

Harmonization of Syensqo's Transport Management (TM) Landscape

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Purpose

This position paper presents Syensqo's strategic vision to harmonize its Transport Management (TM) landscape by consolidating multiple fragmented freight collaboration tools into a single, globally integrated solution. The goal is to streamline operations, enhance carrier collaboration, event tracking and Freight Invoicing.

Vision

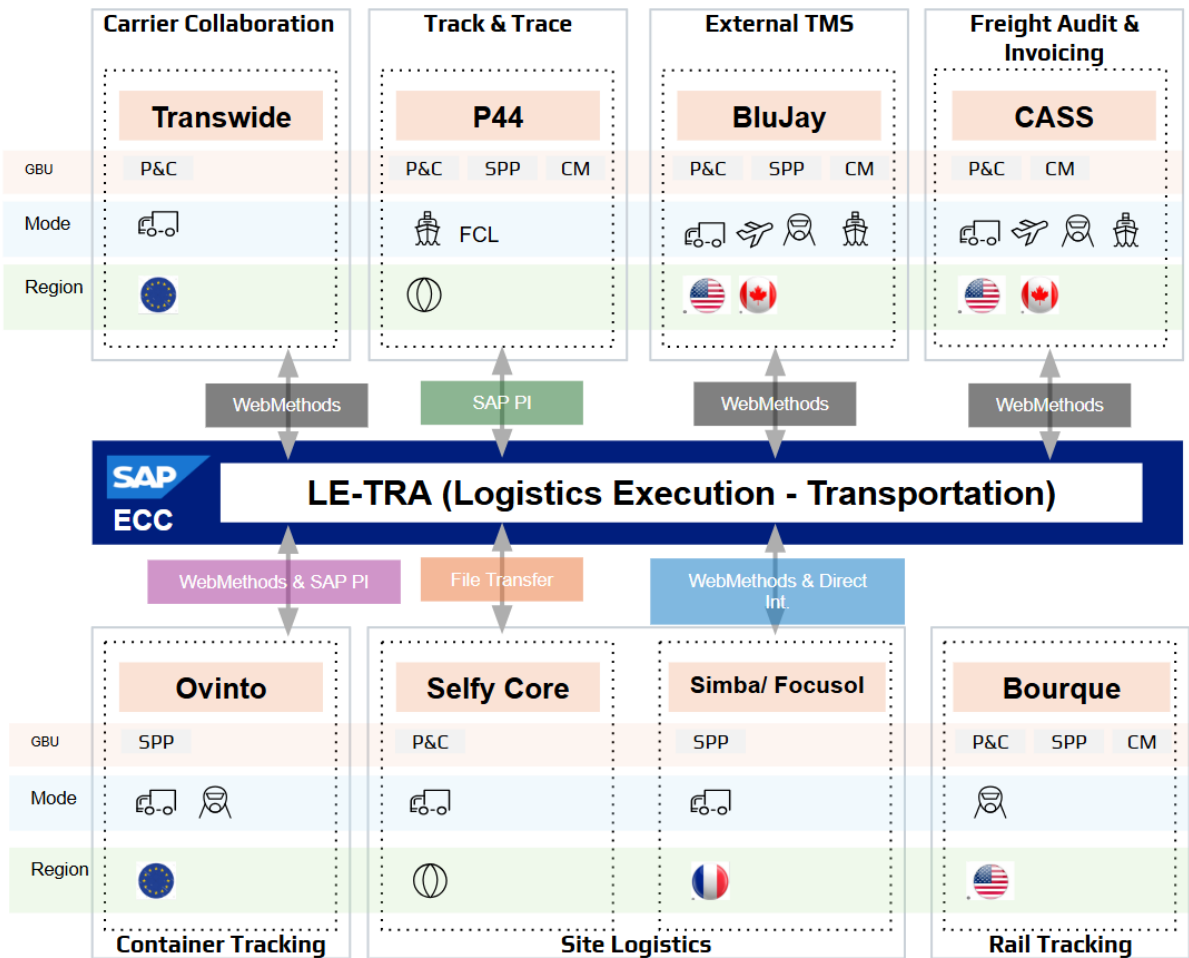
The simplification of the multiple fragmented and not integrated freight collaboration tools to one Global integrated platform.

