EUROPEAN LOGISTICS INDUSTRY CALLS FOR DIGITAL STANDARDS

Europe lacks opportunities for interoperable and networked data exchange within supply and logistics chains.
In a study conducted by GS1 as part of the European Federated Network of Information eXchange in LogistiX (FENIX), the majority of respondents from the European transport industry are in favour of digital standards.
This is seen as a prerequisite for making transport processes more transparent and thus more efficient.

FENIX NETWORK

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44 %
of all respondents rate the role of standards with 6 out of 6 stars. A further 30.5 % would give at least 5 stars and 20.3 % were in favour of 4.

> "A common standard for data exchange would be an advantage. Automatically using the same formats would be good. The problem is, who introduces and enforces this standard? Who defines the standard?"
>
> **Alex Van Breedam,**
> Founder and CEO, TRI-VIZOR – World's First Cross Supply Chain Orchestrator®

DIGITAL DATA EXCHANGE INSTEAD OF PAPERWORK
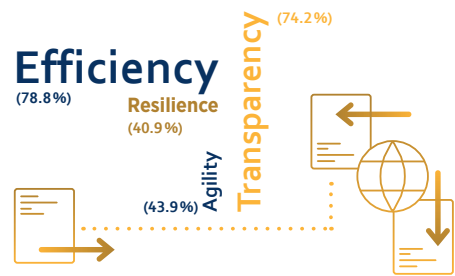What do you wish for the future of intermodal logistics?*

> "Data standards are key for digital collaboration and to operate your supply chain at the lowest cost."
>
> **Dirk Leemans,**
> Head Centre of Excellence Supply Chain, Colruyt Group

79.0 %
Less paperwork and more digital exchange between the parties involved

75.4 %
More efficiency, agility and real-time information

70.2 %
Wider application of existing standards

OPTIMISATION ON A TECHNICAL AND CONTENT-SEMANTIC LEVEL
Do you see a need for standardisation when working with different platforms? Figures in %*

Legend: ■ Technical ■ Content (semantic)

	Technical	Content (semantic)
New ways of exchanging information (API, Webexchange services, …)	66.7	
Security standards	59.7	
New message standards beyond EDI/EDIFACT	50.9	
Identification of logistical locations		54.4
Identification of goods in transit from seller to buyer		50.9
New standards to meet legal requirements		33.3

> "Standardised identification of logistics locations is extremely important. For various reasons, there is a big gap in the sea freight community's agreement on this in particular."
>
> **Capt. Andreas M. van der Wurff,**
> Port Optimisation Manager, Maersk Line Netherlands

95.2 % JSON/XML — Which standard is suitable for an open data exchange architecture? — **81.0 % GS1**

63 %*
see the lack of knowledge as by far the biggest hurdle in the implementation of standards.

MORE EFFICIENCY NEEDED
What are the most important benefits you expect from improved compatibility in logistics networks?*

Efficiency (78.8 %)
Transparency (74.2 %)
Interoperability (71.2 %)
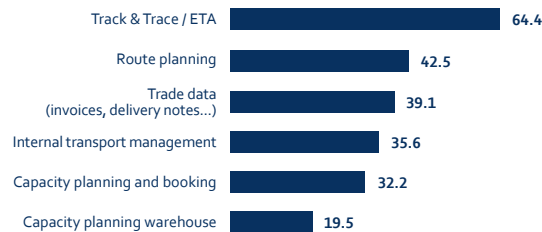**Agility** (43.9 %)
Resilience (40.9 %)

Should data exchanged via digital logistics platforms be compatible with other applications – for example, with your transport management system or compliance platforms?

YES 94 %

USE OF THE PLATFORMS
For what purposes do you use digital logistics platforms? Figures in %*
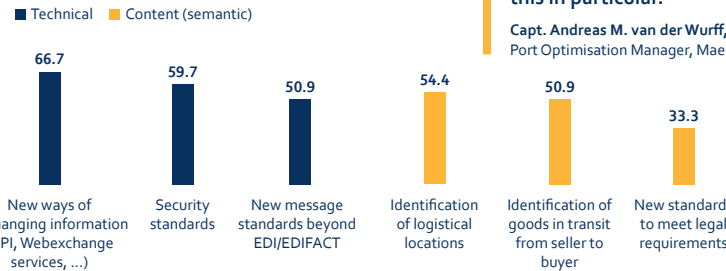
Track & Trace / ETA	64.4
Route planning	42.5
Trade data (invoices, delivery notes…)	39.1
Internal transport management	35.6
Capacity planning and booking	32.2
Capacity planning warehouse	19.5

> "Visibility is and will become increasingly important within the supply chain, and currently there is a lack of visibility."
>
> **Frank Knoors,**
> Founder & Managing Director, Logit One NV & Partner of the EU project FENIX

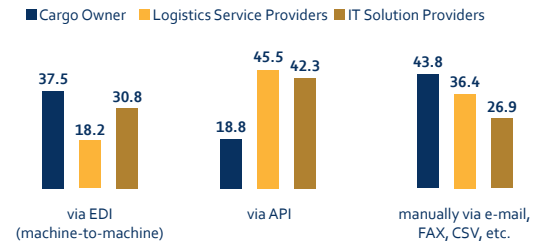> "All data should be directly updated when the logistic event is happening. For this we should use UN/CEFACT, eCMR and GS1 identification complemented by the event-based FEDeRATED ontology."
>
> **Rudy Hemeleers,**
> Strategy and Policy Advisor Transport and logistics, 51Biz & PPMB Luxembourg & Partner of the EU project FEDeRATED

On **5 April 2022** the eCMR (electronic consignment note) will also come into force in Germany.

FORMS OF DATA EXCHANGE
How do you predominantly transmit data? Figures in %

Legend: ■ Cargo Owner ■ Logistics Service Providers ■ IT Solution Providers

	Cargo Owner	Logistics Service Providers	IT Solution Providers
via EDI (machine-to-machine)	37.5	18.2	30.8
via API	18.8	45.5	42.3
manually via e-mail, FAX, CSV, etc.	43.8	36.4	26.9

MORE TRANSPARENCY THROUGH STANDARDS
In which of these areas (e.g. unique identification) would standards be helpful?*

	Transport documents	Asset Management	Locations
Logistics Service Providers	90.9 %	72.7 %	63.6 %
IT Solution Providers	66.7 %	57.1 %	71.4 %

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* Multiple answers possible
Sources for all graphics: GS1, FENIX

122 participants answered the survey, which was communicated at events, via LinkedIn, newsletters and the FENIX project website. The questionnaire was aimed at three clusters: Cargo Owner, Logistics Service Providers and IT Solution Providers. Of the sample surveyed, almost one in two was an IT Solution Provider (46 %), just under a third were Cargo Owners, such as traders and almost a quarter belonged to Logistics Service Providers (24 %). The survey was supplemented by 20 expert interviews. The quotes from these interviews underpin the key findings (see more: fenix-network.eu).