291373 v1.0

Aptean Ltd

Contents

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aptean

DHL C-TMS

Outputs Reports & Extracts

FUNCTIONAL SPECIFICATION - 10.7

08/12/11 - 1.0
Reference: 291373 MS-8KNHMH

2 FUNCTIONAL OVERVIEW

2.1 Client Requirement

Requirements and development of reporting pack.

2.2 Solution

A suite of CSV format data extracts will be developed to provide a management reporting pack for the Network Rail C-TMS solution.

The scope of outputs are;

Number	Id	Name	Phase
3	10b	Revenue Check (Account)	1
10	38	Month End Accruals	1
19	16	POD Scanning Performance	2
22		Drivers Hours	2
29	11	Call Collection OTIF Time Window	1
30	12	Call Delivery OTIF Time Window	1
31	20	Call Collection OTIF Day	1
32	5	Call Delivery OTIF Day	1
36	3	Vehicle Utilisation	2
50	101	Approved Price Report	2
		Short Rail Report	1
		Additional Reporting Requirements	1

The numbering convention above is provided to allow cross reference to the current reporting pack and will not be carried forward into C-TMS.

Each of the output in the scope list will be provided in CSV format generated from C-TMS exports menu. The summary description of each output is detailed below. DHL have provided a phase value which defines the priority of development as shown.

For all reports if new accounts (customers) are created these will be selectable where account (customer) or account type (customer group) is a selectable or account is displayed as a field in the output.

Revenue Check Account

This output will be provided as a data export in CSV format. The output is a revenue statement for orders debriefed on a specific date; this means the date and time the order status reaches ?DELIVERED? and the trip is at a status of COMPLETED or CONFIRMED.

The output will be provided with selection criteria debrief date from and to range and customer account(Heavy/Non Heavy). The output rows will be sorted by delivery date and time of each order.

Columns for each order will be;

Date Raised, Date Debriefed, Cancelled (true or false) and Status (Trip Status), Journey Number (schedule and trip number), Failure Reason, Order Number (cust ref), EFX number, Account (customer), Commodity Name, Week, Vehicle Type, Haulier, Mode (delivery type), Collection Site (name), Collection Postcode, Collection Planned Date, Delivery Site (name), Delivery Postcode, Delivery Planned Date, Journey Planned Distance Miles (trip), Order Planned Distance Miles, Order Pallets (LPNs), Order Weight, Calculated Revenue, Override Revenue, Total Revenue, Calculated Cost, Override Cost, Total Cost, Margin, Notes, Cost Code, Distance Revenue, Revenue Service & Revenue Surcharge Amount (repeated) Cost Service & Cost Surcharge Amount (repeated).

The service surcharges will be displayed horizontally - It is suggested that the most significant service codes are fixed as column headings and then others that are less often used grouped into an ?other? column.

Month End Accruals

The Month End Accruals Report will contain same fields as ?Revenue Check Account? and the same selection criteria but to display all orders collected within the selected date range. Note that Revenue Check Account shows all orders debriefed in a date range.

POD Scanning Performance (Will be Renamed Debrief Performance)

The POD scanning extract is a CSV output that shows for a schedule of trips (execution / delivery date of trip), the status of the trip. Trip status will reported as C-TMS trips status so, PLANNED, ACCEPTED (Briefed), EN-ROUTE(heavy orders will not move to s status of EN-ROUTE), CONFIRMED (means carrier has confirmed delivery), COMPLETED (means fully debriefed). A days column is displayed to measure days between job (planned delivery date) and debriefed date. Assume job means the planned delivery date. This output allows a measure of how quickly the carriers are returning paperwork and deliveries are fully debriefed. Selection criteria will be trip schedule or trip schedule range and optionally account type and carrier.

Additional requirements will be to change name of report to Debrief Performance and to add carrier code and carrier name as additional columns.

Each row of the output is a an order on a trip and the rows are sequenced by trip number; the columns displayed will be;

Delivery Date, Delivery Time (planned earliest delivery date time), Debriefed Date (when trip status becomes COMPLETED), Days Difference, Journey Number(schedule and trip number), carrier and carrier name, Order Number (cust ref) ,Trip Status and commodity.

Driver Hours

The driver hours extract will be provided as a CSV output. The report shows for each trip the amount of hours worked.

Hours worked is captured from Microlise for microlise enabled trips and hours entered for all others. It is assumed that Microlise sends driving hours based on trip actuals dates and times.

Selection criteria for the report will be delivery date or delivery date range and customer account.

A page heading will be created for each Account (customer)

Each row of the output is a trip and the rows are sequenced by trip number; the columns displayed will be

Delivery Date, Account (customer), Journey Number (schedule and trip number), Driver code and Name, Carrier, Vehicle, Vehicle Type, Hours.

A report footing will be output as a total of journeys and total of hours

OTIF Reports

The OTIF reports (previously known as Possession Arrival Point Punctuality, Possession Arrival Point Punctuality, Collection on Time in Full and Delivery on time in Full) will be provided in CSV format and is an analysis of delivery at delivery location being executed on time.

Select criteria will be trip schedule or schedule range, or date from and to range to range and customer account and commodity type. Carrier will be included as an optional additional selection criterion.

The rows of the report will be sequenced by trip number within schedule; the columns will be

Delivery Date, Journey Number (schedule and trip number), Carrier and Carrier Name, Vehicle, Account (customer), Order Number (cust ref), Commodity (Product Type), Deliver To Location, Due Date (earliest delivery date and time of order), Date Executed (date and time delivered actual), At Fault (from reason code), Failure Reason (reason code), Debrief Notes, Status (either On Time In Full, Non-Blameworthy Fault, Blameworthy Fault).

A final section of the OTIF outputs at the end will provide an overall summary of On Time in Full Count and %age, Non Blameworthy Count and %age, Total Count and %age by delivery day and then final grand total of the same columns for the report across all days reported.

Essentially the four OTIF reports that look the same:

1. Collection OTIF Day measuring whether the order was collected successfully on the day requested
2. Delivery OTIF Day measuring whether the order was delivered successfully on the day requested
3. Collection OTIF Time Window measuring whether the order was collected within the time window specified on the order (if no time window is specified default to 00:00 - 23:59)

4. Delivery OTIF Time Window measuring whether the order was delivered within the time window specified on the order (if no time window is specified default to 00:00 - 23:59)

Vehicle Utilisation

The vehicle utilisation extract displays an analysis of the vehicle resource utilised to fulfil order delivery. The output is slightly different for non-Heavy fleet (pallets) versus Carrier work (weight) so will be provided as two CSV outputs;

Non Heavy

The extract will be selected using trip schedule range.

