

UN/CEFACT Supply Chain Cross-Industry Track & Trace project

37th UN/CEFACT Forum
Virtual meetings, 4 to 15 October 2021

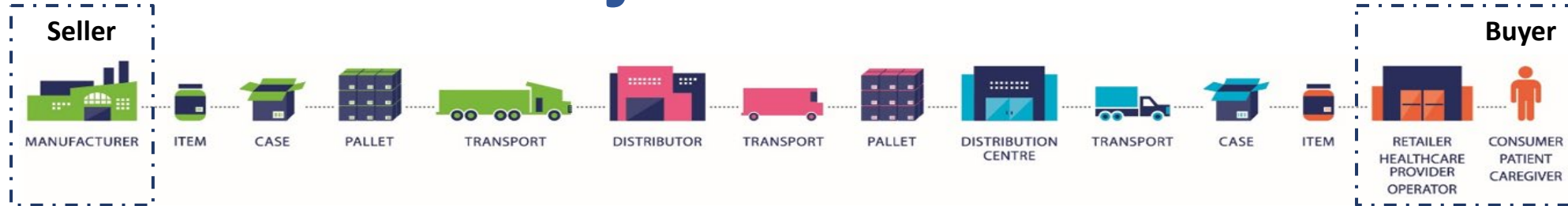
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UN/CEFACT Cross Industry Supply Chain Track & Trace Project

