Multimodal Transport Management System

Sustainable reduction of transport- und process costs by a global multimode TMS

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inet TMS

inet at a glance

Core Competencies	• inet TMS: a leading global Transportation Management System platform for complex end to end logistics processes • Global implementation of the inet TMS including process optimization and change management • Operation of inet TMS (SaaS - Software as a Service)
Facts and Figures	• headquarters in Dornbirn (Austria), founded 1999 • 6 offices in Germany, Austria, Switzerland, Thailand, China • > 120 employees, thereof 20 in Asia • > 120 customers and more than 30.000 users worldwide • > 60 million processed orders per year
Industries	Automotive, Chemicals/Pharmaceuticals, Consumer Goods, High-Tech, Logistics Service Providers (3PL/4PL)
Ownership Structure	• Gebrüder Weiss GmbH • Oswald Werle

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inet TMS

Closing the loop – competence in each phase

PLAN	Network Design	Strategic Transportation Planning	Transportation Sourcing	Freight Cost Calculator	Container Demands Planning	
EXECUTE	Transportation Order Management	Dynamic Transportation Planning	Transportation Dispatching	Global Trade Compliance	Dock Management	Continuous Replenishment
	Cross Docking	Multi Parcel Shipping	Multi Carrier Communication	Freight Rating	Container Inventory Management	Container Scheduling
CONTROL	Visibility	Freight Rate Management	Mediation	Freight Cost Calculation	Freight Cost Allocation	
	Freight Cost Claiming	Freight Billing/Self-Billing	Freight Invoice/Credit Note Verification	Container Fee Settlement	Container Maintenance and Claims	
ANALYZE	Transportation Analytics	Freight Cost Simulation				

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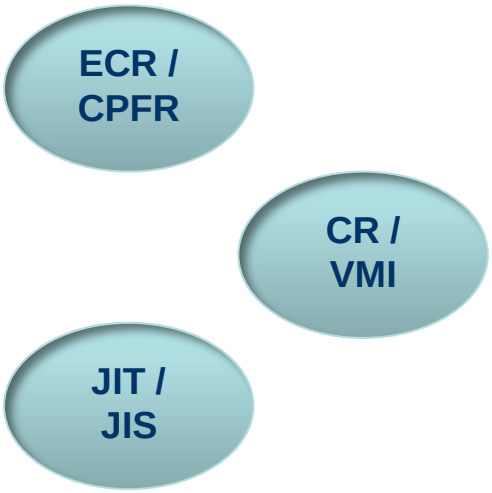
SCM TRENDS

Change in the ownership of supply chains

- sourcing-synchronisation - stockless production
- point-of-sales data (POS) - real-time link between demand and supply management
- expansion of the pull principle
  - for demand planning
  - for fulfilment
- high volatility of the supply chains
- Consignees are taking over the supply chain ownership



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SCM TRENDS

„the customer" takes over the role of the supply chain captain

- SCM is rated as a core competence in many companies
- 3PL / 4PL Outsourcing concepts are facing challenges and limits
  - Promised cost reduction could not be achieved sufficiently
  - Increasing supply chain complexity driven by low-cost country sourcing and regulatory compliance could not be supported adequately
  - Expanding IT requirements could not be provided in high quality and in time
- Companies are building up their own regional and global SC control towers
  - Centraliation of supply chain planning, purchasing and execution (e.g. in Europe, Americas, Asia)
  - One IT-system to support process harmonisation and standardisation (global template approach)
  - Industrialisation of trucking – standardisation, automation and specialisation (Advanced Truckloads Firm operated by „the customer")
  - Automatisation and optimisation done by integrated transport planning, load optimisation and shipment localisation tools
  - Horizontal collaboration (co-loading) - friendly companies bundle their shipments/loads

