

Yard Management for Bulk Transload

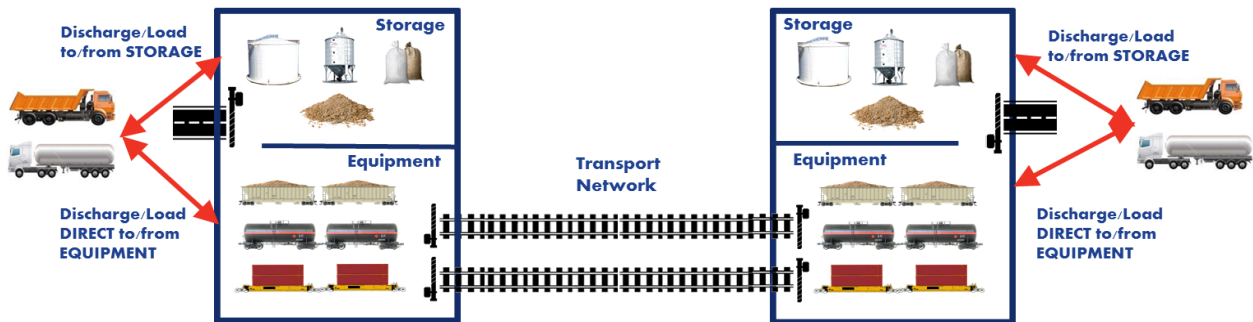
Management of the flow of bulk product through multiple transload facilities and across multiple modes

Bulk Transload & Transshipment

Yard Management for Transload is a member of the ProAct Yard Management suite which includes 'Yard Management for Cross-Dock' and 'Yard Management for Finished Vehicles'. ProAct has been involved in the Transload market, predominantly within the United States for a number of years using its 1st generation Transload solution. This exposure to the industry has allowed ProAct to evolve the solution and further enhance and refine its capabilities resulting in the release of a 2nd generation solution.



Transload (or Transshipment) management is a particular configuration of ProAct's yard management solution. It deals primarily with the multi-modal transfer of bulk products (eg. sand, aggregates, liquids, dry bulk) typically between road and rail. This might represent for example, the mining or quarrying of product in one region for use in construction work or oil and gas exploration in another region. Product must be moved from the source location to a bulk storage facility (which may include silos or tanks) where it can be both stored and loaded. Product may also require specialist handling and loading/unloading equipment (eg. pumps) to be coordinated and recorded.

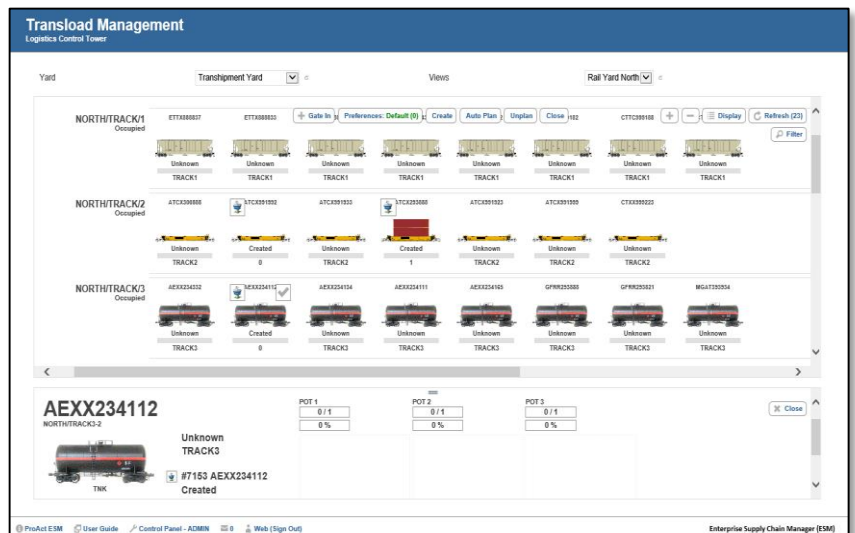


Example of a typical Transload flow

At some later time it may be loaded onto railcars or trucks and moved across the road or rail network until it reaches the discharge facility. Again, it may be stored or directly unloaded onto trucks or railcars for delivery to its final destination. Purchase order contracts or shipment orders are typically the drivers for such movements. Purchase order contracts are typically active for an extended period be it a week, a month or a year. It details the total quantity of bulk product required over a time period. Call off orders are then regular orders detailing the short term requirements in the coming days.

