



Supply Chain Management in Canadian Tire

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Part I. Supply Chain Practice in Canadian Tire Corporation





Contents

- **Introduction**
- Canadian Tire Supply Chains Overview
- Operation and Logistics
- Information Service
- Financial Service
- Summary

History of Canadian Tire

- The first store was opened in Sept. 15, 1925
- The first associated store was opened in \$1800
- There are 470 Stores, 460 service centers 265 gas bars, and over 350 MMW stores, 57000 employees
- In any part of Canada, you can find a Canadian store within 15 minutes driving time
- New Auto Express Stores and GPS stores have open in some cities as part of new business plan
- Canadian master card, Canadian Financial servicemen
- 2008 operation venue 5,699 (CTR) millions, increase by 3.57%, earning before tax 249 millions.



Canadian Tire's Business

Canadian
Tire Retail
(CTR)

Canadian
Tire
Stores +
Online



PartSource
Stores

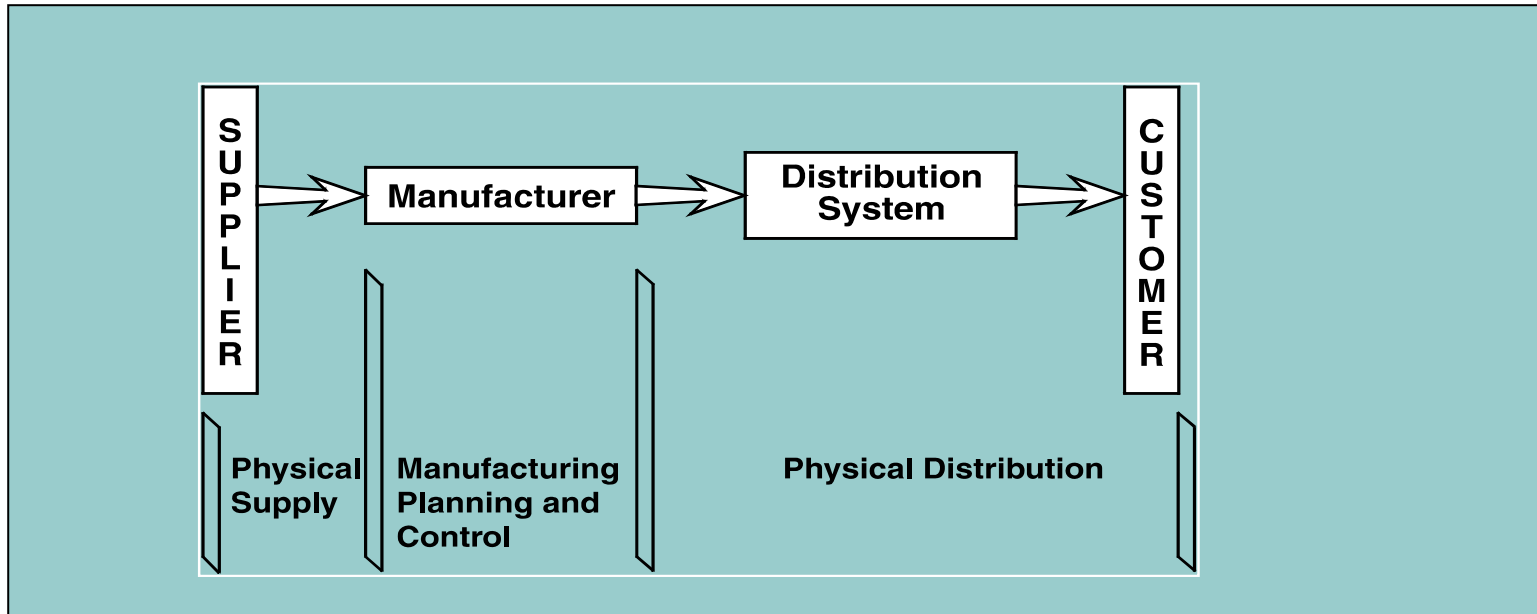
Canadian Tire
Petroleum



Canadian
Tire
Financial
Services
(CTFS)



Basic Supply Chain



- Material flow between Supplier / Manufacture to final consumers
- Cash Flow from Customer to Manufactures
- Information Flow – Messenger to connect Manufacturer to consumers



Highlights of SCM in CTC

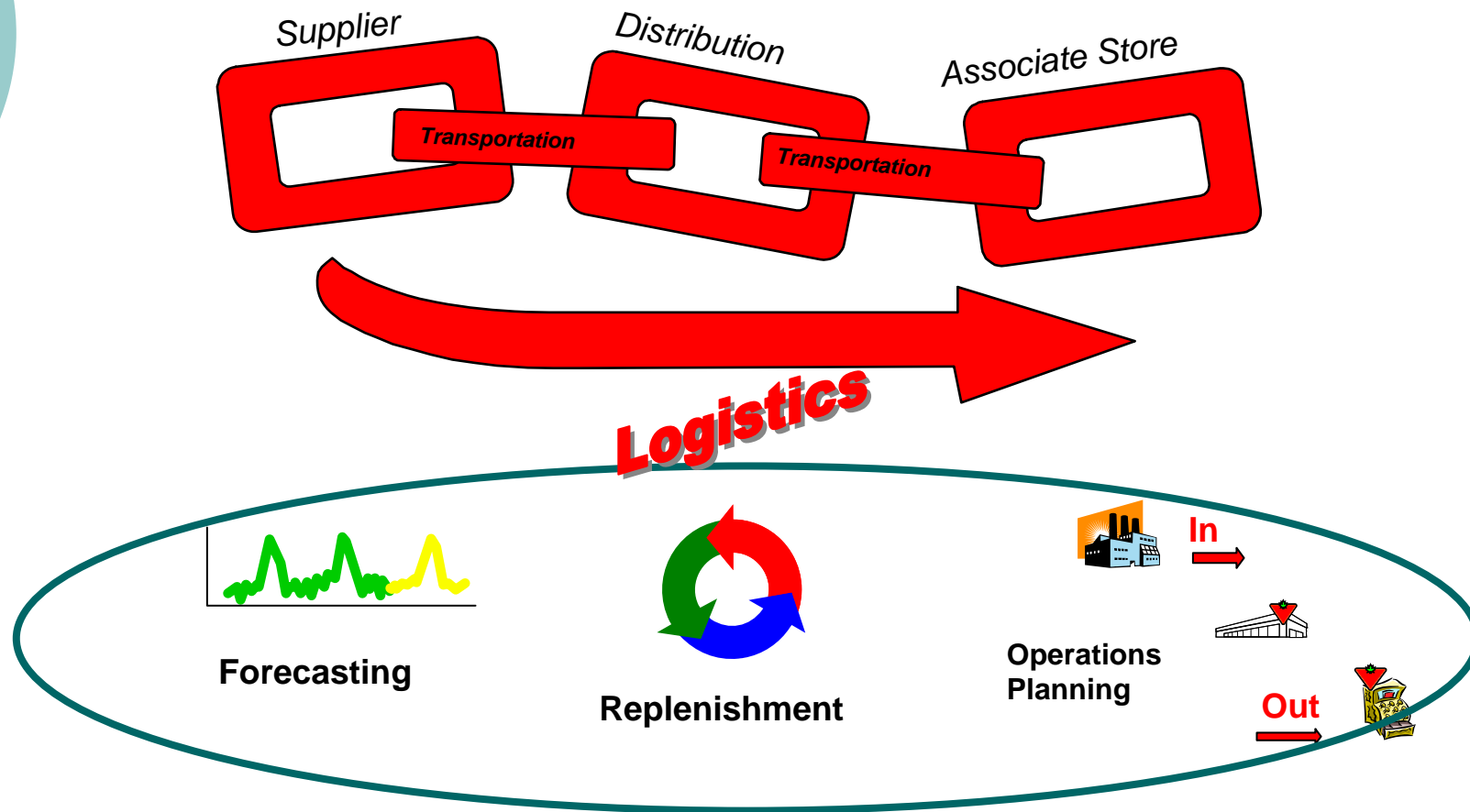
- Customer (Renovate CTC Store, Reduce store inventory, retail city)
 - Promote the sales by improving shopping environment
 - Improve store market awareness
- Improve distribution network (CuntomLink Program)
 - Build the most automated warehouse in Canada
 - Build more distribution centers
- Improve IT Service
 - Implement EPR system for Supply Chain
 - Improve visibility
 - Improve data warehouse
 - Improve decision support system - BI



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Canadian Tire SCM



Store Locations



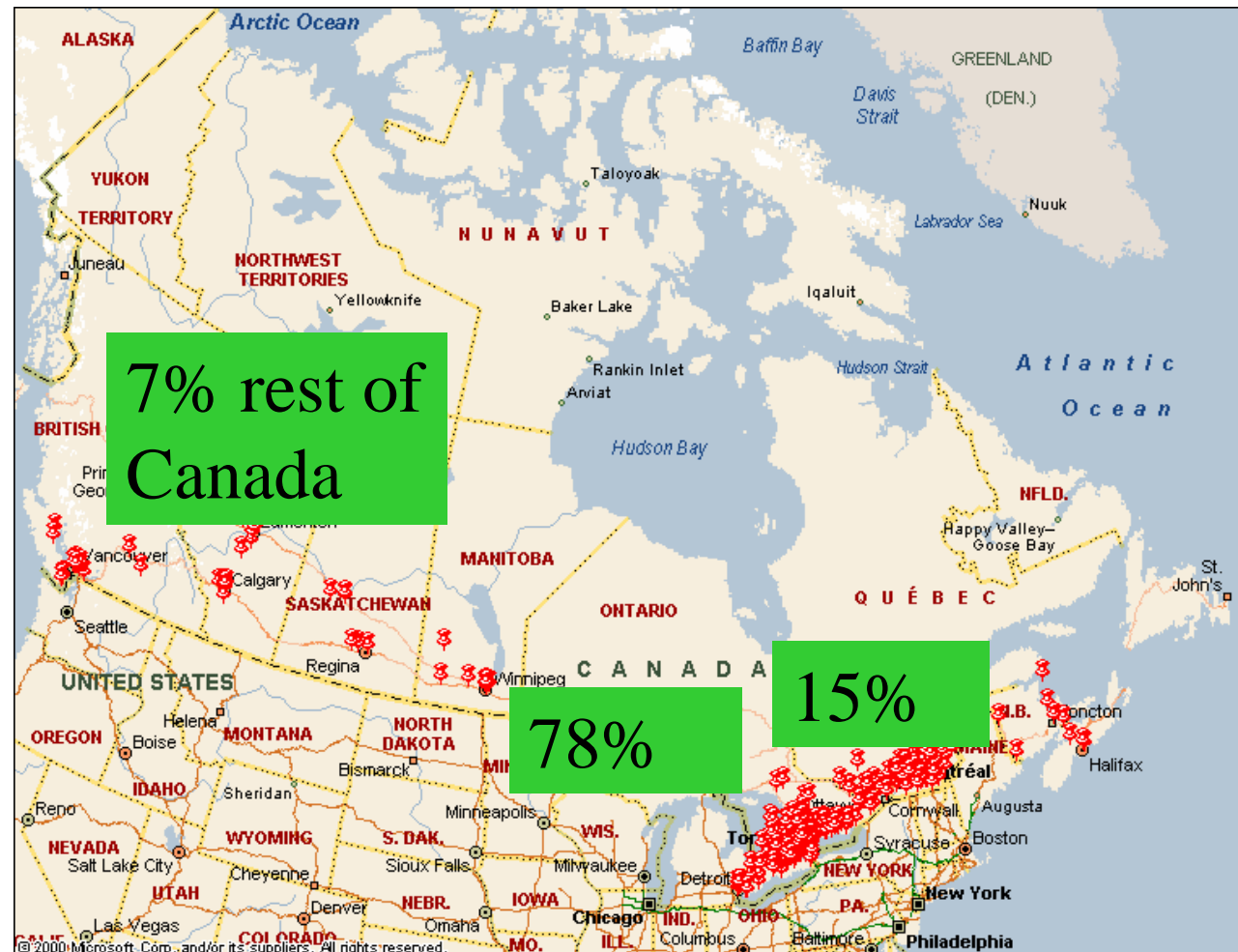


Stores

- **Stores differ in size and characteristics**
 - **Regardless of size, stores have same 'look and feel'**
 - **75% of sales generated from A,B and C formats**
 - **79 New store openings scheduled for 2006**

Store Size	# Stores	Old Sq Ft (1000's)	New Sq Ft (1000's)
A	90	48+	62+
B	76	36-48	47-62
C+	4		45-47
C	121	25-36	31-45
D	62	19-25	26-31
E	48	13-19	<26
F	63	<13	

