Melco News

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INEVITABLE CHANGES...

Progress does not stop that's for sure! In this issue we would like to highlight some of the changes that will be incorporated into OASIS software systems in the not too distant future. One key feature will be the reactivation in OASIS systems of Oasis-Web, the fully integrated "Cloud" internet module. Additionally, we are integrating the latest Xml standards in the INTTRA Ocean Carrier module and the Iata eAwb electronic AWB submission for Air Carriers.

Oasis-Web will be provided as a **SAAS** 'Software As A Service' model and most electronic data interchange features will be incorporated under this software module.

Bar Code Scanning

Bar Code Scanning capability has been incorporated in the OASIS warehouse module.

New scanning capabilities have been created in the Warehouse module. This allows users to utilize the Tracking Label on cargo being received to scan the bar code on the Material Receipt. Once the Loading Guide is produced the user can check items off by scanning the tracking label of each item loaded confirming loading and

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moves items to the 'Scanned' browse box visibly showing items Not Scanned, Scanned, and Errors during Scanning.

There are Two Options:. One Wired and one Wireless.
SYMBOL LS/DS3408 Bar Code Scanner Ps2 wired Symbol LS3578-FZ - Rugged, cordless scanner with integrated Bluetooth

We have prepared a short Help / How To document as well as a short tutorial to get Warehouse module clients wishing to incorporate this new feature into their day-to-day operations.

http://www.oasis-web.net/UK/Warehouse%20Module.html

eBL – INTTRA Xml

Many Oasis sites are already somewhat familiar with electronic transmissions submission of bills of lading through INTTRA to selected steamship lines.

We have been informed by INTTRA that the current EDI 304 message that submits the B/L from Oasis to INTTRA then to the steamship line(s) is being decommissioned in 2015 & MelcoGroup is already planning to migrate the

> **Some of the advantages of the new platform are:**
> **1. Better/Newer technology I.e: Xml**
> **2. More data fields included for completeness**
> **3. Greater compatibility with carriers**

updated functionality to the similar XML protocols envisioned by the IATA initiative for the eAWB.

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INTTRA Test Scenarios

The Xml process & testing environment has been thorough and demanding. Countless software programming sessions, coding, testing, submissions and corrections had to be performed prior to being able to move to the next testing scenario. All seven distinct test are mandated prior to being confirmed and allowed to go into production. The following chart details the various shipment variances.

1. One Container/One good - Port to Port (PP) - All Possible Parties - Freight Collect
1 X 20' Standard Container
PP (Inform only port of loading and port of discharge)
Freight Collect
Inform all possible parties of the shipment (2nd Notify, Freight Forwarder, Exporter, Etc)
BL Type - Seaway
Scenario 1 Completed:
2. One Container / Multiple Goods - Door to Door (DD) - HAZMAT (Dangerous Cargo)
Ex: Good 1 -> In Container 1 / Good 2 -> In Container 1 / Good 3 -> In Container 1
DD (Inform Ports of Loading & Discharge + Place of Receipt & Delivery)
1 X 40' Standard Container
2- BL Type - Original/Copy
comments.
Scenario 2 Completed:
3. Multiple Containers / One Good - Port to Port (PP)- All Possible References - Freight Prepaid
Multiple Containers + Multiple Container Types
Ex: Good 1 -> In Container 1 / Good 1 -> In Container 2 / Good 1 -> In Container 3
Freight Prepaid
PP (Inform Ports of Loading & Discharge + Place of Receipt & Delivery)
Provide all possible references (According with the Implementation Guide)
Scenario 3 Completed:
4. Multiple Containers / Multiple Goods where goods are NOT split across multiple containers.
Multiple Containers, any type
across)/ Good 2 -> In Container 1 / Good 3 -> In Container 2 / Good 4 -> In Container 3
Good 3 -> In Container 3
Scenario 4 Completed:
5. Multiple Containers / Multiple Goods where there are mixed goods in a container - REEFER
Multiple Containers - ALL Reefer Containers with Temperature Settings
Ex: Good 1 -> In Container 1 / Good 2 -> In Container 1 & 2 / Good 3 -> In Container 2 & 3 / Good 4 -> In Container 4
Scenario 5 Completed:
6. One Container/One good with Inner Package Details - Marks and Numbers
1 x Container any type
Comments in the Remarks Field
Inner package details
Comments in the Clauses Field
Marks and Numbers
Scenario 6 Completed:
7. Multiple Containers / One Good with Inner/Inner packaging details
Multiple Containers any type
Only one good
Inner/Inner Packaging Details
Scenario 7 Completed:
8. Amendment
1- Amend test scenario # 3 to Door to Door and Freight Collect
Scenario 8 Completed:

We encourage ALL of our primarily Ocean cargo forwarding sites (no matter the size or scope of your operations), to become mentally prepared for the eventuality of steamship line required electronic B/L submissions.

Don't get caught with your head in the 'paperless' sand ! Those operations that are prepared for these future-driven technology advancements will not have to play catch-up at the last minute.

