



## Wesseling on schedule in The Netherlands thanks to Microlise and Vanboxtel

Founded over 100 years ago, family company Wesseling Logistics from Sassenheim has evolved into a multitiered and flexible logistics service provider; from transporting flower bulbs to the storage of hazardous substances they operate via both sea and land. With 100 employees, and a fleet of 50 trucks, their operation provides 24 hour distribution, storage, handling and transportation of pallet consignments and bill of goods. Their company premise covers a surface of 20,000 square meters.

Wesseling's own fleet is a major part of their operation but they also make use of subcontractors. For small packages up to 300kg they use their team trans network which consists of 14 ISO certified transportation companies each of whom cover other regions throughout the Netherlands.

For all pallet consignments above 300kg and any commercially sensitive shipments, Wesseling uses their DHB Network (Distribution Holland & Belgium) which is made up of Wesseling Logistics from Sassenheim, Lemelerveld, Tielbeke Transport from the Earl of Logistics in Oosterhout and Thijs Shipping Ltd from Seattle. Wesseling provide the distribution for DHB for the whole of the western part of the Netherlands.



In the past 25 years, Wesseling has invested a lot of effort in the procedures involved with company administration and making these processes automated. The company has been working, very effectively, by utilising the Vanboxtel Warehouse Management System (WMS) for storage operations, and has been for some time now.

After this implementation was completed Wesseling then opted for the Transport Management System (TMS) from the same supplier along with its UK partner Microlise's Proof of Delivery Solution to further streamline their transport operations.

Microlise's Proof of Delivery solution (POD) runs on Mobile Data Terminals (MDT) supplied by Motorola and closes the gap in the supply chain once goods have left the visibility of the warehouse. The solution integrates with both the WMS, and TMS provided by Van Boxtel, giving control of all consignments from the initial order, right through to the delivery point via a simple web based platform.



**'Previously, we've had a planner who would prepare several stacks of paperwork for the next day's 1,000 or more shipments every evening,'** stated Wilfred van Wattum, who is responsible for the Wesseling planning department. **'This was an old-fashioned operation really, which always held a high risk for errors.'**

As a consignment leaves the Wesseling Warehouse each consignment and each individual item can now be scanned using the Mobile data Terminals bar-coding capability as it is loaded to each vehicle, this information is then transmitted in real time through to Vanboxtel's WMS via GPRS, eliminating the risk of incorrect loading and giving visibility of each vehicles utilisation.

The mobile Data Terminal then tracks the vehicles on route, right through to the delivery point. Each delivery or collection is then captured entirely electronically including the relevant customer's signature or any other supporting documentation.

This information is then transmitted back to the Vanboxtel TMS, also in real-time. All of the delivery/collection documentation is then available should the customer wish to see it, dramatically increasing Wesseling's customer service offering while reducing the administration process by eliminating the reams of paperwork Wesseling previously had to complete. Wilfred Van Wattum commented: **"The software's flexibility also allows us to respond quickly to new customer wishes and requirements, allowing us to take on those last minute orders. Important alterations and supporting information is then made available to the customers through our website. We also offer our customers a digital signature which they can download from the same site."**



With a large proportion of Wesseling's distribution being allocated to other transport fleets, and logistics networks, Wesseling needed to be able to plan effectively to keep control of all these 3<sup>rd</sup> parties. The software automatically allocates the parcel shipments to TeamTrans, and the relevant order data is automatically transmitted to the central server of this distribution network. Loose goods are sorted into cages and are transported to a central trans-shipment station at night. They are then delivered to their destination by one of the local partners within 24 hours.

As with many Sub contractors the transport companies of TeamTrans and DHB use a variety of different software systems. **"Vanboxtel handles the alignment with the software suppliers of our distribution partners through their TMS which seamlessly links to the Microlise POD software"** adds Van Wattum. As a result, the drivers now know precisely what cargo they are carrying via the MDT's.

The integrated navigation functionality specifies the best itinerary to take. Drivers report shipment deliveries via the same on-board computer, as well as other events like closed stores, rejected shipments, and notices left in mailboxes when nobody answers the door. **"The central server of TeamTrans and DHB transmits all alterations between the colleague transport companies every minute. This means we have all shipment details at our disposal at all times,"** says Van Wattum.

Since implementing Vanboxtel's TMS and Microlise's POD application, Wesseling are now able to plan, and track, physical goods movements wholly electronically. They have eliminated delivery paperwork, gained enhanced visibility and control across their entire operation.

**'We have gained a lot of time since this software was implemented, we used to spend it perplexing over the movement of cargo, which we now don't need to do. More time can now be spent on extra orders.'** Stated Wilfred van Wattum