of electronic data sharing, using global (UN/CEFACT) standards for transport, trade, and logistics, and to prepare templates for electronic document equivalents based on the UN/CEFACT semantic standards and reference data models.

## 1. Standardized Dataset.

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

In the framework of this project overall standardized dataset for the documents mentioned in the project overview was created:

- Packing List;
- SMGS Consignment Note;
- CIM/SMGS Consignment Note (BY);
- CIM/SMGS Wagon List;
- Invoice for Customs (in cooperation with the Ukrainian consultant in the project).

The above documents are mandatory (necessary) for the carriage of all types of goods in the international supply chains using railway transport. Therefore, the overall standardized dataset created on their basis contains the minimal required information for the organization of the railway related transportation. However, for the transportation of goods (cargo) under special conditions (dangerous, oversized goods, as well as goods subject to veterinary or phytosanitary control, etc.), this information is not enough, since it does not include data from additional documents (certificates) that are necessary for such transportation. These documents were not considered in this pilot project. Therefore, the overall standardized dataset created within the framework of this pilot project can be used only for organizing the transportation of goods (cargo) on general terms. In the transportation practice, such goods normally form the major part of the cargo flows along the Black Sea - Baltic Sea transport corridors.

The overall standardized dataset, created under the project, was reported 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 restricted use of international standards.

The electronic document equivalents were reviewed against actual document examples, which are used in the transport corridor. The experts found some issues that should be solved to support a possible real-life use of the standards.

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

The following documents were compared:

- Packing List;
- SMGS Consignment Note;
- CIM/SMGS Consignment Note (BY);
- CIM/SMGS Wagon List (Appendix 7.2 to point 20), Container List (Appendix 7.4 to point 20);
- Invoice for Customs (in cooperation with the Ukrainian consultant).

Copies of the above-mentioned original documents used in the transportation practice are demonstrated in Annex I. The results of the comparison of each original document with the MMT RDM D19A are shown in Annex II.

Based on this mapping, taking into account that the main data for multimodal transport are

concentrated in the CIM/SMGS consignment note and additional documents and, accordingly, in the specification for the electronic CIM/SMGS (<https://www.cit-rail.org/en/freight-traffic/manuals>), the consultant composed the resulting tables 1-4, which reflect the relationship of this data to the MMT RDM. In these tables, data elements in the CIM/SMGS consignment note that were found in the MMT RDM are highlighted in green.

Data elements in the CIM/SMGS consignment note referring to items that could not be found in the MMT RDM, but which the consultant believes should be there, are highlighted in yellow. Elements highlighted in purple are CIM/SMGS consignment note data elements that could not be found in the MMT RDM, but there is no specific need for them to be there, in the consultant's opinion. The boxes marked in grey in the tables are used in the CIM/SMGS consignment note form in its 2015 edition (in Russian) but the specification for electronic CIM/SMGS could not be found. That is why the consultant interpreted them in his own way.

In this work, the consultant and relevant experts used the GEFEG software. The consultant expresses his gratitude to the UN/CEFACT experts for this programme and personally to Kagisho Ramatsa and Dmytro Iakymenko for their help to master the use of the programme.

## 2. Analysis of trade cargo and information flows

In cooperation with Ukrainian colleagues, the Belarussian experts analyzed paper document flows and documents accompanying goods, used for transportation along multimodal transport corridors passing through Belarus and Ukraine. The schematic map of Trans-European transport corridors crossing the territories of Belarus and Ukraine is shown on Figure. 1.

Figure 1: Trans-European transport corridors



Source: Ministry of Transport of Belarus ([www.mintrans.by](http://www.mintrans.by))

One of the main regular railway services for the transport corridor 9B, connecting the Baltic and Black seas, is the container train VIKING.

The VIKING container train is a joint project of railways, stevedore companies and the sea ports of Klaipeda, Odessa and Chernomorsk, connecting the Baltic and Black seas by rail. The Viking intermodal train is an economical and fast cargo route in both directions between Klaipeda - Minsk - Chernomorsk. The Viking train carries 20 and 40 feet standard and specialty containers and is scheduled 3 times a week. Depending on the amount of cargo, trains can be formed with more intensive schedule.

