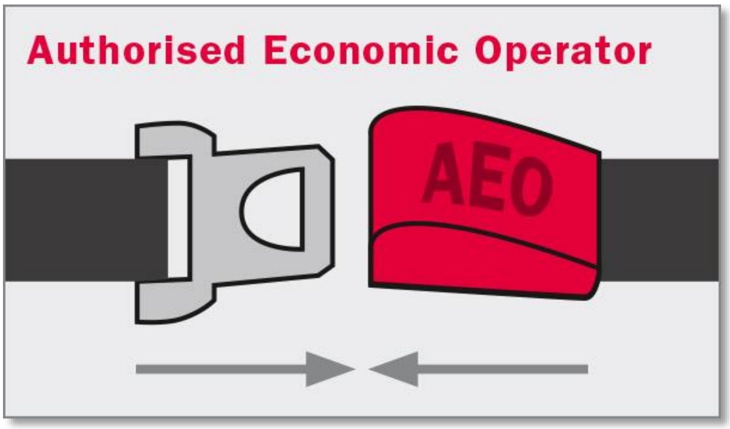
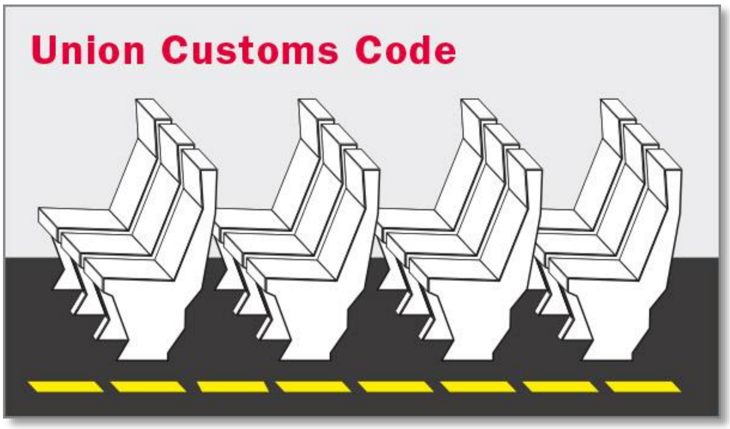
AEB – Read more information

Securing your supply chain

About AEO, UCC and how IT solutions support global trade security and supply chain efficiency.





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AEO, UCC – What is it all about?

1. Authorised Economic Operator[1]

The growth of global trade and increasing security threats to the international movement of goods have forced customs administrations to shift their focus more and more to securing the international trade flow and away from the traditional task of collecting customs duties. Recognising these developments, the World Customs Organisation (WCO), drafted the WCO Framework of Standards to Secure and Facilitate global trade (SAFE). In the framework, several standards are included that can assist customs administrations in meeting these new challenges. Developing an Authorised Economic Operator programme is a core part of SAFE.

1.1. The WCO SAFE framework

The AEO concept is one of the main building blocks within the WCO SAFE Framework of Standards (SAFE) and aims to secure and facilitate global trade. SAFE sets out a range of standards to guide international customs administrations towards a harmonised approach based on Customs-to-Customs cooperation and Customs-to-Business partnership. SAFE is based on four core elements:

1. Harmonisation of the advance electronic cargo information.
2. Each country that joins SAFE commits to employing a consistent risk management approach to address security threats.
3. On request of the customs administration of the receiving nation, the customs administration of the sending nation will perform an outbound inspection of high-risk containers and cargo.
4. Definition of benefits that Customs will provide to businesses that meet minimal supply chain security standards and best practices.

The essence of the AEO concept can be found in the Customs-to-Business partnerships. Operators can be accredited by Customs as AEOs when they prove to have high quality internal processes that will prevent goods in international transport to be tampered with. I.e.:

- Ensure the integrity of the information, i.e. what is said to be in a container, really is in the container and nothing else, more, or less;
- Ensure the integrity of its employees, that they will not put goods in the container that should not be there; and
- Secure access to its premises, to prevent unauthorised persons to put goods in the container.

