



RE: OTV ERP REPORTING

Resource Forecasting

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Our Services

More Products and Services

Enabling Content Integration

Mobile Friendly, Cross Referencing, Interactive, Spin-offs, Facilitating a conversation, Sharable, Relevant, Manageable, Up-to-date, Content Management Structure, RSS Integration, Website Feed Integration, Social Management Integration, Newsletter Management & Template Design, Scheduling, Article Approval

Ensuring Usability

Complexity of use, Time-to-post Factor, Info-Is-Beautiful, User & Role Capability Management, Content Management, Community Management

Upholding Security

Brute-Force Attacks, Framework Recognition, Phishing, Bucket Brigade, Keylogging, Server Breach, Backups, Fail-Save Management

Analyzing Analytics & Strategy

Analytics & Statistical Strategy, Usability Improvement Metrics, Statistic Reports, In-depth User Platform Targeting, Bounce Strategy Improvements, Geo Location Strategies, Community Analysis

Managing Agility & Scalability

Code Management, Browser Version Control, Website, Dud-Improvements, Redesign, Disk Space Management, Traffic Improvements, Data Usage Improvements

Introduction

When it comes to service capacity projections and calculations, the determining factors spirals right down into the depths of the finest detail of every integrated process of the propose service. As it is the AASA's focus to remain the leader of the service it renders to it's clients, they recently contracted a Professor at the WITS university, Prof. Anton van Wyk, along with Riaan Hefer, Director at On The Verge, to devise a suitable solution to more accurately forecasting its vehicle capacity requirements, and hereby improve the service to their clients.

Description

After understanding the multi-divisional service segment, by conducting a pre-study on the AASA's need, it was determined that a 'Proof of Concept' (PoC) were to be devised, to determine optimized capacity calculation method.

Through the PoC, it became clear that the optimized capacity result could only be effectively determined by running historical live data through a simulation model, rather than to apply pure mathematical calculations to arrive at an answer. In building this 'Proof of Concept Simulation Model (PoCSM)', the collaboration between Prof. van Wyk, Riaan Hefer and Wesley Kiloh (AASA) demonstrated the effectiveness of firmly based partnerships and the success of by bringing theory into practice through development.

They divided their expertise to focus on two separate approaches to achieving the same goal, namely Top-down analysis, conducted by Riaan Hefer, and a Bottom-up analysis, conducted by Prof. van Wyk. Typically the top-down analysis focused on taking each process and breaking it down into its own activities and further into activity tasks and sub-tasks, while the angle of attack of the bottom-up analysis strives to understand the mutual relationship between as many of the related aspects as possible forming part of capacity, and then to look at ways and means of mathematically modeling these interrelationships.

The 'Proof of Concept Simulation Model (PoCSM)' was based on a very limited scope of indicators, as the output authenticity of the concept, the mathematical theories used and the elementary development of the simulation had to be ascertained first. After revising it's authenticity, the PoCSM would in phase 2 be further developed into a complete simulation, taking into account factors like human behavior patterns, weather patterns, traffic conditions, etc.

On the AASA's evaluation of the PoCSM, the simulation achieved, and outperformed its anticipated capabilities, and the AASA is currently using the simulation solution with great success.



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