Transload solution therefore includes:

- Definition of multiple facilities (eg. bays, tracks, equipment)
- Carrier bookings and time slot allocation
- Definition of equipment types/capacities
- Gating In/Out of full or empty equipment
- Load/Discharge to/from Bulk storage (eg. floor, tank, silo)
- Load/Discharge direct to/from equipment
- Equipment maintenance and movements
- Switching support and track spotting
- Inventory management
- Purchase order reconciliation
- Shipment and manifest management
- Yard visualisation
- Scale integration
- Added value services (eg. dilution, heating)
- Equipment surveys

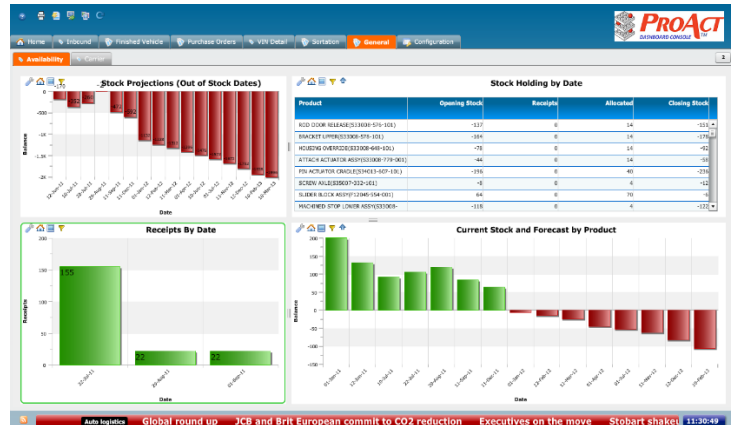


Specific support for rail

Multiple rail based equipment types may be configured within the solution, be they multi-compartment tankers, dry bulk hoppers or container well cars. The arrival of inbound railcars (either loaded or empty equipment) to a rail facility can pre-advised via a CLM (car location message) and a link to UMLER data table is also optionally supported for further validation (NOTE: UMLER data must be acquired separately at additional cost). Once in the facility railcars may be spotted on user defined tracks and movements of railcars via the yard visualisation screen can support the generation of switching lists. The ability to support a STCC (standard transportation commodity code) in addition to a specific product code is also supported.

Inventory Management

Yard management for transload supports inventory visibility across one or more facilities. A consolidated view of inventory is also available across all storage types whether the product be free standing in the yard, stored in tanks or silos or indeed stored in the equipment (eg. railcar) itself. Using both inbound and outbound pre-advised shipment information, the solution can provide projections of product availability by day for the coming days, highlighting pending shortages.



Mobile and Device Support

A number of activities supported by Transload management (eg. equipment movements, surveys) can be achieved via mobile handheld device operating over RF, 3/4G or Wifi networks. However, signal based communications are not always feasible due to safety issues, so a number of functions will, over time be supported on the Android platform as offline smart applications. Surveying is one example where ProAct has already converted such functionality to a native Android 'app' allowing the user to both scan and photograph via the device (eg. smart phone) camera and also respond to a number of configuration survey questions that can be downloaded to the device. At some later stage and where the device can safely connect to a communication network, the survey results may be uploaded.

Integration and MIS

Extensive functionality is also supported by extensive EDI and integration capabilities. These may be based on many methods of integration including XML, Web Services, X12, Message Queues and others. All these methods are further supported by extensive data validation and exception management capabilities. Finally, the entire solution is underpinned by 'Dashboarding' functionality allowing configurable charting and drilling of the extensive operational underlying data.

Transload is specialist market for software solutions

Transload is a market not readily supported by mainstream yard or transportation management solutions. ProAct has brought it into its mainstream solution so whilst addressing many of the specific challenges of bulk transload, it also inherits a wide array of seamlessly integrated functionality from our mainstream supply chain management capabilities. Having the right solution for Transload can therefore bring many benefits including more accurate data capture and far better predictability of both inventory levels and site traffic. This in turn can highlight more opportunities for efficiencies and therefore enabling better labour planning. These together with improvements in customer service, equipment management and safety can be the real differentiator to any business.

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