

First Standard by SMF-SDO to Boost Productivity along Container Supply Chain



14 August 2015 was a milestone for the one-year old Manufacturing Standards Committee (MSC) under SMF-Standards Development Organisation (SMF-SDO), with its first standard launched in front of an audience of 140 at M Hotel Singapore.

The Standard, TR 39:2015 (Technical Reference for Freight Container Interchange Receipt), aims to address a commonplace problem faced by the stakeholders in the container supply chain, where a lack of industry-wide documentation of the containers' conditions during interchange has often caused disputes amongst the parties involved. The disputes arise because it is difficult to account for the damage on the containers when they are returned to the container depot.

Being the managing director of his own family business in manufacturing, Mr. Tay Jih-Hsin, Chairman of MSC, has certainly experienced his fair share of this problem. Drawing from his personal experience, he said: "My staff will from time to time tell me that after unloading the containers, they have found the containers to be damaged and we would have to pay a fine. There seemed to be little we could do about it."



The speakers at the launch provided valuable insights on the standard through different perspectives including the point-of-view from container operators and haulier and deport operators

TR 39:2015 is developed precisely to resolve such issues. It provides a set of consensus guidelines to properly document and report the conditions of the containers at each interchange point. Implementation of the standard across the logistics industry will hence minimize disputes over damage accountability and reduce supply chain downtime, which will in turn increase the productivity and traceability of the industry.

Singapore is one of the leading container ports in the world and efficient handling over freight containers plays a key role in ensuring the smooth operation of the entire supply chain. TR39:2015 is the first standard of its kind in the world to address the issue of container damage accountability. As such, pointed out by SMF-SDO Chairman Mr. Tan Boon Chong, TR 39:2015 also has great potential to "act as a good benchmark for other countries and maybe even become an international standard moving forward."



Mr. Tay at the official launch of MSC's first standard



As the new standard is developed by key stakeholders in the industry, TR39 is expected to be widely adopted by the industry players