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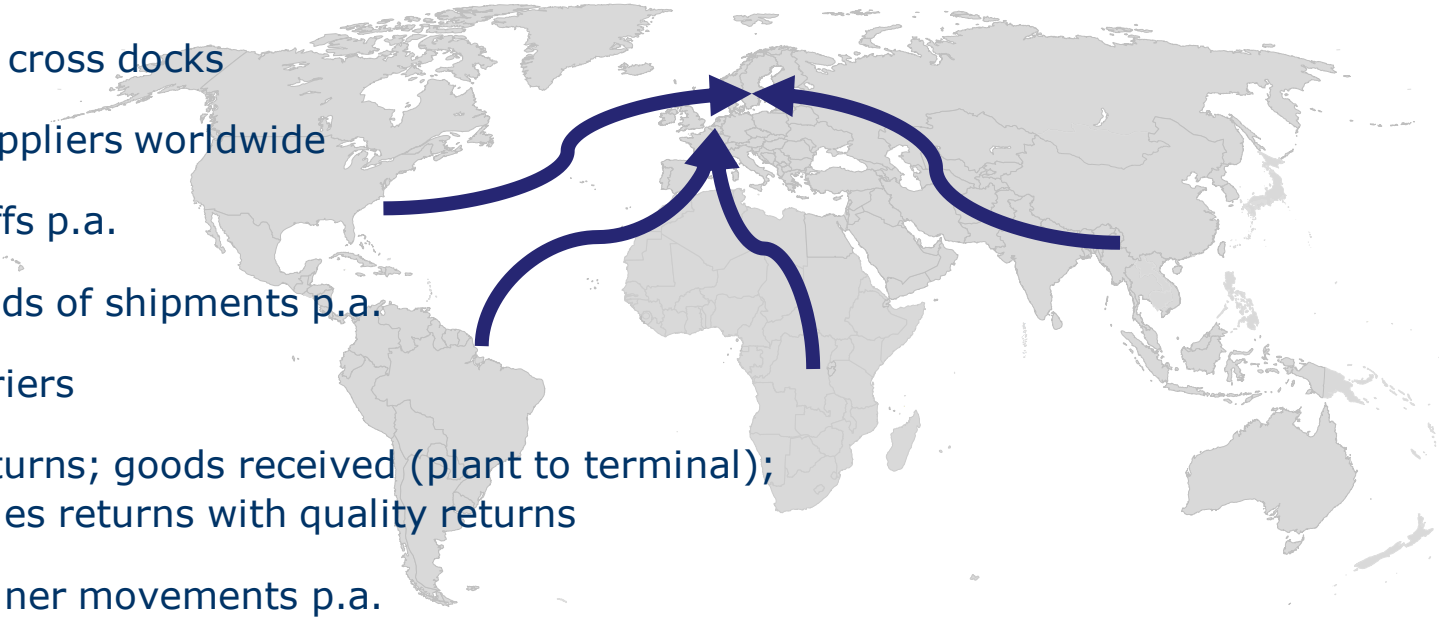
AUTOMOTIVE CASE (1/3)

Inbound & Packaging logistics between suppliers and production plants

- **Global setup**
  - multi mode - Road, Train, Air, Parcel, Short Sea, Deep Sea
  - Plants in Europe, Americas and Asia
  - Several regional cross docks
  - Thousands of suppliers worldwide
  - Millions of call offs p.a.
  - Hundredthousands of shipments p.a.
  - Hundreds of carriers
  - inbound fulls/returns; goods received (plant to terminal); integrated empties returns with quality returns
  - Millions of container movements p.a.



