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Check of special hazardous goods regulations within the fleet management module

The devastating railway disaster in Viareggio on 06/29/2009 shows how important a solid selection of Means of Transport (MoT) can be. A derailed tanker wagon killed 22 people and left behind a devastated rail station. The whole accident was due to a rusted axle of a non checked rail car.

This accident shows how important it is to have a reliable selection of railcars. Therefore GPC very early decided to create a Fleet Management Module (FMS) which includes basic standard check routines, specifically for hazardous goods.

These rules include checks like product compatibility, checks for legally forced inspections according to maintenance plans.



The law had been changed during the last years with respect to increase security and to make sure to select the correct MoT per material. Just for an example there is a new rule for tanker cars in Germany (TE 22 RID). According to this rule all new tanker cars have to have a crash buffer if they would be used for the transportation of gases (hazardous class 2, classification code F or goods between class 3 and 8 with a calculated pressure of 10 bar).

These kinds of rules can easily be integrated in the GPC FLM module (customizing and master data). The correct information can be defined either in the equipment master (standard SAP – characteristics) or, if more specific in the planning procedure of the GPC FLM module.

If you have questions concerning the setup for all these control mechanisms don't hesitate to call us. We can give you the advise or help you directly with the setup.

Fleet Management on-site

It is business as usual that the movement of a MoT can be controlled and planned to each customer or vendor.

Of course also the plant – internal movements of MoT are important. This was so far not possible in GPC. The actual version of FLM allows exactly to do this - to control each movement of a MoT within the plant – including planning and reporting functions. The detailed documentation is available in chapter 3.3 of this module.

Handling System Help

Plan transfer

Cancel transfer

Site: US C1ark (NJ)

C	C	MoT-ID	Description MoT	Prkg.area	PP1	PP2	OCS	PkgZoT	ICS	Tfer.plan
<input type="checkbox"/>	W	UTCX049012	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	TGCX001447	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	STEX041011	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	GATX015357	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	NAHX570362	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	BFGX001378	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	ACFX047633	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	ACFX067195	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	TGCX001260	AAR covered hopper car		0	0				
<input type="checkbox"/>	W	TGCX001458	AAR covered hopper car		0	0		C-003		1000000044
<input checked="" type="checkbox"/>	W	CHVX287190	AAR tank car (equi)	D-101	1	0		D-102		\$000000001
<input checked="" type="checkbox"/>	W	CHVX005922	AAR tank car (equi)	D-101	2	0		D-102		\$000000002
<input type="checkbox"/>	W	UTLX204455	AAR tank car (equi)	D-102	1	0				
<input type="checkbox"/>	W	CHVX005934	AAR tank car (equi)	D-102	2	0				

PIDate: 15.07.2009
 PITime: 12:45:00
 OCS:
 PkgZoT:
 ICS:

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Go Green – Cooperation with ESTIA

It is fact that the transportation of goods is the main reason for the emission of environmentally devastating gases like CO₂ and NO_x. GPC discovered very early that this would be a good reason to develop a solution which would enable the customer to change the transportation planning based on the meanwhile well known logic of 'carbon foot print'. Due to all that reasons GPC looked for a partner with excellent knowledge in this area. GPC found out, that ESTIA would be the right company to work together. ESTIA is a French-Swiss hold company working together very close with the 'Ecole Polytechnique' at Lausanne (Switzerland). The interface to their environmental calculator allows GPC now to provide and save any relevant information in this area within SAP. For any further information – please contact GPC in Clark/NJ.

Rail Management migrates to Communications Management System (CMS)

First GPC started to create a module for printing and managing of BoL's for rail in Europe. Meanwhile the requests of our customers expanded to much more areas. That was the reason why GPC decided to rename the product and to open that module for every other mode of transportation. The CMS is now delivered with the basic functions of shipment documents, message output, all rail documents, credit notes, etc. It is available since 2009.

The GPC-Module CMS (Short Description)

The add-in module CMS provides the possibility to transfer messages based on the shipment document using SAP standard output technique. All the known output types can be used (printing, email, fax, IDOC) for each mode of transportation.