The output rows will be sorted by trip schedule and trip number and columns reported will be;

Carrier (own fleet Worcester), vehicle type, vehicle registration, Journey Number (schedule and trip number), planned distance, actual distance, hours worked for NR (from Microlise actual start and end trip times), pallets out (DU delivered), pallets back (DU collected), Pallet Capacity (from vehicle type), Fill Outbound (%age of pallet fill delivered), Fill Back (%age of pallet fill collected).

The fill value of each trip will be calculated using the number of pallet DUs loaded at the start depot (Worcester NDS) as a percentage of the vehicle capacity to represent Fill Outbound. The Fill Back will be calculated using the number of pallet DUs unloaded back at the end depot (Worcester NDC) from collections made during the delivery route. If the number of pallets exceeds the vehicle capacity then the report will show the Fill percentage as 100%

Report totals will be provided as a footing of planned distance, actual distance, fuel drawn, hours worked, pallets out, pallets back, fill outbound and fill back. This summary will represent the averages for the schedule range period selected.

Note pallets back is assumed to be return collections planned to vehicle (not empty media return) and will include the returns entered on Microlise (as Tasks).

Heavy (Ad Hoc etc.)

The extract will be selected using trip schedule range and optional customer (account)

The output rows will be sorted by customer (account) then trip schedule and trip number and columns reported will be;

Customer (account), Carrier (own fleet Worcester), vehicle type, vehicle registration, Journey Number (schedule and trip number), planned distance, actual distance,hours worked for NR (from Microlise actual start and end trip times where Microlise is available otherwise times taken from those entered at debrief), shipment weight (of orders moved), capacity weight (of vehicle type), Fill (%age of capacity), Commodity (Product Type).

The fill value of the trip will be calculated using the DU type of the orders against the capacity of the vehicle used on the trip more information regarding volumetrics can be found in RIO 291365 MS-8KNH33 9 - Volumetrics.

Report totals will be provided as a footing of planned distance, actual distance, fuel drawn, hours worked, shipment weight, capacity weight and fill.

Approved Price Report

This extract will display the estimated versus calculated / actual cost specifically for orders captured through the web order portal. The extract will be selected by a created date range and optional customer (account) and will be provided as a CSV output.

The output rows will be sorted and sequenced by date created, then order reference; the columns reported will be

Date Created, Customer (account), Order Ref, *Requestor, *Approver, *Approved Date, Order Status, Journey Number (schedule and trip number), Trip Status, Carrier and Carrier Name, Estimated Cost and Actual Cost.

- note the fields highlighted are assumed to be uploaded into Additional References fields on the order for Web Orders uploaded into C-TMS using the to be modified CSV data import functionality.

Short Rail Report

The Short Rail extract provides transport plan and execution information for this commodity type. The extract will be provided with a selection criteria of commodity (product type) so can be run for any product type not just short rail as required. The output will be provided in CSV output format.

The selection criteria will be Product Type (commodity) and Trip Schedule date range.

The rows will be sorted and sequenced by Trip Schedule Date and Trip Number; the columns reported will be;

Trip Schedule, Trip Number, Order Ref (cust ref), Booking Ref, Del Point Ref (assuming one of these could be a CORUS reference as uploaded into C-TMS), Carrier Code and Name, product code and description, length, quantity, from location name, from location postcode, to location name, to location postcode, HIAB required, delivery date, earliest delivery time, latest delivery time, delivery contact name, contact details and order notes for collection location.

Additional Reporting Requirements An additional Report is required containing the details of all trips and orders for a given schedule range and cost centre The fields required in the output are -

- Date order created
- Manual Order Y/N
- Order Created By
- Cancelled Order
- Cancelled by
- Journey Reference(only to be shown once per trip
- Customer Order Number
- Commodity
- Failed Y/N
- Failure Reason
- Journey Status
- Order Status
- EFX Number
- Account(heavy/non heavy/Ad Hoc)
- Period
- Week Number within period
- Vehicle Type
- Haulier Name
- Haulier Contact Name
- Haulier Contact Tel Num
- Date Briefed
- Briefed By
- Delivery Mode(next day,standard,emergency etc)
- Order Contact Name
- Order Contact No
- Site Name - Collection
- Site Notes (stored against site)
- Collection Contact Name
- Collection Telelphone no
- Address 1
- Address 2
- Address 3
- Postcode
- Collection Region
- Planned Collection Date
- Planned collection start time
- Palnned collection end time
- Actual Collection Date
- Actual Collection Start time
- Actual collection end time
- Collection instructions/Notes (stored against order)
- Site Name (delivery)
- Site Notes (stored against site)
- Delivery Contact Name
- Delivery Telephone No
- Address 1
- Address 2
- Address 3
- Postcode

