DCS *i*.LOGISTICS

Issue 02 June-July 2003

DCS@Work

ICT SOLUTIONS THAT POWER YOUR LOGISTICS

What's inside

Driven

As promised in the first issue of our DCS@Work newsletter, we would like to keep you up-to-date with the latest developments and evolutions taking place within DCSi.Logistics. As you look through this issue, you will find that each one of these internal changes reflects a change in our customer's business needs. Your changes drive our changes. As they should.

In this edition of DCS@Work you will discover some great stories about how our customers are using the DCSi.Logistics business suite worldwide to support the ever-increasing demands of their clients. Even in the present economic slowdown, shippers are putting more challenges and pressures on LSP's to provide high quality cost conscious services. We at DCS T&LS see these challenges as opportunities to differentiate ourselves from the competition. Under these difficult market circumstances, we rise to the occasion, enabling you to do the same for your client base.

We provide maximum return on investment for our customers, both in the short and long term. Our installed base of over 25,000 users worldwide knows it can count on us for maximum stability and investment protection. Our customers know we see them as partners. As a result, our software development is driven completely by their requirements. Both the functionality offered and the underlying technology result from direct customer input. Our main development criteria have always been – and will always be – "what is the best solution for our partners to boost their performance in this ever more demanding market" and "how do we offer maximum ROI and investment protection for our partners".

You will see in the present edition of DCS@Work that we continue to have successful implementations. More importantly, you will see how we are re-engineering and complementing our products to take advantage of new technologies in answering demands from our customers.

DCSi.Logistics is evolving. It's changing to keep pace with requirements whilst ensuring complete customer satisfaction throughout the process.

The main core functions are now available on both IBM iSeries (DB2) and running under Unix/Linux/NT with Oracle. Both versions offer the same great functionality and, most importantly, are kept 100 % in sync.

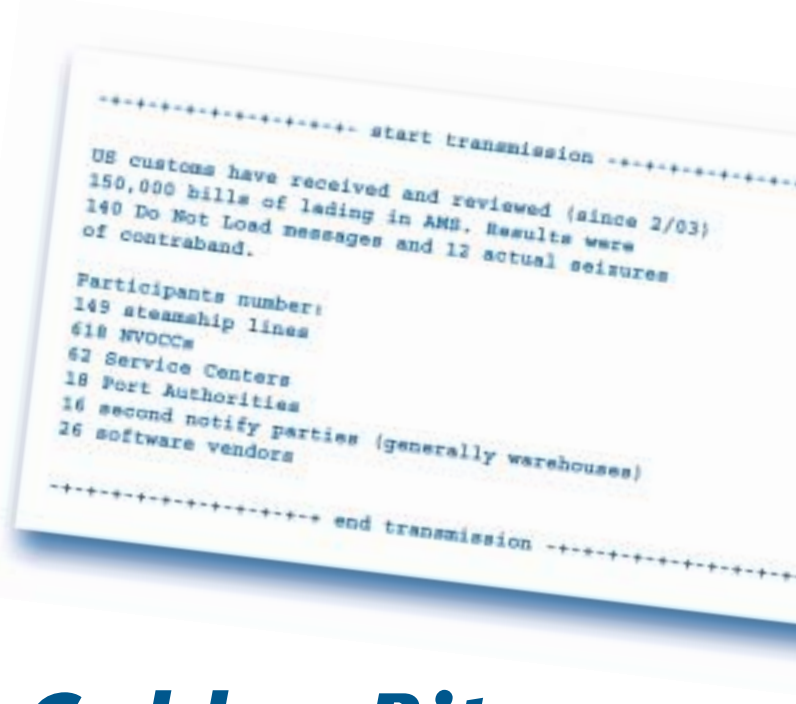
We are progressively replacing existing software in these environments with new and exciting up-to-date versions, exploiting and making full use of the Java (J2EE) architecture. On the following pages you will find out more about the technology we use and the company we keep. For your business. For your return on investment.