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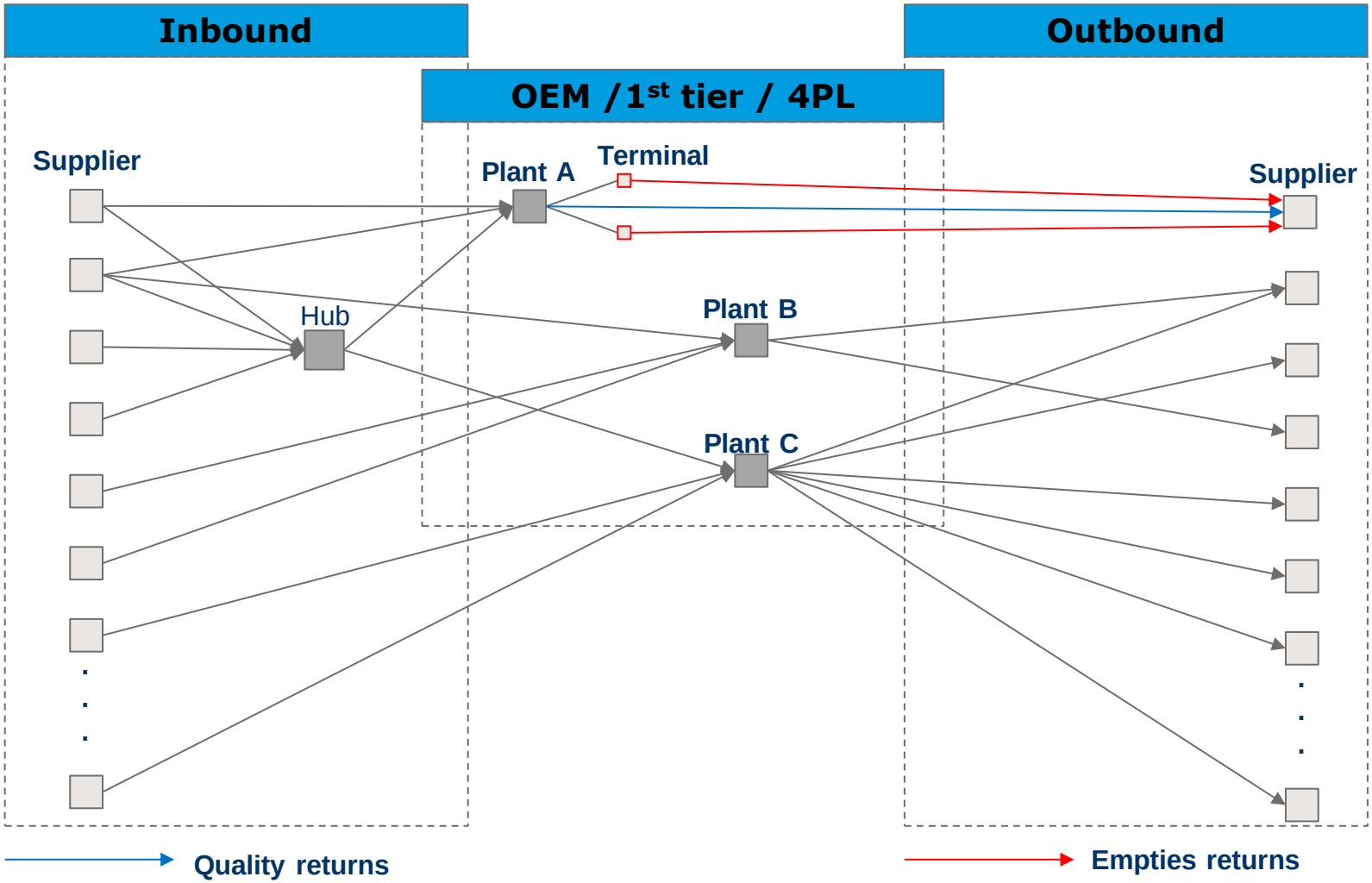
AUTOMOTIVE CASE (2/3)

Inbound & Packaging logistics between suppliers and production plants



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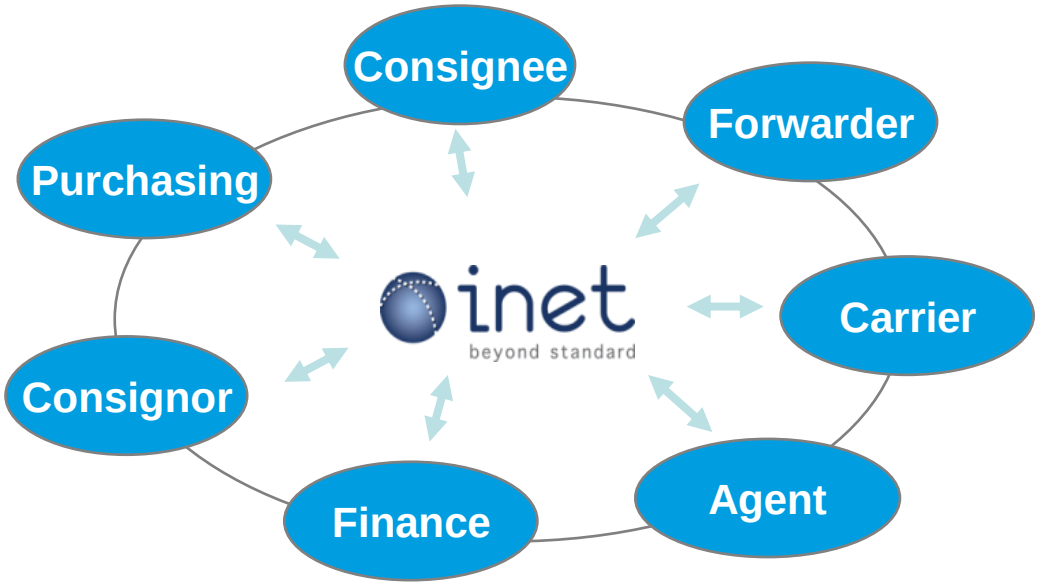
AUTOMOTIVE CASE (3/3)