The map of transport connections for the most relevant VIKING container train is shown on Figure 2

Figure 2: The Viking container train and its connections. Countries involved: Ukraine – Belarus – Lithuania. Connected countries: Romania, Moldova, Bulgaria, Turkey, Georgia. Main cargos – iron and manganese ore, construction material, coal, grain.



### 3. Description of dataset mapping results

#### 3.1. Invoice (for Customs use)

The mapping was performed using real business cases documents: Belarus-China – Export

- Belarus - Serbia - Export
- Bulgaria - Belarus - Transit
- China - Ukraine - Import
- China - Ukraine – Import

The original documents used for the mappings are presented in Annex I. The results of the mapping are shown in Annex II.

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

a) Seller. Trade\_Party/Consignor

- Seller Shipper

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

- Director
- Signor

Also, there is a difference in the bank qualification:

- BG-BY -- in the bank field there are bank name, address, SWIFT and correspondence bankproperties.

As in CN-UA-2

- BY-CN - there are also properties of the seller (payer) bank

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

Some of the information from the real-world documents was not present in the current version of the MMT RDM. The inclusion of this data in the MMT RDM should be considered:

- 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)

### **3.2. Analysis and results of the test of data conversion**

In the framework of this pilot project, documents from several transport modes and jurisdictions were assessed for data conversion:

- Maritime BoL – CMR
- Maritime BoL – CIM/SMGS
- SMGS – Maritime BoL
- CIM/SMGS – inland water transport documents

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

### **3.3. Maritime BoL – CIM/SMGS**

Conversion was performed using real business cases for the following documents:

- Non-negotiable waybill (maritime) Turkey-Belarus via Ukraine
- SMGS consignment note (railway) Ukraine-Belarus Non-Negotiable Waybill - Import
- SMGS (Import - from Maritime BoL)

Original documents used for the mappings are presented in Annex I. The results of the mapping are shown in Annex II.

As a result of the mapping for the conversions, only the container numbers, total quantity of pieces and total weight were mapped from the maritime bill of lading to the railway consignment note.

### **3.4. SMGS- Maritime BoL**

Conversion was performed using real business cases for the following documents:

- SMGS consignment note (railway) Belarus-Ukraine
- Combined Transport BoL – Export – Ukraine-China SMGS (Export - for Maritime BoL)
- Combined Transport BoL – Export

The original documents used for the mappings are presented in Annex I. The results of the mapping are shown in Annex II.

#### General considerations

The situation is identical to the one in both previous cases. As a result of the mapping for conversion, only total quantity of pieces and total weight were mapped to CMR from the railway consignment note and information about containers (numbers, weight and quantity of pieces in each container) - from the containers list. The considerations about the consignee, consignor, cargo name and code encoding are the same.

### **3.5. CIM/SMGS - Inland water transport BoL**

Conversion was performed using real business cases for the following documents:

- SMGS waybill (railway) Belarus- Ukraine
- Inland water transport BoL – Export – Ukraine - Serbia inland water transport BoL – Export
- The original documents used for the mappings are presented in Annex I.

The results of the mapping are shown in Annex II.

#### General considerations

The situation is similar to the previous case. As a result of the mapping for conversion, only total quantities of pieces and total weight were mapped to the inland water transport bill of lading from



the railway consignment note.

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

### **3.6. Conclusions and proposals**

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

Another issue found in this project is related to code lists used for encoding cargo in the maritime and railway transport modes. While in the maritime mode the Harmonized System (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.

A practical consideration occurred in the pilot case. Although the final consignee is mentioned in the maritime bill of lading (in Belarus), the shipment by rail from Ukraine to Belarus was arranged in the port of Pivdennyj, as the consignor was the Ukrainian freight forwarder, as per the requirement of the railway carrier. Also, the consignee in Belarus was changed in the railway consignment note, because of the requirement of the local freight forwarder.

