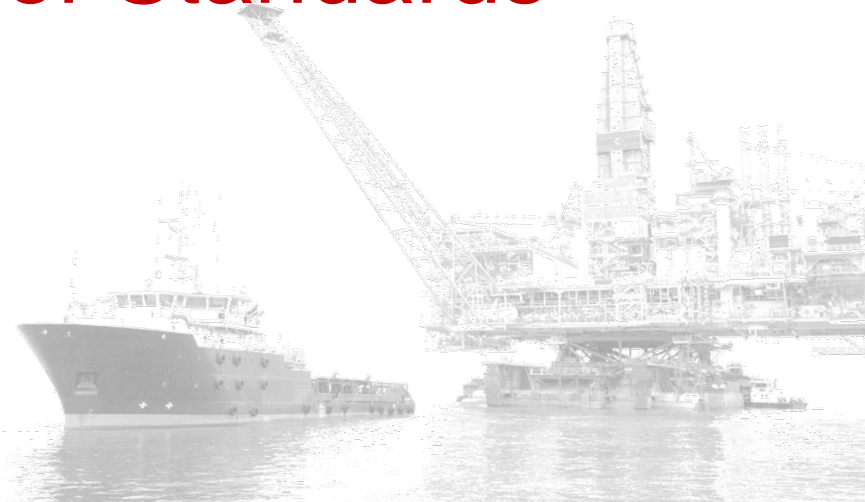# 2018 PIDX US SPRING CONFERENCE

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Effectively Managing Terminal Data Through the Use of Standards