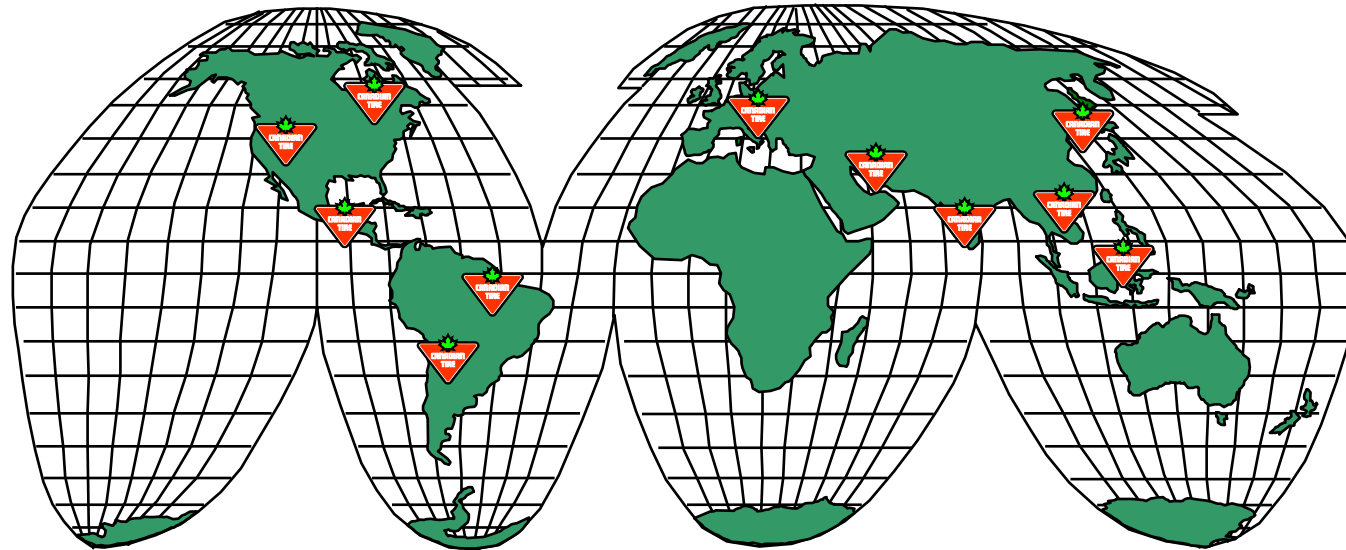
Supplier Locations in Canada



Supplier in US & Mexico



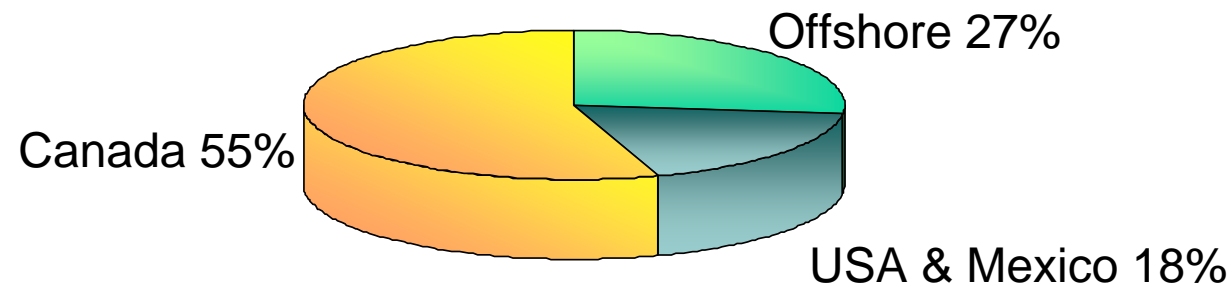
Total Inbound Volume



- Domestic = 64%
- USA/Mexico = 16%
- Offshore = 20%

Suppliers

~2000 Suppliers Worldwide In 25 Countries



- Collaborate with CTC on 26 week forecasts
- Receive POs and notify CTC of Intent to Ship
- Ship Required product on PO Due Date
- Provide documentation as required to CTC

CTC Products

Automotive

Automotive Parts and Tires



Car Care and Accessories

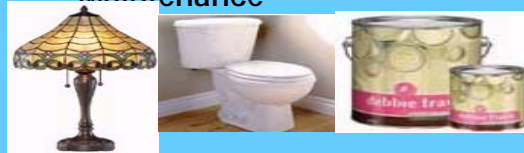


Auto Custom



Home

Home Décor, Repair and Maintenance



Housewares



Tools and Energy

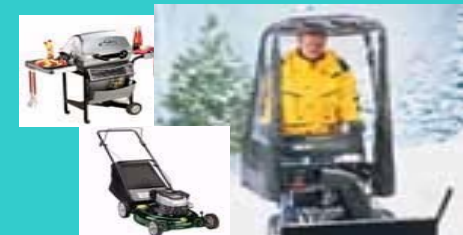


Leisure

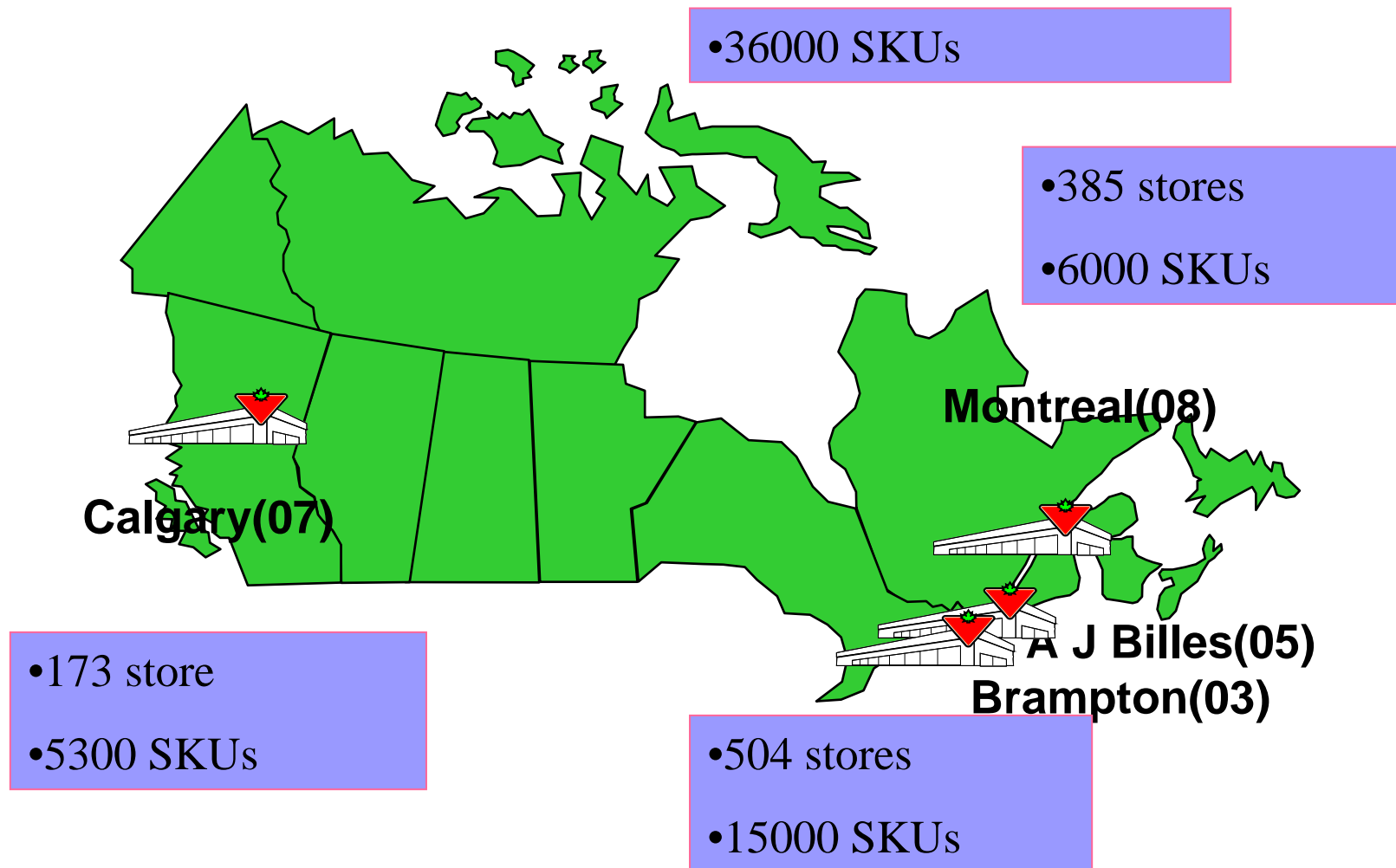
Outdoor Recreation and Sports



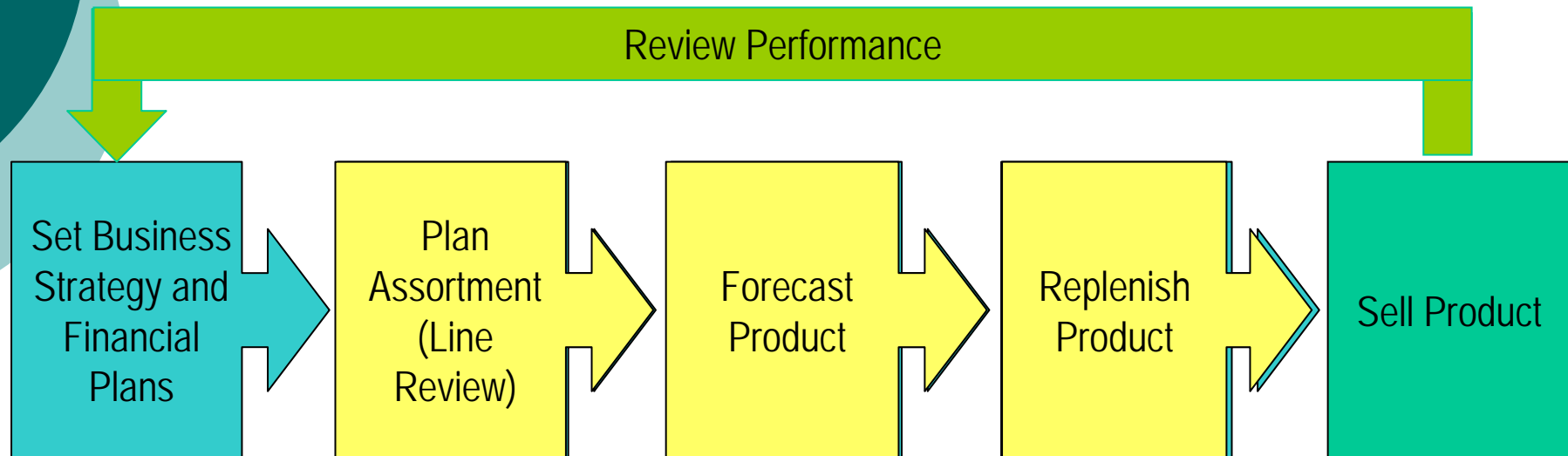
Lawn & Garden and Seasonal



Distribution Center Locations



CTR Business Cycle



Set Business
Strategy and
Financial Plans

Business Strategy and Financial Plans

Revenue / Sales

- Cost Of Goods Sold (COGS)



Sell More

Gross Margin

- Expenses



Spend Less

Net Profit



*Make More
Money!\$*

$\text{Net Profit} / \# \text{ of Shares} = \text{Earnings per Share}$

EPS - A key measure of a company's health



Set Business
Strategy and
Financial Plans



Business Strategy & Financial Plans

- Annual growth targets are set by BOD
 - Earnings per Share (EPS)
 - Target of company net income
- Marketing formulates a Business Strategy to achieve growth targets
 - Review previous year's results and current Product Assortment
 - Set Sales and Expense targets

Will the current assortment generate enough Profit to meet growth target?