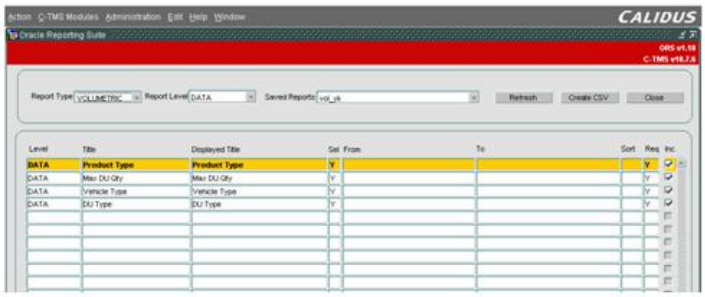
- Delivery Region
- Planned Delivery Date
- Planned delivery start time
- Planned delivery end time
- Actual delivery date
- Actual delivery start stime
- Actual delivery end time
- Delivery Instructions/Notes (stored against order)
- Planned weight
- Actual Weight
- Order Miles
- Order Mileage Overridden (Y/N)
- Order Overridden Mileage
- Order Mileage band
- Journey Miles(only appear once per trip)
- Journey Mileage overridden(Y/N)
- Journey Overridden Mileage
- Journey Mileage Band
- Number of Pallets
- Total Revenue
- Total Cost
- Margin
- Distance Rate Revenue
- Distance Rate Revenue Overridden (Y/N)
- Distance Overridden Revenue Price
- Distance Rate Cost
- Distance Rate cost overridden (Y/N)
- Distance overridden cost price
- Hiab (Y/N)
- Hiab Revenue
- Hiab Cost
- PTS(Y/N)
- PTS Revenue
- PTS cost
- Banksman (Y/N)
- Banksman Revenue
- Banksman Cost
- Vehicle Escort (Y/N)
- Vehicle Escort Revenue
- Vehicle Escort Cost
- Demurrage (Y/N)
- Demurrage Revenue
- Demurrage Cost
- Putaway to MSP(Y/N)
- Putaway to MSP Revenue
- Putaway to MSP Cost
- Additional Drop(Y/N)
- Additional Drop Cost
- Saturday(Y/N)
- Saturday Revenue
- Saturday Cost
- Sunday/Bank Holiday(Y/N)
- Sunday/Bank Holiday Revenue
- Sunday/Bank Holiday Cost
- Other Service(Y/N)
- Other Service Revenue
- Other Service Cost
- Raised By (sent by customer in CSV)
- Approver(sent by customer)
- Cost Code(provided by customer)
- Order Type

The most significant service codes are fixed as column headings all others that are less often used grouped into an ?other? column.

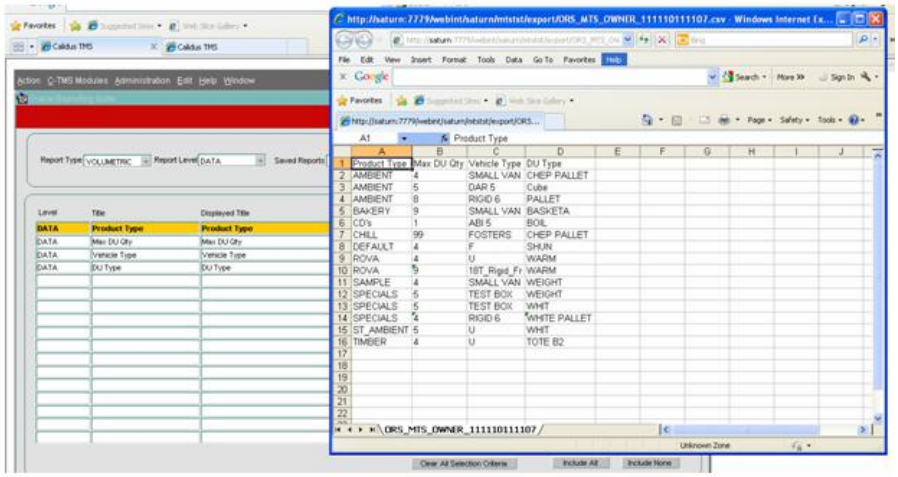
The output rows will be sorted and sequenced by trip then order reference.

Oracle Reporting Suite

The Oracle Reporting Suite can also be used to run pre existing reports, the columns in the report can be selected and de-selected as required an example of the reporting suite is displayed below



Once the columns are selected/de-selected using the tick box at the right of the column the report runs and produces an extract an example of which is shown below



2.3 Scope

This change will be applied to system version 10.7

3 SET-UP

3.1 Pre-Requisites

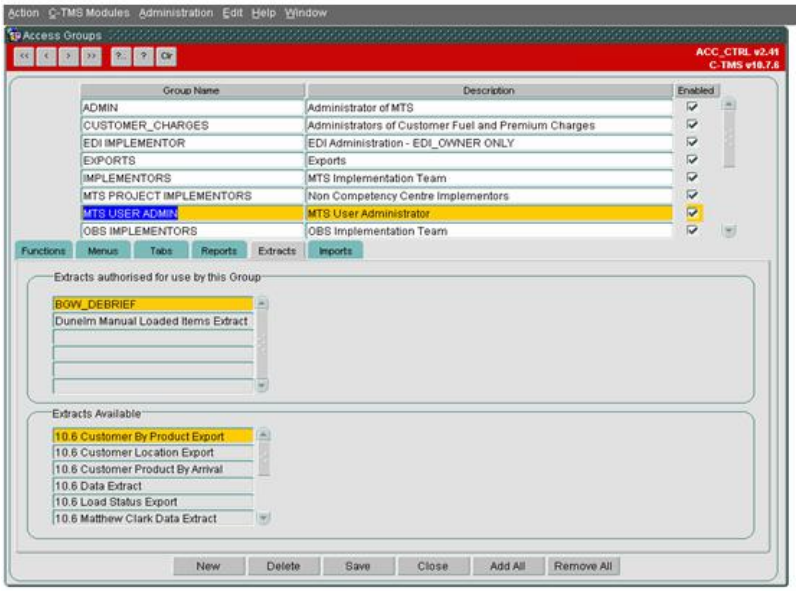
291360 - MS-8KNGFM - Services

3.2 Data

A significant service column will be added to the ACC_SERVICES table to control grouping of services for reports.

3.3 Implementation Advice

A system super user will be required to grant access to the extracts to the correct user groups.

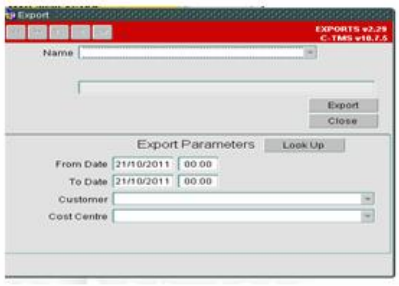


4 FUNCTIONAL DESCRIPTION

4.1 Revenue Check Account

A significant service column will be added to the ACC_SERVICES table to control the grouping of services for reporting, this will be a single character column which if set to ?Y? will use the service code as a column heading. The services tab within the Accounts Maintenance screen will be changed to display the significant service field. The Services capture tab will also be amended to allow the capture or amendment of the field.

