



MARKET UPDATE

UK & International

OCTOBER 2023

uniserve
your **global** business

SNAPSHOT

OCEAN:

Current spot pricing has not been stable, we see a trend of drop for a week or two & then slight increase. Demand is varying across sectors. [\[read more\]](#).

Hopes for some kind of Peak Season are well and truly over as Ocean Freight levels continue to fall, particularly on the Far East to North Europe trade lane. Overcapacity and a lack of demand are the main factors for the decline with carriers hopes of maintaining market rates with previous months GRI's only delaying the inevitable. [\[read more\]](#)

AIR:

Currently there is an increased demand leading to tight space, and therefore the spot pricing is higher than what it has been for the last few months from ISC. [\[read more\]](#)

Far East demand is expected to increase as we come through the other side of Golden Week in China with electronical goods the major driver. [\[read more\]](#)

WAREHOUSING & TRANSPORT:

By improving decision-making and streamlining operations, Artificial Intelligence (AI) is reshaping the supply chain landscape. [\[read more\]](#)

Over the last year Uniserve have been reviewing solutions which provide the capability of delivering warehouse automation. [\[read more\]](#)

EUROPEAN TRANSPORT:

Dutch transport sector sees first revenue drop in two years. [\[read more\]](#)

Smart Tacho 2 becomes mandatory on new registered trucks in Europe. [\[read more\]](#)

CUSTOMS INSIGHTS:

HMRC encouraging industry to use facilities at Sevington.

DEFRA announces updates to organic food and feed import requirements.

OCEAN FREIGHT GLOBAL MARKET OVERVIEW

GLOBAL MARKET OVERVIEW

- Hopes for some kind of Peak Season are well and truly over as Ocean Freight levels continue to fall, particularly on the Far East to North Europe trade lane. Overcapacity and a lack of demand are the main factors for the decline with carriers hopes of maintaining market rates with previous months GRI's only delaying the inevitable. Strategic blank sailings from carriers have not worked and the forecast remains the same for the rest of Q4.
- Carrier new build orders continue to rise as CMA CGM has ordered eight methanol dual-fuelled mid-sized boxships at Shanghai Waigaoqiao ship building yard. The deal for the 9,200 TEU ships is estimated to be worth a total of \$1bn. CMA CGM's huge 1.2m slot orderbook will see it overcome Maersk to become the second largest liner in the coming years. It follows the general trend for carrier vessel orders with nearly a container newbuild scheduled to deliver daily for the rest of the year, but it remains difficult to anticipate where the demand should be coming from to overcome the current supply situation. Global containership capacity is growing at an average rate of over 190,000 TEU a month since April, after accounting for new ship deliveries and capacity upgrades and deducting scrapped capacity and other deletions. Historically, the world container fleet grew by approximately 1m teu per year over the past decade. Full-year deliveries in 2023, however, are set to reach 2.2m TEU, which will also be a new annual delivery record, beating the previous high of 1.7m TEU delivered in 2015.
- A new "Green Shipping Corridor Implementation Plan" looks set to hit the Sea Freight industry in a move which will help to accelerate emission reductions across the Trans-Pacific. The partnership between ports, carriers and cargo owners will transform cargo emissions across one of the world's busiest trade lanes. As part of the historic plan, the carrier partners will begin deploying reduced or zero lifecycle carbon capable ships on the corridor by 2025 and work together to demonstrate by 2030 the feasibility of deploying the world's first zero lifecycle carbon emission container ships. The partnership consists of the ports of Los Angeles, Long Beach, and Shanghai while carrier partners include CMA CGM, COSCO Shipping Lines, Maersk, and ONE. Core partners include the Shanghai International Port Group, the China Classification Society, and the Maritime Technology Cooperation Centre of Asia.
- More blank sailings look in the offing as carriers on the Asia-North Europe trade lane try to manage the continuing lack of demand. Oversupplied ocean carriers on the Asia-North Europe trade lane plan to dramatically increase blank sailings in October and well into Q4. Following Golden Week factory closures that begin on China's Oct. 1 National Day, carriers will blank 320,476 TEUs during the month of October, amounting to 21.5% of available capacity. That's up from 8.7% in September with November blank sailings as of now standing at 6.6%.