Set Business
Strategy and
Financial Plans



Corporation Business Target

Performance Measure	2008 Performance Targets			2008 Final Result	Final Result vs. Target
	Threshold (pays 10% of target incentive)	Target (pays 100% of target incentive)	Maximum (pays 200% of target incentive)		
Canadian Tire Consolidated Earnings	\$395,363,132	\$429,742,534	\$464,121,937	\$412,666,230	Between Threshold and Target
Canadian Tire Retail Operating Earnings	\$285,244,854	\$310,048,754	\$334,852,654	\$311,847,277	Exceeded
Canadian Tire Retail Operating Earnings as % of Gross Operating Revenue	5.04%	5.48%	5.92%	5.61%	Exceeded
Canadian Tire Financial Services Operating Earnings	\$179,981,000	\$195,631,521	\$211,282,043	\$193,162,480	Between Threshold and Target
Canadian Tire Financial Services Return on Receivables	4.53%	4.92%	5.32%	4.94%	Exceeded

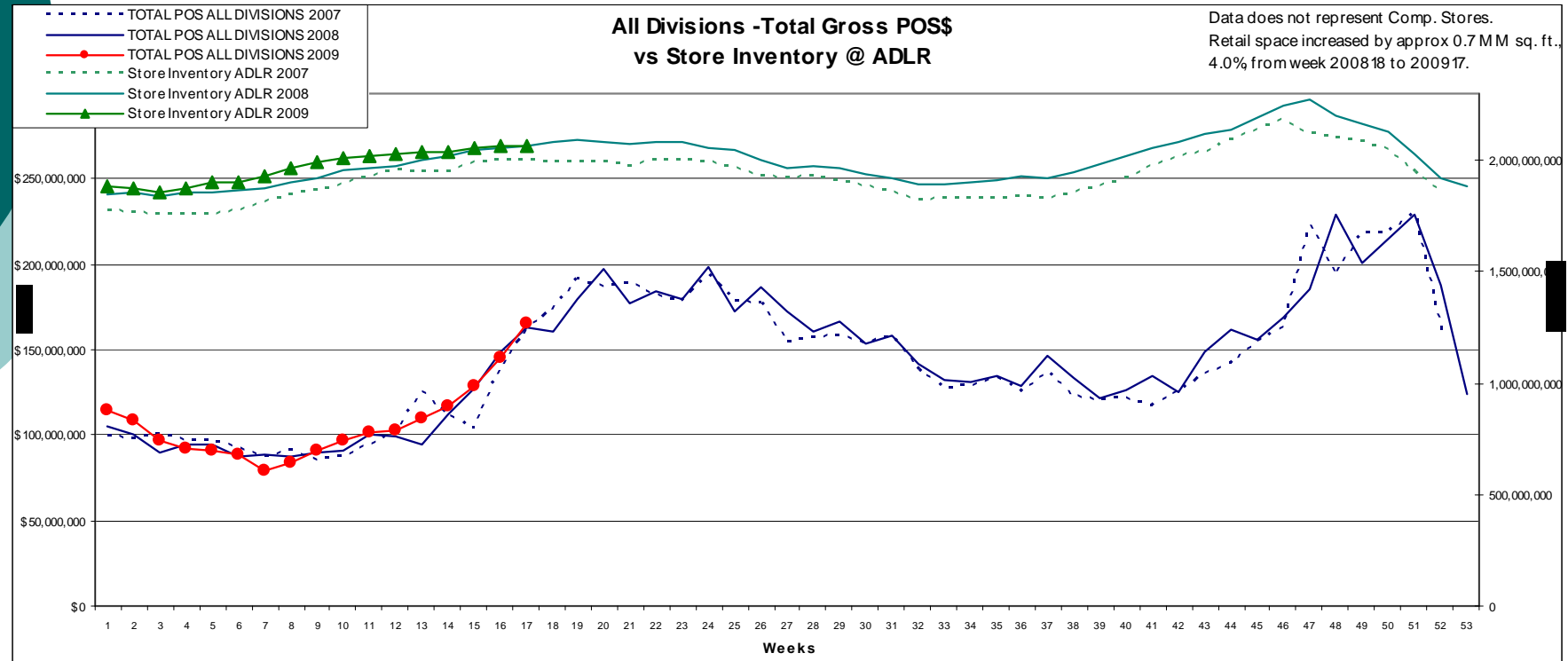
Diversified Businesses performance measures that are part of the STIP design for Mr. Medline are an aggregation of financial performance measures for small business units. The STIP threshold, target and maximum business performance levels for these measures are developed using the same process and methodology as the other STIP performance measures, and therefore incorporate the same degree of achievement difficulty. In 2008, the final result versus target for these measures was a combination of "Exceeded" and "Between Threshold and Target".

Week 17 Performance

	Week 17			Year To Date		
	2009	2008	Difference	2009	2008	Difference
Service Level						
Order Management Service Level	94.3%	90.4%	+392 bp	89.3%	88.0%	+129 bp
Shipments (In Millions) **						
Corp Shipments, COGS \$	\$90.7	\$101.6	-\$10.9	\$1156.0	\$1182.6	-\$26.6
EAP Shipments, COGS \$	\$4.0	\$4.3	-\$0.2	\$53.0	\$54.5	-\$1.4
Total Corp and EAP Shipments, COGS \$	\$94.7	\$105.8	-\$11.1	\$1209.0	\$1237.1	-\$28.0
Inventory (In Millions) ***				Rolling 52 Weeks		
				0819 - 0917	0718 - 0817	Difference
Corp Inventory & Ingates, COGS \$	\$614.3	\$539.0	+\$75.29			
EAP Inventory & Ingates, COGS \$	\$36.7	\$29.9	+\$6.77			
Total Corp and EAP Inventory & Ingates, COGS \$	\$650.9	\$568.9	+\$82.05			
Turns (Rolling Week) ****						
Corp Turns, COGS \$	8.08	10.61	-2.54	7.55	9.93	-2.38
EAP Turns, COGS \$	5.93	7.64	-1.71	6.35	6.52	-0.17

* Rolling 52 Consecutive data

Week 17 Performance



Gross POS\$ Overall:	Week 17	YOY % change	Week16	WOW % change
2008 \$	\$ 163,014,704	1.16%	\$ 148,607,074	9.70%
2009 \$	\$ 164,911,081		\$ 145,484,647	13.35%
YTD 2008	\$ 1,772,574,207	2.22%		
YTD 2009	\$ 1,811,864,495			

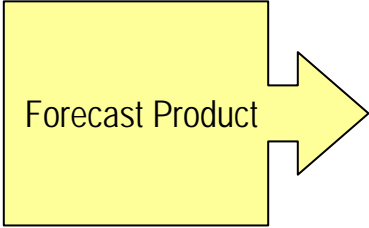

Store Inv ADLR:	Week 17	YOY % change	Week16	WOW % change
2008 ADLR	\$ 2,066,332,282	-0.12%	\$ 2,053,642,148	0.62%
2009 ADLR	\$ 2,063,818,726		\$ 2,067,227,025	-0.16%
AVG YTD 2008	\$ 1,934,849,834	1.81%		
AVG YTD 2009	\$ 1,969,937,537			

Plan Assortment
(Line Review)

Planning Assortment Strategy

IF the goal is to be...	THEN the product category must offer our customers...
Leader (Dominant)	The widest assortment in the marketplace (e.g. tires, hockey)
Player (Competitive)	An assortment which is comparable to the best in the marketplace (e.g. tools)
Convenient	A convenient assortment of products, designed to meet their basic needs (e.g. dishwasher detergent, pet supplies)

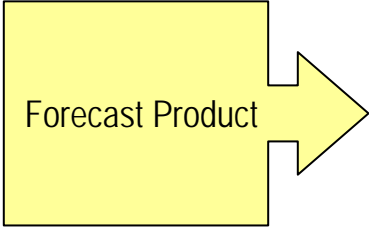





Forecast Product

Forecast Product

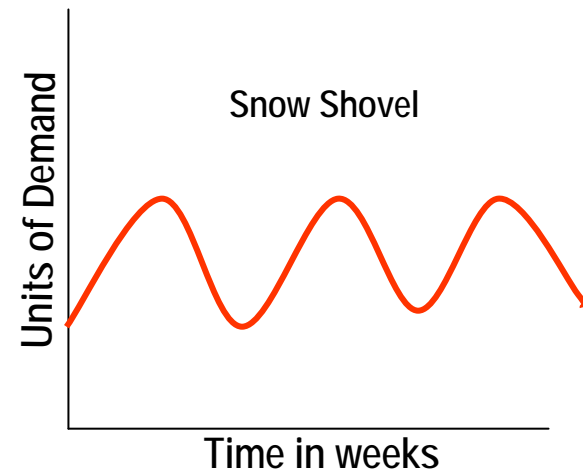
- Forecasting software is used to analyze history and generate a **Statistical Model**
 - Incorporating both **History** and **Judgment**
- Goal is to make as accurate a prediction as possible of future Dealer Demand



Forecast Product

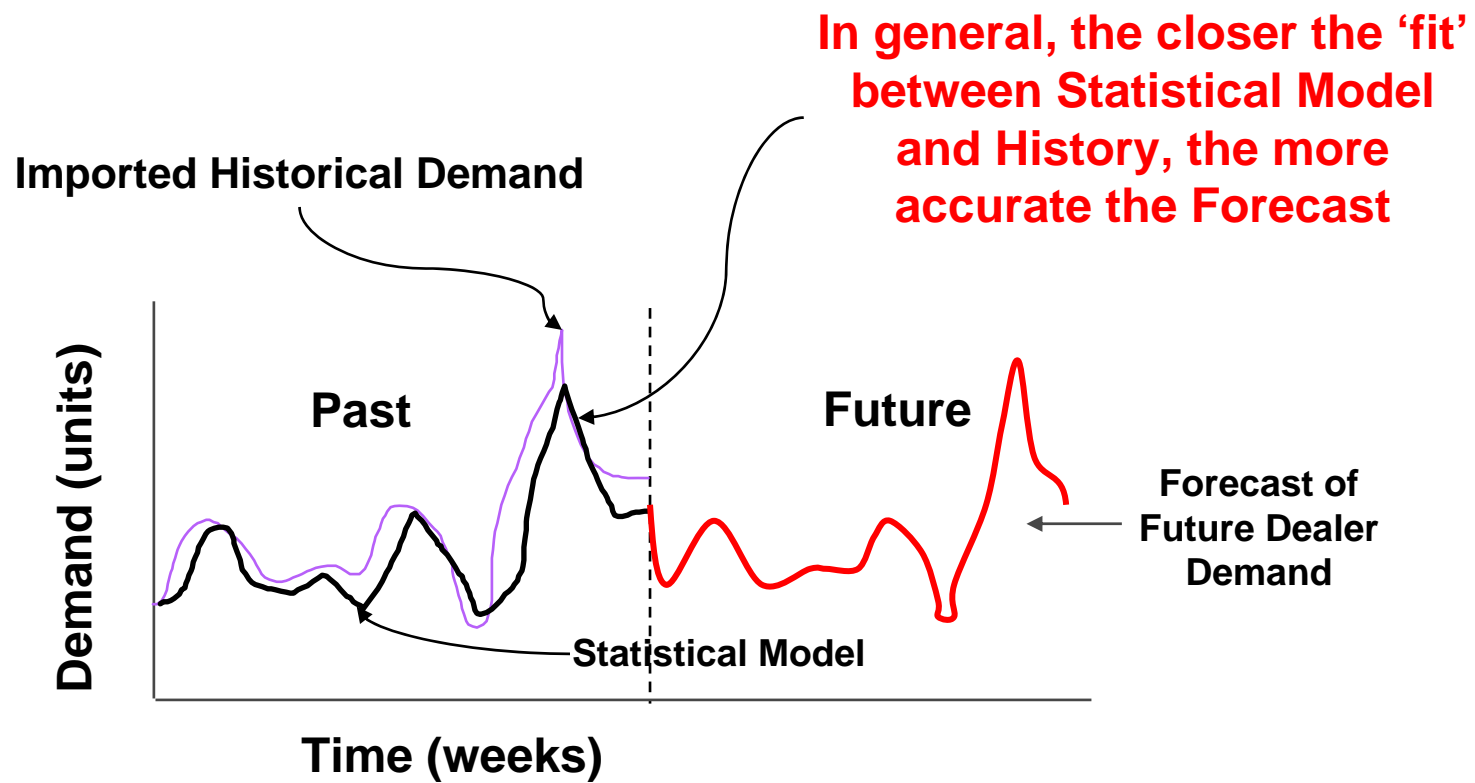
Forecast Product


- History provides:
 - Seasonality (Winter vs Summer demand)
 - Sales Trend (What's hot, what's not?)
- Marketing Savvy provides:
 - Annual Forecast
 - Promotional Plan
- For **New** products the historical Sales Pattern of a similar product is used



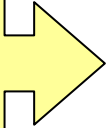
Forecast Product

Forecast Product





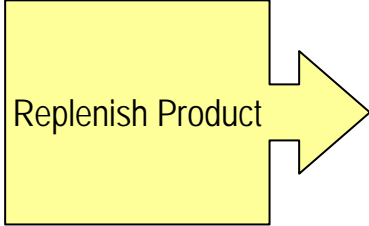

Replenish
Product



Replenish Product

- Receive current week's Demand as **Store Orders**
- As Store Orders are filled, the inventory at the Distribution Centers (DC's) is depleted
- Plan to Re-Stock DC's must be formulated - Replenish
- For each product we must determine:
 - **How much to order?**
 - **When to order it?**
 - **Where it is needed?**





Replenish Product

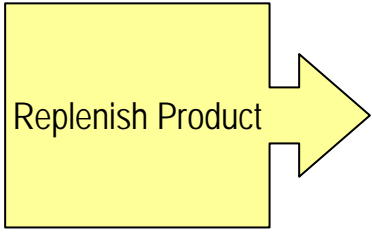
Replenish Product

- **Goal:** to have enough product in pipeline to satisfy projected Dealer Demand without having excess inventory

Increased Dealer Demand results in unfilled orders



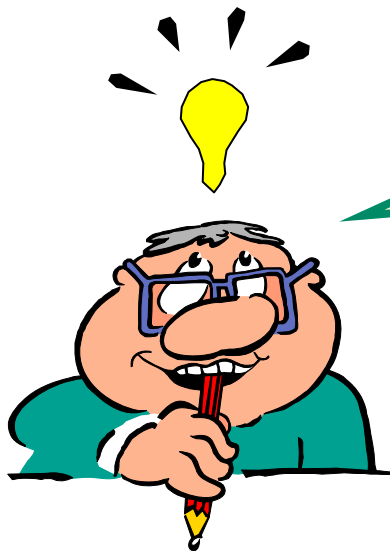
Excess Inventory ties-up capital and physically 'clogs' pipeline