Scope

The scope of this initiative covers the transition from several regional and mode-specific TM tools to one unified platform. Specifically, it includes:

- Replacing Transwide (Europe) with BN4L, providing global coverage for all transport modes.
- Reducing scope of TMS4S to road transport in the US and Canada only for SPP and P&C.
- Expanding BN4L to cover carrier collaboration for ocean and air for all GBUs in the US and Canada, and to provide global coverage for all modes, including regions currently not integrated with any collaboration tool.
- Harmonizing middleware from four separate systems to a single middleware (CPI), simplifying integration and data management.

As-Is Landscape



Functionality	Application	GBU	Mode	Region	Middleware
Carrier Collaboration	Transwide	Performance and Care	Road (incl. Drayage)	Europe	webMethods
Track and Trace	Project 44	Performance & Care, Specialty Polymers, Composite Materials	Ocean (Full Container Load)	Global	SAP Process Integration
External TMS	BluJay	Performance & Care, Specialty Polymers, Composite Materials	All Modes	USA & Canada	webMethods
Freight Audit & Invoicing	CASS	Performance & Care, Composite Materials	All Modes	USA & Canada	webMethods
Container Tracking	Ovinto	Specialty Polymers	Containers (Road, Rail)	Europe	webMethods & SAP Process Integration
Site Logistics	Selfy Core	Performance and Care	Road	Europe	File Transfer
Site Logistics	Simba/Focusol	Specialty Polymers	Road	France	webMethods & Direct Integration
Rail Tracking	Bourque	Performance & Care, Specialty Polymers, Composite Materials	Rail	USA	No Integration