OCEAN FREIGHT GLOBAL MARKET OVERVIEW

GLOBAL MARKET OVERVIEW...CONTINUED

- Interesting news in China as they have started to utilise 50-foot containers for internal rail freight transportation. Currently, this is the largest container size in the Chinese logistic market, weighing 36 tonnes. Compared to the 40-foot container, the 50-foot container has a 50% increased capacity, reaching 114,4 cubic metres, with a maximum load limit of 30,85 tonnes. However, it is unlikely that this type of container will be used in any Ocean Freight transportation.
- Chittagong port is working normal. Few carriers like Hapag, OOCL have inventory issues due to insufficient imports volume now.

INDIAN SUBCONTINENT

- Current spot pricing has not been stable, we see a trend of drop for a week or two & then slight increase. Demand is varying across sectors.
- Shipping lines expected to implement GRI/PSS for USA in October, 2023.
- Zim Line have pulled out their Europe service, and they are joining with space on MSC service for Europe. Hyundai lines have launched new service FIM (Far east - Asia - India - Mediterranean Service) Ex Nhava-Sheva and Chennai.
- Gateway Port Terminal (Nhava Sheva) is running slow due to Gantry issues.



OCEAN FREIGHT GLOBAL MARKET OVERVIEW

GLOBAL MARKET OVERVIEW...CONTINUED

EU expands ETS to include the shipping industry from 2024.

- The European Union (EU) is poised to broaden the reach and applicability of the EU Emission Trading System (ETS), an initiative that was originally established in 2005. This expansion will encompass the inclusion of the shipping industry within the ETS framework. This move is driven by the EU's unwavering commitment to achieving a resolute state of net-zero emissions by the year 2050.
- The expansion to shipping lines and ship operators will mean they will begin paying for carbon emissions from 1st January 2024. Despite its carbon footprint, it's important to note that shipping still stands out as the most ecologically responsible choice among various transportation methods.
- ETS is a "cap and trade" scheme whereby a limit (the cap) on the total amount of greenhouse gas emissions that can be emitted by factories, power plants, ships and other entities included in the scheme. The emission obligation requires companies to hold an allowance for each tonne of CO2 and other GHGs being emitted. Proceeds from the sale of allowances will be used for the EU's green fund which will support investments in alternative fuels and new technologies.
- The change will mean the ETS will significantly impact the cost base for the industry due to shipping companies being required to purchase emission allowances from the EU. Additional costs will need to be absorbed by the market, and due to no fixed price for the emission allowances, the price will be determined by supply and demand in the market.
- To support the 2050 goal of net-zero emissions, there will be greater pressure on shipping companies to accelerate their efforts to reduce their environmental footprint.
- The UK has also announced its intention to introduce a similar system which will affect both UK domestic routes and UK-EU routes in the future.
- [Find out more here.](#)

AIR FREIGHT MARKET OVERVIEW & REGIONAL REVIEW

AIR FREIGHT SUMMARY

- The two weeks running up to the Mid-Autumn Festival in China and Southeast Asia have seen rates rise from the region, quite significantly in some cases. Demand for orders pre-holiday, product launched, and e-commerce demand have all impacted available capacity and ultimately pricing. Students traveling from China to University in the UK and Europe have also had a temporary impact on some of the major airports of departure in China, although that is short lived.
- The market expects a drop in demand in the first week or two of October, whilst factories re-commence production after the 9th. However, forecasts indicate that there will be a reasonable strong demand in the later part of October into November. With carriers implemented dynamic pricing, the expectation is that rates will now hold at a higher level through much of Q4.
- The ISC has seen some impact, with the Bangladesh market remaining strong after increase demand 6 to 8 weeks ago. India is seeing a slight uptick. With many global origins relying on the same hubs in the Middle East and Europe where cargo is transshipped, the impact in one area has a knock-on effect elsewhere.
- We have seen a little increase in charter demand, however, the market is generally still looking to rely on scheduled capacity. So, small changes in demand can have an impact. We will monitor the market as always and look to see if expectations are met by reality in the coming weeks.
- Far East demand is expected to continue to increase as we come through the other side of Golden Week in China with the release of new high end electronic goods seen as the major driver. Current market rate levels have risen steadily over the last month and along with secured growth in the E-commerce sector the expectations are this will continue throughout Q4. The growth in demand is not expected to cause serious capacity problems with only some specific trade lanes experiencing a backlog, more a result of Golden Week and other public holidays than the increase in demand with capacity seen enough to be able to manage the current demand.