Replenish Product

Replenish Product

- Statistical Forecast Model feeds into our replenishment software and generates a **Replenishment Plan**



Accuracy of Forecast
determines
Accuracy of Replenishment Plan









Replenish Product

Replenish Product

Forecast

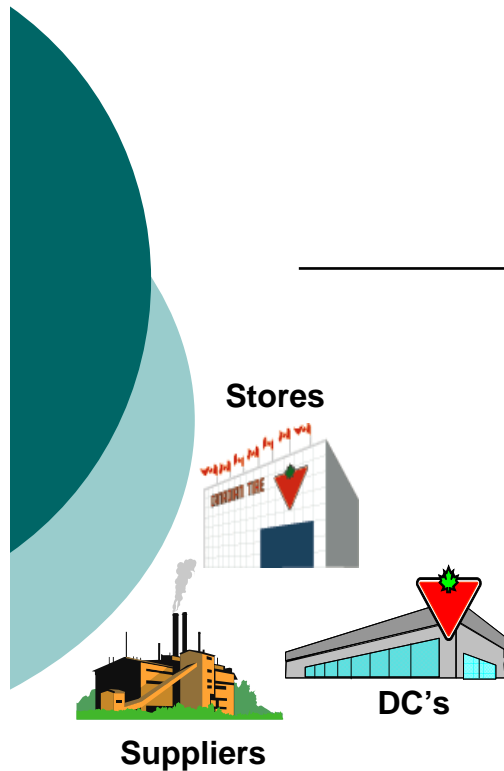
<input checked="" type="checkbox"/>		10/26/04	10/31/04	11/07/04	11/14/04	11/21/04	11/28/04	12/05/04	12/12/04	12/19/04	12/26/04	01/02/05
<input type="checkbox"/>	Total Demand	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	DOH	0	1	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Planned Arrivals	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Firm Plan Arrival	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Purchase Orders	0	0	31	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Whse Transfer	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Safety Stock	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/>	Projected On Hand	49	49	49	80	80	80	80	80	80	80	80

Supplier Schedule

Actions        						UProjStatic		
<input checked="" type="checkbox"/>	*Item	Description	10/2/05	10/9/05	10/16/05			
<input type="checkbox"/>	0423080	TOTE ROUGHNECK 53L	1,400	0	1,600			

- Forecasted weekly demand for all products
- 26 week view transmitted weekly to Supplier

SCA Role



The Supply Chain Network supports CTR's Business Cycle.
But who supports ME?

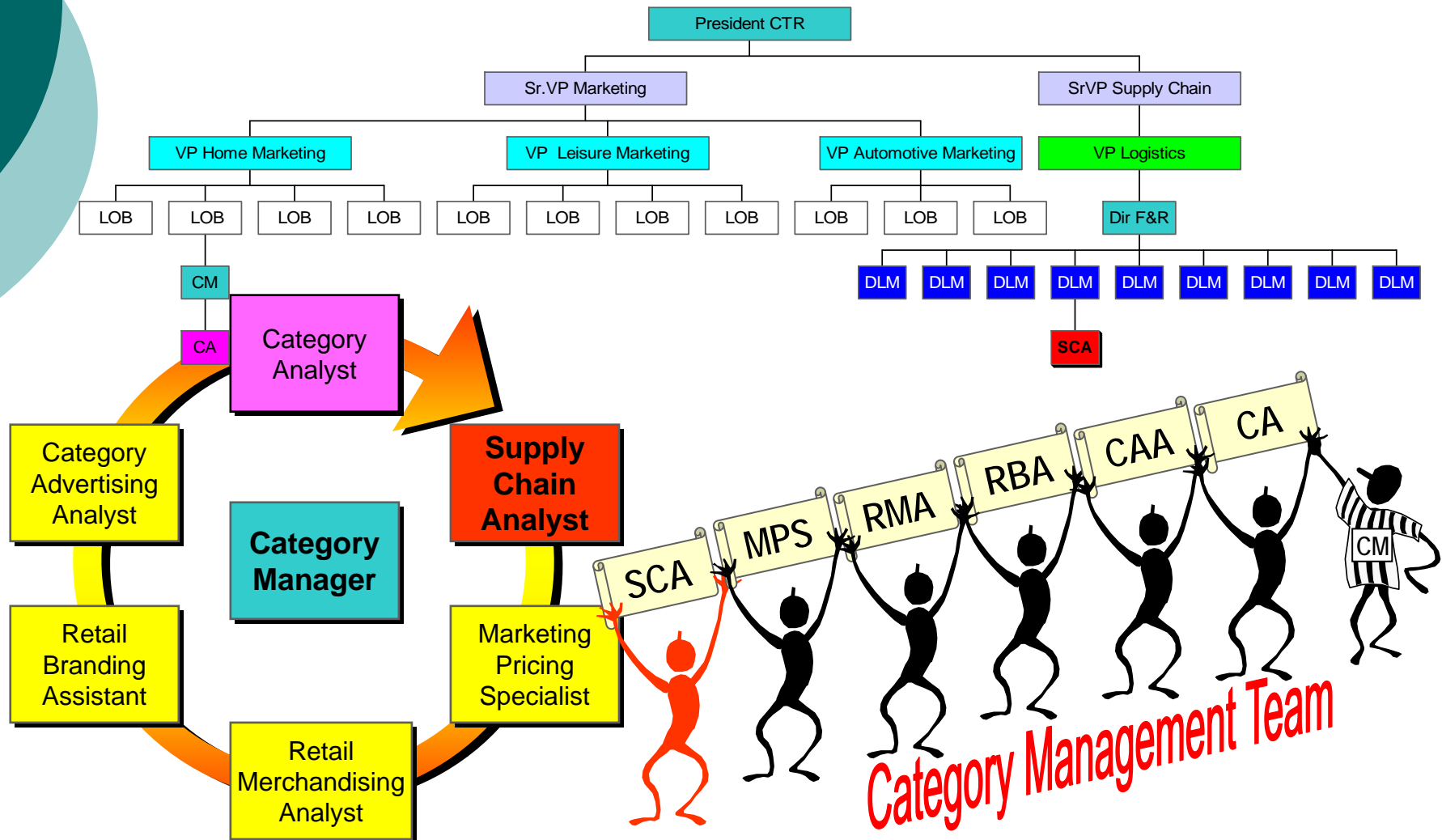
- Forecasting & Replenishment Training (**Log-Train**)
- Forecasting & Replenishment Support (**F&R**)
- Supply Chain Improvement (**SCI**)
- Packaging (**PKG**)
- Supplier Performance (**Log-SP**)
- Offshore (**offshore.logistics@cantire.com**)
- Special Promos (**CPFR/IEP/STM**)
- Cross Dock (**XD**)
- Electronic Commerce (**UECOM**)
- ... **along with many other teams**



SCA Role - Summary

- Ensuring product availability
- Managing the flow of inventory (forward and reverse)
- Forecasting future demand for regular sales and promotions
- Managing product suppliers from North America and Offshore
- Negotiating with suppliers for additional manufacturing capacity or inventory, shorter lead times
- Acting as single point of contact between Category Management teams and the Supply Chain
- Communicating with Suppliers, Merchandising, Advertising, Associate Stores and the Supply Chain
- Setting up new products while maintaining and developing existing product lines.

SCA Role





Sell Product

Sell Product

Corporation

- Buys product from Suppliers
- Sells to Dealers
- Determines Assortment
- Controls Corp Inventory
- Runs Distribution Network
- Selects Dealers
- Develops Advertising and Promotional programs
- Owns land and building

Dealer

- Buys product from Corporation
- Sells to Consumers
- Selects from Assortment
- Controls Store inventory
- Pulls from Network
- Hires and Trains staff
- Supports with In-store Promotional activity
- Owns fixed assets & Leases property

Sell Product

Sale Product

Splitting the Profits...

Dealer

\$1.00 Total Profit

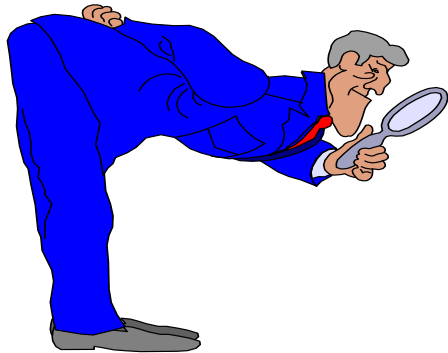
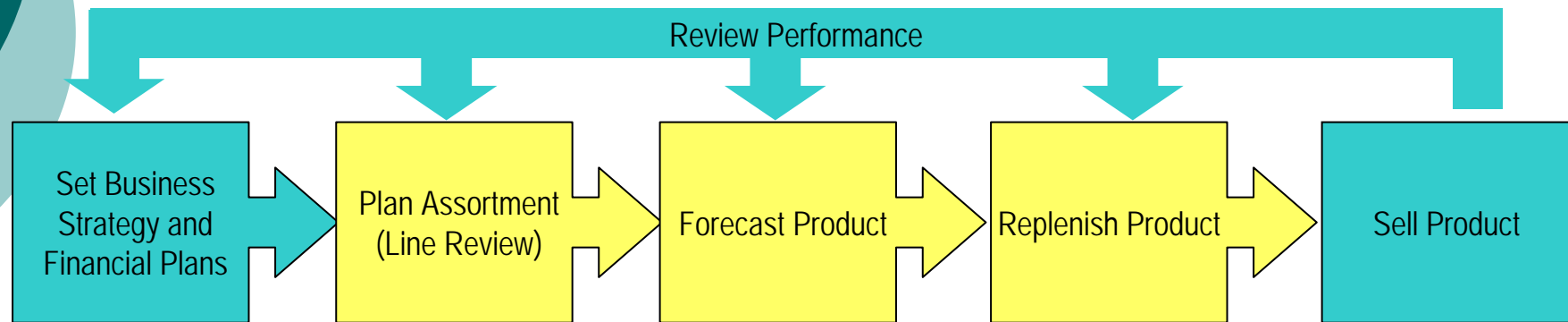
- We can Forecast it and Replenish it, but we can't make them buy it !

- Unique Dealer / Corporation relationship

Pull vs Push ...



CTR Business Cycle

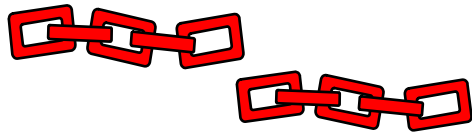


Performance is continually reviewed to ensure we remain on track

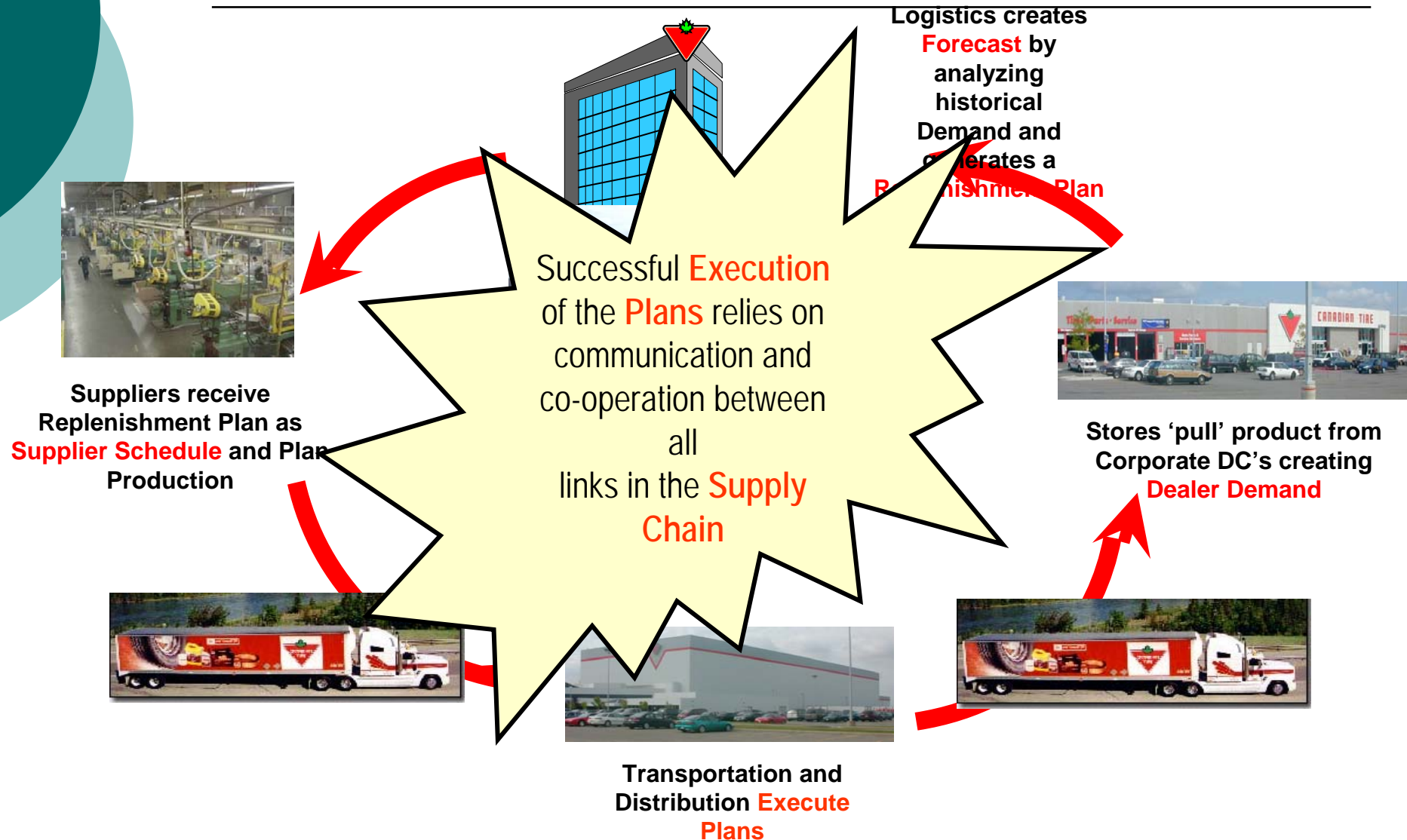


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Supply Chain Logistics





Logistics

- Comprised of many business function groups which assist in the efficient flow of product across the Supply Chain
 - Product Introduction
 - **Forecasting**
 - **Replenishment**
 - **Operations and Capacity Planning**
 - **Support Functions**
 - Supply Chain Integration (channel enablement, supplier management, marketing support, process integration)
 - Order and Information Management
 - Operational Support Teams (Business logic layer support)