Inbound & Packaging logistics between suppliers and production plants

- **Goals**
  - management of inbound transports
  - management of packaging materials and empties
  - one collaboration platform for all process-stakeholders
  - online status of all transports available – in-transit, delivery time
  - carrier self billing - no manual freight cost control needed
  - true service comparison possible
  - transparent and valid data base for controlling and negotiations
  - cost reduction due to efficient transport mode optimization and bundling
  - cost reduction and frictionless flow of goods due to transparency of packaging materials



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PROCESS OVERVIEW

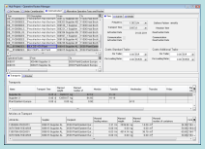
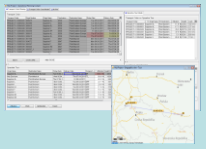
Dynamic balancing as an important part of the integrated planning process

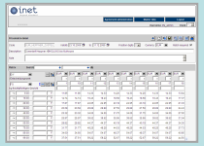
Inbound Logistics team (OEM / 1st tier / 4PL)

Strategic planning	Tactical transport optimization	Route implemen-tation	Dynamic balancing	Execution	Freight management	Reporting

Integrated transport management system

Optimize overall network structure	Optimize routes based on call-offs	Agree on new routes with all involved parties	Adapt transports to current demand	Handle exceptions on indirect lanes	Calculate freight costs and cost claiming	Analyze and report costs and performance
Yearly	**Monthly**	**If required**	**Daily**	**Daily**	**Daily**	**Daily / Weekly / ...**



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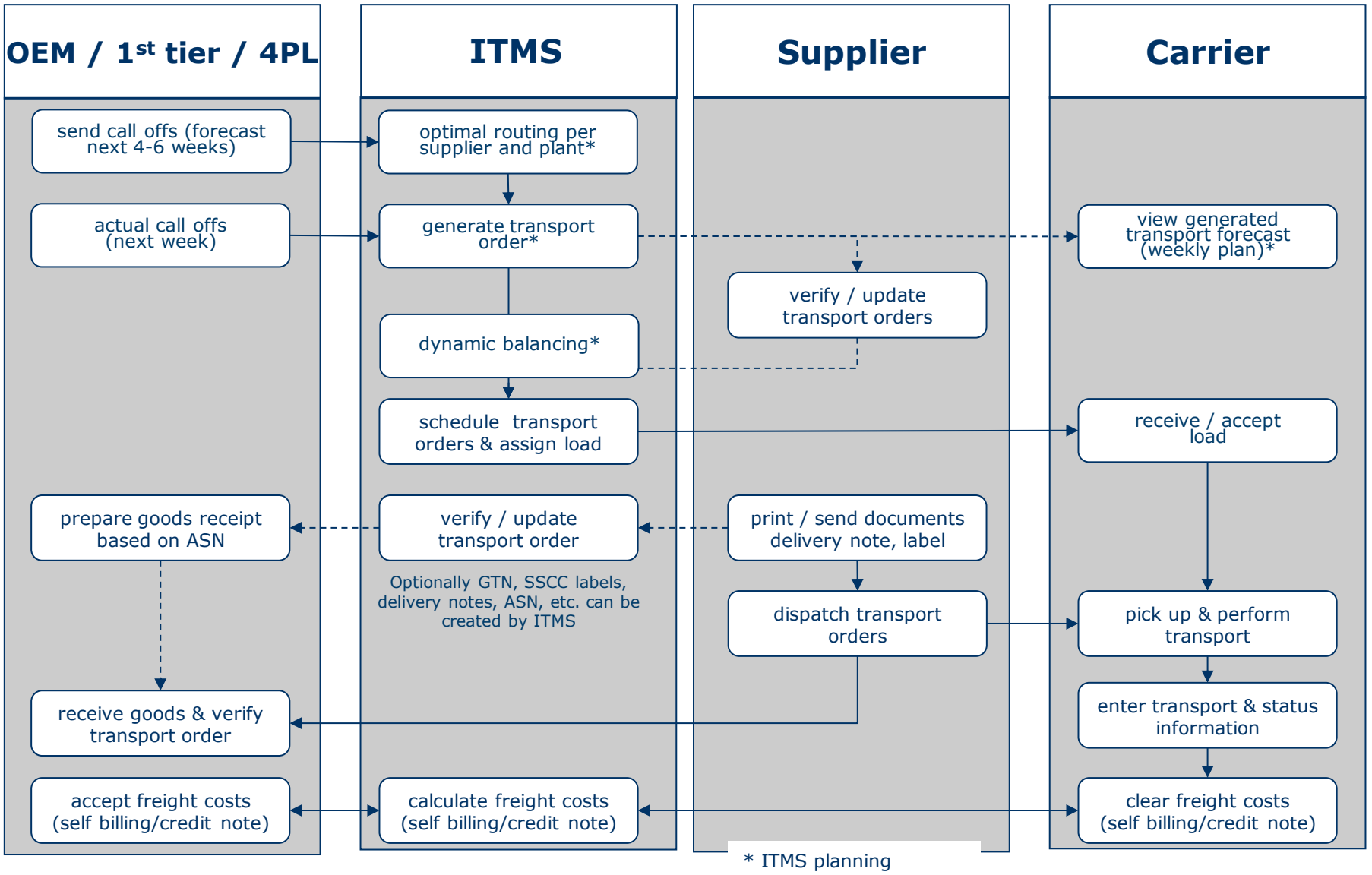
INBOUND PROCESS (EXAMPLE)



