

DELIVERING BUILDING MATERIALS IN URBAN AREAS WITH PTV XSERVER



"Every quarter of an hour that route planning saves a driver is pure profit."

Frank Baudet, Manager of Development
& Innovation at PAX Groep



The five operating companies of the PAX Groep provide an array of logistics services, ranging from the distribution of construction materials to complete production facility relocation solutions. Nabek Wegtransporten is the road freight arm of PAX Groep which specialises in the distribution of building materials and forklift transportation.

In the past few years, the construction sector in particular has undergone substantial logistics-based improvements.

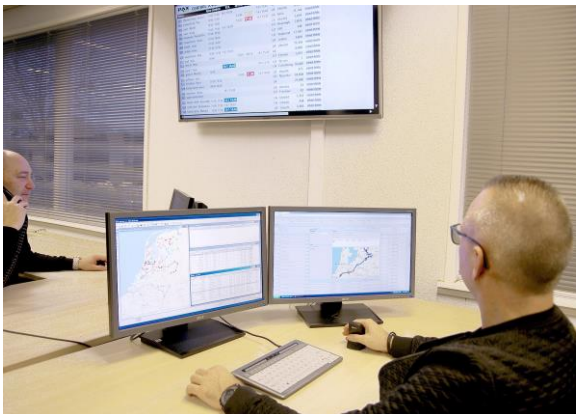
As a result, suppliers of building materials have seen their delivery frequency increase and the size of deliveries decrease, in part due to the fact that available space for storing supplies is often limited on building sites.

"We are helping to resolve this issue by setting up external stock locations and then delivering from those when supplies are called off. We are also bundling materials flows," explains Frank Baudet, Manager of Development & Innovation at

PAX Groep.

A GOOD CALCULATION ENGINE

Improvements to logistics processes place additional demands on the NABEK Wegtransporten's planning activities. "There has been a swift fall in the size of the drops. In the past, a lorry would have made perhaps just six or seven drops per journey. Now it is normal to make 13 or 14 drops. At the same time, expectations are growing in terms of service. Building materials need to be delivered at 7 am.



The construction sector is under major pressure to make its logistics processes quicker, more efficient and more intelligent. Logistics service provider NABEK, part of the PAX Groep, is rising to the challenge by using the PTV xServer for its transport planning. These software components from the PTV Group are connected to the NABEK transport management system via an interface.

And precisely because construction sites no longer have stock on site, nothing can be missing," explains Baudet.

NABEK uses PTV xServer – the PTV software components – to plan its routes. These components work seamlessly with the transport management system (TMS) developed as a fully bespoke solution for the logistics provider. "Our customers want to know more and more precisely exactly when a lorry is expected to arrive. This is why we need a good calculation engine," explains Baudet, who values PTV for its flexibility. "We had the chance to test the software extensively up-front. It was only when we were certain that the solution worked exactly the way we wanted it to that we signed a contract with PTV."

SAVING TIME THANKS TO GEOCODING

The specific support that the route planning components provide to the freight transport is important.

PTV xServer allows for the vehicle and engine type, and the restrictions that apply such as bridge heights, axle loads, toll charges and environmental exclusion areas. "More than once we have had a difference of opinion with a customer who has used Google Maps to calculate that a journey is not 135 kilometres, but 115 kilometres. However, they often have

forgotten about the restrictions that apply to freight transport. That is why it is important for us that we are now working with a system that calculates a distance which matches that of TLNplanner, which is considered the benchmark in our industry."

One important component is xLocate, which checks postal addresses and converts them into geographic coordinates (geocoding). "Although we already had a geocoding tool, it only accepted correctly spelled addresses. xLocate, on the other hand, also recognises addresses that may not be spelled correctly, but that sound the same phonetically. This is really useful. One only has to look at the number of ways that somewhere like Alphen aan den Rijn could be spelled," says Baudet. "A driver has to be able to drive directly to their final destination. Every quarter of an hour that the driver spends searching is wasting our valuable transport capacity."

ESTIMATED TIME OF ARRIVAL

The PTV xServer components run in a PTV data centre and are integrated with the NABEK TMS via an interface. "This way we always have the latest version of the software without worrying about updates or upgrades," explains Baudet, who also states that the cloud solution comes with excellent service. The

specialists at PTV are always on hand to provide advice, for example about parameter settings, or to brainstorm the potential of PTV xServer. "Our business relationship with PTV is very flexible," states Baudet.

The integration process has reached the point where NABEK has equipped the TMS with a screen that combines the results of PTV xServer with the track and trace information from the TomTom vehicle tracking system installed in the 115 lorries used for NABEK's regular charters. This screen enables planners to predict the lorry's time of arrival, at any time. "We can use the schedule to determine exactly when a lorry should arrive at its first delivery address. If, for whatever reason, the lorry is 30 minutes late, we can quickly and easily issue an amended ETA for the other delivery addresses. It then takes just a couple of clicks more to inform the customer via SMS or email."