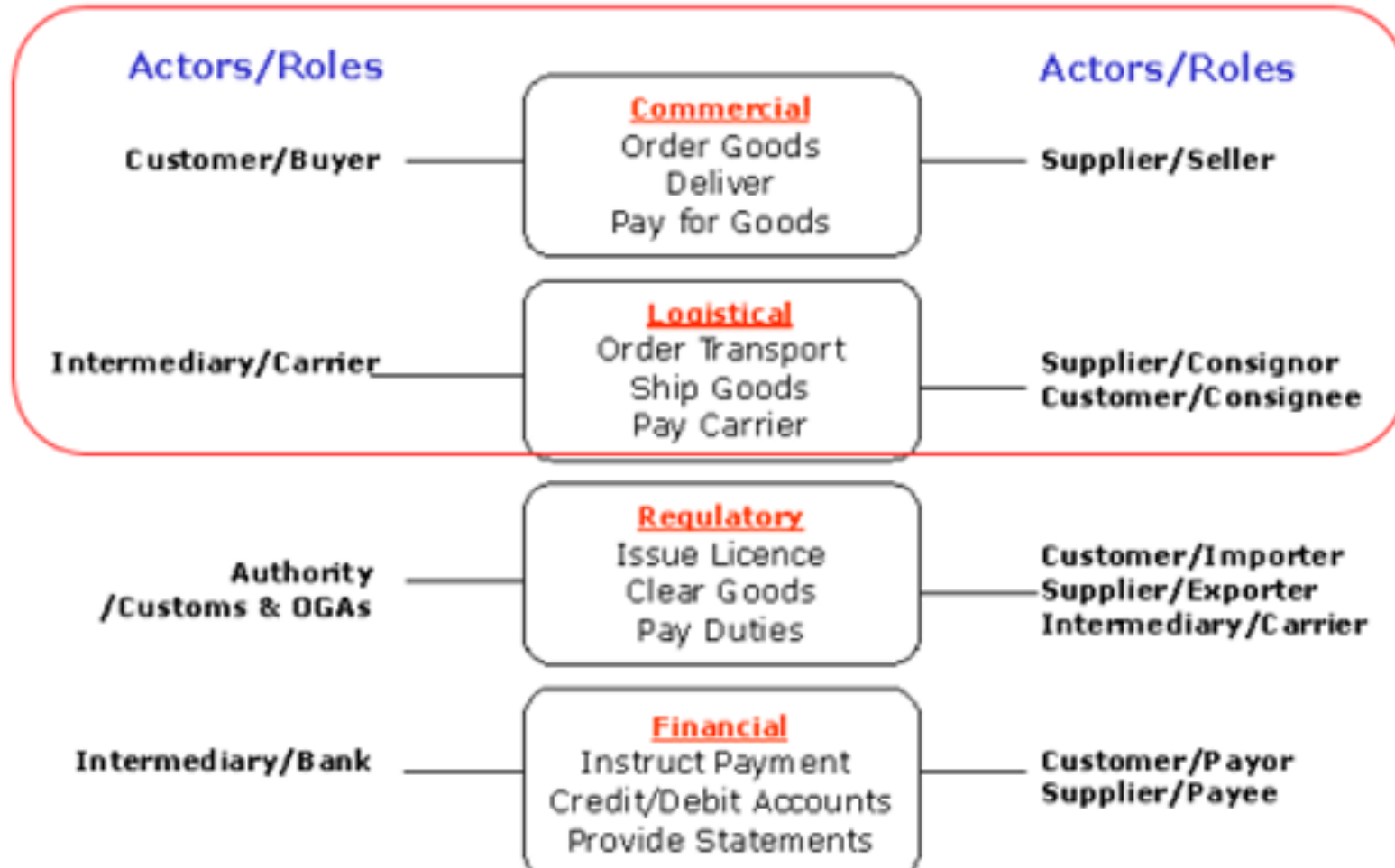


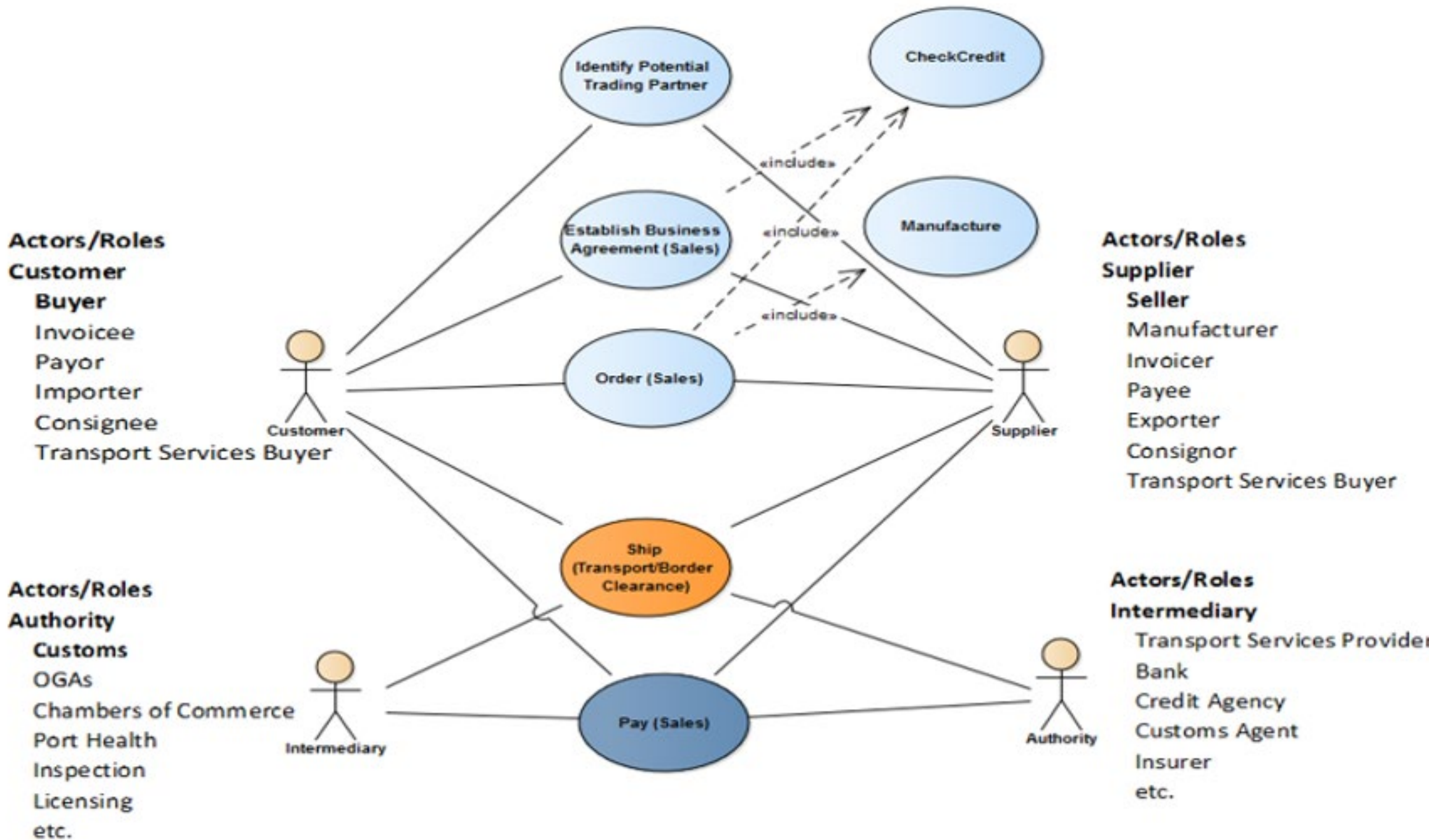
The mission of this project: Where is the product at any time?

