

What do we need standards for in T&L?



- Be able to uniquely identify each logistic unit **end-to-end**
- Define what type of information to share
- Ensure interconnectivity to be able to share the information



These are common concerns across Transport & Logistics
Parcel and Postal
Air Cargo
Freight Forwarding
City Logistics

Parcel Standards CEN / European Commission

Truly making Customer and Consumer the first priority



A few starting points

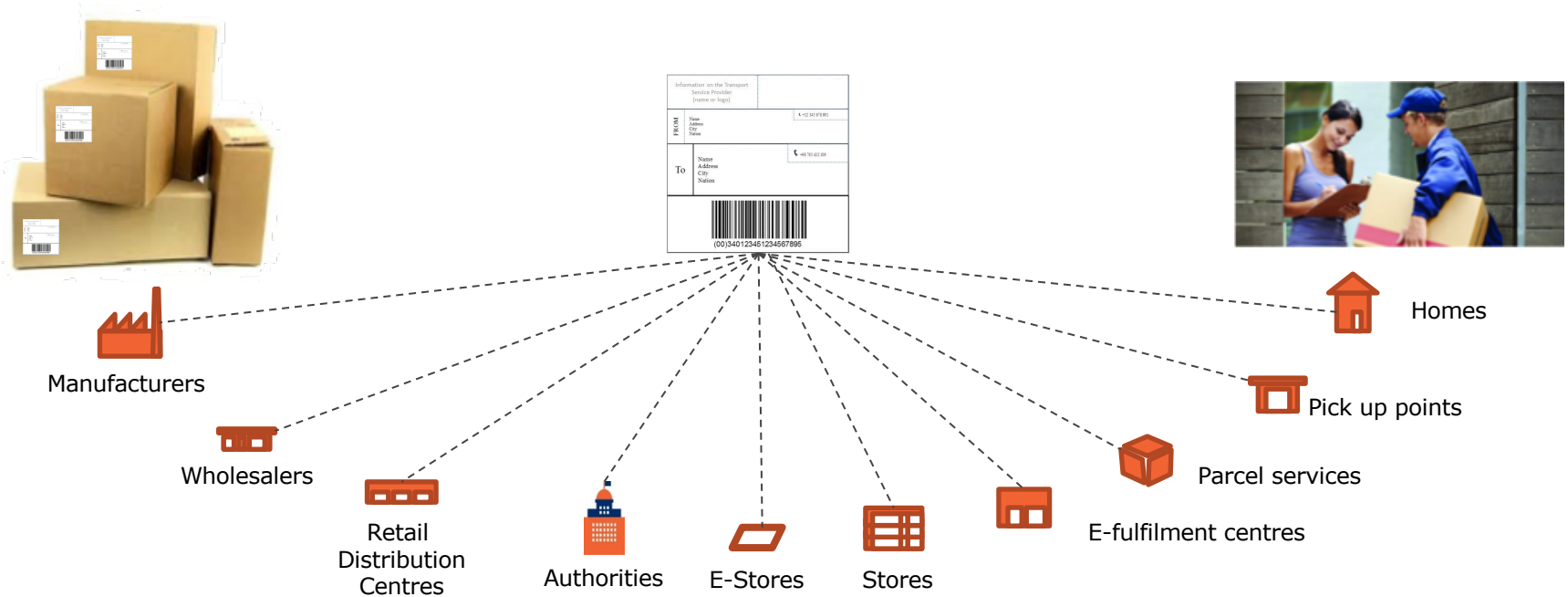


- Traditionally the way things have been organised in Transport & Logistics is from the perspective of the Logistics Service **PROVIDERS**
- In all of the activities mentioned below we (GS1 and other stakeholders) are making the interests of the **USERS of T&L the FIRST PRIORITY.**
- We are also very much focused on **COLLABORATION with other standardization organisations** to ensure the USERS get the best possible experience from the solutions we jointly develop

