

(<https://hcblive.com>)

ECTA: Speak my language

// BY PETER MACKAY ON 23 JAN 2023

Share **f** ([https://www.facebook.com/sharer/sharer.php?](https://www.facebook.com/sharer/sharer.php?u=http%3A%2F%2Fwww.themetropolist.com&t=)

[u=http%3A%2F%2Fwww.themetropolist.com&t=](https://www.themetropolist.com&t=)) **t**

([https://twitter.com/intent/tweet?](https://twitter.com/intent/tweet?source=http%3A%2F%2Fwww.themetropolist.com&text=%20http%3A%2F%2Fwww)

[source=http%3A%2F%2Fwww.themetropolist.com&text=%20http%3A%2F%2Fwww](https://twitter.com/intent/tweet?source=http%3A%2F%2Fwww.themetropolist.com&text=%20http%3A%2F%2Fwww)

[g+](https://plus.google.com/share?url=http%3A%2F%2Fwww.themetropolist.com) ([https://plus.google.com/share?](https://plus.google.com/share?url=http%3A%2F%2Fwww.themetropolist.com)

[url=http%3A%2F%2Fwww.themetropolist.com](https://plus.google.com/share?url=http%3A%2F%2Fwww.themetropolist.com))



As the world gets ever more connected, it is vital that all parties in a logistics supply chain can talk to each other. ECTA continues to promote standardisation

Electronic data interchange (EDI) within and between companies is now the norm and, certainly in the transport sector, can not only improve accuracy and efficiency but also reveal inefficiencies and lead to better employment of assets. But as EDI systems and other digital networks have developed, different standards and platforms have developed, which is hindering the take-up of some potentially very useful solutions.

The European Chemical Transport Association (ECTA) is well aware of these problems and, in recent years, has done a lot to promote standardisation and best practice in the application of digital systems. It has offered standardised data formats for its members and their business partners to use in areas such as transport orders and asset visibility, but it is not stopping there. Two recently published best practice guidelines address transport invoicing and truck and driver data.

In the order-to-cash process within bulk logistics, additional data next to visibility and order data is exchanged between shippers and logistics service providers. In particular, after the transport operation has been executed, the exchange of invoice-related information takes place to trigger the completion of a service. Besides the freight costs, other cost-related items, such as heating, truck waiting times or other auxiliary services, are handled during the payment process. Furthermore, process scenarios vary case-by-case and can consist of proforma invoices/notifications, debit or credit notes.

ECTA's Transport Invoicing Data Standards guideline aims to complement the existing guidelines and give all relevant stakeholders additional guidance on how to facilitate electronic data exchange in this area. The guideline refers to the use of an order data standard based on the Open Applications Group OAGIS® Chem eStandard 5.42 plus some extended bulk-logistics specific attributes being identified by ECTA.

PEOPLE AND PLACES

ECTA's other new digital guideline addresses data about vehicles and personnel. The Association notes, for instance, that chemical logistics supply chains are being transformed into hyper-connected networks where digital collaboration among all stakeholders is becoming a necessity to help meet customer demands and future societal needs. However, due to the increasing number of different IT platforms, data interfaces and parties involved in the transport and logistics chain, there is more and more need for data to be standardised – especially so when personal data, like truck and driver data, is being shared.

At present, different standards for truck and driver data are used within the transport sector, leading to a multiplicity of data definitions, rules and data requests from each platform provider or company. This lack of truck and driver data harmonisation and standardisation results in a lot of manual work, data input mistakes, different IT interfaces and complexity and extra costs.

A standard format and set of definitions for truck and driver data, exchanged digitally between different parties, will ease digital collaboration and enhance data quality, allowing greater automation and reducing errors and manual input work. There are also efficiency gains to be made: if all parties are collaborating on the same digital standards, waiting times at the gate can be reduced.

When sharing truck and driver data it is also important to consider which data can or cannot be shared and how it can be shared, so that personal data is processed confidentially and complies with the General Data Protection Regulations (GDPR). In addition, commercially sensitive truck data should be handled with respect for data ownership.

ECTA's Best Practice Guideline aims to define a standard set of truck and driver data. It also offers recommendations for the digitalisation process, in compliance with GDPR.

All ECTA Best Practice Guidelines can be freely downloaded from the ECTA website at <https://ecta.com/guidelines/> (<https://ecta.com/guidelines/>).

// SPONSORED



(<https://hcblive.com/odfjell-the-long-haul/>)