Count on it.
Bob Saul
Managing Director DCS Transport & Logistics

Be prepared

In order to develop, enhance and maintain effective security processes throughout the global supply chain, U.S. Customs installed a 24-Hour manifest rule for the advance reporting of cargo information for U.S. bound shipments by sea.

This rule requires carriers to forward their shipping manifests to Customs at least 24 hours before a container is loaded onto a vessel. Customs then review the shipping information, and determine whether the container can be loaded or must be held for inspection. Failure to comply leads to a Do Not Load (DNL) message, which can potentially cause boxes to miss scheduled vessels, resulting in additional cost and inconvenience for both shippers and carriers. Typically these holds result from inaccurate or incomplete information on the manifest, rather than the presence of something that catches an inspector's eye. The DCS Advance Manifest Module is designed to provide all of the necessary functionality for an NVOCC to file manifests directly with US Customs in compliance with the 24-Hour Advance Manifest Rule, avoiding any paper filing with the carrier and unnecessary holds. Starting this fall, air carriers too will have to comply with a new 12-hour manifest rule.



Golden Bit

Comp-Win, the DCS agent in Poland, has won the GOLDEN BIT 2003 Award for DCS*i*.Logistics in the category "Best Software Product" for integrated IT systems for Logistics and Forwarding. The contest aims at selecting the most interesting, economic and up-to-date offers and products. The organisers want to promote technologically mature, trustworthy solutions and services in Poland. An encouragement for all involved in developing and distributing this outstanding product.

Freedom of choice with J2EE

J2EE

The increased flexibility that comes with the implementation of J2EE frees companies of expensive hardware and OS swaps. The new DCSi.Logistics suite is modular and platform independent, offering freedom of choice to the logistics industry. Having things organised as efficiently as possible is a smart way to increase business and productivity, as major players in the market discovered when implementing the DCSi.Logistics suite.

In the late 1980s, the IBM iSeries-based solutions of DCS*i*.Logistics were successfully launched. For the last few years, drawing on their experience and industry knowledge of producing software for major freight and logistics companies, developers at DCS have worked on a new set of components that will form the Java 2 Enterprise Edition or J2EE version of DCS*i*.Logistics. New market trends and developments confirm that DCS must expand towards an architecture which provides platform independence and scaleability from very small (10 users) to very large installations (tens of thousands of users).

The J2EE version benefits customers through greater modularity and platform independence. There is no need for 'big bang' upgrades because every module can be chosen on a 'best of breed' basis, and every module runs on any choice of hardware and Operating System (OS).

USER-FRIENDLY

A combination of web-based and GUI (Graphical User Interface) interfaces provides the functionality needed in the modern marketplace. Moreover, the physical separation of the User Interface, Business Logic and Data Persistence layers enables a variety of deployment configurations, allowing for redundancy – previously hard to build in – and a dynamic increase of load capacity.

The migration to J2EE will also bring interoperability based on open standards, e.g. WebServices/SOAP and JMS with existing back-office solutions or .NET. The HTTP connection WebServices use for the execution of business procedures makes it an ideal technology for achieving integration on a corporate LAN or WAN or across the internet. Security is built into the webservers used in this process.

