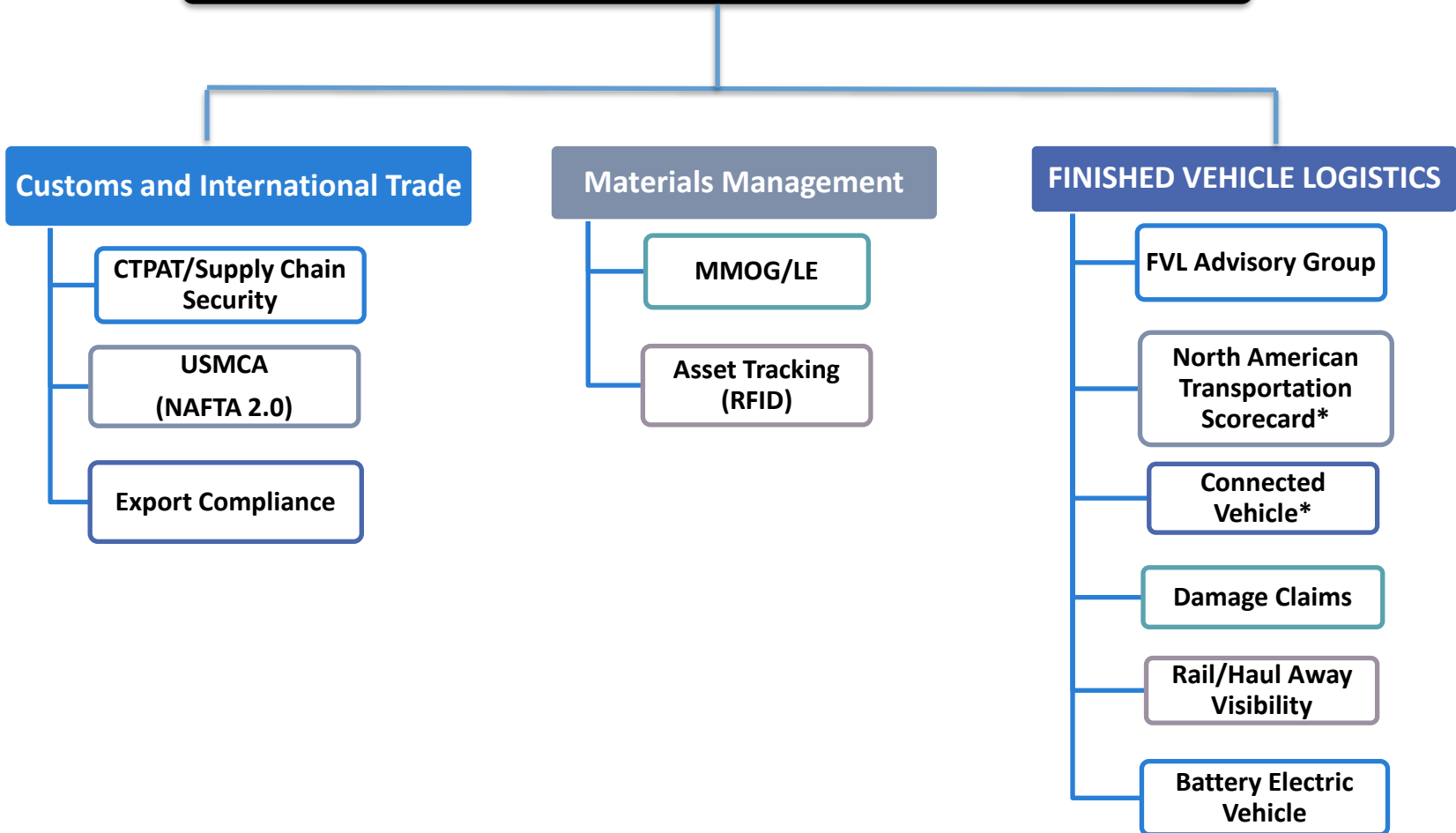


Supply Chain @ AIAG

SUPPLY CHAIN STEERING COMMITTEE



• = OEM participation only; all other groups shown are open to suppliers and OEMs

SC Steering Committee

The Supply Chain Management Steering Committee (SCSC) is comprised of automotive OEMs, parts suppliers, service providers and academia that provide a broad overview of industry needs in materials management. They provide an oversight for the prioritization, selection, development and deployment of initiatives designed to strengthen the automotive industry supply chain. The SCSC is chartered to drive awareness and implementation of industry best practices.