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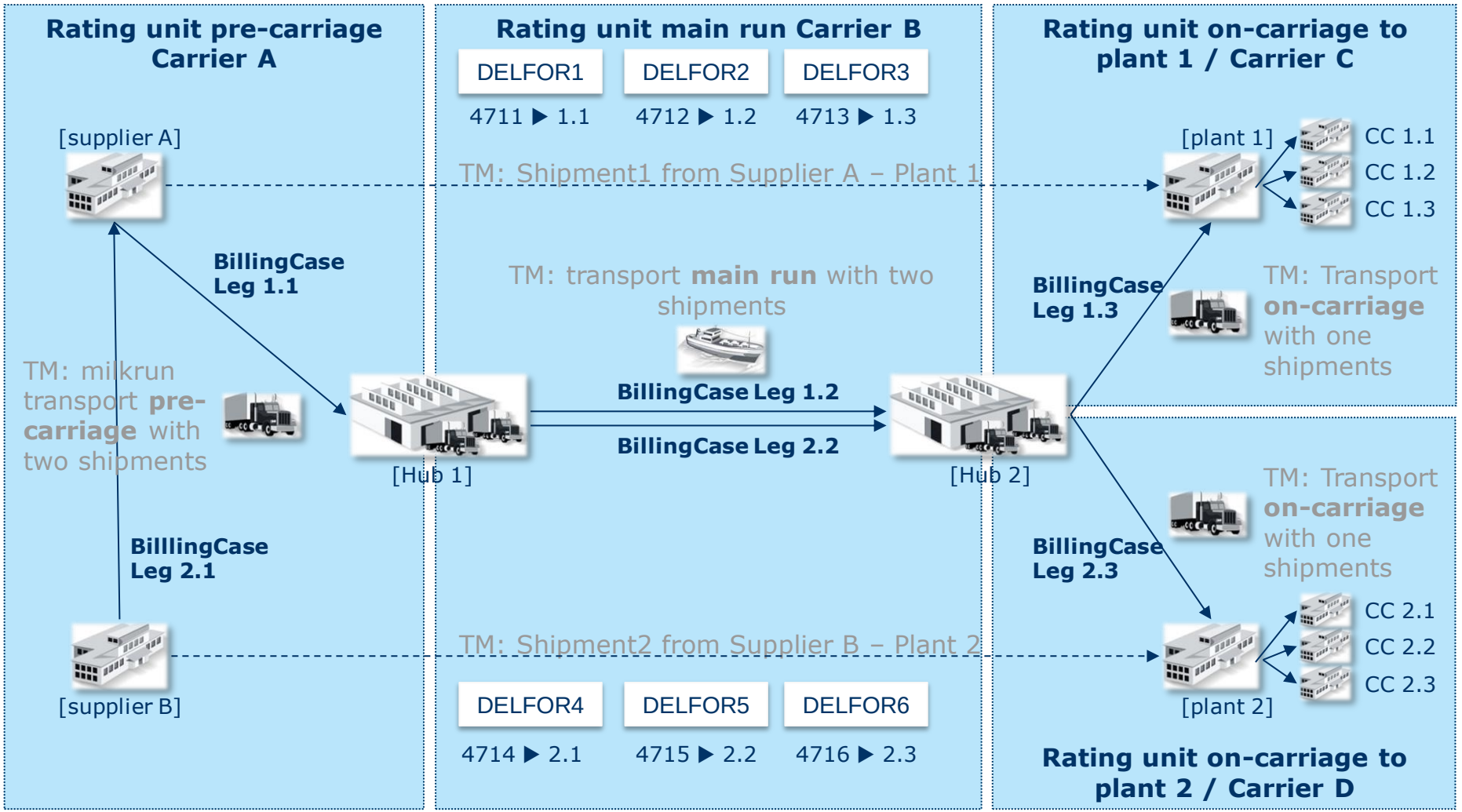
FREIGHT COST MANAGEMENT

