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Details Costing Information

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Stock Movements

The values in each field are the TOTAL for the line / transaction and NOT per case or per litre or per glitre equiv

	Movement Type	Description / Notes
A	Prod Cost	This is the basic cost of the product, it could in some instances already include the inbound freight charges
B	Insurance	This is the apportioned insurance cost, it is generally a value per case for the insurance you would have for the transit of goods. It is set for the region /country and if not needed for insurance you could use it for another cost
C	Freight	Inbound Freight Charges – this is either taken from the country / region or we use what is set on the Purchase order and apportion it into all of the lines. This is not always needed because some goods are bought freight included
D	Excise	Excise Duty - Outbound Cost when the goods leave how much duty is applicable to this line. Will only have a value if the goods leaving need this part to be paid. Duty Paid goods already have this as part of the product cost
E	Customs	Customs Duty - Outbound Cost when the goods leave how much duty is applicable to this line. Will only have a value if the goods leaving need this part to be paid. Duty Paid goods already have this as part of the product cost
F	RHD	This is an inbound cost when the goods are received into a warehouse who make a charge for the inbound goods
G	Rent	This is an outbound value – it takes the number of whole weeks (rounded up) and provides a rough cost for the rent/storage of the goods leaving and the costs associated
H	Delivery	This is the outbound delivery charge, for the onward delivery of the goods. It is either set by manual entry in the confirm deliveries or it comes from the warehouse file received.

Movements Into Stock

Origin	Prod Cost	Insurance	Freight	Excise	Customs	RHD	Rent	Delivery
	A	B	C	D	E	F	G	H
Purchase of Goods	From the PO (in case of rotation re-used then from original PO)	Based on Supplier country	Based on PO Freight OR supplier country freight	--	--	Depending on Whse group charges for receiving warehouse	--	--
Stock Transfer	From outbound transaction A+B+C+D+E+F+G+H	--	--	--	--	Depending on Whse group charges for receiving warehouse	--	--
Type R Transfer	--	--	--	--	--	Depending on Whse group charges for receiving warehouse	--	--
Stock Adjustment NEW stocks Identified by the rotation existing or not	From entered Value	--	--	--	--	Depending on Whse group charges for receiving warehouse	--	--
Stock Adjustment EXISTING stocks Identified by the rotation existing or not	Based on original Purchase costs Over ridden if manually entered	--	--	--	--	Depending on Whse group charges for receiving warehouse	--	--
Sales Order Credit Note	From outbound transaction A+B+C+D+E+F+G+H	--	--	--	--	Depending on Whse group charges for receiving warehouse	--	--

Movements from Stock

Movement Type	Prod Cost	Insurance	Freight	Excise	Customs	RHD	Rent	Delivery
	A	B	C	D	E	F	G	H
Duty Paid SH Paying Duty	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	Calculated if stock is underbond	Calculated if stock is customs duty not paid	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Duty Paid <i>ALL Duty is deferred</i>	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	--	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Duty Paid <i>SH pay customs Customer pays excise</i>	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	Calculated if stock is customs duty not paid	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Duty Paid <i>SH pay excise Cust pays customs RARE IF EVER</i>	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	Calculated if stock is underbond	--	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type X / U / E Customs Duty not paid	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	--	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type E / U Customs Duty Paid Pay by SH	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	Calculated if stock is customs duty not paid and PAY CUSTOMS Duty on order is YES	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type E / U Customs Duty Not Paid	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	--	Apportionment of the inbound	Depending on Whse – Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type E / U	Apportionment	Apportionment of	Apportionment	--	--	Apportionment	Depending on Whse	Currently from

Customs Duty Paid Pay by Customer RARE IF EVER	of the inbound	the inbound	of the inbound			of the inbound	- Calc based on number of weeks (rounded up)	manual input in the confirm delivery
Type T Customs Duty Paid Pay by SH	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	Calculated if stock is customs duty not paid and PAY CUSTOMS Duty on order is YES	Apportionment of the inbound	Depending on Whse - Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type T Customs Duty Paid Pay by Customer OR Not paid	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	--	Apportionment of the inbound	Depending on Whse - Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type R Customs Duty Paid Pay by SH <i>This is where stock goes into a reserve warehouse marked with the customer owning it.</i>	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	Calculated if stock is customs duty not paid and PAY CUSTOMS Duty on order is YES	Apportionment of the inbound	Depending on Whse - Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Type R Customs Duty Paid Pay by Customer OR Not paid <i>This is where stock goes into a reserve warehouse marked with the customer owning it.</i>	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	--	--	Apportionment of the inbound	Depending on Whse - Calc based on number of weeks (rounded up)	Currently from manual input in the confirm delivery
Stock Transfer	Apportionment	Apportionment of	Apportionment	Calculated if	Calculated if	Apportionment	Depending on Whse	--

	of the inbound	the inbound	of the inbound	stock is underbond and new warehouse is duty paid	stock is customs duty not paid and new warehouse is duty paid	of the inbound	- Calc based on number of weeks (rounded up)	
Stock Adjustments Existing stocks Identified by the rotation existing or not	Apportionment of the inbound	Apportionment of the inbound	Apportionment of the inbound	Calculated if stock is underbond	Calculated if stock is customs duty not paid	Apportionment of the inbound	Depending on Whse - Calc based on number of weeks (rounded up)	-

Determining whether customs duty is paid or not – This is stored as a flag on the stock record, however it is set upon receipt and is based on the supplier country as the assumption is the supplier country will be the CWC and as such anything coming into the EU from a country which is non EU is Customs Duty Unpaid.

However, stock can be purchased in the UK/EU from a supplier the default is to supply this CD PAID. But the supplier can send the stock customs duty unpaid, in this scenario the flag on the header stating Customs Duty Unpaid can be unticked and the system will look at the products which are COO non EU and mark those as needing customs duty to be paid.

If warehouse file receipting is in use then the stock flags are controlled by the incoming file and amended accordingly, if it is a manual receipt we follow the above logic.

Determining who pays the duty – If Sales Order Excise Duty Deferment Account OR Customs Duty Deferment Account equal to the Customers OWN deferment account then Stock Holder (SH) is paying the duty OTHERWISE customer (who are buying the goods) is paying the duty also known as duty deferred orders.

RHD – Is allocated at the time of receipt, if you have not setup RHD charges at this point then the stock will be landed with 0.00 as the charge and therefore any movements thereafter will use this as the basis of the charge and thus will also show movement RHD of 0.00

