



The Global Language of Business

Last Mile standards enabling adoption PI Matching IT and Physical Flow

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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

We help Industries in over 20 sectors...



We facilitate business growth through:

Efficiency

Safety

Security

Sustainability

Interoperability

Visibility



Since
1974

FJP CARRIERS	
FROM	001 Gartenstrasse 113 10211, K. Kämpfe NL - Neukirchen
TO	001 Gartenstrasse 113 10211, K. Kämpfe NL - Neukirchen
(00) 3 9501101 001300012 5	

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

Parcel Standards CEN / European Commission



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**".*

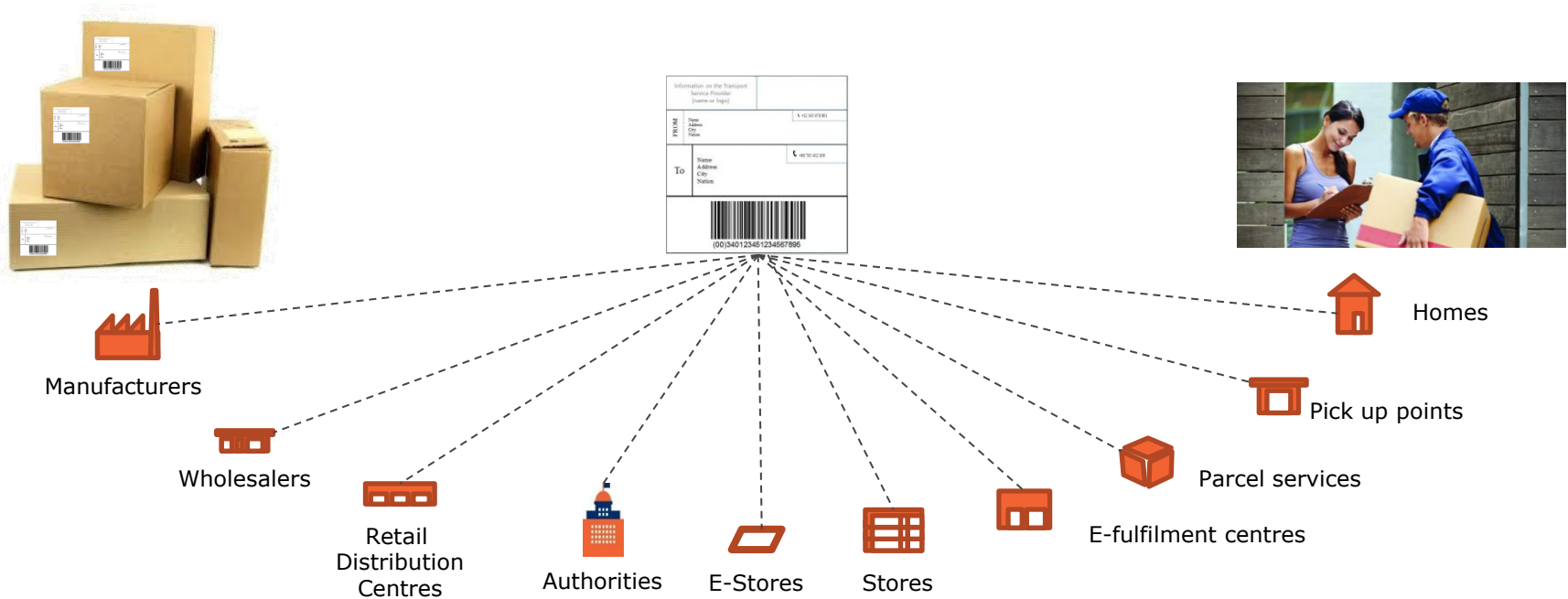


Harmonised parcel labels

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**

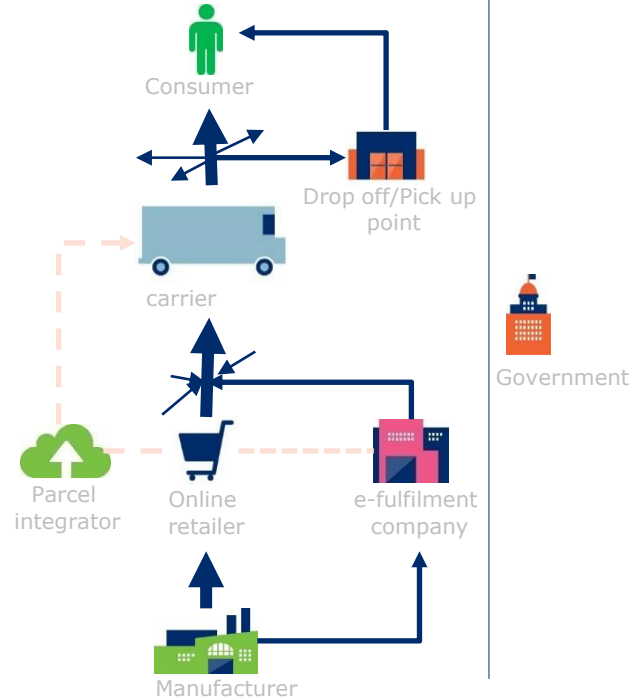
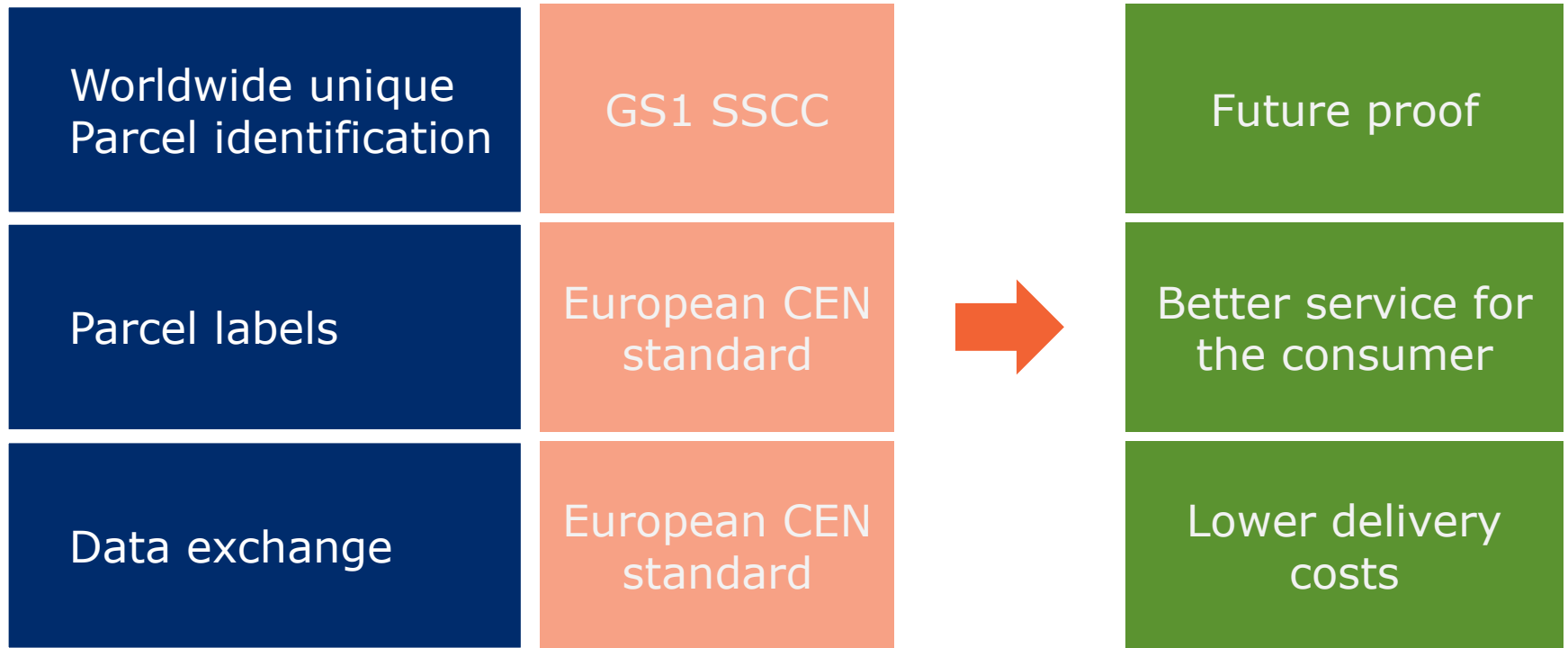


Figure 5 — Postal-item label example, including the UPU S10 and GS1 SSSC compliant standard