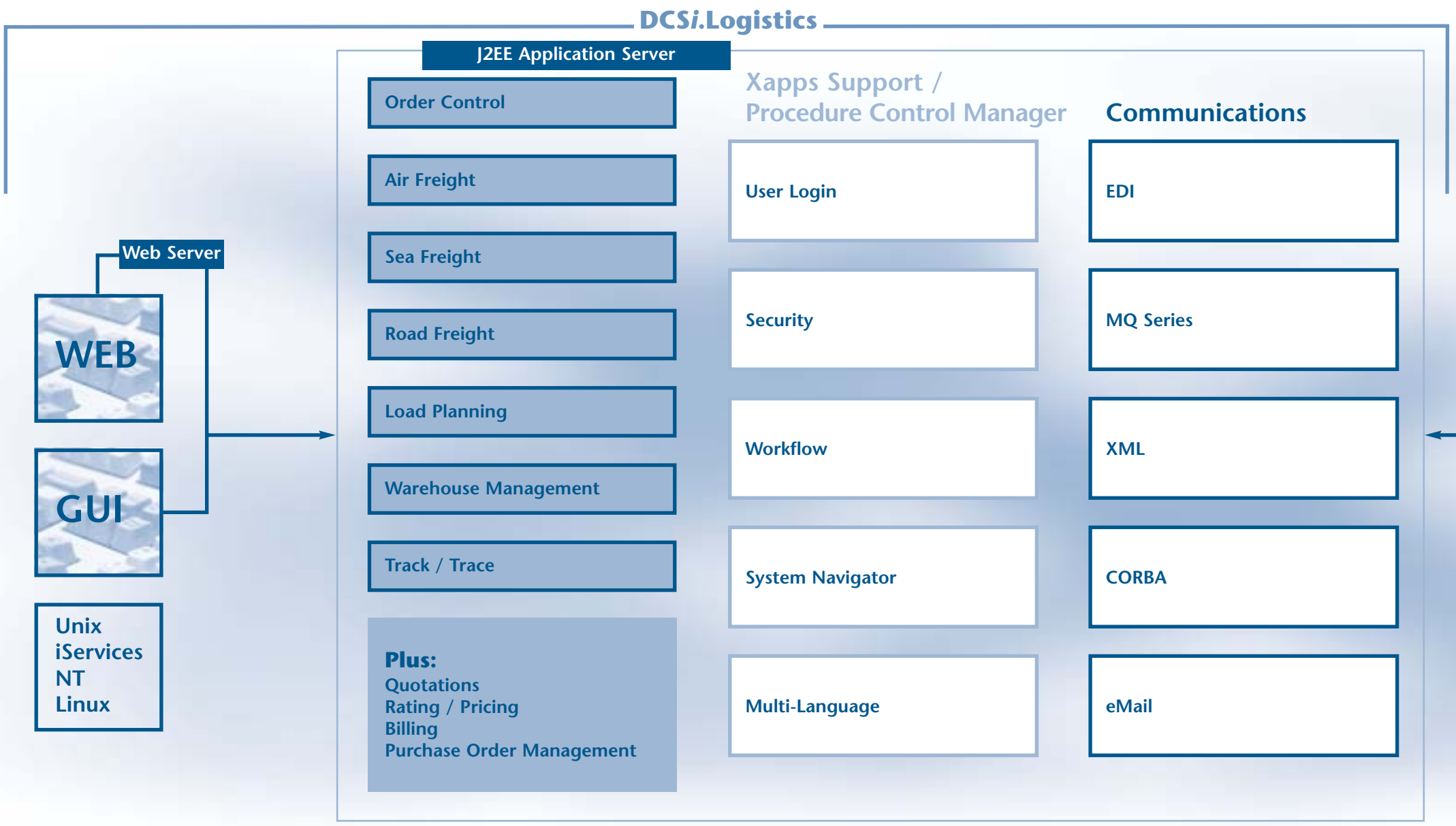
MODULARITY

This solution offers a flexibility never seen with its predecessors. A phased migration is now possible. Every application can evolve, as the individual modules are not cemented together. With the correct use of interfacing technologies, all the advantages of integration are retained without the pitfalls of the 'static integration' methods used in previous integrated technologies, where changes in one part of the system rebounded across the entire system.

As new modules are created, they will be deployed at existing customer sites to co-exist with other back-office, iSeries based solutions of DCS*i*.Logistics. In order to achieve this, DCS have developed major expertise in the area of Enterprise Application Integration (EAI) to enable integration with non-DCS back-office modules.