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below



The following information is required in the extract

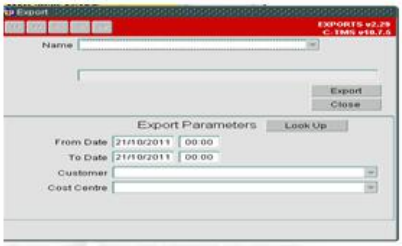
Name	C-TMS field	C-TMS Table
DATE_RAISED	START_DATE	SCH_TRIP
DATE_DEBRIEFED	CREATED_DATE	SCH_TRIP_AUDIT(DATE COMPLETE)
CANCELLED	CALCULATED	TRUE/FALSE BASED ON ORDER STATUS
STATUS	CALCULATED	BASED ON TRIP STATUS
JOURNEY_NO	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
FAILURE_REASON	REASON_CODE	SCH_REASON_CODE
ORDER_NUMBER	EXTERNAL_REF	SCH_ORD
EFX_NUMBER	EFX_REF	SCH_TRIP
ACCOUNT	CUSTOMER_GROUP	ORG_CUSTOMER_GROUP
COMMODITY	COMMODITY	SCH_ORD(NEW COLUMN)
VEHICLE_TYPE	DESCRIPTION	RES_TRACTOR
HAULIER	CARRIER_ID	SCH_TRIP
MODE	DELIVERY_TYPE_ID	SCH_TRIP
COLLECTION_SITE	FROM_LOC	SCH_ORD
COLLECTION_PCODE	POSTCODE	GEO_LOCATION
COLLECTION_PLANNED_DATE	ARRIVE	SCH_TRIP_STOP
DELIVERY_SITE	TO_LOC	SCH_ORD
DELIVERY_PCODE	POSTCODE	GEO_LOCATION
DELIVERY_PLANNED_DATE	ARRIVE	SCH_TRIP_STOP
JOURNEY_PLANNED_DISTANCE Miles's	DISTANCE	SCH_TRIP
ORDER_PLANNED_DISTANCE Miles's	DISTANCE	SCH_ORD
ORDER_PALLETS	CONTRACTUAL_PALLETS	SCH_ORD
ORDER_WEIGHT	CONTRACTUAL_WEIGHT	SCH_ORD
CALCULATED_REVENUE	ORD_REVENUE	SCH_ORD
REVENUE_OVERRIDE	CALCULATED	
TOTAL_REVENUE	CALCULATED	Total revenue order + services
CALCULATED_COST	ORD_COST	SCH_ORD
COST_OVERRIDE	CALCULATED	
TOTAL_COST	TRIP_COST	SCH_TRIP
MARGIN	CALCULATED	DIFF BETWEEN COST AND REVENUE
NOTES	COMMENT_DETAIL	SCH_TRIP_COMMENT
COST_CODE	NEW_FIELD	
DISTANCE REVENUE	NEW_FIELD	
SURCHARGES	**REPEATED ITEMS**	
REVENUE SERVICE	SERVICE_NAME	ACC_SERVICES
REVENUE SURCHARGE AMOUNT	AMOUNT	ACC_SERVICE_RATES

The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The output is a revenue statement for

orders debriefed on a specific date this means the date and time the order status reached ?DELIVERED? and the trip status is COMPLETED or CONFIRMED. The distances on the records must be returned in miles. The extract will have a start and end date and a customer account parameter which must be populated to extract the relevant data. The output will be sorted by delivery date and time of each order. The service surcharges will be displayed horizontally it is suggested that the most significant service codes are fixed as column headings and then others used less often grouped into an ?Other column?. This will be achieved using the significant service column on the ACC_SERVICES table.

4.2 Month End Accruals

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below

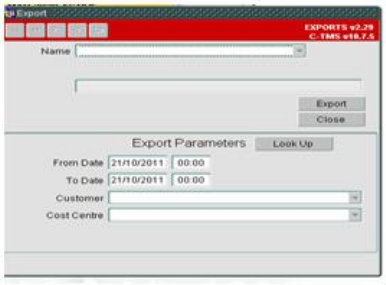


The Month End Accruals Report will contain same fields as ?Revenue Check Account? and the same selection criteria but to display all orders collected within the selected date range. Note that Revenue Check Account shows all orders debriefed in a date range.

The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have a start and end date and a customer parameter which must be populated to extract the relevant data. The date range will be used to extract all orders which are on a trip collected between the dates. The output will be sorted by delivery date and time of each order. The service surcharges will be displayed horizontally it is suggested that the most significant service codes are fixed as column headings and then others used less often grouped into an ?Other column?. This will be achieved using the significant service column on the ACC_SERVICES table.

4.3 Debrief Performance

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below



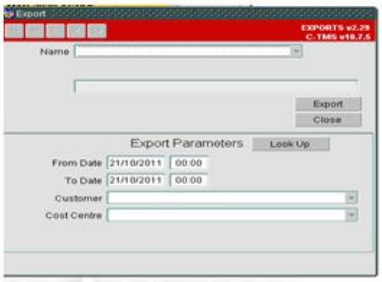
The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have SCHEDULE_FROM, SCHEDULE_TO,CUSTOMER_ACCOUNT and CARRIER parameters. Only data associated with the cost centre of the user running the extract will be selected. Data will be displayed in trip order.

The extract will contain the following information

Name	C-TMS field	C-TMS Table
DELIVERY_DATE	POD_DATE(DATE ONLY)	SCH_ORD
DELIVERY_TIME	POD_DATE(TIME ONLY)	SCH_ORD
DEBRIEFED_DATE	CREATED_DATE	SCH_TRIP_AUDIT(TRIP COMPLETE)
DAYS_DIFFERENCE	CALCULATED	DIFF BETWEEN DELIVERED_DATE AND DEBRIEF
JOURNEY	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
CARRIER	CARRIER_ID	SCH_TRIP
CARRIER_NAME	CARRIER_NAME	RES_CARRIER
ORDER	EXTERNAL_REF	SCH_ORD
STATUS	TRIP_STATUS	SCH_TRIP
COMMODITY	PRODUCT_TYPE	SCH_TRIP

4.4 Drivers Hours

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below



The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have DELIVERY_DATE_FROM, DELIVERY_DATE_TO and ACCOUNT parameters. A page heading will be created for each customer account and a report footing will be required showing total of journeys and total of hours. The data will be displayed in trip order.