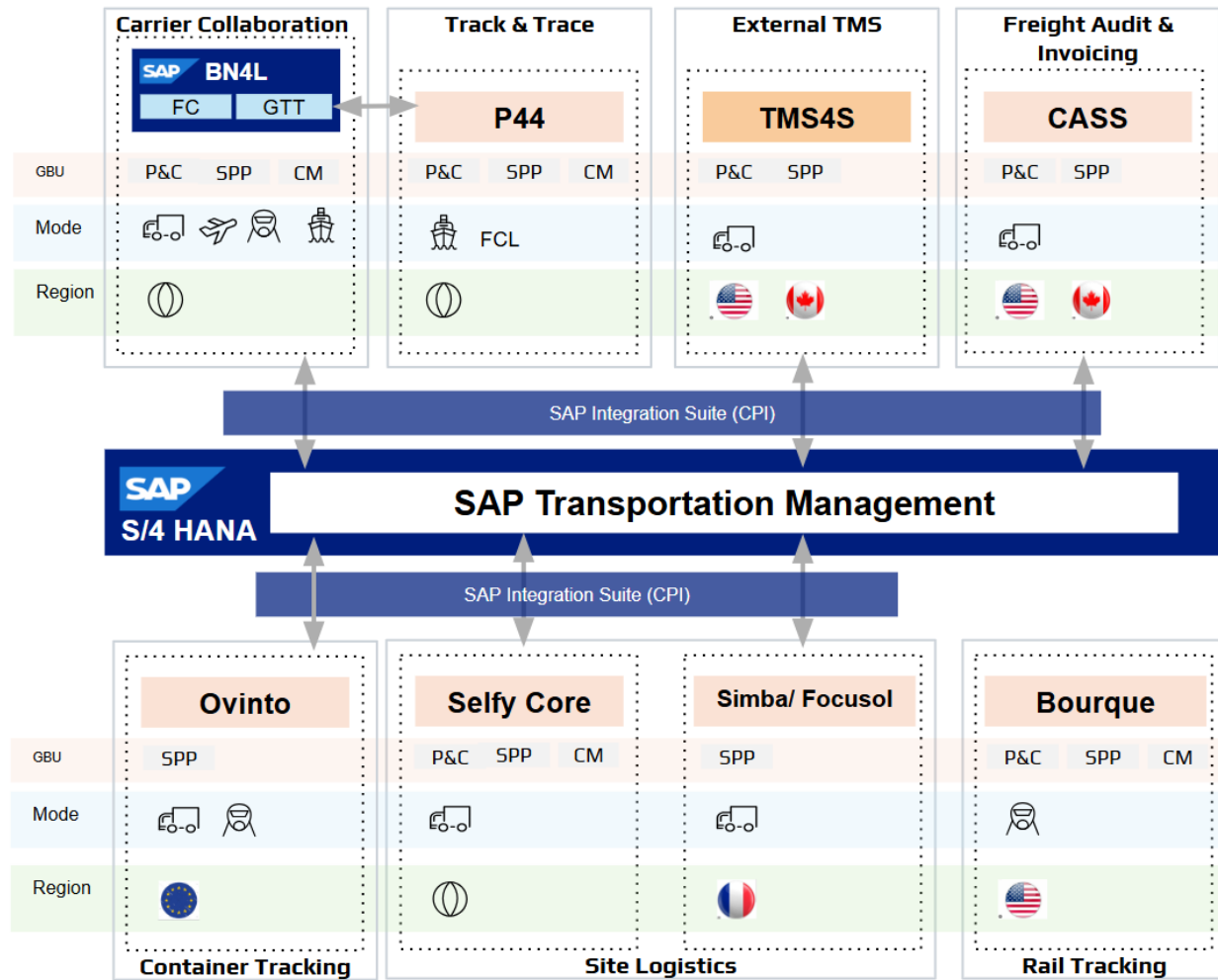
Analysis:

As illustrated in the diagram and table above, the processes for Carrier Collaboration, TMS activities, and Freight Invoicing are highly fragmented. Specifically:

- **Transwide** supports only one GBU in Europe.
- **BluJay** is used for all GBUs, but only in the USA and Canada.
- **CASS** handles freight invoicing in the USA and Canada, but only for two GBUs.

This fragmentation highlights the lack of a unified approach across regions and GBUs, which may impact efficiency and consistency.

To- Be Landscape



Functionality	Application	GBU	Mode	Region	Middleware
Carrier Collaboration	BN4L	Performance & Care, Specialty Polymers, Composite Materials	All	Global	SAP Integration Suite (CPI)
Track and Trace	GTT + Project 44	Performance & Care, Specialty Polymers, Composite Materials	Ocean (Full Container Load)	Global	SAP Integration Suite (CPI)
External TMS	TMS4S	Performance & Care, Specialty Polymers	Road	USA & Canada	SAP Integration Suite (CPI)
Freight Audit & Invoicing	CASS	Performance & Care, Specialty Polymers	Road	USA & Canada	SAP Integration Suite (CPI)
Container Tracking	Ovinto	Specialty Polymers	Containers (Road, Rail)	Europe	SAP Integration Suite (CPI)
Site Logistics	Selfy Core	Performance & Care, Specialty Polymers, Composite Materials	Road	Global	SAP Integration Suite (CPI)
Site Logistics	Simba/Focusol	Specialty Polymers	Road	France	SAP Integration Suite (CPI)
Rail Tracking	Bourque	Performance & Care, Specialty Polymers, Composite Materials	Rail	USA	No Integration

Analysis:

As shown in the diagram and table above:

- Carrier Collaboration, TMS activities, and Freight Invoicing are consolidated into one global platform: **BN4L**.