As a result, Customs will trust the operator and perform less or no inspections on goods imported or exported by or via the AEO. This benefits the mover of the goods as goods are available more quickly, which means lower transport costs. Customs benefits as scarce inspection capacity can be targeted better at cargo of unknown and potentially unsafe operators.

[1] http://en.wikipedia.org/wiki/Authorized_economic_operator; http://customs.hmrc.gov.uk/channelsPortalWebApp/channelsPortalWebApp.portal?_nfpb=true&_pageLabel=pageVAT_ShowContent&id=HMCE_PROD1_026308&propertyType=document

1.2. Different AEO programmes

Most members of WCO have acceded to the SAFE framework and it can be expected that in the next few years, the majority of customs administrations will introduce AEO-programmes. At present, AEO or similar programmes have been introduced in:

- The United States, under the name of C-TPAT (Customs-Trade Partnership against Terrorism)
- The member states of the European Union, e.g. the UK, Sweden and the Netherlands
- APEC
- New Zealand, under the name of Secure Export Scheme (SES)
- Singapore, under the name of Secure Trade Partnership (STP)

Although all these programmes find their roots in the SAFE framework of standards, the approaches differ. E.g. the USA only allows importers to participate in C-TPAT whereas the European AEO programme is open to all operators in the supply chain. The European AEO programme differs from the other programmes as that it has a wider scope, as it encompasses customs simplified procedures next to security and with that relates to compliance with all customs legislation, including customs duties.

1.3. Mutual recognition

The importance of coordinated, similar, programmes lies in the fact that the ultimate goal is to get all national programmes mutually recognised, meaning that AEO accreditations have the same value everywhere. As a result secure supply chains can be established, as all parts of the chain from origin (place of stuffing of the container) to destination (place of unpacking of the container) are deemed to be safe, albeit under different AEO programmes. This would greatly facilitate global trade.

2. Union Customs Code[2]

2.1. The UCC – a recast of the MCC

The Union Customs Code (UCC) Regulation entered into force on 30th October 2013 and repealed the Modernised Customs Code (MCC) Regulation, but its substantive provisions will apply only on 1st May 2016. In the meantime, the UCC-related Commission acts (Delegated and Implementing Acts) need to be adopted. Until 1st May 2016, the Community Customs Code (CCC) and its implementing provisions continue to apply.

[2] http://ec.europa.eu/taxation_customs/customs/customs_code/union_customs_code/index_en.htm

2.2. What happened before

Regulation (EC) No 450/2008 of the European Parliament and of the Council of 23rd April 2008 laying down the Community Customs Code (Modernised Customs Code) (OJ L 145, 4.6.2008, p.1) aimed at the adaptation of customs legislation to fit, but also to govern, the electronic environment for customs and trade. By doing so, it took the opportunity to carry out a major overhaul of the customs rules in order to make them simpler and better structured.

This Regulation entered into force on 24th June 2008 and was due to be applicable once its implementing provisions are in force by 24th June 2013 at the latest. However, the Commission proposed on 20th February 2012 (COM(2012) 64) to recast the Modernised Customs Code (MCC) as a Union Customs Code (UCC) before it becomes applicable for the following reasons:

- The implementation of a major part of the processes to be introduced depends on the definition and the development, by the Commission, the national customs administrations and the economic operators, of a wide range of electronic systems. This requires a complex set up of actions between the stakeholders, notably important investments in new EU wide IT systems and supporting activities as well as an unprecedented effort from the business community to operate according to new business models. It is now apparent that only a very limited number or even no new customs IT systems may be introduced in June 2013, the latest legal date for the implementation of the MCC.

- A new task which intervened after the adoption of the Regulation (EC) No 450/2008 and is linked with the entry into force of the Lisbon Treaty is the commitment made by the Commission to propose amendments to all basic acts in order to align them with the new provisions of the Lisbon Treaty concerning delegation of powers and the conferral of implementing powers before the end of the term of the Parliament. This has an impact to the foreseen implementing provisions of the MCC which now have to be "split" between delegated acts and implementing acts in accordance with new empowerments in line with Articles 290 and 291 TFEU. Moreover, the "Community" Customs Code (Modernised Customs Code) has now to be renamed into "Union" Customs Code (UCC).