The report will contain the following information

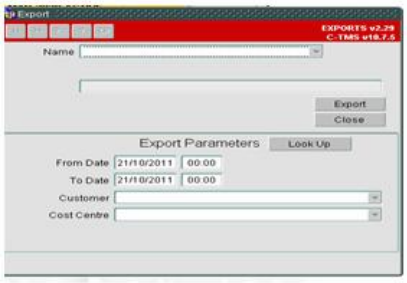
Name	C-TMS field	C-TMS Table
DATE	START_DATE	SCH_TRIP
ACCOUNT	CUSTOMER_GROUP	ORG_CUSTOMER_GROUP
JOURNEY	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
DRIVER_CODE	DRIVER_ID	SCH_TRIP
DRIVER_NAME	FORNAME||' '||SURNAME	RES_PERSON
CARRIER	CARRIER_ID	SCH_TRIP
VEHICLE	TRAILER_ID	SCH_TRIP
VEHICLE	DESCRIPTION	RES_TRAILER
HOURS	ELAPSED_TIME	SCH_TRIP

4.5 OTIF Reports

Essentially the four OTIF reports that look the same:

Collection OTIF Day measuring whether the order was collected successfully on the day requested Delivery OTIF Day measuring whether the order was delivered successfully on the day requested Collection OTIF Time Window measuring whether the order was collected within the time window specified on the order (if no time window is specified default to 00:00 - 23:59) Delivery OTIF Time Window measuring whether the order was delivered within the time window specified on the order (if no time window is specified default to 00:00 - 23:59)

Four extracts will be developed and will be available to be run from the Exports Screen an example of which is shown below



The extracts will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have DATE_FROM, DATE_TO or SCHEDULE_FROM and SCHEDULE_TO ,ACCOUNT, COMMODITY and optionally the CARRIER as parameters.

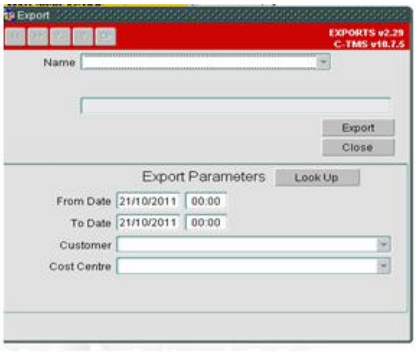
The following information is required for the extracts

Name	C-TMS field	C-TMS Table
DELIVERY DATE	ACTUAL_ARRIVE	SCH_TRIP_STOP
JOURNEY	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
CARRIER	CARRIER_ID	SCH_TRIP
CARRIER NAME	NAME	RES_CARRIER
VEHICLE	TRACTOR_ID	SCH_TRIP
ACCOUNT	CUSTOMER_GROUP	ORG_CUSTOMER_GROUP
ORDER	EXTERNAL_REF	SCH_ORD
COMMODITY	PRODUCT_TYPE	SCH_ORD
DELIVERED_TO	TO_LOC	SCH_ORD
DUE_DATE	EARLY_DEL	SCH_ORD
DATE_EXECUTED	ACTUAL_ARRIVE	SCH_TRIP_STOP
AT_FAULT	AT_FAULT	SCH_REASON_CODE
FAILURE_REASON	DESCRIPTION	SCH_REASON_CODE
DEBRIEFED_NOTES	COMMENT_DETAIL	SCH_TRIP_COMMENT
STATUS	CALCULATED	BASED ON DUE_DATE,DATE_EXPECTED AND AT_FAULT_VALUES

The status field will contain one of the values On Time in full, Non Blameworthy Fault or Blameworthy fault this information will be obtained based on delivery times and failure reasons. The final section of each export will provide an overall total summary based on the status. e.g. On time in Full, total records and percentage value in relation to total orders by the delivery day and on the final page a grand total across all days covered by the report. **Note - debrief reasons are captured at load or unload or both which facilitates the style of reporting required for OTIF.**

4.6 Vehicle Utilisation

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below



4.6.1 Non Heavy

The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have a ?from? and ?to? schedule range as parameters. Only data associated with the cost centre of the user running the report will be selected. The Data will be produced in trip id order and the following columns will be required in the report

Name	C-TMS field	C-TMS Table
CARRIER	CARRIER_ID	SCH_TRIP
VEHICLE_TYPE	DESCRIPTION	RES_TRACTOR
VEHICLE	TRACTOR_ID	SCH_TRIP
JOURNEY	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
PLANNED_DISTANCE	DISTANCE	SCH_TRIP
DISTANCE_TRAVELLED	DISTANCE	SCH_TRIP
HOURS_WORKED_FOR_NR	TOTAL_DRIVER_MINS	SCH_TRIP
HEAVY_PALLETS_OUT	RPE_ON_DEPARTURE	SCH_TRIP_STOP
HEAVY_PALLETS_BACK	RPE_ON_DEPARTURE	SCH_TRIP_STOP
PALLET_CAPACITY	MAX_RPE	RES_TRAILER_TYPE
FILL_OUTBOUND	CALCULATED	% VALUE FROM MAX RPE AND PALLETS OUT
FILL_BACK	CALACULATED	% VALUE FROM MAX RPE AND PALLETS BACK

Note pallets back is return collections planned or ad-hoc collected on a vehicle (not empty media return). Report totals as average will be provided as a footing of planned distance, actual distance, fuel drawn, hours worked, pallets out, pallets back, fill outbound and fill back.

4.6.2 Heavy (Ad-Hoc etc)

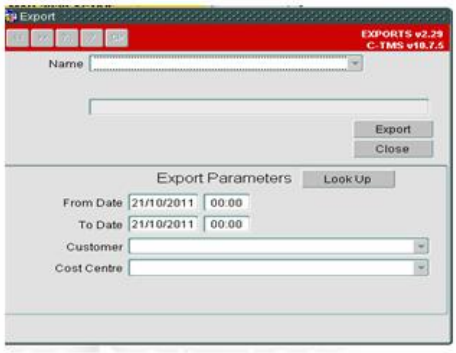
The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have a ?from? and ?to? schedule range and optionally customer account as parameters. Only data associated with the cost centre of the user running the report will be selected. The Data will be produced in trip id order and the following columns will be required in the report

Name	C-TMS field	C-TMS Table
CUSTOMER	CUSTOMER_GROUP	ORD_CUSTOMER_GROUP
CARRIER	CARRIER_ID	SCH_TRIP
VEHICLE_TYPE	DESCRIPTION	RES_TRACTOR
VEHICLE	TRACTOR_ID	SCH_TRIP
JOURNEY	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
COMMODITY	PRODUCT_TYPE	SCH_ORD
PLANNED_DISTANCE	DISTANCE	SCH_TRIP
DISTANCE_TRAVELLED	DISTANCE	SCH_TRIP
HOURS_WORKED_FOR_NR	TOTAL_DRIVER_MINS	SCH_TRIP
SHIPMENT_WEIGHT	CALCULATED	TOTAL WIEGHT OF ORDERS
CAPACITY WEIGHT	MAX_KG	RES_TRAILER_TYPE
FILL	CALCULATED	% VALUE FROM MAX KG AND SHIPMENT WEIGHT

Report totals will be provided as a footing average of planned distance, actual distance, fuel drawn, hours worked, shipment weight, capacity weight and fill.

