



**DCSA update**  
June 2025

**FMC NSAC**

# electronic Bill of Lading



Commitment to accelerating  
digitalisation of container  
trade – the electronic bill of  
lading



MAERSK



CMA CGM



Hapag-Lloyd



ONE



EVERGREEN



HMM



YANG MING



ZIM

The digitalisation of trade documents holds great potential to remove friction in international trade, to the benefit of our customers' experience and the environment



The digitalisation of documents has fundamentally transformed industries such as banking, aviation, and telecommunications. These industries have implemented digital standards to enable automated ticketing and paperless transactions to the benefit of their ecosystems. International trade has improved its digital capabilities, but has yet to scale standardised automation.

The original bill of lading is one of the most important trade documents. For centuries, it has functioned as a document of title, receipt for the shipped goods, and a record of agreed terms and conditions. However, the bill of lading is often still reliant on the physical transfer of paper records and manual work. Customers are often required to send and receive paper, obtain stamps and signatures to execute the physical transportation from origin to destination. This represents a time-consuming and environmentally expensive process for customers.

An electronic bill of lading could save customers \$4.5 billion in direct costs and enable \$30-40 billion in annual global trade growth. Likewise, digitising these processes would substantially benefit the environment by removing the need for physical documents and associated transportation.



We are committed to convert in our respective carrier organizations 90% of original bill of lading activities to digital within five years, and 100% by 2030. This represents a significant change for our industry, and we do not take this commitment lightly. We are convinced that the benefits it will bring to customers and global trade are too important to ignore. We ask that all parties involved – shippers, forwarders, governments, financial institutions, and insurance agencies – work together to make this commitment a reality.

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# 100% eBL in 2030

to unlock significant savings as well as create  
opportunities for future growth

In addition to shipping lines, freight forwarders, banks,  
and even world leaders have committed to the eBL.  
Unfortunately, BCOs haven't collectively made  
a similar commitment yet.



# DCSA estimates that 100% eB/L adoption could unlock \$18 bn worth of cost savings for the shipping ecosystem



## Monetary Benefits



### **Cost savings for direct stakeholders**

Faster handling of documents and less errors and issues (e.g. lost documents)



### **Cost savings for indirect stakeholder**

Reduce handling costs for banks, brokers, government authorities and similar parties



### **Trade enablement**

Easier access to global trade, especially for SME's, and unlocking of new business models

## Non-monetary Benefits



### **Improved data security & integrity**

Better means to protect and preserve data, and being able to control access



### **Environmental benefits**

28,000 trees saved and less transport movements



### **Better law enforcement**

More efficient and effective law enforcement by various agencies



# Addressing barriers for 100% eBL

## Legal & Regulatory barriers

### Commercial law

Not accepted by courts or ambiguity about the acceptance.

### Regulatory requirement

Regulatory requirements prevent the use of electronic documents.

### Operational practices of agencies

Even if the law allows it, officials "on the ground" might not accept it.



## Interoperability barriers

### Data interoperability

Not the same language is used, data can't be transferred across platforms.

### Technical interoperability

IT systems and security measures are not compatible to each other.

### Legal interoperability

Different legal regimes and compliance rules prevent electronic use.

## "Soft" barriers

### Waiting for each other

Carrier waits for customer, customer waits for IT provider, IT provider waits for carrier.

### Technical interoperability

IT systems and security measures are not compatible to each other.

### Always something else to do

Moving from crisis to crisis. Fundamental improvement doesn't have priority.





# What is DCSA doing to achieve 100% eBL?

## Create interoperability

- ✓ Technical standards
- ✓ Platform interoperability
- ✓ Data safety and trust

## Advocate for better legislation

- ✓ Legal enablement
- ✓ Government commitment
- ✓ Trade negotiations

## Drive collaboration

- ✓ Global trade alliances
- ✓ National initiatives
- ✓ Joint showcase projects

## Provide information

- ✓ Independent research
- ✓ White papers and e-books
- ✓ Webinars and workshops

## Support implementation

- ✓ Generate funding
- ✓ Conformance testing
- ✓ DCSPA+ Partner program



# DCSA is opening up to the wider shipping community



## JOIN THE FUTURE OF CONTAINER SHIPPING

Be part of the transformation towards a fully digital, standardized, and connected container shipping industry.

The DCSA+ partnership program offers a unique opportunity to collaborate with industry leaders, drive innovation, and accelerate interoperability.

**Lead the change. Join DCSA+ today.**

## CONNECT

Join the global community and engage with industry leaders to access opportunities, gain insights and align on actionable solutions.

## ACCELERATE

Receive support from DCSA experts for implementation and adoption of standards, unlocking efficiency and cost benefits of truly standardized and interoperable data.

## CONTRIBUTE

Take part in the pioneering group that is developing future digital industry standards. Gain early access to standards development, testing and piloting



# Thank you

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