Multi-leg billing: transport and freight cost units



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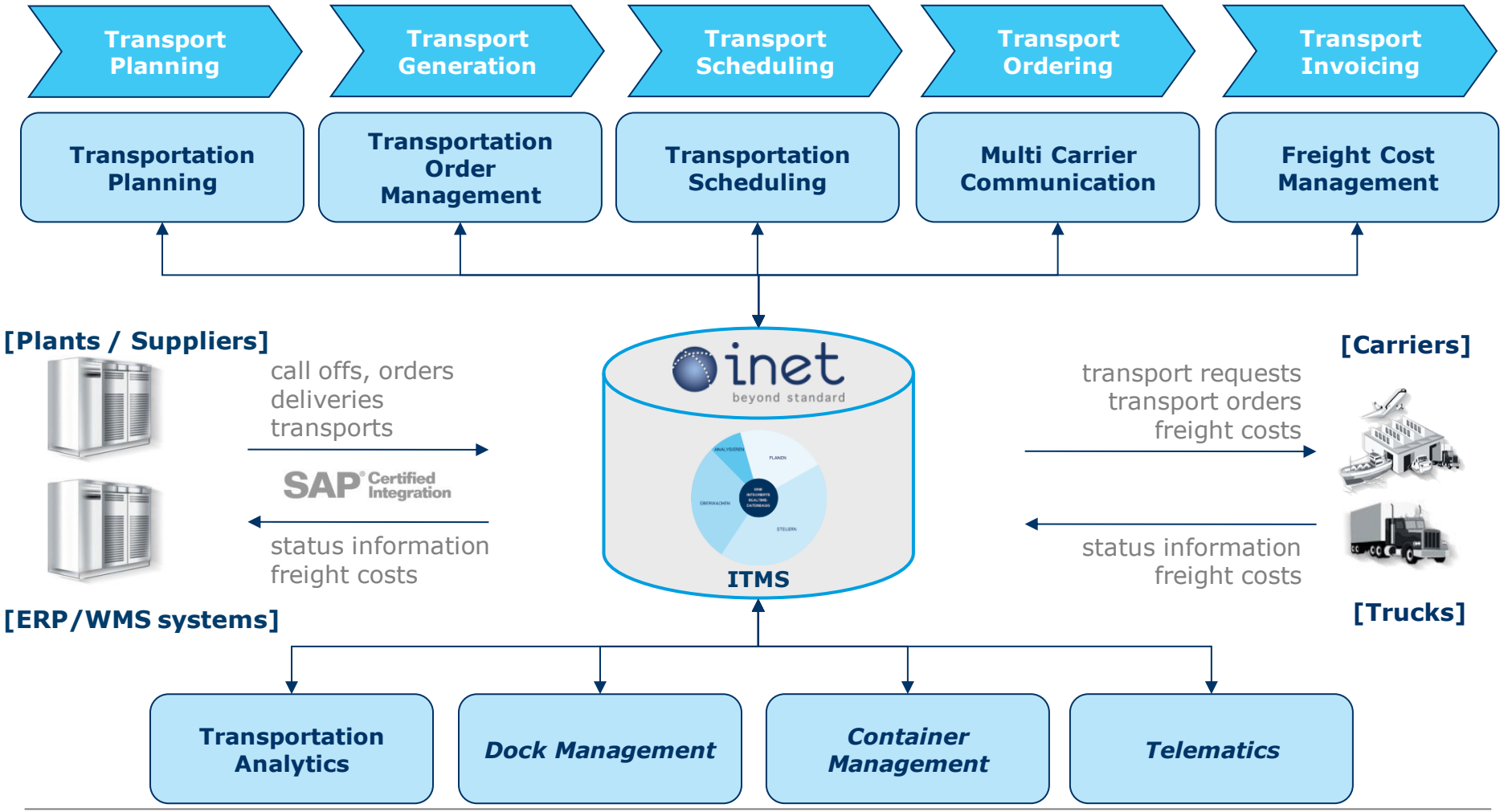
IT-LANDSCAPE