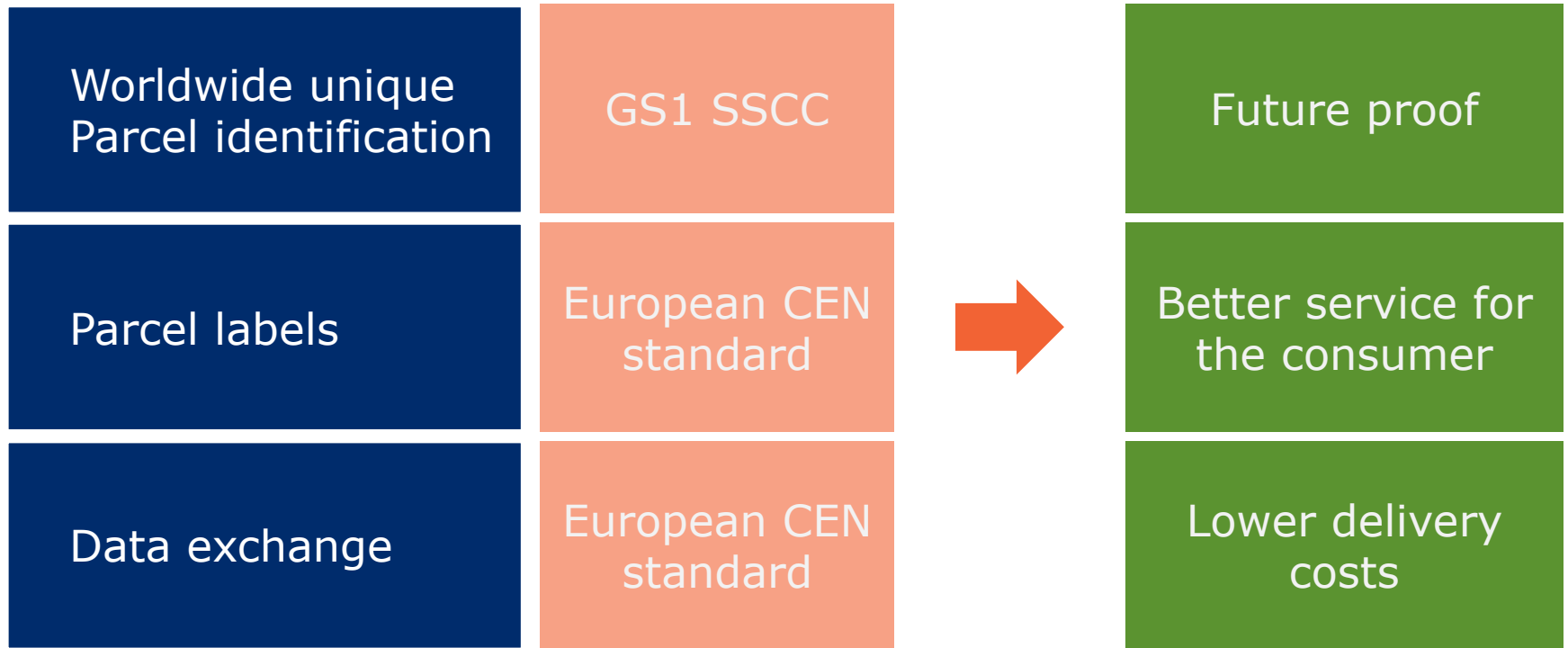
The Vision: Harmonised label Used by all end-to-end