AIR FREIGHT MARKET OVERVIEW & REGIONAL REVIEW

AIR FREIGHT SUMMARY...CONTINUED

- With China leading the increased market demand in the Far East, this has had subsequent knock-on effects for the rest of the region with increases across Southeast-Asia. In Vietnam there is a clear divide with rate levels in the North in Hanoi (HAN) mirroring China market conditions. However, in Ho Chi Minh (SGN) in the south the impact has not been as significant. Whilst not on the same level as China, the demand in Southeast-Asia has grown to continue into Q4 with slight increases in rate levels also expected.
- Boeing has raised its China demand outlook in what's seen as a bold and positive sign for its E-Commerce retailers, further proof the continuing E-Commerce boom is help prop up the Air freight market in difficult market conditions. Boeing recently announced that China will likely need more than 8,000 new commercial jets by 2042 to meet growing travel demand and e-commerce needs. Forecast predict 190 freighter plane deliveries to accommodate e-commerce growth and express shipping, which could be a good sign for retailers such as Alibaba, JD.com, and Pinduoduo. China's domestic travel market could become the biggest in the world by 2042 and account for up to 20% of the worlds air travel demand.
- Qatar Airways Cargo is hoping to capitalise on extra belly hold capacity to two new destinations in China. The airline's passenger business has started flying three-times-per week to Chengdu (TFU) and Chongqing (CKG) with its Airbus A330-300 aircraft. Both Chongqing and Chengdu stations will primarily operate as export-oriented markets, jointly providing a weekly capacity of 84 tonnes each way. Exports will predominantly consist of vulnerable/tech cargo while imports will encompass general cargo, fish and seafood, and perishables.
- Bournemouth Airport's cargo handling service, Cargo First has announced the doubling of capacity between Bournemouth and China and the signing of a new cargo development agreement following the launch of an e-commerce route earlier this year. Shenzhen Sharing Express Logistic-Tech Ltd and airline European Cargo started the first all-cargo route between Chengdu Shuangliu International Airport in China and Bournemouth Airport in the first half of the year with three flights per week. But as of September, there are now six flights per week on the route, equating to a capacity of more than 20,000 tonnes per year. The service is operated by Bournemouth-based operator European Cargo using its fleet of all-cargo A340 passenger to freighter (P2F) widebody freighters, each with a capacity of 76 tonnes.

AIR FREIGHT MARKET OVERVIEW & REGIONAL REVIEW

AIR FREIGHT SUMMARY...CONTINUED

INDIAN SUBCONTINENT

HOT TOPICS

- Currently there is an increased demand leading to tight space, and therefore the spot pricing is higher than what it has been for the last few months from ISC.
- Perishable and temperature control shipments have seen an upward trend from India.
- Passenger movement from all areas in the India sub-continent especially huge student traffic with baggage concession given by the airlines has impacted cargo loads.
- Airlines are facing heavy backlog at hubs and demanding high rates for express movement.
- The air freight demand in Dhaka has increased and is expected to continue for the upcoming weeks. The upcoming winter season's shipments seem to be creating a high demand for the air freight supply chain. Many buyers are pulling a significant volume of cargo from the Bangladesh RMG market through air mode recently.

GENERAL UPDATE

- **India:** The government has exempted payments made for goods imported through ocean freight from 5 per cent integrated GST with effect from October 1. The Finance Ministry has notified changes to the IGST Act with regard to payment of integrated GST on 'ocean freight' on imported goods with effect from October 1. Currently, importers are required to pay 5 per cent GST under the Reverse Charge Mechanism.
- **Sri-Lanka:** The International Monetary Fund did not reach a staff-level agreement with Sri Lanka in its first review under a \$2.9bn bailout package, due to a potential shortfall in government revenue generation. In the last six months, Sri Lanka has seen its runaway inflation drop to 1.3 percent in September, its currency appreciates by about 12 percent and foreign exchange reserves improve. But the island has struggled to improve its revenue with additional measures likely to be taken in the upcoming budget in mid-November.
- **Saudi-Arabia:** Several Chinese firms will now be able to practice logistics activities in Saudi Arabia thanks to licenses granted amid the signing of several new joint agreements. This falls in line with the National Strategy for Transport and Logistics Services, which aims to further cement Saudi Arabia's position as an international logistics center and a hub connecting three continents.

WAREHOUSING & TRANSPORT UPDATE

THE ROLE OF ARTIFICIAL INTELLIGENCE (AI) IN LOGISTICS

HOT TOPIC – AI

- By improving decision-making and streamlining operations, Artificial Intelligence (AI) is reshaping the supply chain landscape.
- AI has the power to automate many administrative tasks, saving time and minimising errors. For example, AI-powered chatbots can manage standard supplier queries and order tracking thereby allowing employees to concentrate on customer-facing tasks.
- It is evident that there are numerous opportunities for the logistics industry to increase efficiency with AI.