*SCA/planner
Role*

Operations Planning Centre

Mandate is to maximize service levels and minimize costs by **planning**

Inbound Transportation:
Supplier to DC



Inbound Product Flow Support

Product Flow Support Representatives
Product Flow Analysts (PFA)



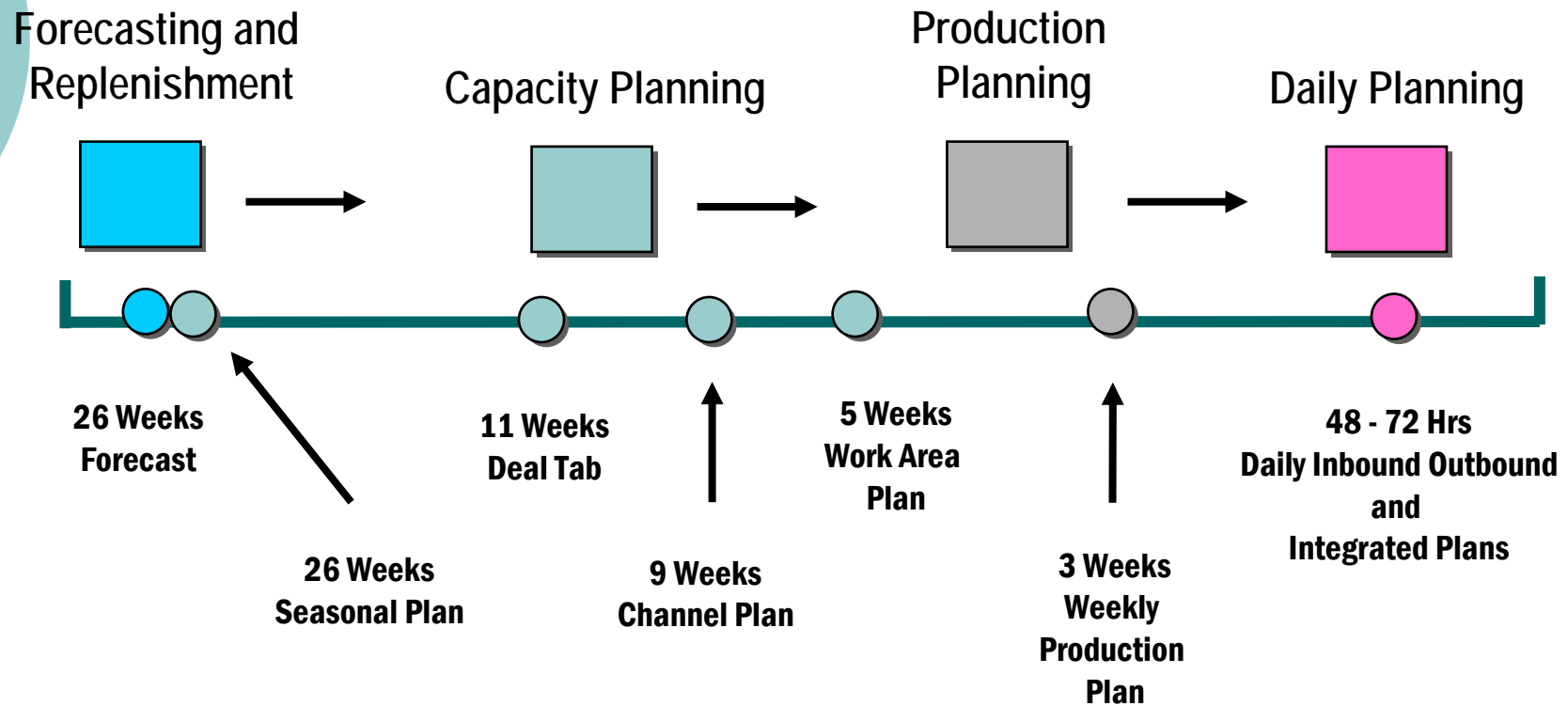
Outbound Transportation:
DC to Supplier

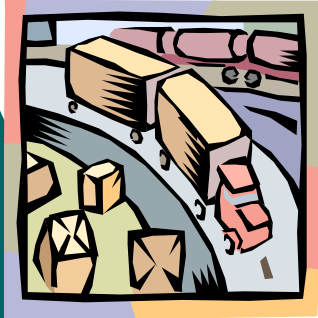


**Ordering
Operations**



Supply Chain Planning Stages



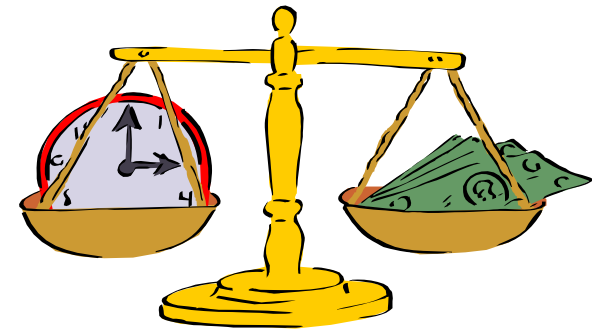


Capacity Planning

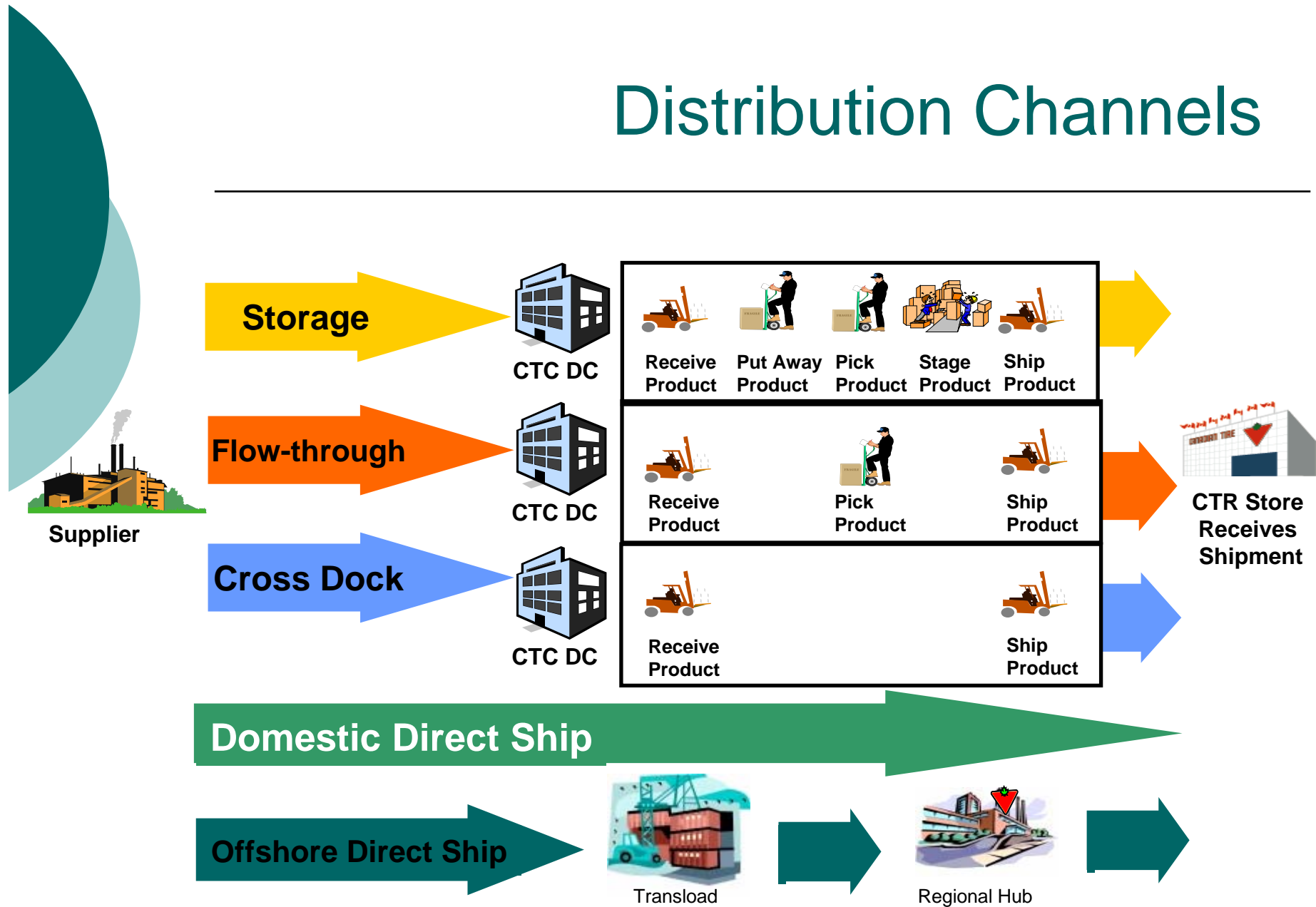
- Primary Goal: To ensure that our capacity (people and buildings) is balanced and in place to meet the forecasted demand.
- How?
- Translate 26 week Manugistics Forecast into hrs/cube/picks/lines
- Analyse capability of Distribution Network to handle volume
- Use various levers to adjust for forecast/capacity gaps
- Planning visibility (for all of CTR) to over a 26 week horizon at a week aggregate level
- Support all systems and EUCs used within the OPC

Production and Daily Planning

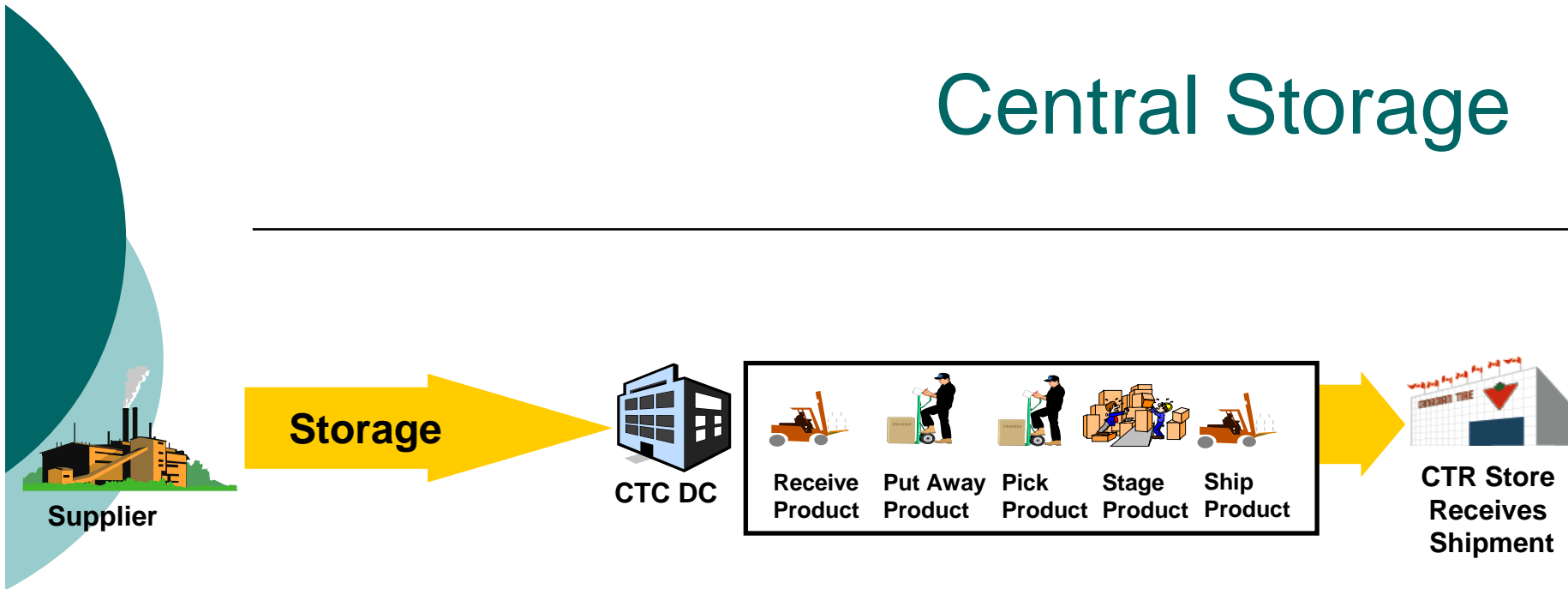
- optimize DC capacity
- balance cube by DC, across the week, to achieve a consistent work load
- plans and manages store delivery scheduling from the DC network
- plans and manages the inbound pick up scheduling into the DC network
- planning visibility is over a 3 week horizon at a daily level