- Finally, the joint work on the implementing provisions with Member States experts and trade representatives has also revealed the need to adjust some provisions of the MCC which are either no longer in line with changes introduced since 2008 to current customs legislation or have revealed (e.g. regarding the temporary storage of goods or a customs declaration through an entry of data in the declarant's records) difficult to implement through sound measures and workable business processes. The objective was nevertheless to limit such adjustments to what is absolutely necessary to ensure coherence in the processes.

The Union Customs Code was adopted on 9th October 2013 as Regulation (EU) No 952/2013 of the European Parliament and of the Council. It preserves the objectives of the MCC, which were fully in line with existing policies and objectives relevant to the trade of goods brought into and out of, from and to the customs territory of the Union.

In practice, the application of the provisions of the Regulation which depend on the use of electronic data-processing techniques and electronic systems will be suspended for the periods pending the availability of such systems. However such transitional periods and measures should not go beyond 31st December 2020 and, based on the financial assumptions reflected in the Customs 2020 programme, a full implementation of the IT-related parts of the Regulation should therefore be ensured for that date, at the latest.

Moreover, to support that full implementation and govern the setting up of transitional periods, the Commission shall adopt, within 6 months of the entry into force of the recast Regulation a work programme related to the development and deployment of all electronic systems required for the implementation of the Regulation. Full coherence shall be ensured between that IT work programme specific to the implementation of the recast Regulation and the multi-annual strategic plan referred to in Article 8(2) of Decision No 70/2008/EC of the European Parliament and of the Council of 15th January 2008 on a paperless environment for customs and trade.

Impacts for UK businesses

1. Why AEO and changes under UCC matter

1.1. AEO aims and past UK adoption

Managing supply chain risks remains a complex topic, which – if taken seriously – affects the entire supply chain.

The introduction of the Authorised Economic Operator (AEO) by the WCO focused on securing the supply chain against terrorism and on demonstrating this security to customs authorities and business partners.

Companies holding AEO status were going to benefit from faster movement of goods across borders and from mutually recognised programmes, e.g. the Customs-Trade Partnership Against Terrorism (C-TPAT) led by the U.S. Customs and Border Protection (CBP).

However, due to a perceived lack of benefits and the high cost of implementation, AEO applications in the United Kingdom are well behind those of other EU member states.

But should holding an AEO certification be viewed as a fundamental part of managing supply chain risks, and does it give companies a competitive edge by demonstrating their commitment to managing risks?

1.2. Future trend set to change under UCC?

The introduction of the UCC on 30th October 2013 may mean that the trend for AEO certification in the UK is set to change.

The UCC represents a major modernisation of the European Customs legislation, which dates back to 1992. The Union Customs Code (UCC) repeals the Modernised Customs Code (MCC), bringing potentially far-reaching changes to EU customs rules and procedures.

The UCC aims to achieve greater legal certainty for businesses and increased clarity for customs officials throughout the EU. It seeks to improve and simplify customs rules and procedures, further harmonise decision-making procedures, and lead to more efficient customs transactions. Expected key amendments include changes to the areas of centralised clearance, self-assessment, penalties, and decisions relating to binding information and valuation.

Amongst the fundamental changes is the introduction of mandatory guarantees for customs procedures, which could increase operating costs for trading businesses and significantly affect cash flows. Businesses with AEO status will be able to obtain guarantee waivers or guarantee reductions.

1.3. What's in it for me? Business impacts.

While AEO status isn't compulsory, businesses that ignore it are likely to see significant increases in associated import and export costs. So, the UCC seems to present another opportunity for companies to gain a competitive advantage by being AEO certified: businesses holding AEO status will have a number of advantages over businesses that don't, and will also be able to use a simplified fast track application process for other EU customs procedures.

HMRC's policy on AEO status following the introduction of the UCC is clear: importers and exporters using, or intending to use, simplified customs procedures – e.g. inward processing relief (IPR), customs warehousing, temporary storage, temporary admission or community transit - will have to fulfil AEO criteria or face the prospect of having to provide financial guarantees to cover duties suspended under those schemes.