The explanation of this practical implication is the fact that the maritime BoL and the CIM/SMGS and SMGS consignment notes have different legal statuses. The maritime BoL is both a shipping and title document that can be issued for the entire route of transportation performed by various types of transport. The CIM/SMGS and SMGS are only transport documents that confirm the conclusion of a contract of carriage only on the railway sections of the cargo route, even if the goods are transported along a multimodal route. Forwarders act as a connecting link between carriers of different types of transport in the multimodal transportation. Such forwarders can act as formal consignors and consignees of goods under the CIM/SMGS and SMGS consignment notes and as Customs agents and payers of Customs tariffs. However, they usually do not have the right to dispose of the transported goods (cargo). Considering the noted important roles of forwarders in multimodal transportation, it seems appropriate to reflect in the RDM MMT data on forwarders, as well as on contracts concluded between forwarders and cargoowners. The corresponding tables are presented in Annex 1.

As shown in the results of the testing of conversion of data between the maritime, road and railway transport sectors (Annex I I), usage of the UN/CEFACT Multimodal Transport Reference Data Model (MMT RDM) helps to solve the issue of mapping entities with common roles in different documents, that may have different business names.

Specific exchange syntaxes (e.g. XML) were used for the creation of electronic document-equivalents and message implementation. For the purposes of this project, the internationally recognized standards of UN/CEFACT have been referenced as appropriate. The UN/CEFACT message rules have been followed for the delivery of the outputs of this project.

The usage of paper-based signatures and stamps for document content 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 forward, new technology can be considered, including JSON API, JWT (RS 512) and blockchain.

The usage of JSON API is a new challenge that pushes industry to a change of paradigm from a document-centred to a data-centred one and from pushing data to the data consumer to pulling data from the data provider. This can be a new implementation of the single submission principle that is promoted by UN/CEFACT and UNECE.

#### **4. Generic document equivalents in XML and JSON and recommendations for their usage in multimodal transportation practice.**

Annex IV contains electronic document equivalents for the following paper documents:

- Packing List;
- SMGS Consignment Note;
- CIM/SMGS Consignment Note (BY);
- CIM/SMGS Wagon List.

The Invoice for Customs was developed in cooperation with the Ukrainian consultant.

API, based on the REST approach, is used in European Union (EU) and Eurasian Economic Union (EAEU) projects. The introduction of API is a new stage in the development of electronic data exchange in the field of trade and transport based on modern progressive tools and technologies. This stage requires the improvement of UN/CEFACT standards, including the development of electronic equivalents of transport and commercial documents used for multimodal transport, in particular rail transport. The previous phase of EDI development was based on UN/EDIFACT standards, including rail transport through the e-rail Freight project, implemented by three European rail associations - CIT (legal framework and development of procedures); UIC (technical solutions and standards) and RailData (IT infrastructure). Most railway administrations in the EU and EAEU countries have joined this project. The aim of the project is to provide (electronic) information support for international rail freight traffic. The achieved results of the project contribute to the improvement of the quality of transportation and the development of international trade. However, the further development of the project is constrained by several factors. First, its infrastructure component, based on the departmental data transmission network INFOSET-21, provides data exchange only between adjacent railways under bilateral agreements. This limits the circle of participants in electronic data exchange in multimodal transport, not allowing to involve all participants in multimodal transport in it. Second, the project uses just electronic message formats and structures in (e.g. UN/EDIFACT) and their delivery vehicles (IBM WebSphere MQ) in accordance with the current telecommunication connection scheme. Information support of freight traffic between rail carriers of neighbouring states is carried out in the framework of bilateral agreements signed by neighbouring parties.

In order to overcome the aforementioned constraining factors, OSJD, on the initiative of UNECE, made a decision to move to a concept based on modern APIs using XML and JSON. This solution facilitates the transition from electronic documents to an electronic data pipeline for multimodal cross-border transport.