Distribution Channels



Central Storage



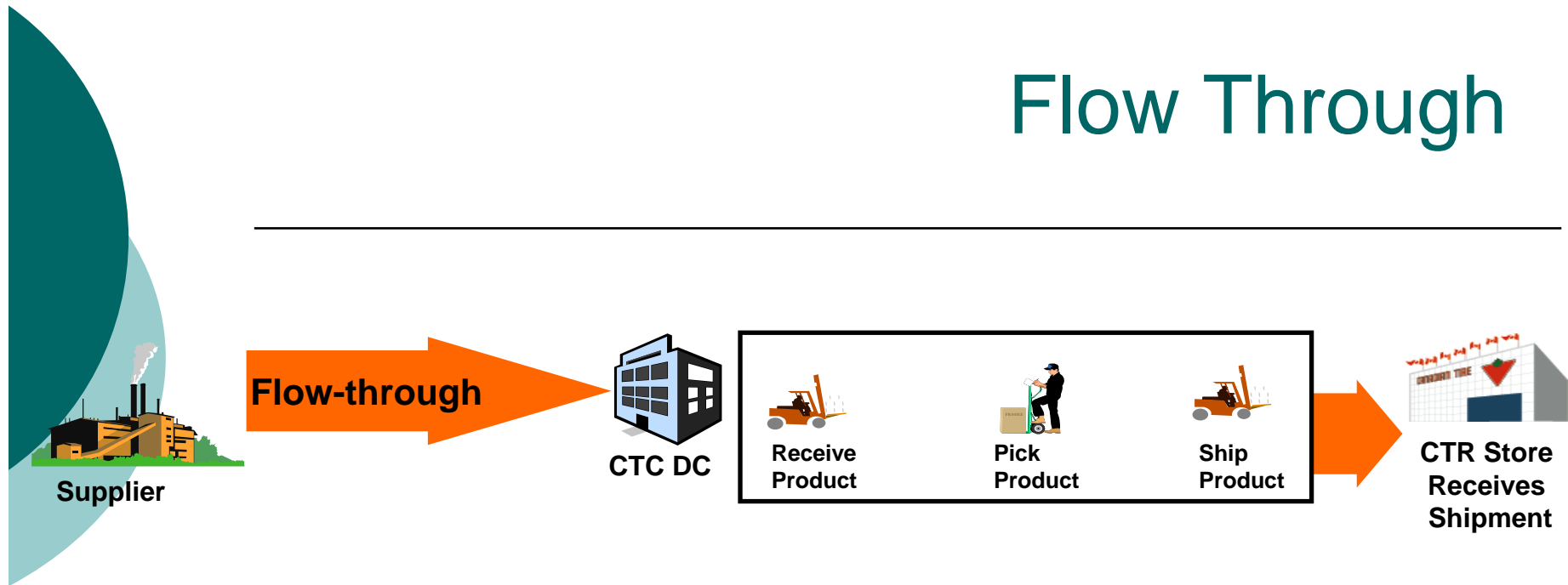
Advantages:

- Product is readily available when dealer demand requires dictates

Disadvantages:

- Space limitations
- Inventory carrying costs
- Associated building and labor costs

Flow Through



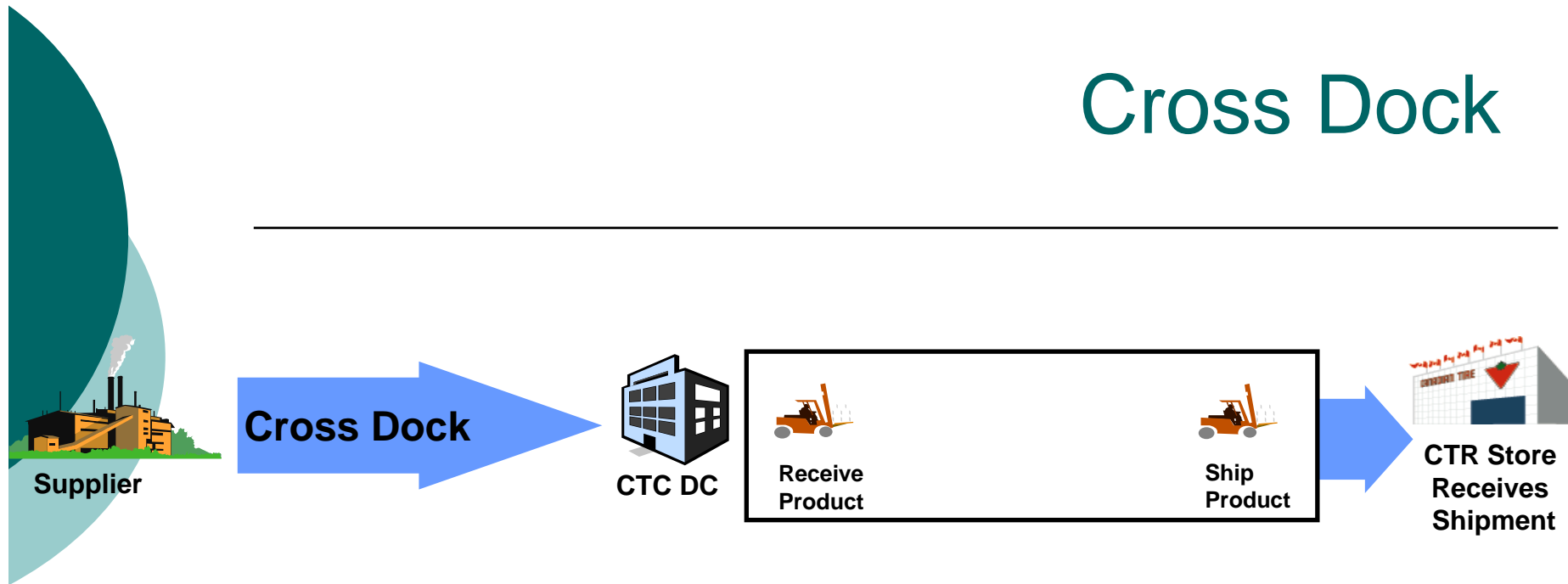
Types of Product:

- High volume
- Seasonal or promotional SKUs
- High cube

Advantages:

- More cost-effective than storage
- Reduced handling & associated costs

Cross Dock



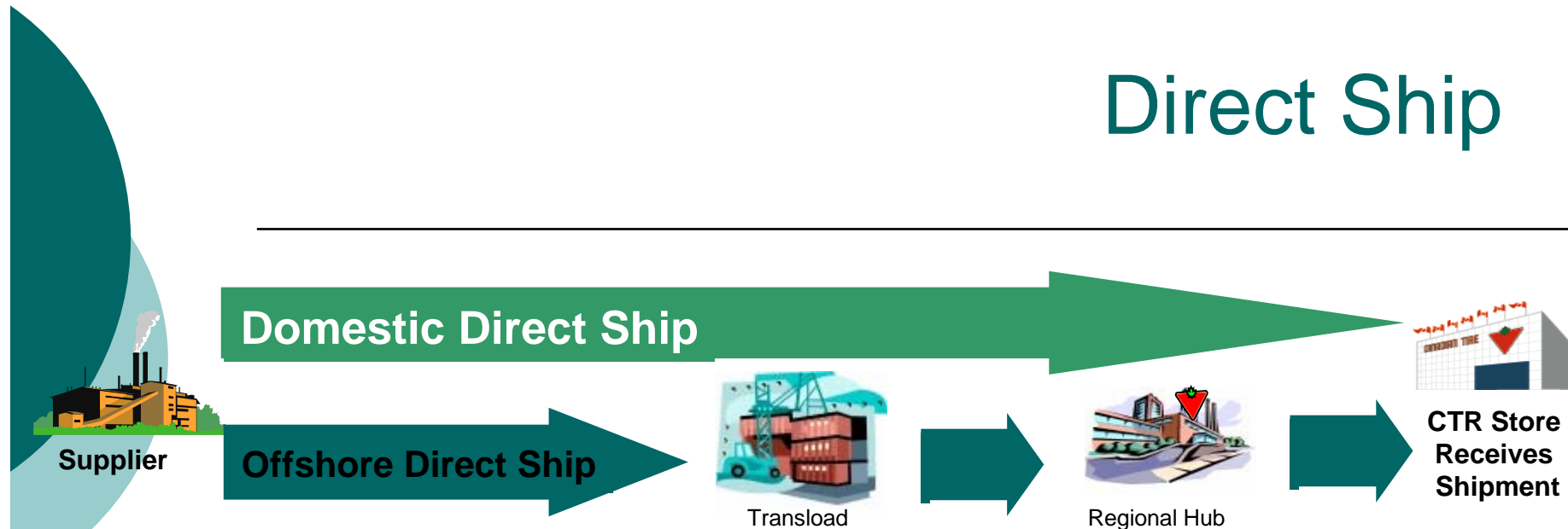
Types of Product:

- Small cube, pick intensive
- Specialty products / programs
- Inexpensive items

Advantages:

- Frees up space at the DCs
- Reduced handling & associated costs

Direct Ship



Types of Product:

- Bulky or high volume product
 - seasonal (i.e. fertilizer) or promotional
- Specialty products (i.e. live goods/sunglasses)
- Dangerous goods (i.e. propane/fireworks)

Advantages:

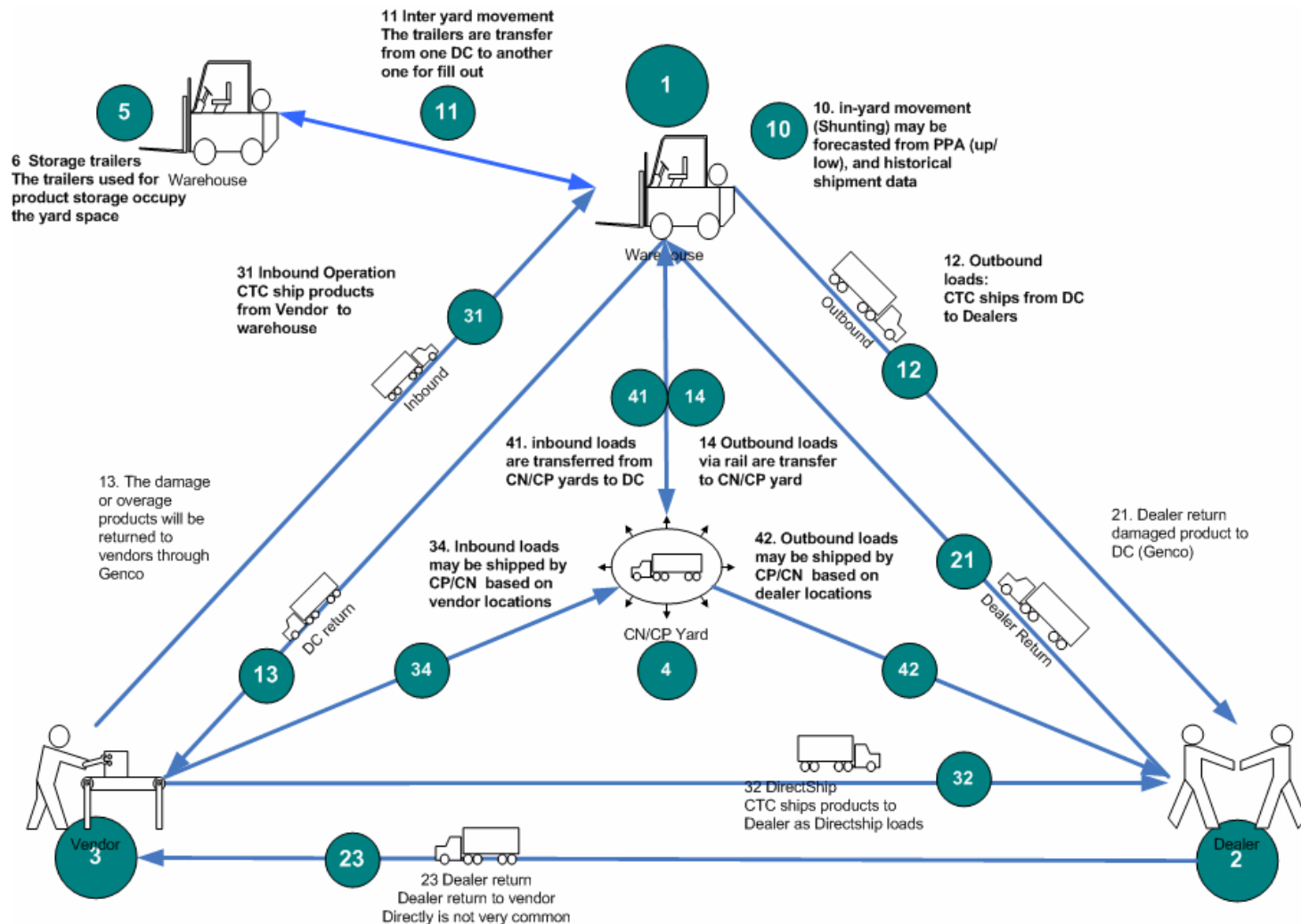
- Most cost-effective channel for flowing product
- No DC inventory carrying costs
- Alleviates stress on DCs