WAREHOUSE

- The combination of [AI and robotics](#) has resulted in important developments in warehouse automation.
- AI-powered robots can perform duties such as product scanning, picking, packing and moving products. Automation reduces the risk of human error and therefore improves warehouse accuracy + efficiency.

- In a survey conducted by Deloitte, evidence shows that 38% of logistics companies are using automation technologies thereby allowing staff to concentrate on more important tasks that enhance the customer experience.
- Over the last year, Uniserve have been reviewing solutions which provide the capability of delivering warehouse automation. Options under consideration include robot-based goods-to-person order pick and fulfilment along with an automated hanging rail solution.
- The Autonomous Mobile Robot (AMR) solution is based on dense storage of pick locations on racks. The pick team are based at workstations along the mezzanine floor and the racks are delivered on a 'goods to person' basis by autonomous mobile robots.
- The AMR approach to order fulfilment would significantly reduce labour-intensive operations, delivering improved accuracy and increasing efficiency by 2 to 3 times

WAREHOUSING & TRANSPORT UPDATE

THE ROLE OF ARTIFICIAL INTELLIGENCE (AI) IN LOGISTICS...CONTINUED

TRANSPORT

- Statistical AI also has the potential to transform the tendering process by using large quantities of data to predict pricing. For instance, AI can propose a load tender and a pricing offer to a chosen group of carriers rather than requesting individual bids from them. If no carrier accepts the tendered load, AI can then propose more tendering rounds.
- Indeed, AI can predict estimated delivery times whilst recommending the most efficient delivery routes which can ultimately help to improve customer satisfaction and reduce delivery times.
- The Uniserve fleet is fitted with Samsara in-vehicle technology powered by AI which provides real time track & trace. This technology enables us to measure how safely and economically our vehicles are being driven, which provides us with accurate information to continually improve performance and drive down costs for our client base.
- It has been argued that whilst AI can provide important information and guidance to the freight industry, the actual transportation process remains a human function.



UNIEUROPE OVERVIEW

EUROPEAN TRANSPORT

Dutch transport sector sees first revenue drop in two years.

- During the second quarter of this year, the [Dutch transport industry](#) encountered a 5% reduction in its revenue, marking the first downturn in two years, as reported by the Central Bureau for Statistics (CBS). Nearly all sectors within the industry observed a decrease in revenue, except for the aviation sector.
- The decline in the transport sector's revenue can be attributed to a decrease in freight volumes, primarily influenced by various economic factors such as reduced industrial production and a slower pace in international trade. However, the aviation sector defied this trend, experiencing growth as travel restrictions were eased. Despite the challenges faced, the majority of transport companies anticipate maintaining their current workforce levels in the next quarter, with only 7% expecting further drops in revenue.
- Furthermore, the report highlights that the wholesale sector also saw a 4.5% decrease in revenue, marking its initial negative growth after nine consecutive quarters of positive performance. This challenging business environment contributed to the highest number of wholesale company bankruptcies since Q2 2020.

Smart Tacho 2 becomes mandatory on new registered trucks in Europe.

- From 21 August 2023, the [Smart Tacho 2](#) is mandatory on all new registered trucks which have a tachograph in Europe. For all existing trucks operating internationally, a retrofit is obliged. For trucks with an analog or digital tachograph, this has to be completed prior to 1 January 2025. For trucks with a Smart Tacho 1, this has to be completed by 19 August 2025.
- With the Smart Tacho 2, enforcement of the driving and resting times, as well as cabotage and posting will become much easier and uniform across all European countries. The Smart Tacho 2 is expected to bring the following benefits.
- Automatically register boundary crossings.
- Register the loading and unloading of the vehicle.
- Automatically register the position of the truck when selecting the loading/unloading function.
- Have an extra secure Global Navigation Satellite System and motion signal. Ability to access the DSRC-information (tacho information) remotely.

UNIEUROPE OVERVIEW

EUROPEAN TRANSPORT...CONTINUED

- IRU warns for a “predictable crisis” in the retrofitting of the Tachographs to the Smart Tacho 2 as there currently is no orchestration of the retrofitting, and the topic does not yet appear to be agenda of many carriers. The delays in the delivery of the new tachographs may block between 20,000 and 40,000 vehicles from registration until the end of 2023. IRU says that several member states including Germany, Spain and Sweden have decided on grace periods. The worry is that there will not be a sufficient supply of Smart Tacho 2 available when demand picks up just before the deadline.