XML documents are already used in several EAEU projects:

- The pilot project of the State Customs Committee of Belarus, the Federal Customs Service (FCS) of Russia, Belarus Railways and JSC "Russian Railways" for electronic support of goods transportation by rail across the EAEU along the route Naushki - Brest and Brest - Zabaikalsk, with the prospect of extending the results of this project to other transportation routes.
- The INTERTRAN project on interaction between railways, seaports, and regulatory authorities, for multimodal transportation along the route from Vladivostok to various stations in Russia, Belarus and Poland.
- The project initiatives of the Asia-Pacific Regional Assembly of the International Union of Railways (APRA UIC).
- The EAEU pilot projects to implement the concept of "Ecosystem of digital transport corridors"
- The EAEU pilot projects for the implementation of the Chinese Belt and Road Initiative.

At the current stage, these projects do not use new UN/CEFACT standards beyond UN/EDIFACT,

but project participants are ready to work on the transition to these standards.

The electronic equivalents of shipping and commercial documents in XML and JSON formats developed within the framework of our project can be used as prototypes for the electronic equivalents of the documents of the named pilot projects.

The required document schemas are presented in Annex IV.

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

## CIM/SMGS.

37 Накладная CIM/СМГС Frachtbefehl CIM/SMGS		Оригинал накладной Frachtbefehldoppel		1		40		41		42		43	
Три перевозчика CIM/СМГС, только в случае про- возки грузов, имеющих право на льготное тарифное обслуживание, оформленные в соответствии с правилами CIM/СМГС. В противном случае, перевозчик обязан указать наименование перевозчика CIM/СМГС. Три перевозчика CIM/СМГС применяются при перевозке CIM/СМГС.		1 Отправитель (Наименование, адрес, страна) Absender (Name, Anschrift, Land) ООО "Брест Логистика Сервис", 224005 БЕЛАРУСЬ г.Брест ул.Советская д.12 офис 405 (406), БЕЛАРУСЬ, ООО Brest Logistik Service, 224005 Belarus, Brest, UL Sovetskaya D.12, of. 405 bshls@translogservice.com bshls@translogservice.com		2 3433		3 3433		7 Заявления отправителя Erklärungen des Absenders		8 Ссылка отправителя / № договора Absender Referenz / Vertrags-Nr.			
4 Получатель (Наименование, адрес, страна) Empfänger (Name, Anschrift, Land) CFR Marfa SA for Rolling Kernels SRL, Arad Tel.0040372841455, код 238774, Румыния, CFR Marfa SA for Rolling Kernels SRL, Arad Tel.0040372841455, cod 238774, Rumänien, Tel.0040372841455, Tel.CFR 454330,Rumänien.		5 9999		6 9999		9 Документы, приложенные отправителем Vom Absender beigelegte Begletpapiere Фитосанитарный сертификат 1 шт; Счет-фактура 1 шт; Декларация о соответствии 1 шт; Декларация на товары 1 шт; Декларация 1 шт		16 Место приема Entnahmestort		17 130100			
10 Место доставки Ablieferungsstort		11 455311		12 53 455311		13 Станция назначения – Bestimmungsbahnhof		14 Страна/Железная дорога – Land/Bahn		15 Отметки, не обязательные для перевозчика – Für den Beförderer unverbindliche Vermerke			
Halm eu CFR Marfa 238774, Station Halm eu Code 455311, Rumänien		РУМЫНИЯ ЧФР				18 Транзитное фактурирование – Transfakturerung		19 № вагона – Wagen Nr.		20 Наименование груза Bezeichnung des Gutes		21 Небелая отправка Ausgewählte Sendung	
Станция назначения – Bestimmungsbahnhof		Страна/Железная дорога – Land/Bahn		14		a) CIM/СМГС – SMGS b) Линия CIM/СМГС Стр. 000 "Брест Логистика Сервис" 3433 УЗ ООО "ТЭК МГ-Транс" №513/152/2016-ЦЮ от 22.12.2016 / код 8045138750 CFR Marfa /		22 Код НМ/ЛНГ NHM/LNG-Code		23 Масса (в кг) Masse in kg		24 Масса груза Masse des Gutes	