Transportation

- CTC private fleet (2,600 trailers) - 'Rolling Billboard'
 - only used in Quebec and Ontario
- Common Carriers
 - used in Rest of Canada and the US
- Rail Containers, called CDAU's
 - used for moving offshore product from port inland



Transportation

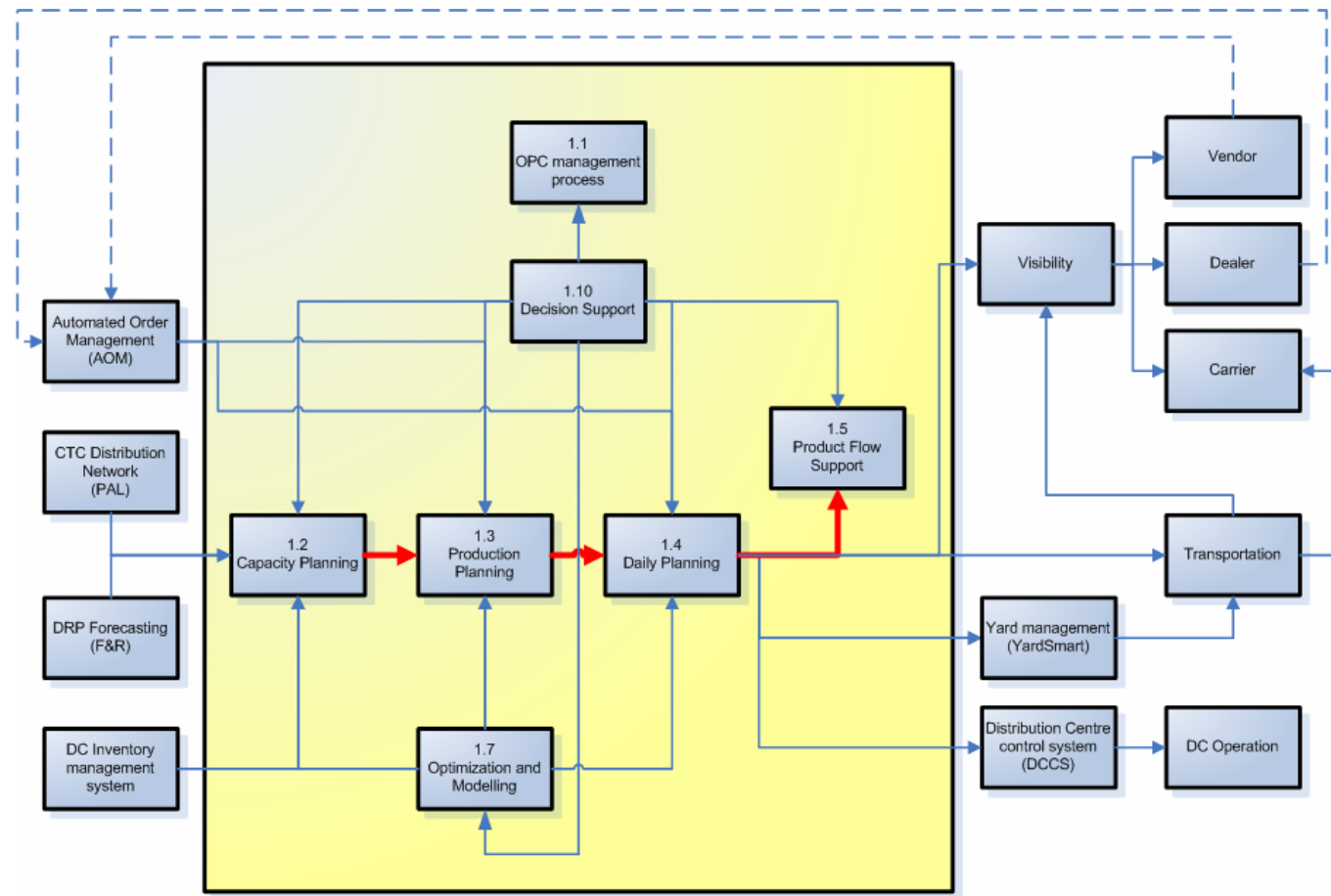




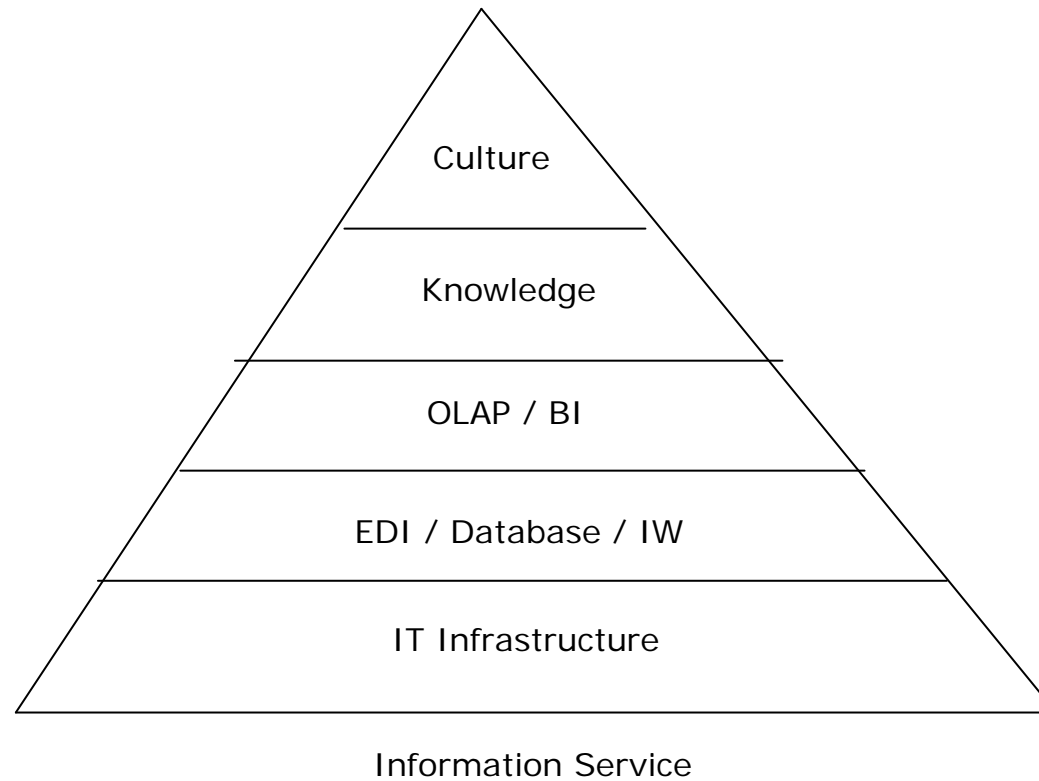
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Information Flow



Triangle of Information Service



Load Forecasting

Visibility & Track/Trace - Jie Wang - Microsoft Internet Explorer provided by Canadian Tire Corporation Ltd.

File Edit View Favorites Tools Help

Back Forward Stop Home Search Favorites Reload Print Favorites

Address <https://visibility.apexsi.com/> Go Links »

Load Forecast

Forecast Store Inbound Volume

Store: 0001 - DMD MERCHANDISING LIMITED Clear Print friendly version

	200923	200924	200925	200926	200927	200928	200929	200930	200931	200932	200933	200934	200935	200936	200937	200938	200939
03 Cube	1943	2169	1747	1827	1603	1799	1526	1396	1702	1668	1494	1530	2016	1674	1518	2028	2025
# of Trailers	0.68	0.76	0.61	0.64	0.56	0.63	0.54	0.49	0.60	0.59	0.52	0.54	0.71	0.59	0.53	0.71	0.71
Offload Time (hrs)	3.89	4.34	3.49	3.65	3.21	3.60	3.05	2.79	3.40	3.34	2.99	3.06	4.03	3.35	3.04	4.06	4.05
04 Cube	1	3	1	1	1	1	1	1	3	1	1	1	1	1	2	1	1
# of Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offload Time (hrs)	0	0.01	0	0	0	0	0	0	0.01	0	0	0	0	0	0	0	0
05 Cube	1081	995	958	1010	973	1146	1045	956	1105	1039	1045	1124	1348	1368	1412	1712	1428
# of Trailers	0.38	0.35	0.34	0.35	0.34	0.40	0.37	0.34	0.39	0.36	0.37	0.39	0.47	0.48	0.50	0.60	0.50
Offload Time (hrs)	2.16	1.99	1.92	2.02	1.95	2.29	2.09	1.91	2.21	2.08	2.09	2.25	2.70	2.74	2.82	3.42	2.86
08 Cube	692	775	695	658	695	754	694	600	640	580	631	596	785	840	652	650	715
# of Trailers	0.24	0.27	0.24	0.23	0.24	0.26	0.24	0.21	0.22	0.20	0.22	0.21	0.28	0.29	0.23	0.23	0.25
Offload Time (hrs)	1.38	1.55	1.39	1.32	1.39	1.51	1.39	1.20	1.28	1.16	1.26	1.19	1.57	1.68	1.30	1.30	1.43
05 Cube	440	438	386	408	786	659	272	277	609	1297	642	430	630	659	659	1019	1052
# of Trailers	0.15	0.15	0.14	0.14	0.28	0.23	0.10	0.10	0.21	0.46	0.23	0.15	0.22	0.23	0.23	0.36	0.37
Offload Time (hrs)	0.88	0.88	0.77	0.82	1.57	1.32	0.54	0.55	1.22	2.59	1.28	0.86	1.26	1.32	1.32	2.04	2.10
Sum Cube	4156	4380	3788	3904	4058	4359	3538	3230	4059	4585	3813	3680	4779	4541	4244	5411	5221
Offload Time (hrs)	8	9	8	8	8	9	7	6	8	9	8	7	10	9	8	11	10
Last Year																	
Last Yr Cube	5460	5730	6449	5263	4906	4887	4523	4683	4692	3685	6408	4302	6701	5529	4999	5642	7366
Last Yr # of Trailers	1.9	2.0	2.3	1.8	1.7	1.7	1.6	1.6	1.6	1.3	2.2	1.5	2.4	1.9	1.8	2.0	2.6
Percent Diff	-24%	-24%	-41%	-26%	-17%	-11%	-22%	-31%	-13%	24%	-40%	-14%	-29%	-18%	-15%	-4%	-29%

Done


start C:\Documents and S... 3 Internet Explorer Introduction to Cana... A Roadmap to Move ... 2 Microsoft Office ... Calculator 7:34 PM



Store Template

	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Open Time:	closed	06:00	06:00	06:00	06:00	06:00	08:00
Close Time:	closed	16:00	16:00	16:00	16:00	16:00	16:00


Su	M	Tu	W	Th	F	Sa	Year Week
	AJ_V	BR_X	KN_V	MN_H			200922
	MN_H	BR_R		AJ_V	BR_X KN_V		
R_X	AJ_V		KN_V	MN_H			200923
	MN_H		BR_X	AJ_V	KN_V		
R_X	AJ_V		KN_V	MN_H			200924
	MN_H		BR_X	AJ_V	KN_V		
R_X	AJ_V		KN_V	MN_H			200925
	MN_H		BR_X	AJ_V	KN_V		
R_X	AJ_V	KN_V MN_H					200926
	MN_H			AJ_V	BR_X KN_V		
R_X	AJ_V		KN_V	MN_H			200927
	MN_H		BR_X	AJ_V	KN_V		
R_X	AJ_V		KN_V	MN_H			200928
	MN_H		BR_X	AJ_V	KN_V		