Business Critical Research Papers

- UniEurope has conducted business critical research concerning global trade between the UK and Europe. The study encompasses a comprehensive examination of individual countries, utilising the PESTEL framework. This is supplemented by specific national and regional data pertaining to the movement of commodities. Our first set of research documents are related to the country of Portugal and contains specific national and regional data pertaining to the movement of key commodities, along with a synopsis of the

primary imports and exports linking the UK with Portugal.

- To receive any of our Business Critical Research (BCR) documents directly to your inbox, please click on the relevant links below that you are interested to received.
- [Beverages.](#)
- [Furniture.](#)
- [Garments/Footwear.](#)
- [Plastics.](#)



UNISERVE MARKET UPDATE: OCTOBER 2023

UK TRANSPORT OVERVIEW

UK TRANSPORT

- September volumes for Container Transport have continued to rise month on month as the Traditional Seasonal Goods arrive ready for Christmas. Forecasts are suggesting however that this increase in volume is not set to last and a downturn in volume is now expected by the end of October.
- Capacity in all sectors of the Transport industry remains high with many companies struggling to find consistent weekly volumes. Most companies reporting only two busy days per week.
- Diesel prices have continued to rise sharply through September with average prices now around 20 pence per litre higher than at the beginning of July. A rise of circa 18.5%.
- James Kemball remain active in the market place and continue to strive for new business.



ENVIRONMENTAL COMPLIANCE AND CONSULTANCY

BEYONDLY

Tackling sustainability compliance and beyond.

- **Where is your business at on sustainability? Are you just starting out in the exploring and planning stages, or are you leading in your sector?**
- If you're struggling to answer those questions, it may be worth taking some time to consider, because sustainability has never been a more crucial differentiator. Since the Paris Agreement in 2015 and the UK committing to a Net Zero target in 2019, environmental and social challenges have been on the rise on the corporate agenda. As a business, you are likely to have experienced increasing demand from your customers to meet certain requirements and participate in various initiatives in order to continue working with them (Science Based Targets, Ecovadis, Sedex to name a few). Or maybe you've come across the Carbon Disclosure Project, which is a platform for companies to disclose their environmental impacts, investors often use CDP data to assess a company's environmental performance. Over 18,700 companies disclosed through the CDP in 2022, which is a 233% increase since 2015.
- The majority of these initiatives are introduced voluntarily by businesses wanting to progress their sustainability agendas. However, the UK government is also introducing policy to drive forward environmental action. PPN06/21 was a policy notice introduced in 2021, requiring suppliers bidding for government

contracts >£5m to commit to achieving Net Zero and publish an annual carbon reduction plan. Large businesses have been obligated to comply with carbon and energy related legislation since 2014 with the introduction of the Energy Savings Opportunity Scheme (ESOS). Currently in its third phase, the scheme requires businesses to measure their energy consumption, and conduct audits to identify energy savings opportunities, requirements have been strengthened, forcing an extension of the compliance deadline from December 2023 to June 2024. Amendments to the legislation (pencilled to hit the statute books Autumn 2023) also require companies to set a target and action plan by December 2024, and provide annual progress updates. Many large businesses are also obligated to report under the Streamlined Energy and Carbon Reporting regulations, introduced in 2019, requiring reporting of the organisation's UK energy use and associated greenhouse gas emissions annually within their published financial accounts.

- **So, what does this mean for you?** Even if you aren't obligated for the compliance regulations, with the direction of travel there's a chance your business may become obligated for something similar in the future, whether that's via a lowering of the thresholds of the current regulations (which is in the pipeline), or the introduction of new regulations. Additionally, with the increasing awareness of the strategic importance of sustainability, taking no action could leave your business behind.

UNISERVE MARKET UPDATE: OCTOBER 2023

ENVIRONMENTAL COMPLIANCE AND CONSULTANCY

BEYONDLY...CONTINUED

- It can be difficult and overwhelming to know where to start. At Beyondly, we can help you navigate sustainability. This could be determining whether you are obligated to comply with regulations and guiding you through the full compliance process to ensure you are meeting the requirements. We can help you calculate your carbon footprint, guiding you on data collection across all scopes, and advising you on setting targets aligned with the SBTi, getting you ready for when those questions start coming in from across your value chain. We can even assist you with completing your CDP and Ecovadis submissions and support you with improving those scores.
- To speak to Beyondly and find out more about your sustainability compliance obligations, email marketing@beyond.ly or visit their website [here](https://beyond.ly).



