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### 1. Upgrading of the phone system in Kaufbeuren, Germany

Our office in Kaufbeuren, Germany cannot be reached between January 4th and January 8th in 2010 due to upgrading works. If you have problems or questions during this time frame please contact our colleagues in Wendlingen (Phone: +49 7024 920 120, Fax: +49 7024 920 122) or in Clark, NJ (Phone: +1 732 680 4040, Fax: +1 732 680 4045).

The GPC hotline email [Support@GPC-World.com](mailto:Support@GPC-World.com) is not affected by these activities!

### 2. VAT package 2010

The VAT package 2010 is one of the most complex changes of the tax law in the VAT area:

- Implementation of the European substantial and legal specifications concerning the determination of the correct locations of services
- Readjustment of the reversal of the taxpayer's duties (Reverse-Charge-Procedure)
- Collective notice: enhancement of notification requirements of EU-internal sales for services
- Simplification of the input VAT refund process

The GPC-Module FMS (Freight Management-System) includes already in the original design the requirements for the determination of the VAT indicator: based on a multi-dimensional tax procedure, the system determines the correct tax indicator for each transportation process.

To minimize the maintenance effort and the amount of tax condition records, the system provides the possibility to use all the available indicators in the Standard SAP system which means there is no limitation to use just country of departure and destination. This information is determined according to the actual customizing entries in the SAP system.

Please check together with your accounting whether you would need additional tax indicators in the system. If so, those would have to be integrated in the freight calculation process (date depending). If changes in the system are required GPC will be glad to assist you.

### 3. CO2 measurement in transportation logistics – Go green news

Also GPC attended the meeting of the German traffic magazine Verkehrsrundschau at Düsseldorf on December 3rd 2009. This meeting was completely dedicated to the topic of CO2 measurements within transportation logistics. The huge number of attendees of all areas of the logistics area was a certain proof how important this topic is for the most part of the 'transportation community'. A lot of big shippers and service agents are publishing in the meantime eco-balances or are just making the decision to do it. It was a great success for the organizers of the meeting to show existing methods of measuring emissions based on practical experience (e.g. Tchibo, DHL, Schenker). The other target of the meeting was to encourage the attending representatives of the concerned companies to make the right choice and try to create eco-balances. The general concern was that there are no actual legal standards available for the measurement rules within the EU. Mr. Schmied, representative of the Öko-Institut made clear that the planned European standard for the calculation of the CO2-emissions per mode of transportation will be available in the standards committee CEN in March 2010 as a proposal. A published version of these standard rules is planned by the EU for the first quarter of 2012. From this point in time on, reliable rules and standards should be available for the following areas:

- Unique calculation of distances (Sea and Air)
- Calculation procedure for collective and distribution shipments
- Significance of deadhead shipments (truck)
- Standards for emission factors for sea and air
- Significance of volume and weight instead of real weight for over dimensioned goods.