4.7 Approved Price Report

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below

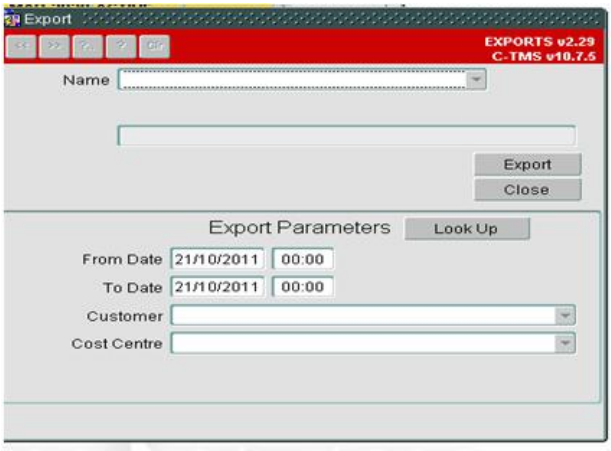


The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have a ?from? and ?to? created date range and optionally customer account as parameters. Only data associated with the cost centre of the user running the report will be selected. The output rows will be sorted by created date and then order reference. The following information will be required.

Name	C-TMS field	C-TMS Table
CREATED_DATE	CREATED_DATE	SCH_ORD
CUSTOMER	CUSTOMER	SCH_ORD
REQUESTOR	SUB_REF_VALUE	SCH_ORD_REFERENCE
APPROVER	SUB_REF_VALUE	SCH_ORD_REFERENCE
APPROVED_DATE	CREATED_DATE	SCH_ORD_REFERENCE
ORDER STATUS	STATUS	SCH_ORD
JOURNEY NO	SCHED_NAME||' '||TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
TRIP_STATUS	TRIP_STATUS	SCH_TRIP
CARRIER	CARRIER_ID	SCH_TRIP
CARRIER NAME	NAME	RES_CARRIER
ESTIMATED_COST	ESTIMATED_COST	SCH_ORD
ACTUAL_COST	ORD_COST	SCH_ORD

4.8 Short Rail Report

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below

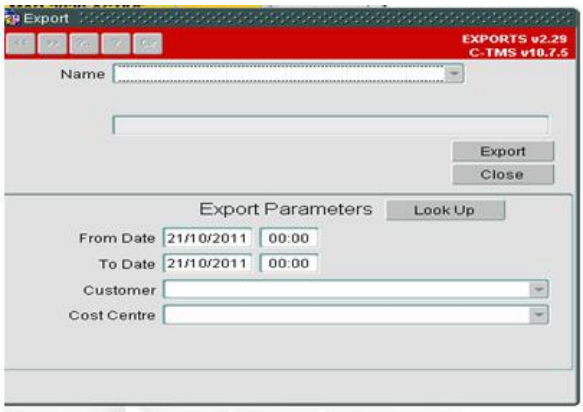


The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have SCHEDULE_FROM, SCHEDULE_TO and PRODUCT TYPE as parameters. Only data associated with the cost centre of the user running the report will be selected. The data will be sorted by trip schedule and trip id. The report can be run for any valid product type. The following information is required in the report.

Name	C-TMS field	C-TMS Table
TRIP SCHEDULE	SCHED_NAME	SCH_TRIP
TRIP NUMBER	TRIP_ID||' '||ROUTE_CODE	SCH_TRIP
ORDER REF	EXTERNAL_REF	SCH_ORD
BOOKING REF	BOOKING_REF	SCH_ORD
DEL POINT REF	DEL_POINT_REF	SCH_ORD
CARRIER ID	CARRIER_ID	SCH_TRIP
CARRIER NAME	NAME	RES_CARRIER
PRODUCT CODE	PRODUCT_TYPE	SCH_ORDER_LINE
PRODUCT DESCRIPTION	PROD_TYPE_NAME	PRD_PRODUCT_TYPE
LENGTH	FOOTPRINT	SCH_ORDER_LINE
QUANTITY	QUANTITY	SCH_ORDER_LINE
FROM LOCATION	FROM_LOC	SCH_ORD
FROM_POSTODE	POSTCODE	GEO_LOCATION
TO_LOCATION	TO_LOC	SCH_ORD
TO_POSTCODE	POSTCODE	GEO_LOCATION
HIAB REQUIRED	DERIVED	Y or N Depending on Services
DELIVERY DATE	ACTUAL_ARRIVE	SCH_TRIP_STOP
EARLIEST DELIVERY TIME	EARLY_DEL	SCH_ORD
LATEST DELIVERY TIME	LATE_DEL	SCH_ORD
DELIVERY CONTACT	CONTACT_FORNAME||' '||CONTACT_SURNAME	SCH_ORD_INFORMATION
CONTACT DETAILS	CONTACT_PHONE||' '||CONTACT_EMAIL	SCH_ORD_INFORMATION
ORDER NOTES	COMMENST	SCH_ORD_INFORMATION

4.9 Additional Reporting Requirements

An extract will be developed and will be available to be run from the Exports Screen an example of which is shown below