13 Коммерческие условия – Kommerzielle Bedingungen		14				22 53		23 68 4 25.4		24 67200		25 120400	
15 Отметки, не обязательные для перевозчика – Für den Beförderer unverbindliche Vermerke		Unloading/descarare terminal Linia 23 CL , transportor pe Romania, CFR Mara SA cod 238774 CLSC LUJ/Kernels/OS65				26 Отметка таможенная Zollamtliche Vermerke		27 Ценность груза Wert des Gutes		28 Проверка Überprüfung			
20 Наименование груза Bezeichnung des Gutes		21 Небелая отправка Ausgewählte Sendung		22 Код НМ/ЛНГ NHM/LNG-Code		23 Масса (в кг) Masse in kg		24 Масса груза Masse des Gutes		25 120400		26 Отметка таможенная Zollamtliche Vermerke	
Знаки, марки Zeichen, Marken		Упаковка Verpackung		Группа Gut		Число мест Stückzahl		23 Код НМ/ЛНГ NHM/LNG-Code		24 Масса (в кг) Masse in kg		25 120400	
Семена льна, дробленые или недробленые, прочие ET CHG 021079 Упаковка: Мешок Число мест: 56 Семена льна органического HS Code 12040090 Урожай 2019 года партия FLX/003/C2/2019 KZ-BIO-170 ORGANIC FLAXSEEDS Harvest 2019 LOT FLX/003/C2/2019 KZ-BIO-170. тара 168 кг		21 Небелая отправка Ausgewählte Sendung		22 Код НМ/ЛНГ NHM/LNG-Code		23 Масса (в кг) Masse in kg		24 Масса груза Masse des Gutes		25 120400		26 Отметка таможенная Zollamtliche Vermerke	
Плоские Verschlüsse		1 1690522, 1 1690526, 1 1690523, 1 1690529				23 Код НМ/ЛНГ NHM/LNG-Code		24 Масса (в кг) Masse in kg		25 120400		26 Отметка таможенная Zollamtliche Vermerke	
49 Линия Linie		50 51		52 53		54 55		56 57		58 59		60 61	
A		50 51		52 53		54 55		56 57		58 59		60 61	
B		50 51		52 53		54 55		56 57		58 59		60 61	
29 Место переправы – Neuauflageort		30 Место и время переправы Ort und Zeitpunkt der Neuauflage		31 Код оплаты Frankaturcode		32 Маршруты – Leitungswege		33 Данные смотрите в дополнительном листе		34 Таможенное оформление – Zollbehandlung		35 Коммерческий акт CIM/СМГС Tatbestandsaufnahme CIM/SMGS	
64 Заявления перевозчика – Erklärungen des Beförderers		65 Другие перевозчики – Andere Beförderer		66 Договорной перевозчик – Vertraglicher Beförderer		67 Дата прибытия – Ankunftsdatum		68 Предоставление Beteiligte		69 Идентификация Identifikation		70 Календарный штамп станции отправления Tagesstempel Versandbahnhof	
По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053		По Украине -УЗ 0022 Upon Ukraine -UZ 22/ по Румынии 0053	
66 а) Договорной перевозчик – Vertraglicher Beförderer		67 Дата прибытия – Ankunftsdatum		68 Предоставление Beteiligte		69 Идентификация Identifikation		70 Календарный штамп станции отправления Tagesstempel Versandbahnhof		71 Подтверждение получения Empfangsbeseinigung		72 Место и дата оформления накладной – Ort und Datum der Ausstellung	
Подпись – Unterschrift		№ получения – Empfangs-Nr.		Дата, подпись – Datum, Unterschrift		21 130100		22 0021		23 528509		24 0021	
Упрощенная процедура для железнодорожных отправок Vereinfachtes Eisenbahnversandverfahren		70 Календарный штамп станции отправления Tagesstempel Versandbahnhof		71 Подтверждение получения Empfangsbeseinigung		72 Место и дата оформления накладной – Ort und Datum der Ausstellung		73 Место и дата оформления накладной – Ort und Datum der Ausstellung		74 Место и дата оформления накладной – Ort und Datum der Ausstellung		75 Место и дата оформления накладной – Ort und Datum der Ausstellung	
Код основного ответственного лица Code Hauptverantwortlicher		70 Календарный штамп станции отправления Tagesstempel Versandbahnhof		71 Подтверждение получения Empfangsbeseinigung		72 Место и дата оформления накладной – Ort und Datum der Ausstellung		73 Место и дата оформления накладной – Ort und Datum der Ausstellung		74 Место и дата оформления накладной – Ort und Datum der Ausstellung		75 Место и дата оформления накладной – Ort und Datum der Ausstellung	



