GS1 Transport & Logistics workshop: Piece Level Tracking: A freight forwarder perspective

Integration and Innovation across Transport Modes, Brussels

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Agenda/topics (draft)

• Introduction Mats and DSV (2 min)

• DSV as freight forwarder in multimodal transprot chain (15 min)
  Challenges in the As Is situation
  Oportunities with GS1 standards for a To Be situation

• GS1 T&L from now and in the future (2 min)
  Public and Private Data
  Data sharing

• Wrap up and questions (10 min)
Mats Rosén
Head of projects & change management

DSV Sweden shared services

The Global Language of Business
DSV - Around the world

DSV is established in more than 110 countries with offices in more than 80 countries.
DSV Group

Number of employees: 40,000

DSV = De Sammensluttede Vognmænd

- **DSV Air & Sea**
  - Sea- and airfreight
  - Strong global network with access to all markets
  - More than 1.3 million TEU sea freight yearly
  - More than 500,000 tonnes airfreight yearly

- **DSV Road**
  - Road transports
  - Leading road freight operator in Europe
  - Distribution in North America, Africa and Asia
  - Over 20,000 trucks on the roads every day

- **DSV Solutions**
  - Third Party Logistics and supply chain services
  - Special competences in key industries
  - Solutions for E-commerce
  - 300 logistics facilities – a total of 4.7 million m²
Our History

Breakdown of EBIT by division
- Air & Sea
- Road
- Solutions

Breakdown of EBIT by geography
- EMEA
- Rest of world

1976
10 independent hauliers establish DSV

1989
DSV acquires several Danish competitors

1997
DSV acquires Samson Transport and becomes DSV Samson Transport

2000
DSV acquires DFDS Dan Transport Group and quadruples the size of the company

2006
DSV acquires Frans Maas

2008
The DSV activities change name from DFDS Transport to DSV (2007) and DSV acquires ABX LOGISTICS

2014
100% DSV acquires UTi Worldwide

2016
DSV strengthens the global network through a number of smaller acquisitions along with solid organic growth

1976
140 USDm Revenue
6 USDm EBIT

1989
17 USDm EBIT

1997
3,400 USDm Revenue
150 USDm EBIT

2000
5,600 USDm Revenue
265 USDm EBIT

2006
8,600 USDm Revenue
460 USDm EBIT

2014
12,000 USDm Pro forma Revenue (2015)

12% EMEA
32% Rest of world
58% Other

12% EMEA
32% Rest of world
58% Other

The Global Language of Business
Corner stones for Transport & Logistics

Identify

Mark

Data sharing

Physical goods flow

Information flow

Financial flow
Transport- & logistics supply chain

Seller

Logistic Service Provider

DSV

Logistic Service Buyer

Buyer

The Global Language of Business
Seller requests a transport

- Requesting a transport of 5 collis/pieces from Peking China to Karlstad in Sweden.
- Mark the pieces/collis.
- Provides the invoice for customs clearance procedures.
- Goods is collected.

- Receive transport booking.
- Requests space from an airline.
- Creates AWB, HAWB and MAWB.
- Arrange pre carriage.
- Prints labels, manifests and other documents and sends those to the origin airport.

- Confirms the request to the Freight forwarder.
- The goods terminal receives labels and other documentation.
- Goods arrives at the terminal and will be checked and relabelled.
Challenges with the As Is situation for multimodal transport chains

Physical goods flow

Information flow

Seller

Buyer

The Global Language of Business

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Oportunities with the GS1 system for multimodal transport chains

Physical goods flow

Information flow

Buyer

Seller
Summary

Using GS1 components

- SCC – colli numbers
- GSIN – Shipment identification
- GINC – defines the different legs
- STILL – Generic transport label
- LIM messages for EDI integration

Piece level tracking

- Seller creates SCC, GSIN and labels the goods from start
- Goods is scanned (SSCC) every time it’s reloaded and event data is created.
- By using EPCIS repositories all involved parties can get relevant data.

Transport & Logistics industry has a challenge to convince other industries to use T&L standards when they’re developing their supply chains.
Thank you !!!