Customs and International Trade

Customs and International Trade

- **CTPAT/Supply Chain Security:** Importers collaborate with industry parties throughout the full Supply Chain on the latest CTPAT requirements. It is most critical for Supply Chain Business Partners to meet and comply with the latest updated (MSC) Minimum-Security Criteria as defined and required by CBP (U.S. Customs and Border Protection). AIAG's CTPAT/Supply Chain Security Program includes the first common industry CTPAT questionnaire – tailored for each type of supply chain business partners and includes corrective actions.
- **NAFTA/USMCA:** The USMCA (or “NAFTA 2.0”) Workgroup was formed to align understanding and industry needs on new or changing USMCA Free Trade Agreement requirements for the automotive industry. The group is standardizing reporting templates and solicitation practices, and works closely with AIAG to deliver comprehensive training material to ensure continued industry-aligned compliance.
- **Export Compliance:** Fosters development of resources and promotes knowledge-sharing to assist industry in complying with a wide (and complex) variety of export compliance laws and regulations.

Materials Management

Materials Management

- **MMOG/LE:** The Global MMOG/LE workgroup manages the long-standing global risk management standard originally developed by AIAG and Odette; a tool which assesses an organization's overall materials management and delivery capabilities.
- **Asset Tracking (RFID):** The Asset Tracking explores new and recently upgraded technologies in the returnable container asset tracking/asset management space. The group consists of both OEM and tier-level suppliers examining new technologies that have advanced in usage, scalability, and effectiveness, while seeing a general decrease in both up-front investment requirements and regular operating costs.

Finished Vehicle Logistics

Finished Vehicle Logistics

- **FVL Advisory Advisory Group:** Collaborates to raise awareness of challenges, opportunities, and potential industry solutions. The group is comprised of seasoned Finished Vehicle Logistics & Supply Chain Management leaders including automotive OEMs, vehicle transportation & service providers (Ocean, Rail and Haul-Away), Marine Terminal managers, railroads, port authorities and port processors.
- **North American Transportation Scorecard:** This group of OEM FVL leaders are collaborating to develop an industry standardized scorecard for measuring the performance of transportation providers. The objective is to identify the specific KPI's that directly impact transportation performance and delivery to the dealers. It will be available to both the OEMs and their carriers for visibility of overall performance.
- **Connected Vehicle:** This OEM lead group is addressing hand-off requirements to/from OEM's and their transportation providers as well as determining how best to interface with the connected vehicle. The team is focused on creating standards that facilitate open-source visibility and that will benefit both the OEM and their transportation supply base.

Finished Vehicle Logistics

Finished Vehicle Logistics

- **Damage Claims:** The Damage Claims group members include Automotive OEM managers, and their partners – rail & truck transportation providers, port processors, terminal managers, inspection companies & ocean carriers to collaborate/develop industry guidelines for inspecting vehicles as they move through the supply chain from factory to dealer. Guidelines include, but are not limited to, damage reporting processes, damage classification standards, codes identifying damage areas, severity, and type as well as details on the proper method of inspecting finished vehicles.

- **Rail/Haul Away Visibility:** This workgroup consists of Haul-away carriers, OEM, and railroad professionals working together to improve supply chain status reporting of finished vehicles as they are transported from the assembly plant through to dealer delivery. The overall objective is to alleviate congestion at the destination rail yard by virtue of improving visibility of vehicle status' information shared between the stakeholders. Improving electronic visibility/reporting will enable improved asset management to ultimately alleviate congestion.

- **Battery Electric Vehicle:** This is a *proposed* group of OEMs, Rail, Ocean, and Truck transportation providers, Port Processors, and I.T. 3pl's who plan to collaborate on numerous topics related to handling BEV's- including, State of Charge standards, proper response/handling of hazardous incidences, charging port methods, special loading/unloading protocols, and possible risks, & solutions to storing and transporting BEVs. ***This initiative is pending business case approval.***

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