Last Mile standards enabling adoption PI
Matching IT and Physical Flow

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20th June 2018; IPIC - Groningen
What will I be talking about

- Who is GS1; 2 slides
- What do you need common standards for?
- Are there any such standards available?
- CEN Identification and Marking (available)
- CEN Information Sharing (being worked on; ready Q4 2018)
- Supporting developments
  - City Hubs adopting Last Mile Standards
  - VAT-package 2021; Low Value Consignments (e-Commerce)
  - IATA Piece Level Tracking Recommended Practice
GS1 – the global language of business

GS1 is a global standards organisation

Neutral and not-for-profit  User-driven and governed
Global and local  Open and collaborative

1.5 million companies use GS1 standards
100 million products carry GS1 barcodes
6+ billion GS1 barcodes are scanned every day

150 countries
We help Industries in over 20 sectors...

We facilitate business growth through:

- Efficiency
- Safety
- Security
- Sustainability
- Interoperability
- Visibility

Since 1974

Harmonised Transport Label
Last mile delivery

• > 5 billion parcels per year
• > 25,000 online retailers in Europe
• > Thousands of carriers and service providers

are waiting for common standards......
What do we need standards for?

• 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
City Logistics
Air Cargo
European standardisation

the European Committee for Standardization (CEN TC 331)

standardisation work commissioned to ease international e-retailing:

“European postal standards should be based on, and compatible with, the open retail standards for end-to-end supply chain management systems already used by B2C e-commerce retailers for the global trade in goods and services”.

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

Created and attached by SHIPPER at origin
The European harmonised Parcel Label

Worldwide unique parcel identifier

Assigned by the SHIPPER

Figure 5 — Postal-item label example, including the UPU S10 and GS1 SSCC compliant standard
Creating worldwide interoperability

<table>
<thead>
<tr>
<th>Worldwide unique Parcel identification</th>
<th>GS1 SSCC</th>
<th>Future proof</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel labels</td>
<td>European CEN standard</td>
<td>Better service for the consumer</td>
</tr>
<tr>
<td>Data exchange</td>
<td>European CEN standard</td>
<td>Lower delivery costs</td>
</tr>
</tbody>
</table>
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
Harmonised Parcel Label adopted in Smart City Hubs

- Receiving Cargo from Many Shippers
- Delivered by many different Carriers
- Consolidating / De-consolidating as needed
- Sending Cargo to Many Receivers in the City
- Using several different Carriers
- Cargo is handled by multiple stakeholders (including Shipper and Receiver)
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 use of SSCC (if chosen by shipper)
• **RP 1689 approved March 2018**
• Publication of ratified RP as part of CSC Manual October 2018
• Implementation Guidelines developed in parallel
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
Conclusions

• Common Supply Chain Standards will greatly improve efficiency and effectiveness of Hub operations (City or other Hubs)
• There is an increasing business need for tracking and managing individual Pieces (transport units) everywhere in the Supply Chain
• Common SC Standards are being incorporate in the day-to-day operational procedures in many different areas across Supply Chains

The time to act is NOW

Adopt / Promote common SC standards
to deliver on the PI promise
For further enquiries

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More Info on Parcel On-Line

Value Propositions

Business case

Guideline

Webpage GS1.org

https://www.gs1.org/transport-and-logistics/parcel
Questions & Discussions