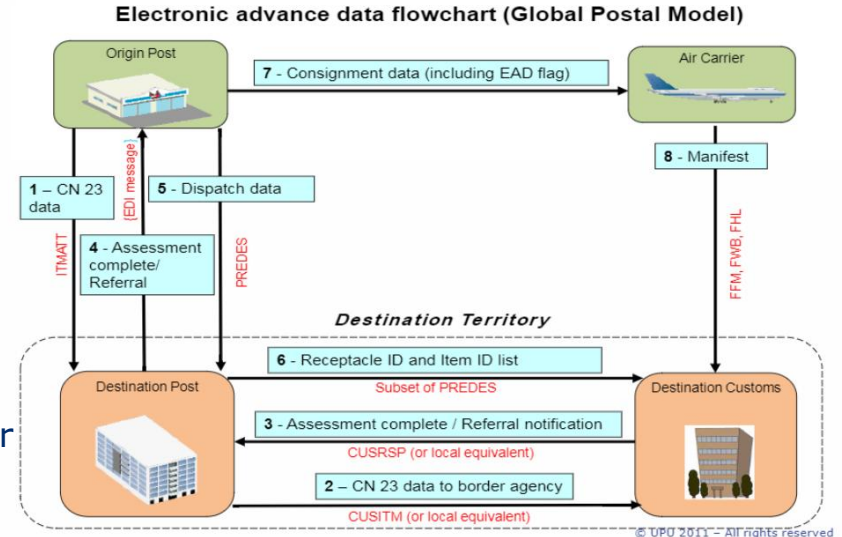
Creating worldwide interoperability



CEN Data Exchange standard - Electronic Advance Data



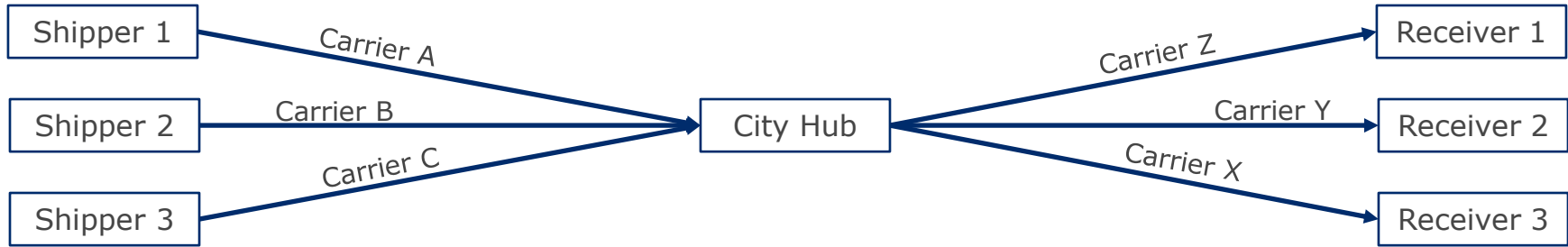
- Based on proven UPU/WCO Model
- Enhanced with Global Supply Chain Standards
- Enable use by all stakeholders (beyond Post)
- Same approach as followed for Harmonised Parcel Label
- Driven by Supply Chain Stakeholder Needs
- Closely linked to EU Legislation coming into effect 1st Jan 2021
- **Aim: Ensure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



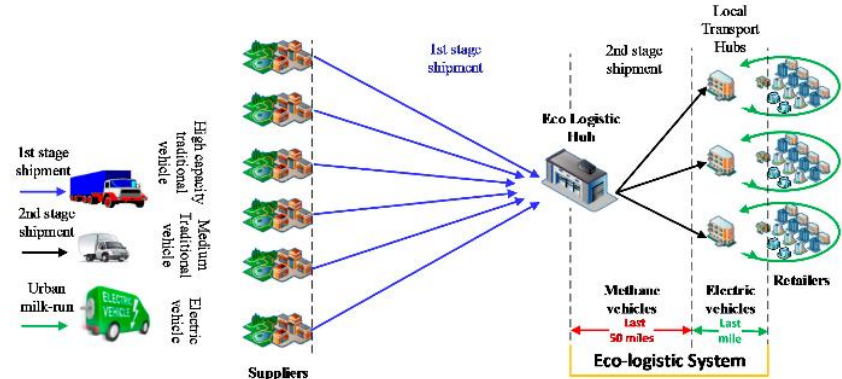
Initiatives driving wider adoption of Standards



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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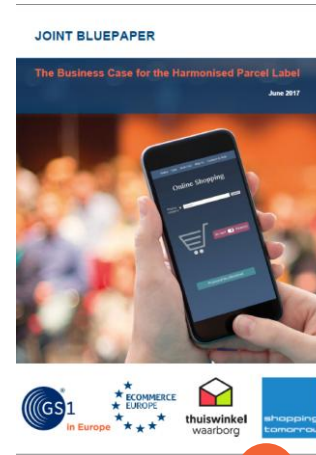
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More Info on Parcel On-Line



Value Propositions
Business case
Guideline

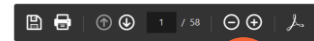


The Global Language of Business

GS1 Logistics Label Guideline

Provides an overview of the normative rules and best practice recommendations based on GS1 Logistics Label implementations around the world.

Release 1.2, Working Draft, Sep 2017



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2

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Webpage GS1.org

<https://www.gs1.org/transport-and-logistics/parcel>



Questions & Discussions



Close