- **Exceptions:**
 - **TMS4S** and **CASS** are still used for two GBUs in the USA and Canada.
- The **middleware** will be harmonized to the **SAP Integration Suite** for improved standardization across systems.

- Carrier Collaboration:

The Following Functionalities are covered as part of Carrier Collaboration

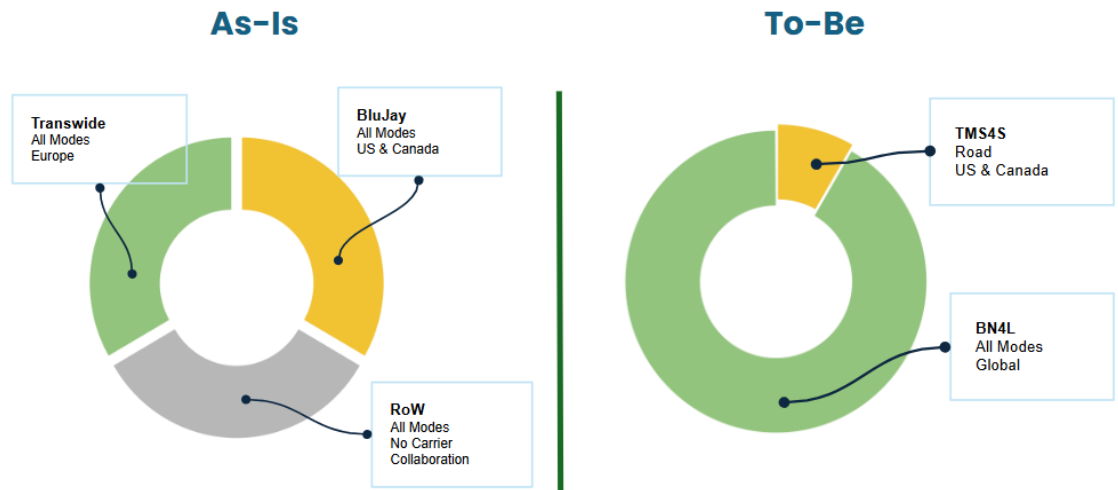
- Transport Booking
- Carrier confirmation/ rejection
- Slot Booking

SAP BN4L will be the Global Primary Solution for Carrier Collaboration in SyWay to-be Landscape for all modes of transport and for all GBUs.

The Only exception to this is that TMS4S will be used for Performance & Care, Specialty Polymers in the region of USA & Canada. The decision to keep TMS4S (the upgraded version of BluJay) active in the future landscape for two GBUs was made to ensure business continuity. This decision was reached after a detailed analysis conducted in collaboration with business users

Note: Composites will use BN4L globally, including in the USA and Canada. In the current state ("As-Is"), CM was connected to BluJay; however, it was never used productively.

Note: BN4L can also directly connect for Carrier Collaboration with Carrier via EDI or API. Any such requirement of direct connect between Carrier system and BN4L will be assessed as part of the Carrier onboarding activity.



Current State (As-Is)

- **Carrier Collaboration is fragmented:**
 - **Europe:** Uses Transwide
 - **US & Canada:** Uses BluJay
 - **Rest of the World:** No dedicated application for Carrier Collaboration

Future State (To-Be)

- **Carrier Collaboration will be harmonized** with a single global application (**BN4L**) for all modes and regions, **except:**
 - **USA & Canada:** TMS4S will be retained for road mode in two GBUs
- There is **potential to sunset TMS4S** once BN4L is stabilized and fully operational in other regions after Go-Live.

Key Benefits

- **Complete harmonization** of Carrier Collaboration and freight invoicing processes globally
- **Streamlined operations** and reduced system complexity
- Middleware simplification and standardization from four middlewares to One middleware (CPI)

- Track and Trace:

The Following Functionalities are covered as part of Track and Trace

- a. Milestone tracking of event after truck/rail/vessel during transit e.g.. departure, arrival , delay , damage etc.