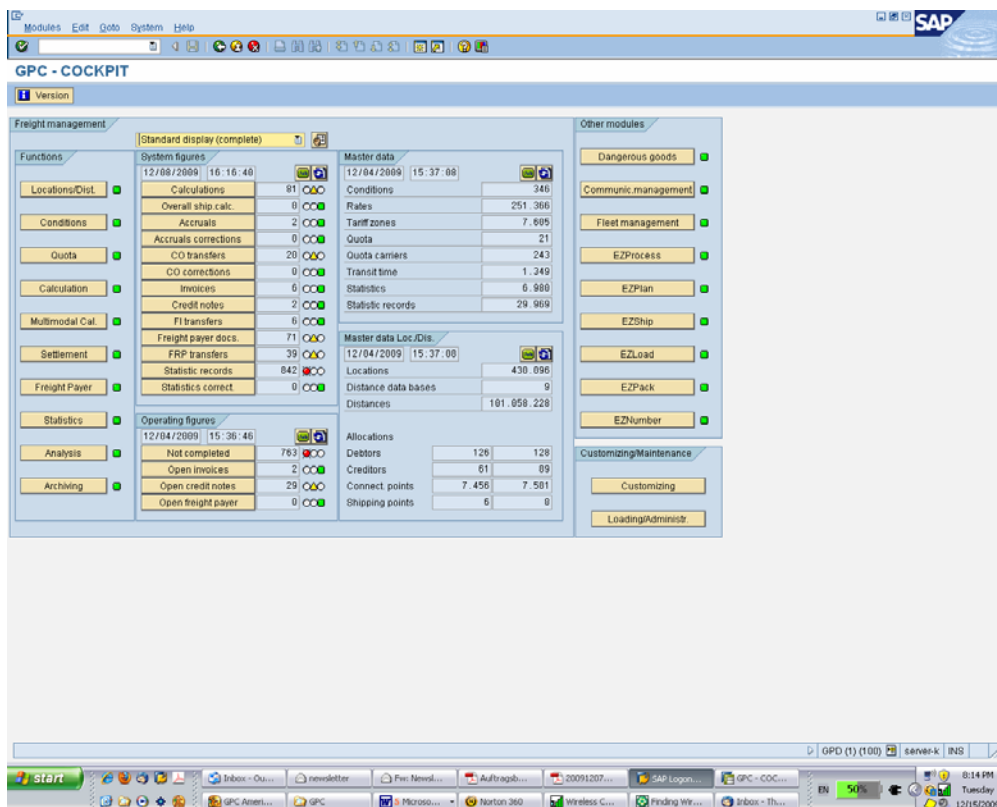
All the referents proposed to start right now to take measures to enable the companies to create eco-balances although all the standards are not clearly defined. They said 'the right way to go is "Green Logistics"'. In the environment area GPC works together with ESTIA, a French company. ESTIA is member of the EU standard committee CEN. This cooperation guarantees that GPC is and will be directly informed about developments and changes within the development process for European standards. Concerning the calculation of CO2-emissions GPC already realized a prototype including an interface to the calculation module of ESTIA within the SAP ERP-System in the GPC module CMS. The next step will include the creation of a global 'Eco-distance-database for sea and air which will be integrated in the actual GPC solutions. Also the CEN proposals for the already mentioned questions will be realized in the GPC Go Green module. GPC and ESTIA are able to offer the complete know-how in the areas of transportation logistics and eco-balancing to satisfy all the requirements in your company. Your direct partner is Gerhard Schneider (Gerhard.Schneider@GPC-World.com).

## 4. New GPC version

In the following we want to give you an overview of the new function in the FMS module, available in the actual GPC version.

### 4.1 GPC-Cockpit

The GPC-Cockpit now allows the use to set user specific filters. That means that only the user relevant documents are selected to determine the displayed figures. The SAP sort criteria are the company code and/or the transportation planning point.



Beyond that the user can define the thresholds of the color for the display of the different figures.

### 4.2 Document / Analysis

With the new version GPC improved the design and the handling of the **GPC-Document Flow**. Enhanced selection criteria guarantee a much better display of all the document chains. E.g. the default shows the actual documents only. An additional option provides the complete display if required to get a detail analysis. Additionally there is a possibility to exclude shipments which are not yet calculated. Already the selection screen provides the possibility to create a layout for the display based on document types.

Certain columns which are not relevant can be (e.g. in the case of not relevant freight payer information). The sequence of the display of all the columns can be defined. Fields are not part of the standard can be easily included in the document flow. Finally the new version provides the refresh function on the display screen.

The company code has been added to the matchcode display. All match codes display now the shipment type and the transportation planning point. All these function provide a much quicker overview over all documents in the system – specifically by using the options 'Sort' and 'Filter'.

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The new **FI/CO-Control Program** provides an analysis tool to display the specific values transferred to FI and/or to CO and the corresponding differences. It shows the differences between the relevant amounts per shipment document and displays hints of possible reasons.

The function **Condition Analysis** can be used to start a detailed reporting for all the existing freight conditions in the system. It provides an overview of all condition types including their last usage in the system. Connected thereto is a number showing the share of usage in the system and the share of the total freight amount. Related freight conditions and shipments can be displayed when switching to a detail list per condition type.