Agenda

1	**Terminal Data Projects**
2	**Terminal Master Data**
3	**Terminal Inventory**

Terminal Data Projects

Terminal Master Data

TERMINAL MASTER DATA

Supplier		TAS Owner	TAS		DCH
Master Data					**Master Data**
		Master Data Passthru			
		Master Data	**Master Data**		
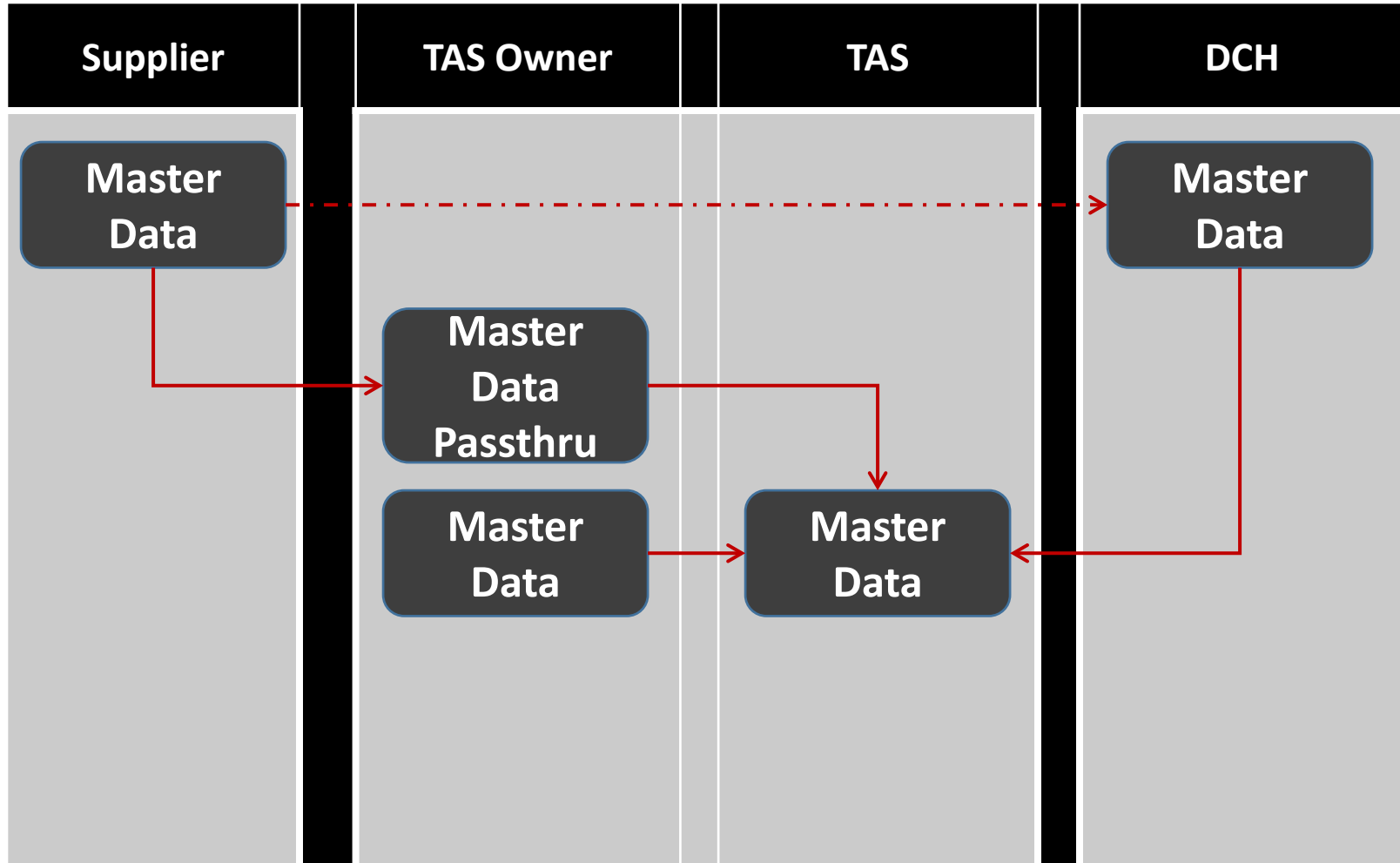
❖Shows typical setup at a terminal

```
Supply Owner ──┬──▶ Customer A ──┬──▶ Customer A ShipTo 1
               │                 └──▶ Customer A ShipTo 2
               │
               ├──▶ Customer B ─────▶ Customer B ShipTo 1
               │
               └──▶ Customer C ──┬──▶ Customer C's Customer 1
                    (Exchange)   ├──▶ Customer C's Customer 2
                                 └──▶ Customer C's Customer 3
```
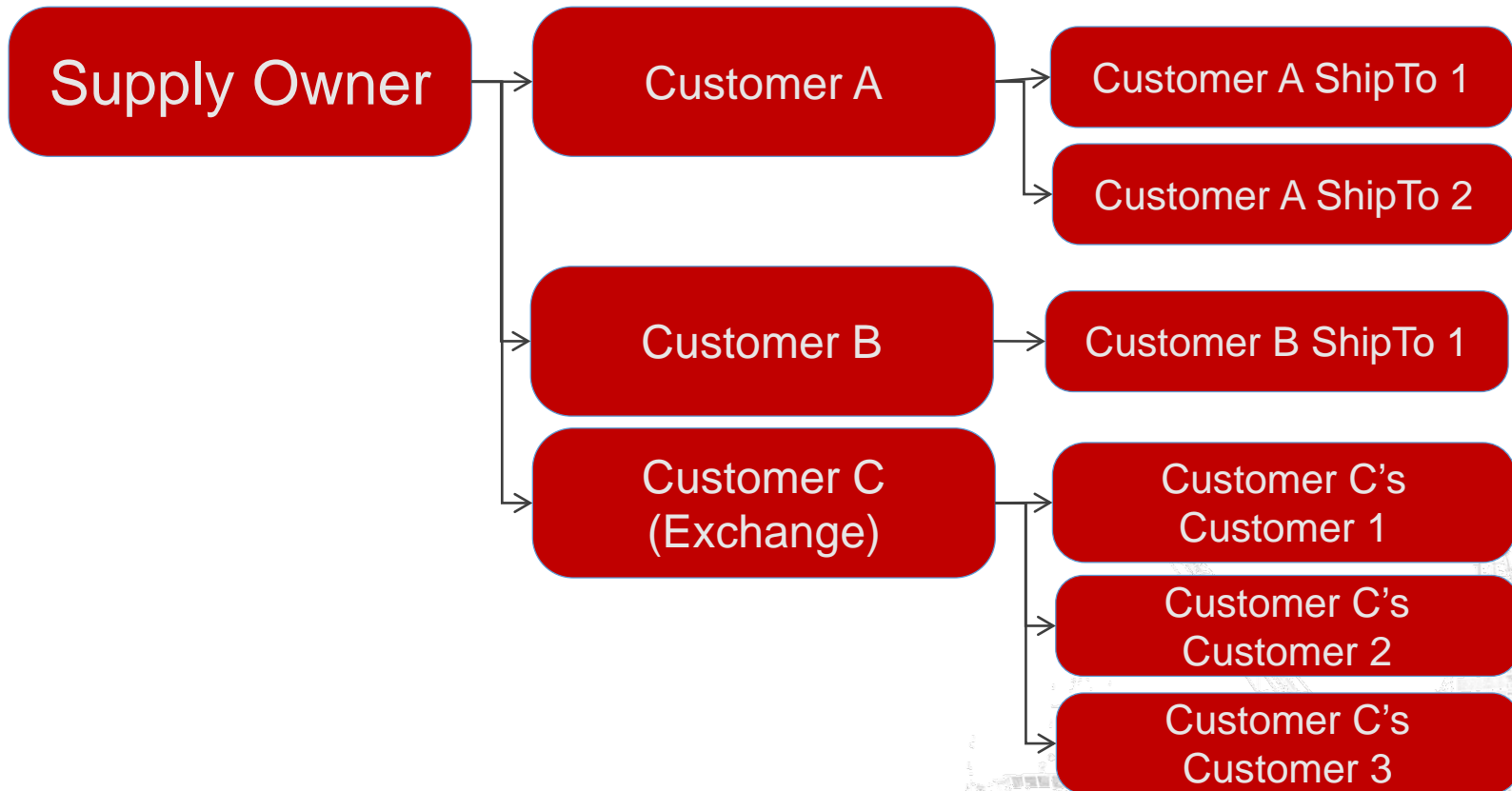
Provide the industry with a standard to transmit data sets that include:

- ❖ Customers
- ❖ Partners
- ❖ Products
- ❖ Carrier/haulier
  - ▪ Drivers
  - ▪ Equipment

BENEFITS

- ❖ Current processes are manual and error prone

- ❖ Remove dependency on terminal personnel

- ❖ Reduce delays in propagating information increase accuracy, and customer satisfaction

- ❖ Allow interoperability across various lifting control and terminal automation systems

SCOPE

❖ The intended scope of this project is within the downstream industry, specifically servicing the bulk fuels terminals and related businesses.

❖ Data elements within scope:
- PIDX Company Code & Product Code
- Supplier Data (Who is supplying the material?)
- Bill To / Sold To (Who is paying the bill)
- Ship To/Load ID (Customer reference)
- Driver/Carrier Information
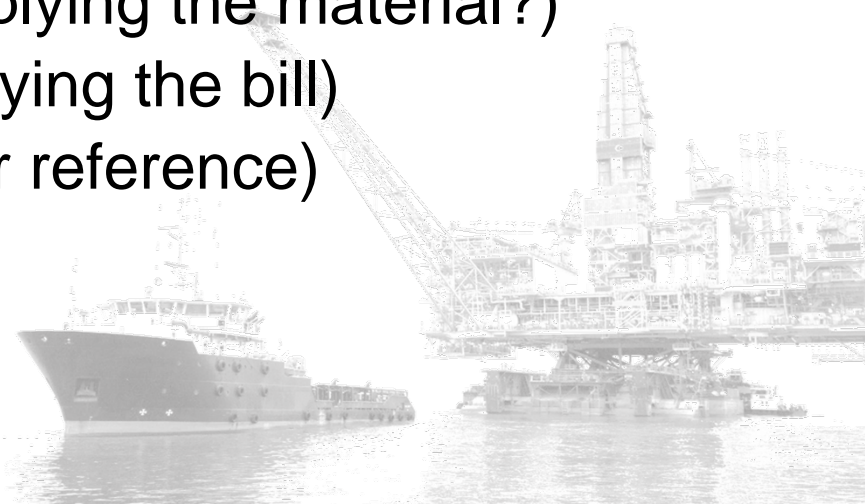
Terminal Inventory

❖ Provide the industry with an updated standard to gather and collect inventory data from all supply partners in a standardized format.

❖ The intended scope of this project is within the downstream industry, specifically servicing the bulk fuels terminals and related businesses.

❖ Data elements within scope:
- Inventory Balances
- Truck Receipts/Deliveries
- Terminal Bulk Receipts/Deliveries
- Rebrands
- Transfers In/Out
- End of Day BOL Summaries
- Mid-Day Truck Liftings

USERS OF THE DATA

- ❖ Accounting Departments
- ❖ Marketing Departments
- ❖ Schedulers
- ❖ Traders
- ❖ IT Staff
- ❖ Sales Departments
- ❖ Senior Management

- ❖ Allows multiple departments across an organization to obtain inventory data from one source of truth.

- ❖ Remove dependency on terminal personnel

- ❖ Reduce delays in propagating information increase accuracy, and customer satisfaction

- ❖ Allow interoperability across various lifting control and terminal automation systems
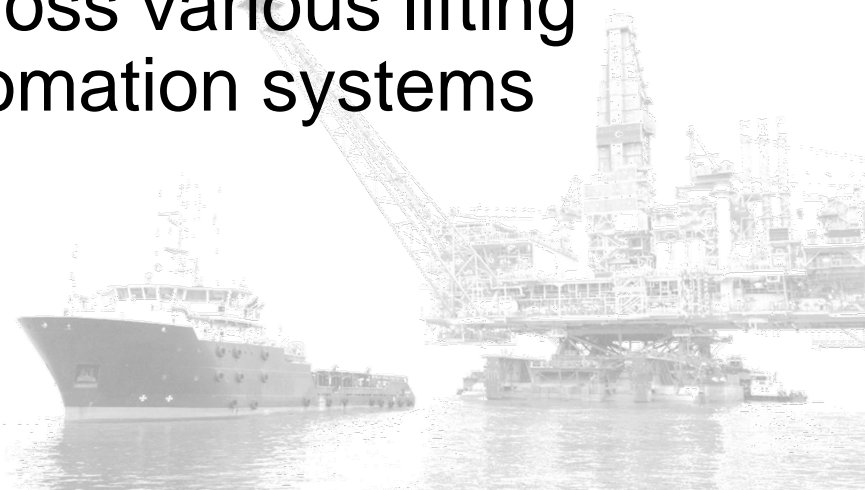
OTHER BENEFITS