For Ocean(FCL) the track and trace will be done via **Movement by project44**, which is the same as the As-Is scenario. However the key change here currently P44 is directly integrate to the SAP ECC system, however in Future state it will be connected to BN4L and BN4L will in turn send the track and trace data to S/4 HANA, making it seamless connectivity with one application BN4L

For All other modes of transport Globally the track and trace will be done via BN4L directly, i.e. Carrier can Log events via BN4L web portal. Exception: for Road Mode of transport in USA & Canada for Performance & Care, Specialty Polymers will be done via TMS4S

Note: BN4L can also directly connect for track and trace with Carrier via EDI or API. Any such requirement of direct connect between Carrier system and BN4L will be assessed as part of the Carrier onboarding activity.

- **External TMS:**

The Following Functionalities are covered by External TMS application:

- a. Carrier Selection
- b. Carrier Collaboration
- c. Freight Charge Calculation
- d. Track and Trace

For USA and Canada, road mode for Performance & Care, Specialty Polymers, **TMS4S** system will be used as External TMS system. SAP S/4HANA TM will be integrated to TMS4S. TMS4S will be responsible for Carrier selection, Confirmation, Charge Calculation and track and trace and send the information to SAP S/4 HANA TM.

- **Freight Audit & Invoicing:**

The Following Functionalities are covered as part of Freight Audit & Invoicing:

- a. Audit of Freight calculated planned freight charges
- b. Payment of Freight Invoices to Carrier

For USA and Canada, road mode, for Performance & Care, Specialty Polymers, **CASS** will be used for Freight Audit & Invoicing.

For All modes of transport, globally, SAP TM along with BN4L will be used to handle dispute management ensuring that the Planned Freight is audited and aligned with the Carrier.

Generating Freight Invoice:

Primary Method: Carrier should generate invoicing directly via BN4L portal

Secondary method: In case of exceptions (e.g. carrier not onboarded on BN4L), Carrier can send the invoice to VIM.

- **Container Tracking:**

Ovinto is used in Europe for tracking container movements and tracking the inventory of empty, preload containers.

- **Site Logistics:**

The Following Functionalities are covered as part of Site Logistics:

- a. Post Check-in / Check-out to S/4 HANA TM
- b. Send Truck, Driver details to S/4 HANA TM

Selfy will be used as a Primary Application for site Logistics. Currently Selfy is used in 3 Plants in Europe (Ospiate Italy, Mereville France, Spinetta Italy) . Selfy will be integrated S/4 HANA as part of the SyWay to be state.

Simba/Focusol is used as the Site Logistics application in Tavaux France instead of Selfy. Simba/Focusol will be integrated S/4 HANA as part of SyWay for Tavaux Plant. This is a third party site managed by INEOS, and hence we need to continue with Simba/Focusol to keep business continuity

- **Rail Tracking:**

Bourque is used as a Rail Tracking application in USA. It is not integrated to the current SAP ECC system and in Future state as well it will remain standalone and not integrated with S/4 HANA.

Abbreviations

1	SAP TM	SAP Transportation Management
2	SAP BN4L	SAP Business Network for Logistics
3	FC	Freight Collaboration Module of BN4L
4	GTT	Global Track and Trace Module of BN4L
5	P44	Project 44
6	TMS4S	E2Open Transportation Management for Shippers
7	CASS	Cass Information Systems for Freight Audit and Payment
8	CPI	SAP Cloud Platform Integration (SAP Integration Suite)
9	SAP PI	SAP Process Integration
10	FCL	Full Container Load
11	LE - TRA	Logistics Execution (Transportation)
12	VIM	Vendor Invoice Management module of S/4 HANA
13	RoW	Rest of the World

Conclusion

Syensqo's commitment to harmonizing its TM landscape through the adoption of BN4L and a single middleware platform marks a significant step toward operational excellence. This initiative will deliver improved efficiency, visibility, and Carrier collaboration