OCEAN FREIGHT

AIR FREIGHT

WAREHOUSE &
DISTRIBUTION

EUROPEAN
ROAD FREIGHT

ENVIRONMENTAL
COMPLIANCE

CUSTOMS

ONE WORLD

CUSTOMS INSIGHTS UPDATES

CUSTOMS

HMRC encouraging industry to use facilities at Sevington.

- Since the UK's departure from the EU in 2020, the commercial operators at Dover Western Docks (DWD) and Stop 24 have worked with HMRC to provide capacity for the new customs processes.
- Now that the Sevington and Holyhead sites are fully operational, the additional capacity is no longer required and HMRC is encouraging trade to start using the facilities at Sevington from now on. Here, they will be able to deal with live animals under a carnet/CITES permit (principally horses or cats/dogs for breeding) and strategic exports/sanctioned goods.
- DWD and Stop 24's customs services now implement a charge at their standard commercial rates, however, facilities will continue to be provided at DWD and Stop 24 for Sevington prohibited vehicles such as dangerous/hazardous goods which must be handled at those locations. These checks will continue to be free of charge.
- The following hazardous goods are excluded:
 - class 1 substances and articles (explosives) and class 4.1 substances (polymerizing substances)
 - category I or II nuclear material
 - high consequence dangerous goods
 - class 6.1 substances (insecticides)
 - vehicles subject to Special Types General Order (STGO) 2003

CUSTOMS INSIGHTS...CONTINUED

- The Department for Environment, Food & Rural Affairs (DEFRA) are making immediate changes to the Certificate of Inspection (COI) template. It has been announced that organic food and feed imports into Great Britain will change, as well as a delay to the requirement for COIs from the EU, EEA and Switzerland.
- From 1 September 2023, the new template will be used for imports into Great Britain, with the exception of consignments that left the country of export before this date. One of the main changes is to the COI and extract COI templates and notes, specifically box 2, which outlines the organics regulations.
- There are two options in box 2 and they should be checked depending on whether the import is from a third country listed on Annex III, or whether it is certified by a control body appearing on Annex IV as approved to operate in the third country the products originate from.
- DEFRA is delaying the requirement for COIs for organic products from the EU, EEA and Switzerland until 1 February

2025, allowing more time to explore potential improvements to the existing processes.

- Although the requirement for COIs has not been implemented for organic products imported from the EU, it is important to note that products must still comply to the Trade and Cooperation Agreement (TCA). This means that products must be produced or processed in the European Union to be accepted in Great Britain and vice versa; something that has been included in guidance since Great Britain left the EU.



ONE WORLD UPDATES

AI is expected to have an impact on supply chain management, but it will only succeed with access to the right data.

- As the Supply Chain Management landscape becomes increasingly complex, the integration of Artificial Intelligence (AI) is positioned to revolutionise the industry. AI systems are designed to perform tasks that typically require human intelligence, such as problem-solving, learning, pattern recognition, and decision-making. These systems come in many different forms, including machine learning, natural language processing, computer vision, and robotics. These tools will undoubtedly help to automate and drive efficiencies across various aspects of the supply chain including, demand forecasting, route optimisation, inventory management, supplier selection, maintenance prediction, ESG goals and regulatory requirements.
- However, it is currently difficult for individual organisations to build solutions that will scale, whilst maintaining budgetary discipline. In recent months there has been a lot of focus on Large Language Models (LLMs) like ChatGPT. These types of tools are often limited by the quality and availability of data as they can only work to their full potential when they are fed with quality data. Supply chains often suffer from data fragmentation, with

information siloed by departments, organisations, or functions. One World addresses this issue by serving as a centralised hub that collects and measures an extensive array of data. This comprehensive dataset allows for sophisticated real-time analysis across numerous suppliers, generating actionable insights through reports and visualisations.

- One of the significant advantages of One World is its provision of a single source of truth and capturing quality data from all parties within the supply chain. This transparency is instrumental in achieving time-saving efficiencies, fostering intelligent decision-making, and enhancing the resilience of supply chains. With access to accurate and up-to-date information, supply chain professionals can take advantage of AI advancements, optimise their operations, and respond swiftly to changing circumstances.
- When AI, LLMs, and One World's collaborative network come together, huge opportunities arise within the supply chain. Enabling supply chains to compete, not companies. One World's commitment to unifying data, sustainability, and supply chain services, positions it as a catalyst for a more interconnected and efficient global supply chain ecosystem – a significant step towards supply chain optimisation.



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