- ❖ Near real time inventory updates
- ❖ Anticipate run-out and storage capacity constraints
- ❖ Avoid reactionary spot purchase or sales
- ❖ Avoid discounted rack pricing
- ❖ Minimize demurrage situations

TO BE CONSIDERED

- ❖ Terminal operators will not allow outside systems to initiate communications to the terminals.

- ❖ Protocols and processes must allow the terminal to initiate communications out to an ERP or DCH.

- ❖ Guidelines should be included as to frequency, authentication, transport protocols, etc.

- ❖ A validation step should be provided ensuring that all required elements are provided.

- ❖ Approval or acceptance of data

- ❖ A reconciliation process should be created for verification of the source and target data sources.
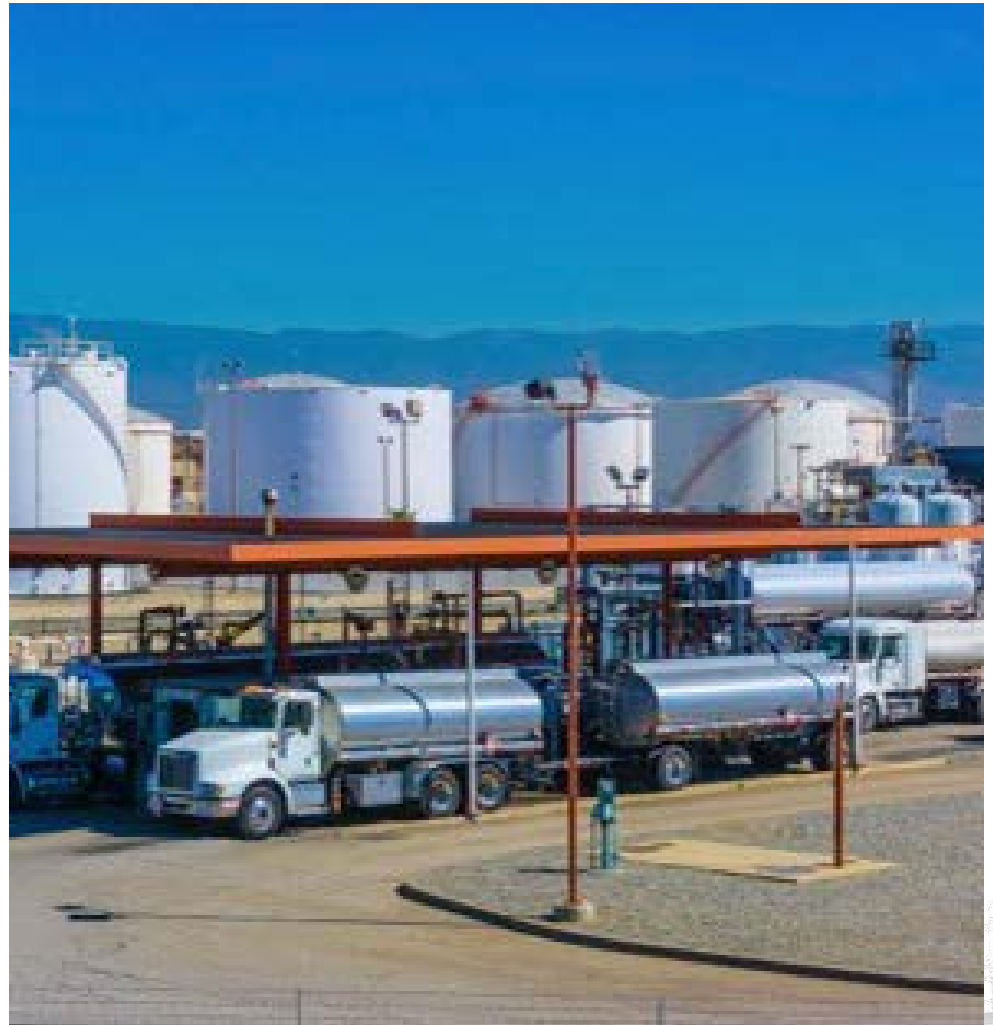
CRITERIA FOR SUCCESS

❖ This project will require the cooperation of:
- suppliers
- terminal automation vendors
- lifting control systems
- terminal operators

❖ In order to be successful, the various parties involved will need to adopt the resulting standards to take advantage of the efficiencies and accuracy improvements made possible by these projects.

QUESTIONS?

THANK YOU