In addition to this, for AEO accredited businesses trading with the U.S., shipments are far less likely to be examined by U.S. Customs. In the longer term, as part of the UCC proposals, AEO accredited businesses may also be entitled to use 'self-assessment', which would enable them to reduce their administration costs by taking the import function in-house. Plus, being able to make periodic bulk customs declarations would generate significant time and cost savings.

1.4. More than just a certificate

But AEO status is about much more than just benefiting from guarantee wavers and mutual recognition schemes: the actual process of an AEO application harbours many benefits in itself, as it involves close scrutiny of a company's entire supply chain, all involved partners, departments and teams, and all processes from procurement to fulfilment.

Preparing for AEO means taking an end-to-end look at your business, connecting otherwise disparate departments to integrate supply chain processes and identify strengths and weaknesses with the ultimate goal to streamline workflows and increase efficiency, introduce best practise procedures and solutions, and achieve comprehensive supply chain transparency, security and compliance.

AEO accreditation benefits companies on many levels and strengthens their market position through commitment to risk management, compliant global trade and streamlined operations.

And today, demonstrating you are a safe company to do business with is a strong message that can make a difference and win the business. Considering the length of an AEO accreditation process, which – for larger companies - can take many months to complete, perhaps businesses should start taking a closer look and apply sooner rather than later.

Securing your supply chain

1. What's involved?

In the ten years that have passed since 9/11, both EU and U.S. customs authorities have introduced ever more stringent security requirements in the battle against terrorism and money laundering. In chapter 1.1 we have introduced the Authorised Economic Operator and other country programmes such as C-TPAT as one of the many initiatives by global authorities. Taking part in such programmes requires secure processes and compliant global trading throughout global supply chain networks.

Many aspects must be taken into consideration when implementing supply chain security programmes including but not limited to ensuring all business transactions from procurement to fulfilment are in compliance with national and international customs and global trade regulations, following all mandatory export control steps such as restricted-party address screenings of all business partners, providing full transparency on goods in stock, in transit and out for delivery, operating effective event management tools to avoid supply chain disruptions and manage business contingency plans, and of course, maintaining and archiving full records of global trade goods' history throughout their lifecycles and in accordance with applicable reporting and license requirements.

Incorporating effective and comprehensive supply chain management solutions including global trade aspects helps to keep all these requirements on screen, and supports seamless integration of all processes and partners, ensuring operational efficiency and regulatory compliance while providing end-to-end visibility of all global trade transactions.

This is the basis for any supply chain security programme.

2. Identifying risks

Globalisation has created complex supply chains, requiring diligent collaborative management of the numerous contributors and partners throughout the process.

Managing supply chain risks has always been a serious and comprehensive matter as it involves financial risks, which e.g. letters of credit aim to reduce, as well as physical risks, which involve global logistics, and product quality and quantity issues.

On the financial side, the risks include cancelled orders, non-payment for delayed inventory, immediate shortfall in cash flow, etc. and on the physical, or logistics - side, it involves cargo delays, loss of market or brand confidence to name but a few. Buffer stock, alternative suppliers and supply chain visibility are successful measures to counter cancelled orders, maintain brand integrity and keep supply chains fluid.

Supply chains are increasingly in the spotlight and as such also under scrutiny in the areas of cost cutting, efficiency optimisation and risk mitigation. In some industries, for example retail, supply chain costs are the single largest expense to the business, so naturally, managing and mitigating as many risks as possible is a top priority.

According to a 2009 survey by the Economist Intelligence Unit of 500 executives responsible for risk management, "Among most respondents, supply chain risk management is a strategically important issue – more than one-half say it merits high or very high priority at board level in their organisation".

Complex supply chains often involve multiple levels of suppliers and logistics providers. As such, it is important that companies have processes in place to ensure visibility throughout their entire supply chain including auditing quality, quantity and financials.

There is no point buying or selling to a company that either can't perform or is on a financial tightrope and may collapse mid-contract. Unfortunately, with global supply chains, these obvious measures are sometimes not executed with the same vigour and flexibility as domestic trades and the consequences of apathy can be disastrous.

Best-in-class methods, including supply chain execution and visibility software, can automate various risk mitigation processes.