Created and attached by SHIPPER at origin



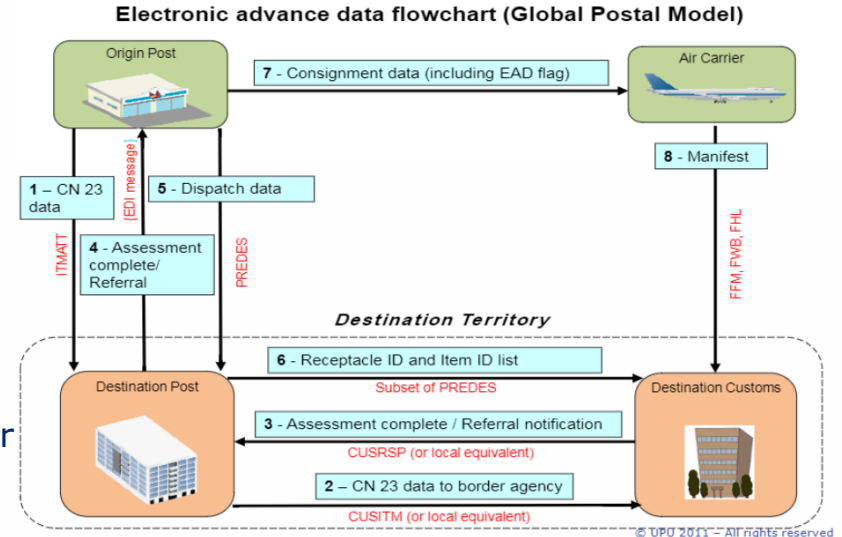
Creating worldwide interoperability



CEN Data Exchange standard - Electronic Advance Data



- Based on proven UPU/WCO Model
- Enhanced with Global Supply Chain Standards
- Enable use by all stakeholders (beyond Post)
- Same approach as followed for Harmonised Parcel Label
- Driven by Supply Chain Stakeholder Needs
- Closely linked to EU Legislation coming into effect 1st Jan 2021
- **Aim: Ensure all stakeholders end-to-end receive information they need**
- Will promote adoption of common standards for identification, labelling and Data Exchanges



Initiatives driving wider adoption of Standards



EU VAT-Legislation impacting on end-to-end T&L



- **LVC = Low Value Consignments**
- LVC Items imported into EU enjoy simplified border procedures; Regulations often abused (billions of Tax revenue lost)
- 2021: EU implements VAT package requiring ALL items to be declared and taxes to be paid
- **Impacts also all e-Commerce items**
=> **many billions of additional declarations to Authorities**
- Border Authorities may need support to cope with this flood
- EU commission LVC working group aims to prevent incidents in 2021
- **Aim: receive Electronic Advance Data; leverage existing standards / solutions**

IATA Recommended Practice (RP) Piece Level Tracking



- IATA develops Recommended Practices (RP) that apply to the Air Industry
- Main characteristics for Recommended Practice
 - **Full end-to-end view of process from Shipper to Receiver across modes**
 - **Pieces must be identified unambiguously**
 - UPID (Unique Piece Identification) **MUST** be compliant with ISO 15459-1
 - UPID should be assigned as early as possible in the process;
Ideally Shipper will assign UPID
 - All handlers of the piece should then use the UPID
 - **Allows** use of Shipper-UPID only label e.g. **Harmonised Parcel Label**
- Means full support for use of SSCC (if chosen by shipper)
- [RP approved March 2018](#)
- Publication of ratified RP as part of CSC Manual October 2018
- Implementation Guidelines developed in parallel



Federation of Freight Forwarders Association (FIATA)



includes GS1 standards in new electronic Bill of Lading (eFBL) pilot

“GS1 is an essential part of the step-by-step approach for identifying and migrating FIATA documents into a digital platform.

Membership Initiatives **Media** Links FDDS Learning

29 March

FIATA and essDOCS launch project to digitise FIATA & NVOCC Bills of Lading

For immediate release (Zurich, 29 March 2018) –

The International Federation of Freight Forwarders Associations (FIATA) has signed a Memorandum of Understanding (MoU) with essDOCS to provide a framework for further cooperation in digitising Bills of Lading.

FIATA introduces an electronic FIATA Bill of Lading (eFBL) offering safe, secure, reliable, efficient, and faster paperless trade to its members. As part of the project plan, FIATA's Advisory Body Information Technology will work on the digitisation of FIATA documents, starting with the eFBL and in a second phase the electronic House Bill of Lading (eHBL issued by NVOCCs) plus other FIATA documents. With essDOCS' assistance, its CargoDocs electronic exchange will help prevent fraudulent copying and errors that might be associated with paper documents. This is part of the long-term strategy identified by FIATA with the involvement of several FIATA entities and experts.

- 2017
- 2016
- 2015
- 2014
- 2013

During the FIATA World Congress in October 2017, a Memorandum of Understanding (MoU) was signed with GS1 as part of the step-by-step approach for identifying and migrating FIATA documents into a digital platform—using GS1 standards

FIATA Bill of Lading with GS1 identifiers (2)



The **CONSIGNOR** is identified uniquely with his **GLN** (Global Location Number) all over the world

The **CONSIGNEE** is identified uniquely with his **GLN**

Possible identification with dedicated **GLN** for

- Place of receipt
- Port of loading
- Port of discharge
- Place of delivery

The **Transport Units** may be identified using **SSCC**

NB : Easy to represent these **identifiers** in **barcodes** for a better and quicker capture