Integrated Transportation Management



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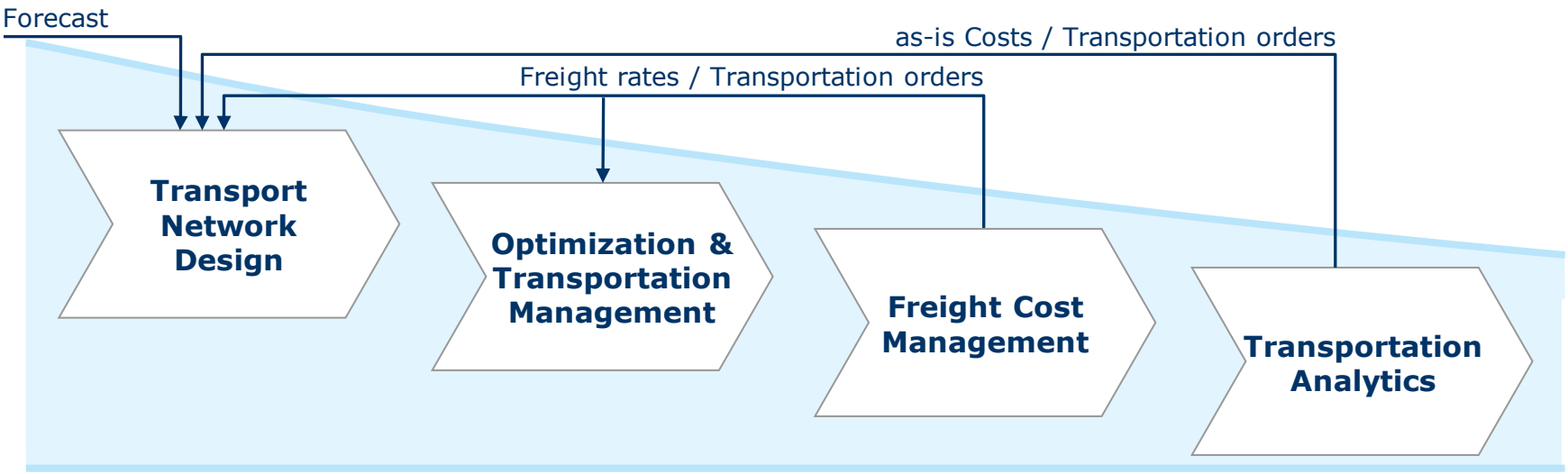
ONE GLOBAL TMS

Sustainable cost reduction through

- network optimization
- ideal transport structures
- fewer transports
- appropriate logistics service providers
- flexible rates
- increased utilization
- fewer ad hoc transports
- spot sourcing
- reduced effort for freight cost auditing
- compliance with regulations
- transparent and valid data base for controlling and negotiations



Planning, execution and optimization with one global integrated solution.

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PEAK PERFORMANCE CALLS FOR A PERFECT GRIP

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