When combined with supply chain insurance, such risk management measures can result in significant benefits in the area of, for example, funding because financial institutions are able to embrace this level of security with risk-weighted loans, in some cases without recourse.

This enables global traders to offset the cost of supply chains without leveraging their balance sheets as collateral.

3. Mitigating risks

Questions such as "Can we trade with this company?" do not only involve a currently robust financial status of a potential business partner, but also, for example, a comprehensive 2-years trading history. This is normal due diligence of course, but what about questions such as "Who do they trade with?" and "Are we at risk?"

This is just the start of "off-the-radar" questions, which are frequently overlooked. This sounds simple enough, but can be critical and as such, is often underestimated. More than 70% of companies engaged in global supply chain as either buyers or vendors do not have an automated and comprehensive flow of information from procurement to fulfilment.

While software solutions to support these end-to-end supply chain processes are continuously improving and gaining importance, companies often still underestimate the need for risk mitigation at points in the process such as at RFQ stage or even when executing a shipment.

The graphic below illustrates various functions that constitute a commercial transaction, and while the closing of a deal is the start of any commercial process, it is also one of the key points where an entire sequence of risks can start. For example, prospecting and marketing may lead to a request for quotation, which is clearly the focus of the effort, but very little emphasis is usually on analysing prospects, their suitability, the efforts and risks involved in potential projects and essential comprehensive pre-market checks.

How frequent are communication flows between buyer and vendor, what do they constitute, how many stakeholders or personnel are playing an active role in executing this or any potential transaction? These seem to be common sense questions, but each time a corporation amends or edits a file, quote, spreadsheet or calculation, it also presents an opportunity for error and introduces unknowns along with accompanying risks.

The below listed "back office" functions can - if error-prone - have the same disastrous effects on supply chain efficiency as would any physical disruptions such as delays in transport, in production or at Customs.

Why? Because this represents an area which is often accepted or understood to always operate with minimum automation and usually involving various operatives working across different business functions. It is, however, these routine, "non-threatening", basic tasks that can cost a company the business – a lost account, lost order, lost tender - and create exceptions and disruptions.

More and more companies are recognising that by introducing comprehensive solutions with automated processes and information exchanges throughout the supply chain, they can add significant value to their business, increase operational efficiency, reduce costs and mitigate risks – and ultimately, secure their supply chain.

Task	Risks - Examples	Solution Areas - Mitigation	
RFQ	Incorrect calculations, product information, language, terms, legality, currency, counter parties, known customer, etc.	Compliance & Risk Management	
Order Entry	Letter of credit (l/c) conformity, quantity, lead times, inventory, product numbers, batch numbers, item numbers, dangerous goods, known customer, etc.	Compliance & Risk Management	Visibility & Collaboration Platform
Order Confirmation	Quote conformity, values, stock availability, logistics information, l/c status, customs regulations, incoterms, credit limits, known customer, etc.	Compliance & Risk Management	Visibility & Collaboration Platform
Picking and packing	Safety, security, air freight, sea freight, incorrect picking, packaging, barcoding, carrier nomination, export declarations, content, address details, labelling, etc.	Customs Management	Transport & Freight Management
Loading	Incorrect consignees, safety, weights/volume, pallets, labels, etc.	Warehouse Management	Transport & Freight Management
Transport	Incorrect carrier, documentation, weight/volume, manifest, consolidation, customs documentation, etc.	Transport & Freight Management	Visibility & Collaboration Platform
Goods-in	Inbound customs, NCTS, deferment, SKUs, WMS, quality issues, damages, returns, etc.	Warehouse Management	Customs Management
Invoicing	Incorrect invoices, line items, weights, currency, vat/duty, freight charges, Intrastat, terms of sale, etc.	Transport & Freight Management	
Payment	Credit terms, incoterms, duty, deferment limits, business partners, etc.	Transport & Freight Management	Visibility & Collaboration Platform

Global trade: managing a moving target

1. Developments

Changing technology, demographics, consumer demand and infrastructure have led to unprecedented growth in global trade.

Global exports have nearly tripled to $18.3 trillion in 2012, according to the white paper "The Changing World of Trade" by Cushman & Wakefield[1].

