



**HM Revenue
& Customs**

Final report on the Pilot Project to Trial the use of the Serial Shipping Container Code as the Unique Consignment Reference number

7 June 2007

Importance of regulatory framework

- Production and trade have today gone beyond mere cross-border transactions to become truly global. Equally important in the efficient movement of goods is the regulatory framework deployed by governments to facilitate the movement of goods between countries while ensuring appropriate border protection.

Findings

- **Over the complete international supply chain, issues of data notification between parties could be disjointed and fragmented.**
- **A key issue through the course of consultation between trade and customs was the multiplicity of actors involved: and the interaction between both trade partners and the trade to government highlighted the plethora of references used.**
- **The value of the UCR is compromised if it is not integrated into the normal logistics and clearance process.**

- **The use of the SSCR/UCR could be performed without altering existing internal systems and in addition to the current proprietary identification solutions.**
- **Linking transport and commercial information via the SSCC can provide companies with enhanced traceability over international supply chains.**
- **If the SSCC or other form of UCR became accepted as the global standard to be used by the participants of the international supply chain: exporters, logistics service providers, carriers, customs agents, importers would benefit from the use of the same reference numbers in terms of predictability of information, enhanced security and reduced compliance costs.**

- **Project management issues are resolved and a governance framework put in place at the very beginning.**
- **The successful integration of the UCR into future information flows requires business re-engineering activity for all stakeholders/supply chain partners.**

Learning issues

- A key learning issue is that the value of the UCR is compromised if it is not integrated into the normal logistics and clearance procedures.
- A holistic approach by customs, as the key regulatory body is required to optimise the securing of the international supply chain.

G2G

- Customs authorities can no longer think solely as individual nations; rather they must see themselves as part of a global team.
- Project management issues are resolved and a governance framework put in place at the very beginning.

Finally a word from the trade

- We need to ensure buy in from all in supply chain. To make this a complete process all countries would need to use this from of communication within the supply chain, there is no point in having this kind of process for some areas and not for others a “GLOBAL” standard would be required.