Modules completed so far are XAPPS, Cross Applications Support, Webtrack, iTMS and Webquote. XAPPS is the infrastructure module, which provides user enrolment, menu setup and authority. Webtrack provides tracking and tracing, with flexible business model definitions and advanced event capture. iTMS provides a graphical load planning function, where shipments from across multiple depots can be planned onto trips, with full visibility of resource utilisation. WebQuote is available in beta form and provides contract and spot quotations, linking to a back-office pricing mechanism.

A perfect example of the new features brought by J2EE is the new track/trace module called Webtrack. This module is unique amongst the new modules in that it uses a native XML database to store any business object model. New object types can be incorporated without coding. Setup is used to locate values within the business object, and to make them available for searching by the user. The system understands the relationship between particular business objects and can use this information to perform advanced searches and reverse lookups. Binary attachments (any file type) can be uploaded and stored against any business objects for later retrieval. J2EE offers companies the flexibility needed in a changing market.



Successful implementation at SDV

SDV (USA), Inc., a division of the French Bolloré group SDV International Logistics, chose DCS as their software and services provider. The specialist in all areas of transportation and logistics, SDV implemented the DCS*i*.Logistics suite of products in all of its 14 branch offices across the USA, utilising the US Customs Clearance, Export, Import Deconsolidation and Accounting Modules. Pierre Malet, VP of Information Systems at SDV, said: "We are all very pleased to confirm that we made the right choice with DCS: the transition was a success. Nothing comes easy, there was a huge amount of work required from all parties, from SDV as well as from DCS , but we feel confident that we are now ready to move on to new grounds (EDI, e-Billing, interfaces etc) with a solid IT product and partner." Being overall on-target and satisfied with the progress, SDV expressed this would lead to more productivity and reporting tools with the DCS*i* product.

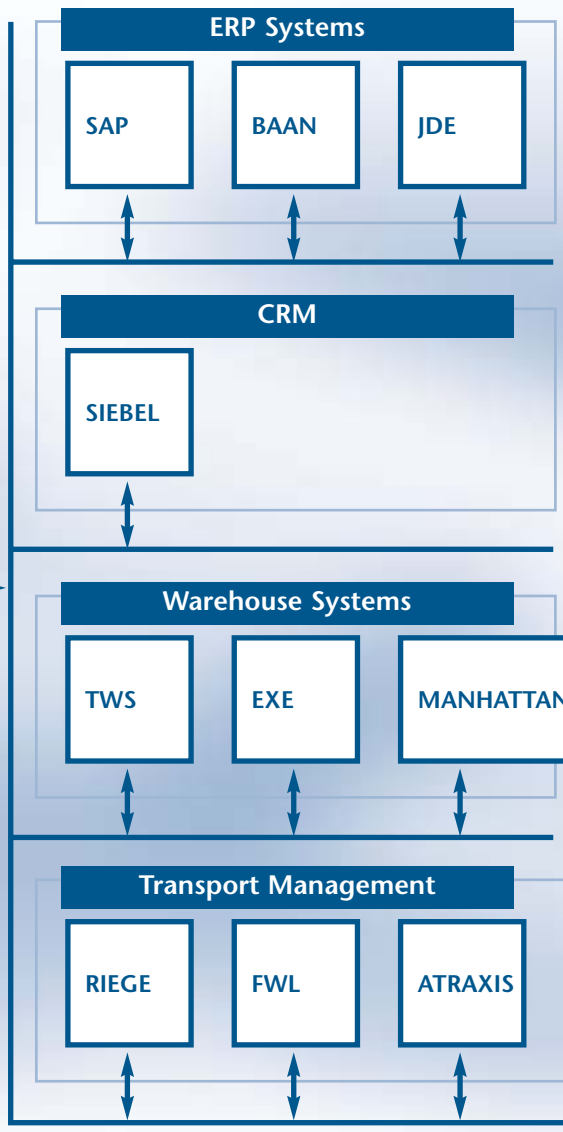
Partner systems integrate easily

In the past, interoperability was a problem limiting the freedom of choice for companies. For DCS, it is extremely important for its applications to work with those of third parties, and to this end a partner programme was established.