Load Forecast

Address  <https://visibility.apexsi.com/>

 Load Forecast 

Load Forecast

Store: 0001 - DMD MERCHANDISING LIMITED  Clear By Whse

Whse ID	Whse Type	Plan Date	Plan Cube	Plan Pick	Plan Line	Plan Weight	Plan Unit	Schedule Date	Sched. Cube	Sched. Pick	Sched. Line	Sched. Weight	Sched. Unit	Plan Delivery Date	Trailer
08	R	6/18/2009	684	139	75	4540	0							6/22/2009	
04	R	6/17/2009	2	0	0	0	0							6/19/2009	
05	R	6/15/2009	1060	862	350	10826	0							6/18/2009	
03	R	6/14/2009	2800	1224	354	34085	0							6/17/2009	
08	R	6/11/2009	571	264	88	5796	0							6/15/2009	
04	R	6/10/2009	1	6	6	23	0							6/12/2009	
05	R	6/8/2009	1017	2255	1182	13468	1							6/11/2009	
03	R	6/7/2009	2052	1395	736	26184	0							6/10/2009	
08	R	6/4/2009	875	703	321	11305	0	6/4/2009	795	634	290	10448	3335	6/8/2009	

Load Summary

Load Summary


Filter

BOL <input type="text"/>	Date = <input type="text"/>	Status <input type="text"/>	Carrier ID <input type="text"/>	Stop Location <input type="text"/>	Store Region: <div>R-17-NFLD R-18-NS R-19-NBPEI R-20-QUSLGAS R-21-QUMCOG R-22-QUQUEBI R-23-QUCHAPI R-24-QUMNTR R-25-ONEAST R-26-ONGETA R-27-ONMETO</div>
Trailer ID: <input type="text"/>	Shipment <input type="text"/>	PO <input type="text"/>	Origin <input type="text"/>	Origin Zone <input type="text"/>	
<input type="checkbox"/> Show Loads Awaiting Update Status	<input type="checkbox"/> Show Loads with Missed Stops	<input type="checkbox"/> Display Loads Not Departed Only			
<input type="checkbox"/> Sort by Arrival Date	Show Loads with # of Hours Delayed: = <input type="text"/>				
Arrival Date: = <input type="text"/>				<input type="button" value="Go"/>	<input type="button" value="Reset"/>

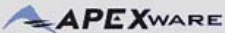
Loads

<u>BOL</u>	<u>Status</u>	<u>Scheduled Date</u>	<u>Warehouse Departure</u>	<u>Store Delivery Begins</u>	<u>Origin</u>	<u>Final Location</u>	<u>Carrier</u>	<u>Carrier Reference</u>	<u>Total Stops</u>	<u>Trip #</u>
00026853281M	Revised	04/15/2009 13:40	04/20/2009 15:49	04/23/2009 09:00	V5925	W0003	KELTIC T 943	105774/G	2	
00026876544S	Completed	04/23/2009 12:22	06/05/2009 23:59	04/30/2009 10:00	V6912	F0051	OVERNIGL 869		2	
00026876551S	Awaiting	04/23/2009 12:22	05/01/2009 23:59	04/30/2009 08:00	V6912	F0083	CL OVERL 869		2	
00026881528S	Awaiting	04/24/2009 11:34	05/04/2009 23:59	05/01/2009 09:00	V4797	F0083	CL OVERL 869		2	
00026887399S	Awaiting	04/27/2009 13:52	05/05/2009 23:59	05/04/2009 07:00	V1921	F0083	CL OVERL 869		2	
00026891019S	Awaiting	04/28/2009 14:41	05/06/2009 23:59	05/05/2009 09:00	V9120	W0008	OVERNIGL 869		2	
00026891112S	Awaiting	04/28/2009 13:41	05/04/2009 23:59	05/05/2009 10:00	V6831	F0051	OVERNIGL 869		2	
00026897209S	Completed	04/30/2009 13:28	05/05/2009 05:00	05/07/2009 06:30	V2571	F0083	CL OVERL 869	63962287	2	
00026897217S	Completed	04/30/2009 11:28	05/08/2009 23:59	05/07/2009 09:00	V8997	W0007	CL OVERL 869	86818771	2	
00026897230S	Awaiting	04/30/2009 12:28	05/08/2009 23:59	05/07/2009 10:00	V6912	F0051	OVERNIGL 869		2	
00026897231S	Awaiting	04/30/2009 12:28	05/08/2009 23:59	05/07/2009 10:00	V6912	F0052	OVERNIGL 869		2	

Load Details



Load Summary ▼



Load Detail
Print friendly version
Last Update: 06/05/2009 21:08
BAC

Load

ELM 20090420_00026853281M **Carrier ID** KELTIC T 943

Status Revised

Total Stops 2 **Trailer ID**

Reference **Trip Number**

Carrier Reference 105774/GP531092

Load Stops

BOL	Stop	Shipment	Status	Loc	Name	Address	City	Stop	Planned	Planned	Actual	Actual	LTL
	#	#		ID				Type	Arrival	Departure	Arrival	Departure	<input type="checkbox"/>
00026853281M	1	2499537	Completed	V5925 60510	SUNCAST CORPORATION	701 NORTH KIRK ROAD	BATAVIA	Pick Up	04/20/2009 15:49	04/20/2009 16:36	04/20/2009 10:07	04/20/2009 11:11	<input type="checkbox"/>
										Piece:	Weight:	Cube:	
										204	12485	2850	
	2		Revised	W0003 L6T4L5	CTC Warehouse - Brampton DC	2111 STEELES AVE.EAST (Melanie Dr.)	BRAMPTON	Delivery	04/23/2009 09:00	04/23/2009 09:17	04/21/2009 08:33		<input type="checkbox"/>
										Piece:	Weight:	Cube:	
										204	12485	2850	

Trans-load Rail Summary

Transload Rail Summary


Filter

BOL	Load Date	Status	Carrier ID
<input type="text"/>	= <input type="text"/>	<input type="text"/>	<input type="text"/>
Trailer ID	Origin	Destination	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="button" value="Go"/> <input type="button" value="Reset"/>
<input type="checkbox"/> Show Loads Awaiting Update Status		Show Loads with # of Hours Delayed: = <input type="text"/>	

Loads

<u>BOL</u>	<u>Trailer ID</u>	<u>Status</u>	<u>Load Date</u>	<u>ETA</u>	<u>Origin</u>	<u>Destination</u>	<u>Carrier</u>
279908	CDAU35436	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279911	NYT700344	Arrived	01/26/2007	02/02/2007	A.J.	TOR	CPRail
279917	CDAU32400	Arrived	01/22/2007	02/02/2007	AIRP	TOR	CPRail
279918	CDAU34764	Arrived	01/22/2007	02/02/2007	A.J.	TOR	CPRail
279921	CDAU34783	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279924	CDAU33201	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279926	CDAU34046	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279937	NYT700444	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279954	CDAU35251	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail
279958	CDAU35726	Arrived	01/22/2007	02/02/2007	A.J.	TOR	CPRail
279959	CDAU34604	Arrived	01/22/2007	02/02/2007	BRAM	TOR	CPRail

KPI



Store Dashboard

Dashboard

Store
0001 - DMD MERCHANDISING LIMITED
Clear
Week
W22 - 5/24/2009
View Actual vs. Original Plan
View Actual vs. Latest Plan

Dashboard - Actual vs. Original Plan

Print friendly version

Store Ranking

Carrier: All Carriers, Store: All Stores, DC: All Distribution Centers
Actual vs. Original Plan as of 6/4/2009

		2009 - W 22	YTD 2009	2008 - W 22	YTD 2008
Unload Rate Ranking	Store Ranking for 0001	0	0	0	0
	Store Unload Rate for 0001	0 cu/hr	0 cu/hr	0 cu/hr	0 cu/hr
Unload Rate for All Stores	Unload Rate (Cube/Hour)	637 cu/hr	642 cu/hr	589 cu/hr	613 cu/hr
Scanning Compliance	Scanning Compliance for All Stores	91.6%	91.3%	76.2%	72.4%
	Scanning Compliance for 0001	0.0%	0.0%	0.0%	0.0%
	Store Scanning Compliance Ranking for 0001	0	0	0	0
Shipment Paperwork Ready	Ontime - Delay 4 Hr%	92.0%	93.0%	92.5%	93.9%
Departure From Origin	Ontime - Delay 4 Hr%	84.2%	86.7%	84.3%	84.7%
All Deliveries	Ontime - Delay 4 Hr%	92.6%	85.8%	86.2%	83.9%
1st Drop Shipment Arrivals	Ontime - Delay 4 Hr%	93.6%	91.4%	88.1%	87.3%
Store Deliveries After the First Store	Ontime - Delay 4 Hr%	91.0%	81.2%	82.5%	79.9%

Instructions

- Drag mouse over KPI to display its definition
- Target Unload rate is 551 cube/hour
- For technical assistance call the Visibility Support Team (1-800-387-9045 option 2 option 6)

Store Ranking

Store Ranking

Store

0001 - DMD MERCHANDISING LIMITED

Clear

Week

W22 - 5/24/2009

View Actual vs. Original Plan

View Act

Store Ranking - Actual vs. Original Plan

Print friendly version

Store Ranking

Carrier: All Carriers, Store: All Stores, DC: All Distribution Centers

Actual vs. Original Plan as of 6/4/2009

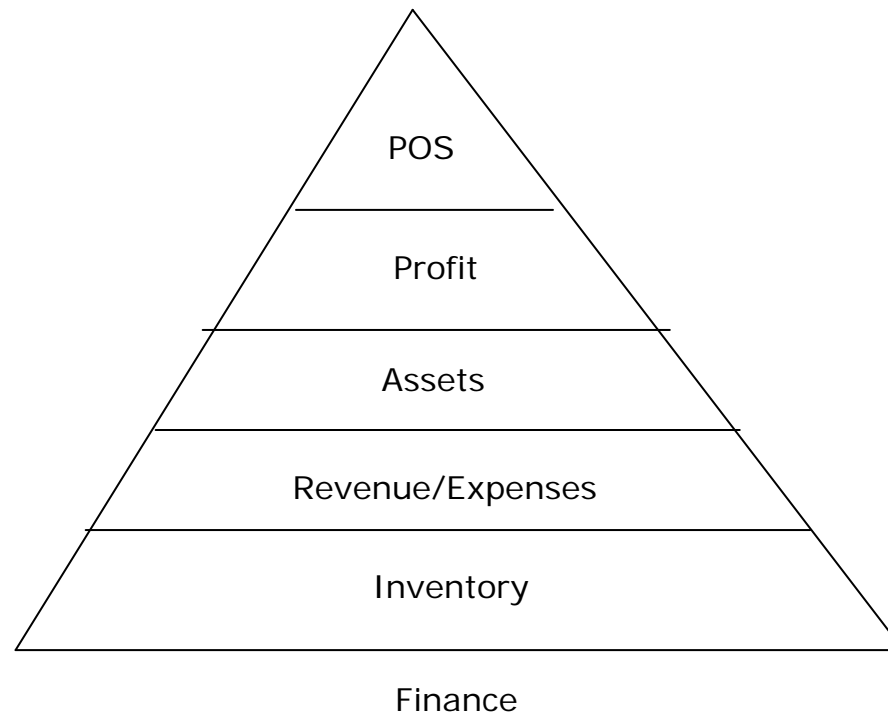
		2009 - W 22	YTD 2009	2008 - W 22	YTD 2008
Shipment Paperwork Ready	Ontime %	86.5%	89.0%	88.1%	90.3%
	Delay 0 - 0.5 Hr %	0.8%	1.0%	0.2%	0.6%
	Delay 0.5 - 1 Hr %	0.8%	0.6%	1.5%	0.9%
	Delay 1 - 2 Hr %	3.2%	1.8%	1.4%	1.4%
	Delay 2 - 4 Hr %	0.7%	0.7%	1.3%	0.7%
	Delay 4 - 8 Hr %	1.8%	2.0%	0.9%	1.1%
	Delay 8 - 24 Hr %	6.1%	4.7%	5.3%	4.3%
	Delay > 24 Hr %	0.0%	0.3%	1.3%	0.8%
Departure From Origin	Ontime %	75.7%	78.3%	72.4%	72.0%
	Delay 0 - 0.5 Hr %	3.1%	3.3%	5.0%	5.7%
	Delay 0.5 - 1 Hr %	1.0%	1.4%	2.3%	2.0%
	Delay 1 - 2 Hr %	2.3%	1.7%	2.2%	2.4%
	Delay 2 - 4 Hr %	2.1%	2.1%	2.4%	2.6%
	Delay 4 - 8 Hr %	1.9%	1.3%	1.7%	1.3%
	Delay 8 - 24 Hr %	9.4%	7.9%	7.7%	7.4%
	Delay > 24 Hr %	4.5%	4.1%	6.2%	6.6%
	Ontime %	40.4%	37.2%	33.9%	32.2%
	Delay 0 - 0.5 Hr %	32.2%	26.6%	30.8%	28.2%
	Delay 0.5 - 1 Hr %	7.2%	8.1%	7.4%	8.8%



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- Introduction
- Canadian Tire Supply Chains Overview
- Operation and Logistics
- Information Service
- **Financial Service**
- Summary

Finance Triangle





Contents

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- Canadian Tire Supply Chains Overview
- Operation and Logistics
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- Financial Service
- **Summary**



Summary

- Question and Answer