## Wagon list.

При отправлении – Beim Abgang										После перегрузки – Nach Umladung									
11 № вагона	12 Номер вагона	13 Наименование груза	14 Код	15	16 Пломбы	17 Масса	18 Расчётная	19 Про-возная	20 Дополни-тельные	21 Итого	22	23 Номер вагона	24 Пломбы	25 Масса	26 Расчётная	27 Про-возная	28 Дополни-тельные	29 Итого	30 Примечание
№	Wagon-Nr.	Bezeichnung des Gutes	HS-Code	15	Verschlässe	(в кг)	Frachtpflichtige	платежа	сборов	платежей	№	Wagon-Nr.	Verschlässe	г/м³	Frachtpflichtige	платежа	сборов	платежей	Vermerke
8	ЩП891596201 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
9	ЩП891596045 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
10	ЩП891597211 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
11	ЩП891597955 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
12	ЩП891597672 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
13	ЩП891597922 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
14	ЩП891598136 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
15	ЩП891597187 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
16	ЩП891597631 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
17	ЩП891598631 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
18	ЩП891596409 999 0	Упаковка: Не упакован Щеп или стружка древесная хвойных пород Число мест: насыпью	44012100			44000		82,29		82,29									
31 Общая масса отправления						792000	32 Общая масса												
Gesamtmasse der Sendung							Gesamtmasse												

Invoices are placed in the attached files.

## Packing list.

### Упаковочный лист

1  
ООО «СтройМар»  
(филиал, склад)

К месту (2): ООО «Марка» г. Орск, ул. Шелковая, д.17, оф.9.  
По накладной (наряду) (3) 12-K453627  
Род упаковки (4): Картонная коробка  
Товарное место (5): 1 (одно)

Наименование изделий	Единица измерения	Количество	Масса, грамм				Примечание
			9	10	11	12	
Принтер лазерный	шт	1					нет
6	7	8	9	10	11	12	13

Масса: нетто (14) 3700 г, брутто (15) 4100 г

Упаковал (16) Кладовщик (17) Никитин Никитин Г.П.  
(должность) (подпись) (фамилия, инициалы)

Упаковку проверял (18) Экспедитор (19) Муканов Муканов Р.С.  
(должность) (подпись) (фамилия, инициалы)

"12" февраля 2020 г. (20)



## 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. <b>WMS20096828</b>	
Consignee (if "To Order" so indicate) <b>CONSIGNEE,</b> 8, Kolkhoznaya 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 Vessel and Voyage No. <b>MSC ANNA FT</b>		For delivery of goods Please apply to: <b>Forwarder LLC</b> 83-A SREDI TEL. 8-048-	
Port of discharge <b>ODESSA, UKRAINE</b>		Place of receipt Port of loading <b>NINGBO, CHINA</b> Place of delivery <b>ODESSA, UKRAINE</b> Final destination	
Particulars declared by shipper			
Container No. Seal No. Marks and nos. <b>MEDU1234567FX15</b> <b>MEDU7894560FX15</b>	No. of containers <b>26/40'HQ/531 CTN(S)</b> <b>13/40'HQ/451 CTN(S)</b>	Description of Packages and Goods <b>SHIPPER'S LOAD, COUNT &amp; SEAL</b> <b>(2X40'HQ) CONTAINERS S.T.C.</b>  <b>CY-CY</b>  <b>982 CTN(S)</b>  <b>AIR COMPRESSOR</b>	Gross Weight (kgs) <b>14,470.850KGS/68.000CBM</b> <b>12,542.150KGS/68.000CBM</b>  <b>27013.000KGS</b>  <b>136.000CBM</b>
<b>FREIGHT COLLECT</b>		<b>SHIPPED ON BOARD OCT.21, 2020</b>	
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> <b>CARRIER LTD AS CARRIER</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).			
Authorized Signature(s)			