Once we are certified OASIS client sites **will be notified so that OASIS software systems can be updated.** Demo / Tutorials are being updated for distribution. Presently, we have the existing Inttra Edi X.12 demo but it is being updated to reflect the Xml Processing changes in progress.

ACE, CBP, AES

In our ever increasing world of 'security awareness' it is sometimes difficult to separate 'fact from fiction' or 'regulation from requirement'.

While our government demonstrates good intentions to better regulate & legislate the export industry, the result of navigating so many initiatives can be confusing.

What was originally designed as a simple, statistical way to track commodity origins via AES is now evolving into the broader and more security conscious ACE (Automated Commercial Environment) to permit more Transportation side information sharing.

What was once the realm of the Census Department has now become an area of principal interest by the Dept. of Homeland Security & the CBP.

One of their more widely discussed requirements is the Export Air Manifest Development which will, in the not too distant future,require an electronic submission of all air & ocean manifests with an ITN# & Exemption codes included from the Forwarder to the Carrier and then to CBP.

Fortunately, this particular government initiative is being provided with an 'as long as needed' Pilot Program before requiring active implementation.

NOT so much time leeway is being afforded by the Steamship & Airline industries. Shrinking profit margins are forcing them to commit to maintaining fewer staff to accept & convert paper AWB's or B/L's to their proprietary computer systems. Thus, there is the more urgent motivation for development of electronic protocols for our Software system to electronically communicate BOL's, AWB's & even Bookings to their respective Air or Ocean Carriers.

This initiative is being supported & promoted by the most important organizations, like IATA in the Air industry, the NCBFFA representing Forwarders & Brokers & INTTRA which is the middleman for electronic B/L data from Oasis to most of the largest & common Ocean Carriers.

eAwb

Everywhere you look nowadays there is always talk of creating a "paperless environment". That kind of thinking has existed for quite a while in the international airline industry & will soon become a fact of life for U.S. export freight forwarders. We anticipate that more & more airlines (and even the government) will soon require airwaybill & manifest details to be transmitted electronically.

Many Oasis sites are already somewhat familiar with electronic transmissions like our AES-EDI module that transmits & submits SED data to Census or our eBL – the electronic submission of bills of lading through INTTRA to selected steamship lines. We are now developing the protocols to capture necessary data elements in compliance with the 'eAWB initiative' that IATA is encouraging freight forwarders to participate in.

> ## e-AWB targets
> - **22% e-AWB by end of 2014**
> - **45% e-AWB by end of 2015**
> - **80% e-AWB by end of 2016**

We initially envision providing two standard electronic pathways – CARGOIMP & XML which currently comprise over 95% of worldwide eAWB electronic data interchange. Although the time frame for general eAWB implementation is not 'set in stone' – the current largest eAWB participating international airline plans to begin levying a $25.00 surcharge on non-electronic airwaybill submissions originating in the U.S. in December of this year ! Most of these airlines will provide an on-line portal for electronic data entry, but in our experience, if there is one thing that forwarders despise – it is the time-consuming double entry of data. They will want what is provided on the Oasis AWB to promptly flow in the correct electronic manner to the airline.

Industry Resources

IATA Initiative

http://www.iata.org/whatwedo/cargo/e/eawb/Pages/index.aspx

The following 2 links provide a more detailed explanation of what is required by Forwarders relating to the necessary digital signing of legal documents with the airlines to replace paper submission procedures..

### IATA MULTILATERAL E-AIR WAYBILL AGREEMENT

http://www.iata.org/whatwedo/cargo/e/eawb/Documents/multilateral-eawb-agreement.pdf

Multilateral e-AWB Agreement Paperless Process using e-Signatures

http://www.iata.org/whatwedo/cargo/e/eawb/Documents/multilateral-paperless-intro.pdf

Oasis-web.net

We have been updating and porting relevant information from the existing www.melcogroup.com to www.oasis-web.net

Both sites are active. One of the main reasons was to become more familiar with some of our newest software development applications and to eventually phase out Microsoft Frontpage which is no longer being supported by MS. Other reasons include:
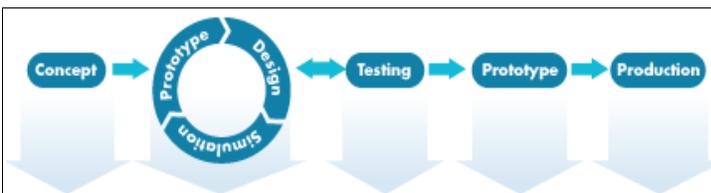
CURRENT MILESTONES