The following information is required in the extract

Required Fields	C-TMS Table	C-TMS Field	Calculation / Notes
Date Imported/Created	SCH_ORD	CREATED_DATE	
Manual order (Y/N)	SCH_ORD	MANUAL_ORDER	NVL = "N"
Created by	SCH_ORD	CREATED_USER	
Cancelled	SCH_ORD	STATUS	Would need where clause: STATUS = "CANCELLED"
Cancelled by	SCH_ORD	CHANGED_USER	Would need where clause: STATUS = "CANCELLED"
Journey Reference (unique to appear once per journey)	SCH_TRIP	TRIP_ID	Depends on Report level if Reporting Orders as well as trips this will display multiple times if more than one order planned to a particular trip
Customer Order No	SCH_ORD	EXTERNAL_REF	
Commodity	SCH_ORD	PRODUCT_TYPE	Assumed only Header information required, if detail will lead to further repeating of data to include Order Line info
Failed (Y/N)			Assumed Sum of Order Actual Delivered < Sum of Order Ordered Qty then Y else N
Failure Reason	SCH_ORD_NON_CONFORM	REASON_CODE	Failure reasons to be displayed at order level only the first failure reason should be extracted
Journey Status	SCH_TRIP	TRIP_STATUS	
Order Status	SCH_ORD	STATUS	
EFX Number	SCH_TRIP	EFX_REF	
Account (heavy, Ad-hoc, non-heavy etc)	SCH_ORD	CUSTOMER	
Period	CALC	Calculated using the month of the year	
Week Number	CALC	Calculated using the week number of the period in question	
Vehicle Type	SCH_ORD	VEHICLE_TYPE	
Haulier Name	RES_CARRIER	CARRIER_NAME	use SCH_TRIP.CARRIER_ID for link to RES_CARRIER
Haulier Contact Name	RES_CARRIER	CONTACT	use SCH_TRIP.CARRIER_ID for link to RES_CARRIER
Haulier Contact Tel Num	RES_CARRIER	PHONE	use SCH_TRIP.CARRIER_ID for link to RES_CARRIER
Date Briefed	SCH_TRIP_AUDIT	MIN(ACTION_DATE)	Use earliest Actioned date from SCH_TRIP_AUDIT where STA.TRIP_ID = Correct Trip and STA.TRIP_STATUS = ACCEPTED
Briefed by	SCH_TRIP_AUDIT	ACTIONED_BY	Use earliest Actioned date from SCH_TRIP_AUDIT where STA.TRIP_ID = Correct Trip and STA.TRIP_STATUS = ACCEPTED

Delivery Mode(next day, standard, emergency etc)	SCH_ORD	DELIVERY_TYPE_ID	
Order Contact Name	SCH_ORD_INFORMATION	CONTACT_FORENAME + " " + CONTACT_SURNAME	If more than one contact display only first contact
Order Contact No	SCH_ORD_INFORMATION	CONTACT_PHONE	If more than one contact display only first contact
Site Name - Collection	GEO_LOCATION	LOCATION_NAME	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
Site Notes (stored against site)	GEO_LOCATION	COMMENTS	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
C Contact Name	GEO_CONTACT	FORENAME || SURNAME	Use FROM_LOC of SCH_ORD to GC.LOCATION_CODE. **If more than one contact display only first contact.**
C Telephone No	GEO_CONTACT	PHONE	Use FROM_LOC of SCH_ORD to GC.LOCATION_CODE. **If more than one contact display only first contact.**
Address 1	GEO_LOCATION	ADDRESS_LINE_1	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
Address 2	GEO_LOCATION	ADDRESS_LINE_2	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
Address 3	GEO_LOCATION	ADDRESS_LINE_3	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
Postcode	GEO_LOCATION	POSTCODE	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
C Region	GEO_LOCATION	PLANNING_REGION	Use FROM_LOC of SCH_ORD to GL.LOCATION_CODE
Plan_Collection Date	SCH_TRIP_STOP	to_char(ARRIVE,DD-MON-YYYY)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Plan_collection_time_Start	SCH_TRIP_STOP	to_char(ARRIVE,HH24:MI)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Plan_collection_time_end	SCH_TRIP_STOP	to_char(DEPART,DD-MON-YYYY)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Actual_Collection Date	SCH_TRIP_STOP	to_char(ACTUAL_ARRIVE,DD-MON-YYYY)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Actual_collection_time_Start	SCH_TRIP_STOP	to_char(ACTUAL_ARRIVE,HH24:MI)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Actual_collection_time_end	SCH_TRIP_STOP	to_char(ACTUAL_DEPART,HH24:MI)	Use FROM_LOC of SCH_ORD via SHA (load) to STS
Collection Instructions/Notes (stored against order)	SCH_ORD	SPECIAL_INSTRUCTIONS	
Site Name - Delivery	GEO_LOCATION	LOCATION_NAME	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
Site Notes (stored against site)	GEO_LOCATION	COMMENTS	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
D Contact Name	GEO_CONTACT	FORENAME || SURNAME	Use TO_LOC of SCH_ORD to GC.LOCATION_CODE. **If more than one contact display only first contact.**
D Telephone No	GEO_CONTACT	PHONE	Use TO_LOC of SCH_ORD to GC.LOCATION_CODE. **If more than one contact display only first contact.**

D Address 1	GEO_LOCATION	ADDRESS_LINE_1	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
D Address 2	GEO_LOCATION	ADDRESS_LINE_2	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
D Address 3	GEO_LOCATION	ADDRESS_LINE_3	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
D Postcode	GEO_LOCATION	POSTCODE	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
D Region	GEO_LOCATION	PLANNING_REGION	Use TO_LOC of SCH_ORD to GL.LOCATION_CODE
Plan_delivery Date	SCH_TRIP_STOP	to_char(ARRIVE,DD-MON-YYYY)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Plan_delivery_time_Start	SCH_TRIP_STOP	to_char(ARRIVE,HH24:MI)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Plan_delivery_time_end	SCH_TRIP_STOP	to_char(DEPART,DD-MON-YYYY)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Actual_delivery Date	SCH_TRIP_STOP	to_char(ACTUAL_ARRIVE,DD-MON-YYYY)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Actual_delivery_time_Start	SCH_TRIP_STOP	to_char(ACTUAL_ARRIVE,HH24:MI)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Actual_delivery_time_end	SCH_TRIP_STOP	to_char(ACTUAL_DEPART,HH24:MI)	Use TO_LOC of SCH_ORD via SHA (unload) to STS
Delivery Instructions/Notes (stored against order)	SCH_ORD	SPECIAL_INSTRUCTIONS	
Planned Weight	SCH_ORD	TOTAL_WEIGHT	
Actual Weight	SCH_ORD	ACTUAL_WEIGHT	
Order Miles	SCH_ORD	DISTANCE	(NB Check required for Mileage as may need conversion if in Km)
Order Mileage Band			From Tier Name of Tariff in Contract
Journey Miles (unique to appear once per journey)	SCH_TRIP	DISTANCE	
Journey Milage Band			From Tier Name of Tariff in Contract
Number of pallets (where available on order)	SCH_ORD	TOTAL_RPE_QTY	
Total Revenue	SCH_ORD	ORD_REVENUE	
Total Cost	SCH_TRIP	TRIP_COST	
Margin	CALC		=SUM ORD_REVENUE for TRIP - TRIP_COST
Distance Rate Revenue	CALC		standard transport revenue excluding any additional services
Distance Rate Revenue Overridden (Y/N)			Set to Y if transport revenue is entered manually for order rather than derived from tariff.
Distance Overridden Revenue price			Transport Revenue if entered manually.
Distance Rate Cost	CALC		standard transport revenue excluding any additional services
Distance Rate Cost Overridden (Y/N)			Set to Y if transport cost is entered manually for trip rather than derived from tariff.