b. Combined Transport Bill of Lading – 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 Bill 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.) Measurement(m³) 18530KGS 78CBM
N/M	SCALE		
YMLU954 / YMAH511288			
1X45HC			
SAY ONE THOUSAND ONE HUNDRED AND SIXTY-NINE CARTONS ONLY		FREIGHT PREPAID	
ABOVE PARTICULARS FURNISHED BY SHIPPER			
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

YOUR LOGISTICS, PLEASE HAVE THEM CHANGED TO PAYMENTS SETTING UP PREPAID PAYOR DIRECT BY E-MONEY TRANSFER ADVISORY THAT WE SHIP/ROLL TO A PAYOR DIRECT AUTHORITY FOR SHIP/ROLL from the 1st of July 2019. In case you would like to create, view or modify your Standing Instructions for payor, please click here - <https://sealandmaersk.com/payer-standing-instructions/#/>

NON-NEGOTIABLE WAYBILL		SCAC SEJJ
		B/L No. 588795472
<b>Shipper</b> SE NO 26 S FLORYA 34000 Istanbul Turkey	<b>Booking No.</b> 588795472	<b>Export references</b> Svc Contract 8830613
<b>Consignee</b> the Republic of Belarus ,200125, c. Minsk, st. Uruchskaya, 14a	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.	
<b>Notify Party (see clause 22)</b> S U the Republic of Belarus ,200125, c. Minsk, st. Uruchskaya, 14a	<b>Onward inland routing (Not part of Carriage as defined in clause 1. For account and risk of Merchant)</b>	
<b>Vessel</b> IRATAN	<b>Voyage</b> 94	<b>Place of Receipt.</b> Applicable only when document used as Multimodal Waybill
<b>Port of Loading</b> Izmit Korfezi	<b>Port of Discharge</b> Pivdennyi	<b>Place of Delivery.</b> Applicable only when document used as Multimodal Waybill

#### PARTICULARS FURNISHED BY SHIPPER

Kind of Packages; Description of goods; Marks and Numbers; Container No./Seal No.	Weight	Measurement
4 containers said to contain 80 PALLETS	102940.000 KGS	100.0000 CBM
SODIUM HYDROGEN CARBONATE		
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		
FREIGHT PREPAID		
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 B/L of Lading unless requested by customer

Charges Name	Prepaid/Collect	Invoice Party	Customer Code	Collection Business Unit
Basic Ocean Freight	Prepaid	B.	129	Sea
Ter	Prepaid	B.	129	Sea
En	Prepaid	B.	129	Sea
Carrier's Receipt: Total number of containers or packages received by Carrier.	Place of Issue of Waybill			
4 containers	BOMBAY			
Shipped on Board Date (Local Time)	Date Issue of Waybill			
Declared Value Charges (see clause 7.3 of the Sealand Bill of Lading) for Declared Value of USD.				
Signed for Carrier Sealand Europe A/S				
This transport document has one or more numbered pages				
As Agent(s) for the Carrier				