- Streamlined the design to allow clients easier access to OASIS software module, industry information and tutorial / demo systems.
- implementation of Sql Webserver FOR DATA SERVICES
- OASIS to OASIS-WEB data transmissions via Web Services
- Screen Menu & Data formatting
- OASIS Client data seeding
- Initial Start up & active testing
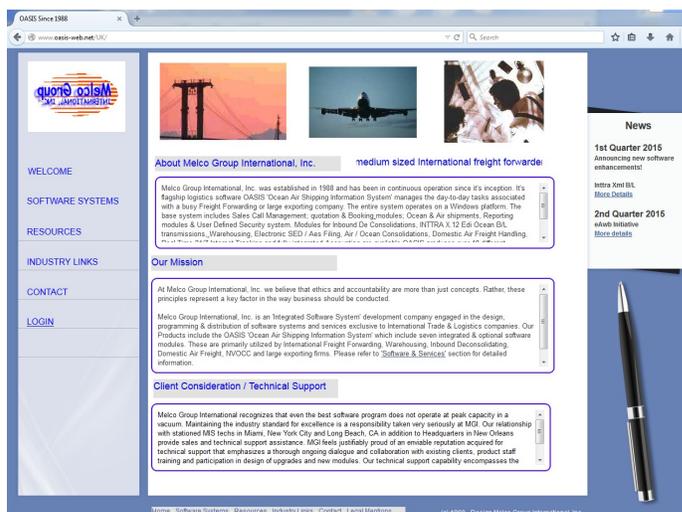- Implementation of Registration Module for system Access

Illustration 1: oasis-web.net Home screen

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Web Services

Many organizations use multiple software systems for day-to-day management of their various business operations. Different software systems often need to exchange data with each other, and a Web service is a method of communication that allows two software systems to exchange this data over the internet. The software system that requests data is called a *service requester*, whereas the software system that would process the request and provide the data is called a Service Provider.

Different software might be built using different programming languages, and hence there is a need for a method of data exchange that doesn't depend upon a particular programming language. Most types of software can, however, interpret XML tags. Thus, Web services can use XML files for data exchange.

Data – Traffic Handling

We created for Oasis-Web a new WSERVICE in (OASIS) which will run as the handler for all traffic to and from the OASIS-WEB site. This will receive requests from OASIS and execute the requested action and record the results in the WEBPASS data file. This application will be running all of the time on the server of each OASIS site using OASISWEB, just like AESOASIS does.

Unlike AESOASIS there are no other processes which need to be installed like AESVPN, WSERVICE directly posts to the OASISWEB AWP_CONNECT webservice. Added coding will allow the AWP_CONNECT page to receive the incoming message, record it to a new SQL file as a log (oasisweb.webservice) then parse the XML message creating the requested document in the SQL database.

Sample Screen shots

The following are some sample screen illustrations of oasis-web.net but more information will be released once the system is ready for 'Prime Time'.
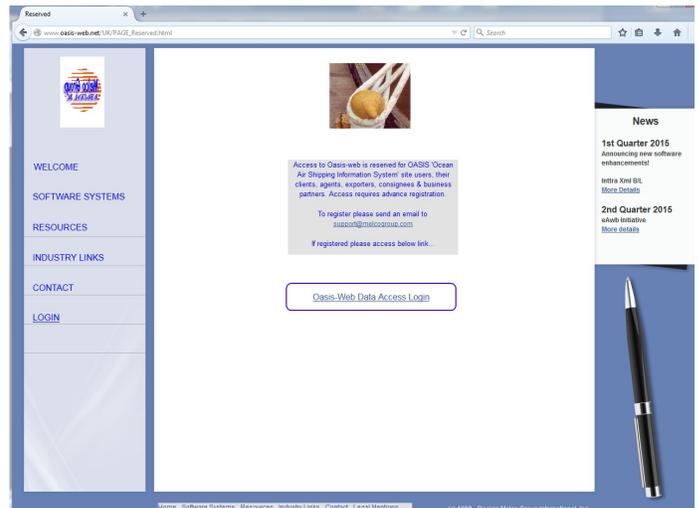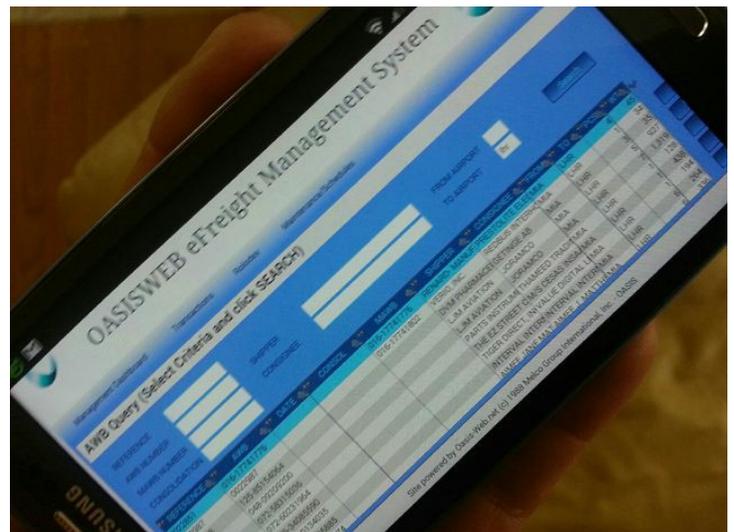

Illustration 2: Registration / Login to Sql data system

Illustration 3: Sample screen on Samsung S3 Cell