Even in 2010 and 2011, as economies faced challenges in recovering from the recession, global exports grew by over 20% per year, a growth rate that has averaged 9.5% for the past 63 years.

This increase in global trade paired with rising fuel costs are putting increasing pressure on resources. Investments in infrastructure are focusing on improving links between transportation nodes in order to facilitate faster and cheaper deliveries, offering businesses more choices on how to deliver their goods to customers.

A recent report by the World Economic Forum in collaboration with Bain & Co. and the World Bank concluded that an ambitious improvement in just two sources of supply chain cost - border administration procedures and transport and communications infrastructure services - could increase global GDP by 4.7%.

2. Technology

With increasing global trade and customer demands exerting such pressure on supply chain management (SCM), more businesses are looking to adopt sophisticated supply chain technology and improve sourcing strategies to reduce the risk of supply chain disruptions, ensure regulatory compliance, minimise costs and remain competitive. Supply chain technology is no longer just used to keep the supply chain running, but has become an actual enabler of the supply chain, and a powerful tool to collate and analyse data to achieve end-to-end transparency and make informed decisions on the overall supply chain.

To meet changing global trade and market demands, businesses are under pressure to constantly review and adapt their global trade management strategies. Communication, collaboration and visibility throughout the supply chain have become essential factors to ensure smooth global trading, customs compliance and timely deliveries while increasing performance and reducing supply chain costs.

Global trade management is an ever-moving target. The market conditions we witness today will change tomorrow. New considerations will come into play and new markets with unique features will open up. To efficiently master today's global trade challenges and to capitalise on the phenomenal growth we've witnessed over recent years, businesses require truly end-to-end SCM software solutions, combining both logistics and global trade aspects in one suite.

The right SCM solution will provide a platform for smart and agile decision making in order to reach these new markets as fast and successfully as possible and also be agile enough to make key supply chain decisions as problems are identified. This ability will be critical in seeing which businesses are most successful global trade leaders of the future.

[3] http://annualreview.cushwake.com/downloads/02_trade_white_paper2013.pdf

3. Integration

Most businesses have already some supply chain software in place, such as transport management (TMS) or warehouse management (WMS), when they decide to go for an end-to-end SCM solution.

One of the biggest challenges businesses face is that existing IT landscapes might not be integrated properly with the new SCM solution, or even worse, might not be compatible with it, resulting in poor or incomplete visibility, leaving gaps and increasing the risk potential.

Another common issue faced by businesses is cross-functional integration within the organisation itself. For example, a business is integrated with its main business partners and suppliers. However, internally, the finance and logistics teams work in disjointed systems, causing unnecessary processing delays, repeated data entries and increasing the potential for error. For years, businesses have been operating in silos within their organisations, which prevents various departments from full process transparency and operational efficiency.

Integration of systems and partners within in the supply chain takes time but it is of crucial importance for companies looking to manage their supply chains comprehensively, mitigate risks and increase efficiency.

Without complete integration, an SCM solution would not be able to provide the full benefits a business needs: automating critical workflows from procurement to fulfilment while ensuring global trade compliance, monitoring performance and optimising costs from end-to-end.

4. Implementation

It is very important to have a clearly defined scope of what to expect from a global trade management solution, who is driving the program and what resources are required to ensure its success. A failure to do so can lead to ambiguity, and budget and time overruns. It’s of clear benefits for businesses to work closely with their technology partners to ensure clarity on requirements, and maintain an open communication on what the entire process should entail.

Communicating the benefits of integration to your suppliers and partners is of crucial importance, too. If they are not on board or willing to integrate with your global trade management solution then it is time to consider alternatives and discuss options. Integration is the most important foundation to benefit from the key aspects of successfully implemented SCM solutions – automation, visibility and data analytics.

5. Keys for success

5.1. Automation

For every international transaction, it is common for more than 20 parties to be involved, with over 30 documents that need processing for various stakeholders. As the scale of deliveries expands, this figure becomes much higher, causing a strain on import, export and shipping departments. Under constant pressure and time constraints, these teams need to ensure that products are delivered on time, in compliance with local customs and global export control regulations, intact and within budget.