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

d. Combined Transport Bill of Lading – Export

SHIPPER / EXPORTER (NAME & ADDRESS) <b>PRIVATE ENTE GOMEL REGK VIL KRASNOE 247661, REPU</b>		BOOKING No. <b>ZIMUOSS809258</b> EXPORT REFERENCES <b>SC QTOSI0001782</b>	BILL OF LADING No. <b>QSS809258</b>	
CONSIGNEE (NAME & ADDRESS) <b>QIN MA RO HU QINGDAO CITY, SHANDONG PROVINCE, *</b> (B/L NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER)		FORWARDING AGENT P.M.C. No.  POINT AND COUNTRY OF ORIGIN (FOR MERCHANT'S REFERENCE ONLY)		
NOTIFY (NAME & ADDRESS) <b>QING MANA ROON HUANG QINGDAO CITY, SHANDONG PROVINCE, *</b>		REMARKS / EXPORT OR OTHER INSTRUCTIONS <b>SHIPPED ON BOARD 06/08/2020 FREIGHT PREPAID</b>		
INITIAL CARRIAGE VESSEL # <b>NAVIOS SUMMER</b>	PLACE OF RECEIPT OF GOODS * (IF CONTRACTED FOR) PORT OF LOADING * <b>ODESSA, UKRAINE</b>			
PORT OF DESTINATION * <b>QINGDAO, CHINA</b>	FINAL DESTINATION * (IF CONTRACTED FOR)			
PARTICULARS AS FURNISHED BY SHIPPER				
MKS & NOS. / CONT. NOS.	DESCRIPTION OF GOODS	WEIGHT	MEASUREMENT	
	<b>AS PER ATTACHED LIST</b>	<b>KGS</b>	<b>M3</b>	
CONT. TOT. TARE: 19.440		<b>CARGO W. TOTAL</b>	<b>132 220.00</b>	<b>222.63</b>
DETAILS		PER	AMOUNT	PREPAID
CLAUSES AS PER ATT. LIST		FREIGHT COLLECT		
AD VALOREM FREIGHT		TOTAL		
MERCHANT'S DECLARED VALUE OF GOODS: (If Merchant enters a value, Carrier's "package" limitation of liability shall not apply and ad valorem freight will be charged (See Clause 21))		IN WITNESS OF THE CONTRACT CONTAINED HEREIN THE NUMBER OF ORIGINAL BILLS 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 ACCOMPANIED BY THE OTHERS TO STAND VALID.		
		FREIGHT PAYABLE AT <b>ODESSA</b>		No. OF ORIGINAL B/L ISSUED <b>THREE</b>
		PLACE AND DATE OF ISSUE		

NOTE: Received in apparent good order and condition, unless otherwise stated herein, the Goods or packages or Containers said to contain the units and amounts 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 or the Port of Loading (whichever is applicable) to the Port of Discharge or the Place of Delivery (whichever is applicable). The 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 acknowledgment tally is of Consignment, this indicates that the Carrier has been paid and sealed by the Merchant at his premises without the Carrier being represented and able to check or verify at the time of loading of the Goods or the knowledge, 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, Exemptions 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 exception, as to the Goods or if they were all signed by the Merchant, and the Carrier's undertakes to receive the Goods in accordance with the Merchant's representations and instructions, as aforesaid.

IN WITNESS OF THE CONTRACT CONTAINED HEREIN THE NUMBER OF ORIGINAL BILLS 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 ACCOMPANIED BY THE OTHERS TO STAND VALID.

## 2. Inland Bill of Lading – Import

# ORIGINAL

14-A M

JSC  
aine  
385  
e.00  
e.00

Page 2

Shipper		<b>BILL OF LADING</b>	
PLI		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 -  
FREIGHT ADVANCE.  
Received on account of freight:

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.

Weight, measure, quality, quantity, condition, contents and value unknown.

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"

## **Annex II. Results of the mapping**

### **1. CIM/SMGS**

CIMSMGSMapping.xlsx

### **2. SMGS**

SMGSMapping.xlsx

### **3. Wagon list**

WagonListMapping.xlsx

### **4. Packing list**

PackingListMapping.xlsx

See the electronic document equivalents in the attached files.

### **Annex III. XSD document schemas**

- 1. CIM/SMGS**  
CIM\_SMGS.xsd
- 2. SMGS**  
SMGS.xsd
- 3. Wagon list**  
WagonList.xsd
- 4. Packing list**  
PackingList.xsd

See the electronic document equivalents in the attached files.

## **Annex IV. XML and JSON documents examples**

### **1. CIM/SMGS**

cim\_smgs.xml  
cim\_smgs.json

### **2. SMGS**

smgs.xml  
smgs.json

### **3. Wagon list**

WagonList.xml  
WagonList.json

### **4. Packing list**

PackingList.xml  
PackingList.json

See the electronic document equivalents in the attached files.