- Track & Trace any *traded items* (including bulk transportation)
- Track & Trace transport equipment or assets, even empty (pallet, container)
- Enable Track and Trace information sharing in *standard* electronic format
- Define data that will be generated and captured at various waypoints
- Focus on logistic service: transport the traded goods between *sellers* and *buyers*.

Focus on Commercial and Logistical processes

International Supply Chain Processes and Procedures





Tracking & Trace Methods

- Traditional tracking methods – manual and automated
- Automated Identification and Data Collection (AIDC) methods
 - Radio Frequency Identification Technology (RFID-based tracking)
 - Optical Character Recognition Technology (OCR-based tracking)
- Global Positioning System using Internet of Things (IoT) telematics devices (GPS-based tracking)

Note. The environmental parameters captured by smart containers are not part of the T&T project

Transparency in Supply Chain

Innovation & Standards are needed to increase the **efficiency, resiliency and sustainability** of logistics!

Smart containers

- Physical reliable data for end-to-end visibility
- UN/CEFACT Smart container project achievements

Cross industry Multimodal Track & Trace

- Track & Trace beyond a single mode of transport
- UN/CEFACT Supply Chain Cross-Industry Track & Trace project

The Maritime Ecosystem Needs Innovation to Avoid "Paving the Cow"



BY MIKAEL LIND ET AL. 12-09-2020 03:20:00

by Mikael Lind, RISE (Research institutes of Sweden), Hanane Becha, UN/CEFACT, André Simha, MSC (Mediterranean Shipping Company SA), Steen Erik Larsen, A.P. Moller – Maersk, Eyal Ben-Amram, ZIM, and David Marchand, Traxens

*Avoid Paving the Cow → Business process should not be automated as it is BUT should be **rethought** first to enhance its effectiveness and efficiency!!*



Cooperation on intermodal standards vital for supply chain efficiency



Story by: Hanane Becha, Todd Frazier, Rudy Hemeleers, Steen Erik Larsen, Bertrand Minary, Henk Mulder, André Simha and Jaco Voorspuij
October 7, 2020 | Features

End-to-end supply chains typically involve several modes of transport and a wide range of stakeholders. The original Seller, as well as the final Buyer of the product have little visibility of the location and condition of the product during transportation.



Intermodal Supply Chain Facilitation through Adoption and Implementation of International Communications Standards

Published on October 7, 2020 | [Edit article](#) | [View stats](#)

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17 articles

By Hanane Becha, Todd Frazier, Rudy Hemeleers, Steen Erik Larsen, Bertrand Minary, Henk Mulder, André Simha, and Jaco Voorspuij.

➤ Transition from the standards adopted by individual transport modes to multimodal efforts standards organizations

➤ Information is searchable, available, and interpreted the right way



By Hanane Becha, Todd Frazier, Michael Schröder and Jaco Voorspuij 23/12/2020

This article is a follow-up to two earlier pieces, produced largely by the same authors, outlining the development of semantic and technical interoperability in digitising global multimodal supply chains.

Transparency Multimodality Interoperability Collaboration Standards

Track & Trace Project

Current Status and Deliverables

- Information gathering phase: Green Paper compiling concepts, scenarios, and use cases for all primary modes of transport - has been completed (82 pages)

Formal DELIVERABLES of the project:

- White Paper: *“Integrated Track and Trace for Multi-Modal Transportation”* completed
- Business Requirements Specification (BRS) detailing the Business Processes of Cross Industry Track and Trace (In progress)
- Message structures (as class diagrams) for the business transactions and XML Schemas

Thank you

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