To provide the maximum of information GPC created specific transaction tables where GPC provides e.g. mode of transportation specific or settlement relevant or geographic data. All the document type relevant data in SAP is – of course – available.

GPC created a new platform – called document assistant – that provides a huge variety for the selection of output documents and the possibility to simulate the output or to execute it finally. Processing errors can be controlled using the standard output log. Beyond that this assistant provides the possibility to switch to the maintenance of additional (missing) data and to customer specific applications.

The CMS supports all the data segments in SAP and GPC which are related to the shipment document and which are valid for each defined output type and mode of transportation. The supply of the used structures is controlled by table control (mapping rules). The rules can be controlled per business case dynamically. The data segments are then used as the base for the conversion to EDI/XML structures. This enables the customer/user to move the data into worldwide standard structures (XML or EDIFACT) like IFTMIN.

If GPC – FMS (Freight Management System) is already in use, CMS is also able to transfer credit note information or invoice information electronically.

Beyond the possibility to transfer credit note data, the following applications scenarios are supported:

- Information of addresses (location master file)
- Wagon type tables
- MoT specific data
- Hazardous goods data (GPC or EH&S)

This module is available in the following languages: German, English, French (Short and Long texts), Dutch (Short texts). Control tables depending on language are also created in these languages. These tables will be delivered during a first time installation.

The basic module contains the data conversion based on mapping tables. The enhanced modules contain the following functions:

- Output shipment
- Output rail
- Electronic credit note

Ameliorated information and reports in FMS

GPC provides more detailed information in the GPC – Cockpit and in all the reports with the new version. That gives you as a customer a much faster and much more exact overview of the actual status of shipments.

On the GPC-Cockpit it is now possible to define user specific variants. Specific numbers for events in the shipping process can be defined individually so that only the ‘extreme’ cases will have a red light. The selection can also be restricted based on company code or transportation planning point.

The complete match code display has been enhanced by the fields:

- Company Code
- Shipment Type
- Transportation Planning Point.

That enables the user to select much more specifically the information he wants to see.

The GPC document flow has been changed too. To make it easier for the user, the document flow only shows the actual documents on the first sight. Historical data can be checked via a separate function.

Freight Calculation in the Order

Beyond the function of calculating multi-modal freight cost per shipment document GPC offers now the possibility to calculate multi-modal freight cost also in the SAP-Offer and Standard Order. Therefore GPC created the module Multi-Modal-Calculation (MMC). MMC uses the already defined and actual freight agreements in the system and works for all modes of transportation, inbound and outbound. It includes a specific route determination and a packing/loading strategy based on condition technique. The usage of MMC gives customer service and transportation planning and purchasing the following advantages:

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- Calculation of multimodal shipments during order processing including the update of Standard SAP Pricing conditions to that profitability analysis would work real time including freight.
 - Online Calculation of freight independent of existing SAP documents
 - Quantities do not have to be split up front – MMC will do this according to customized condition records within the packing and loading strategy – e.g. 100 tons will be assigned automatically to trucks, containers, railcars, etc.
 - Multiple routes can be compared automatically via customizing, e.g. Inbound from China versus inbound from Brazil etc.

Freight Analysis and Simulation

GPC provides now – besides other already existing reporting tools – with the new version another tool: Condition analysis. This tool shows which condition table and master data has been used how often and most importantly when the last time. Also an overview of all the condition types (customizing) is available. Freight conditions which would not have been used e.g. the last two years could be easily identified. A function is available to mark conditions for deletion if it is clear that these are not used anymore. Push button is on the list screen. Until now each record would have to be checked individually.

The basic idea was to make it easier for the user to handle the freight condition records maintenance and to reduce the CPU-time for the freight calculation.

If you need any assistance – please let us know asap.

The already existing function 'Freight Simulation' has been enhanced. Instead of just recalculating existing (already paid) shipments with alternative carriers or transportation planning points, GPC offers now the possibility to take existing shipments AND to create new simulated shipments according to totally different rules:

- One day shipments consolidated to the same customer
- One day shipments consolidated on a two day basis
- Distribution scenarios instead of direct shipments
- Etc.