Distance Overridden Cost price			Transport Cost if entered manually.
Trip General Comment	SCH_TRIP_COMMENT	COMMENT_DETAIL	Column added to allow comments to explain override of cost at trip.
Hiab (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = 'HIAB' exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for HIAB
Hiab Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = 'HIAB' exists for OMS_REF service_value * service_qty
Hiab Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for HIAB service_value * service_qty
PTS (Y/N	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = PTS exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for PTS
PTS Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = PTS exists for OMS_REF service_value * service_qty
PTS Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for PTS service_value * service_qty
Banksman (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = BANKSMAN exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for BANKSMAN
Banksman Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = BANKSMAN exists for OMS_REF service_value * service_qty
Banksman Cost	/SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for BANKSMAN service_value * service_qty
Vehicle Escort (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = ESCORT exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for ESCORT
Vehicle Escort Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = ESCORT exists for OMS_REF service_value * service_qty

Vehicle Escort Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for ESCORT service_value * service_qty
Demurrage (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = DEMURRAGE* exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for DEMURRAGE
Demurrage Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = DEMURRAGE* exists for OMS_REF service_value * service_qty
Demurrage Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for DEMMURAGE service_value * service_qty
Putaway to MSP (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = PUTAWAY exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for PUTAWAY
Putaway to MSP Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = PUTAWAY exists for OMS_REF service_value * service_qty
Putaway to MSP Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for PUTAWAY service_value * service_qty
Additional Drop (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = additional drop exists for TRIP ID exists in SCH_TRIP_SERVICES for additional drop
Additional Drop Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for additional drop service_value * service_qty
Saturday (Y/N)	CALC		= Y IF SCH_ORD_SERVICES.SERVICE_ID = saturday exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for Saturday
Saturday Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = saturday exists for OMS_REF service_value * service_qty
Saturday Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for saturday service_value * service_qty

Sunday/Bankholiday (Y/N)	CALC		=Y IF SCH_ORD_SERVICES.SERVICE_ID = Sunday/bank holiday exists for OMS_REF or TRIP ID exists in SCH_TRIP_SERVICES for Sunday/Bank Holiday
Sunday/Bankholiday Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = Sunday/bank holiday exists for OMS_REF service_value * service_qty
Sunday/Bankholiday Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	TRIP ID exists in SCH_TRIP_SERVICES for saturday service_value * service_qty
Other Service (Y/N)	CALC		=Y IF SCH_ORD_SERVICES.SERVICE_ID = not in above list exists for OMS_REF
Other Service Revenue	SCH_ORD_SERVICES	SERVICE_VALUE	where SCH_ORD_SERVICES.SERVICE_ID = not in above list exists exists for OMS_REF
Other Service Cost	SCH_TRIP_SERVICES	SERVICE_VALUE	where SCH_TRIP_SERVICES.SERVICE_ID = not in above list exists exists for TRIP_ID
Raised by (sent by customer in CSV)	SCH_ORD_REFERENCE	SUB_REF_VALUE	held as an entry in the additional references section / tab of each order.
Approver (sent by customer)	SCH_ORD_REFERENCE	SUB_REF_VALUE	held as an additional ref against the oms ref will need to add the decode value into the decode table (should be covered in the F S for 291356)
Cost code (provided by Customer)			held as an additional ref against the oms ref will need to add the decode value into the decode table (should be covered in the F S for 291356)
Order Type			Order type refers to collection or delivery, this may be a split that is only in Ethos * **SA to provide clear definition of what equates to a Delivery / Collection**

Supporting Notes -

Failure reasons will be reported from the order and if more than one failure code has been entered, the first one will be reported in the output.

The Order Mileage Override Flag and Order Mileage Override will not be supported by C-TMS. Any changes to the revenue to charge to NR manually input into C-TMS will be qualified by the user by entry of comments in the special Instructions field of the order.

The Journey Mileage Override Flag and Journey Mileage Override will not be supported by C-TMS. Any changes to the cost to be charged by a carrier manually input into C-TMS will be qualified by the user by entry of comments in the General Comments field for the Trip. (A new column will be included into the definition above to accommodate this field).

The Raised By, Approver and Cost Centre values will be reported from fields in the additional references found against each order. The Additional References functionality in C-TMS allows dynamic configuration of new fields to store ?miscellaneous? or ?general? information about an order against a user defined label (rather than developing specific fields in the C-TMS database).

The extract will be developed into the standard CSV processing package. A new procedure to select the data and a new procedure to write the data to the extract file will be added to the existing program. The extract will have a start and end schedule and a cost centre parameters which must be populated to extract the relevant data. The output will be sorted by trip reference and order reference.

5 REFERENCES

Ref No	Document Title & ID	Version	Date
1	EST-291378 -MA-8KNHMH Output Reports and Extracts	1.0	20/10/11

6 DOCUMENT HISTORY

Version	Date	Status	Reason	Initials
0.1	24/10/11	Draft	Initial version	CAK
1.0	27/10/11	Issued	Reviewed and Issued	MJC
1.1	10/11/11	Draft	Revised	CAK
2.0	10/11/11	Issued	Reviewed and Issued	MJC
2.2	06/12/11	Draft	Revised	CAK
3.0	06/12/11	Issued	Reviewed and Issued	DJM
3.1	07/12/11	Review	Reviewed by DHL	TG
4.0	07/12/11	Issued	Re-issued	DJM

7 AUTHORISED BY

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