To further extend the value of the DCS*i*.Logistics application, links have been built which seamlessly integrate DCS*i*.Logistics with third-party technologies such as Digital Document Imaging, Fax and Email, Advanced Printing and Data Warehousing.

Through its partner programme, DCS has established relationships with key suppliers of complementary technologies such as Belgravium (mobile computing and handheld products), APS (digital document imaging), PerForm (laser quality form overlay), Presence (Business Activity Monitoring) and many others.

Berenschot conducts research on logistics industry



The internationally renowned management consultancy group Berenschot has been commissioned by DCS to perform a market survey.

Due to the changing economic situation and the end of the internet hype, logistics service providers have been less keen to embrace completely new IT infra-structures. The research was commissioned to get a clear view of the business relationships, IT solutions and delivery processes that clients and prospects expect. The trend to look for add-on applications that fit in seamlessly with existing infrastructure was confirmed by the market survey, especially when the implementation of an integrated suite requires a sub-stantial switch of infrastructure. Clients and prospects also said to look for industry knowledge, true partnership and fast, proactive response.

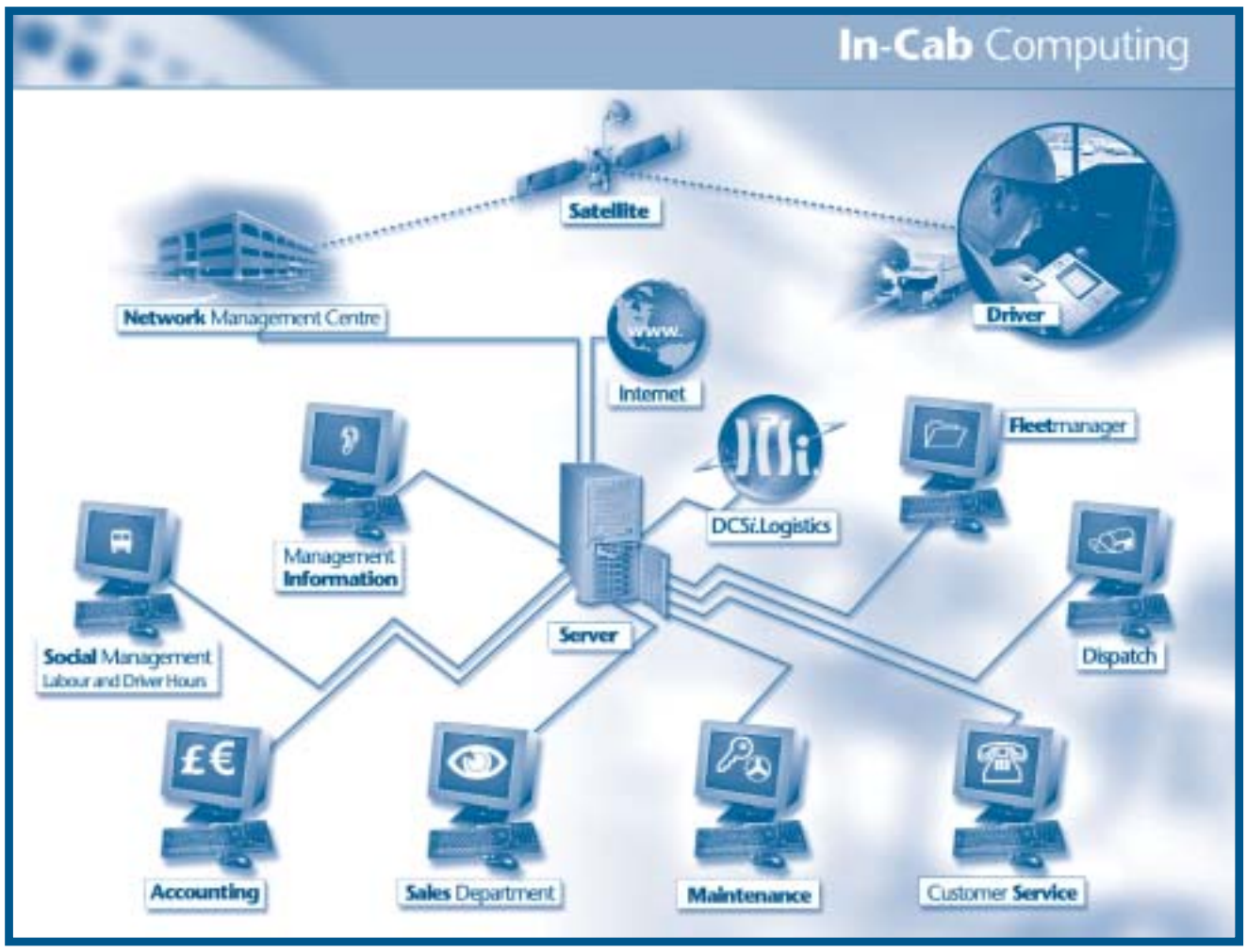
This third-party report made it clear that the future of the DCS*i*.Logistics application lies in its J2EE strategy. The choice for individual modules definitely answers the needs of the logistics industry.