A supply chain management (SCM) solution efficiently supports this comprehensive process through automation by streamlining, standardising and accelerating workflows from sales offer to customer delivery. It automatically creates documents for picking, packing, leading, shipping, customs, licenses, etc. and performs compliance address screening of third parties and other mandatory export control checks in the background, ensuring compliance with applicable global trade regulations at all times.

This frees up the logistics departments to focus on their core tasks and negotiate better deals with suppliers and partners. To achieve such seamless execution, it is essential that businesses are well integrated – both internally, across departments such as sales, logistics, procurement, finance, etc., and externally, with supply chain partners like suppliers, carriers, logistics services providers, customs authorities and customers.

5.2. Visibility

Supply chain visibility remains the holy grail of global trade management. Gartner recently conducted a survey of 259 senior supply chain executives to establish what their top priorities are regarding global trade management. Over 30% of respondents said that SC visibility and event management was their top priority, followed closely by strategic sourcing (about 25% of respondents).

Technological progress has made real-time visibility of shipments in transit, inventory levels, customs clearance results and overall status progress a reality, allowing better cost control and supply chain performance. However, perfect visibility is only possible if all the relevant stakeholders are integrated tightly with each other and closely collaborate on sharing information up- and downstream the supply chain.

Comprehensive visibility depends on high-quality data, without which even the most sophisticated and powerful IT systems cannot operate at their full potential in the real world – be it to evaluate carrier performance to prepare for contract negotiations, monitor export control transactions for compliance, track customs status for smooth border crossings, track stock in transit, or provide real-time proof of delivery confirmations.

But how can such comprehensive information be obtained and consolidated? Unfortunately, there is still no uniform standard – no “lingua franca” of collaboration – for exchanging information throughout the supply chain. This often makes it very difficult to integrate partners. A common solution is to communicate using electronic data interchange (EDI). EDI messages involve the electronic, largely automated, software-to-software transmission of structured data using defined messaging standards. The EDI system thus allows your in-house system to transmit data to the in-house system of your partner. The participating companies should agree on a common messaging standard: EDIFACT, ANSI X.12, etc.

But some visibility and collaboration solutions go beyond EDI, because smaller companies in particular are often not capable of communicating via EDI. Simple online portals combined with scanning or OCR solutions are one option here. The information extracted from paper documents or EDI messages can then be collected in a centralised IT system that renders all resources, capacities, inventory, and processes in the supply chain transparent and standardises, supports, and streamlines the rapid exchange of information among the partners.

Such visibility and collaboration solutions function as central hubs, integrating all partners and systems and providing all relevant information in a standardised format – creating comprehensive supply chain transparency throughout, for all supply chain partners.

5.3. Data analytics

Collecting comprehensive data along the supply chain as described above enables powerful data analyses and performance evaluations. Data analytics allows businesses to gain a better understanding of themselves as well as the markets they operate in, and to support strategic business decisions from negotiating annual carrier contracts to preparing for new supplier tenders.

Going forward, businesses will increasingly extrapolate data from their SCM solution to facilitate better planning and to form statistical models to carry out scenario analyses, e.g. the implications of closing a large distribution centre in country A and opening two smaller distribution centres in countries B and C, or the advantages of working with carrier A instead of carrier B.

About us

1. Profile

AEB is one of Europe's leading providers of supply chain logistics software, consultancy and services and has been delivering solutions to customers for over thirty years. The company has over 6,000 customers worldwide, supported by offices in the UK, Germany, Switzerland, Singapore and the US.

AEB's core product - ASSIST4 - is the comprehensive solution suite for all logistics processes in global business. ASSIST4 offers a complete set of business services for end-to-end logistics, including international goods movements, making it possible to standardise and automate business processes in supply chain execution.

ASSIST4 creates transparency and provides a reliable basis for making the right decisions about the planning, monitoring, control and continual optimisation of supply networks - even beyond the boundaries of the business.

The ASSIST4 suite offers full functionality via a wide range of modules including Visibility & Collaboration Platform, Order Management, Warehouse Management, Transport & Freight Management, Customs Management and Compliance & Risk Management.

Contact us to learn more and discuss how our solutions can assist in securing your supply chain and increasing efficiency.

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