QualComm and DCS team up

Rising competition has increased pressure to address supply chain issues such as just-in-time delivery, inventory reduction, cash-flow management, asset management and ship-to-line demands.

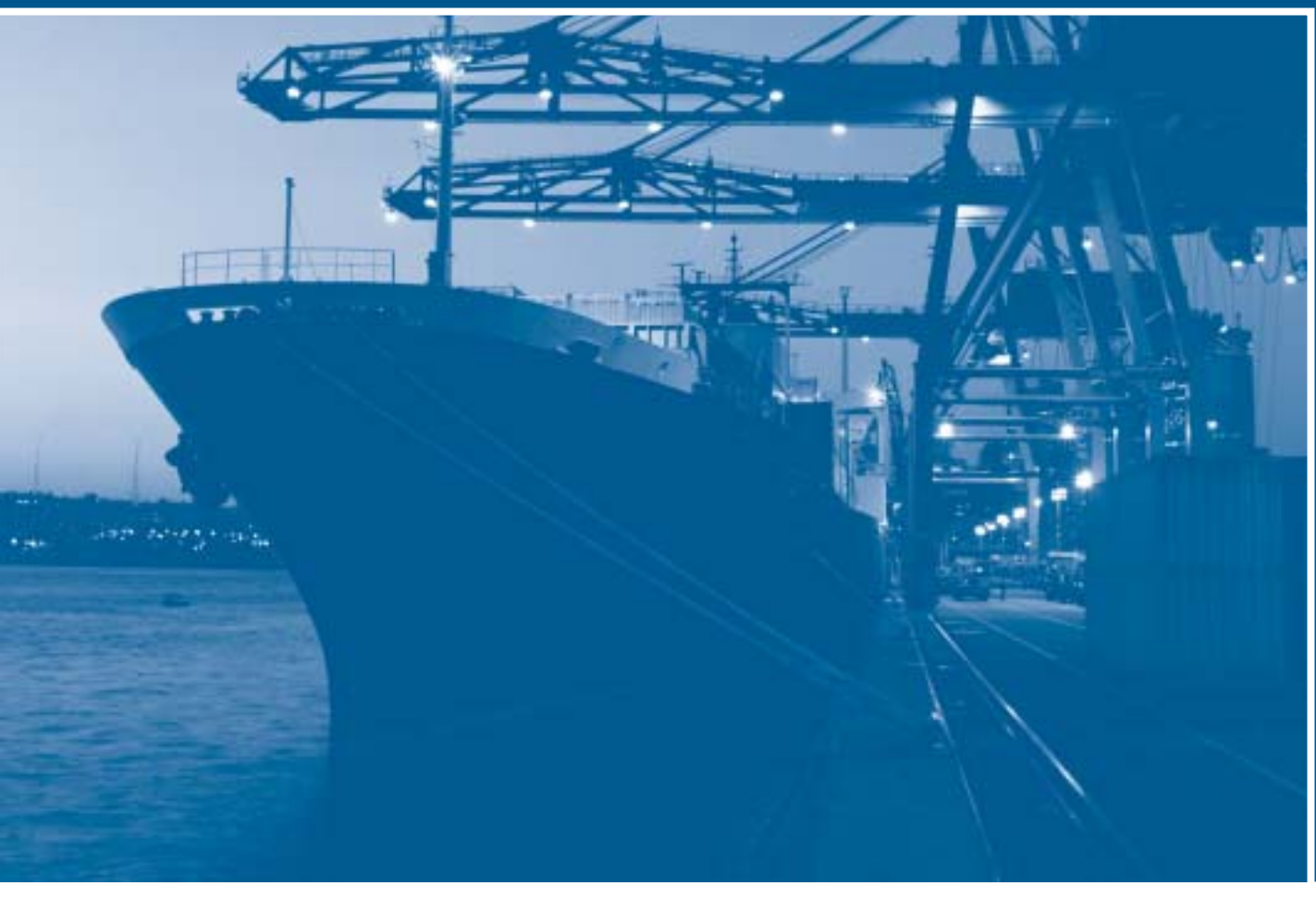
What's required is a fundamental shift in the way transport companies operate and communicate. Effective operations call for integrated fleet management. Qualcomm and DCS have teamed up to do just that and help European fleets become more effective using their Fleet Management System. Both parties have integrated their two applications to deliver a seamless solution that provides all parties in the supply chain with real time accurate information on a whole host of events surrounding the movement of goods in a road distribution system. The integration of information about driver hours, locations, load statuses and fuel consumption, and IT systems in the transport office results in significant service improvements in areas such as dispatch, accounting, customer service, sales and maintenance activities. You can, for example, automatically inform your traffic office of the exact location of the truck, or report any number of actions or mal-functions associated with either the tractor or trailer to, say, your workshop, fleet manager or customer service department. The DCS*i*.Logistics software works seamlessly with existing hardware components and back office software applications.

DCSi.Logistics and Qualcomm supply next generation logistics automation, including in-cab computing. Due to the modular set-up, there is no Logistics and Transportation company that couldn't save time and money this way. All information about trucks, cargo and drivers becomes an integral part of the entire business process, with tools geared specifically towards your industry.



User-friendly load planning

Traditionally, logistics activities such as warehousing, distribution and international freight were handled by separate businesses. However, today's multi-faceted logistics organisations demand a single system to satisfy all activities across the entire supply chain.



In DCS*i*.Logistics, a system has been created that provides a foundation for an entire range of processes which, if required, can be combined into one integrated application set. Its modular structure offers the flexibility of tailoring the system to meet specific business requirements. DCS have developed a new graphical application for load planning and resource allocation called iTMS. Running under J2EE, the main purpose of iTMS is to provide user-friendly windows-based functions such as drag-and-drop, right-click menus, movable, resizable columns and pop-up windows which can be maximized or minimized. The load planning system allows the search and display of orders, the planning and building of loads and the allocation of human and material resources. Orders can be sorted and filtered by many different criteria such as customer, type of goods or geographical region. Trips can be planned, and as orders are allocated to trips, the system alerts the planner once the capacity of the proposed equipment has been exceeded. This is an example of the level of detail and flexibility of the software package.

DCS@Work

DCS@Work is a quarterly newsletter bringing you more information on the products and services of DCS Transport & Logistics Solutions.

If you are interested in receiving more details on our products and services or would like to contribute an article to this newsletter, please contact:

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