

Deliver more with the same fleet

Reduce cost per delivery in fuel, oil, LPG and lubricant distribution

Many distributors already use some kind of scheduling tool. Routes look fine on paper, and the goods get delivered.

But a closer look reveals unpredictable costs, unused capacity and routes that don't meet current demand.

Are these hidden leaks chipping away at overall profits?

Unused capacity

Deliveries arrive on time, but vehicles head out half empty.

- Vehicles have spare capacity
- Drivers finish early
- Routes look clean but underloaded

Planning relies on informal knowledge

You rely on experienced planners to make frequent manual adjustments.

- Daily manual adjustments
- Slow planner onboarding
- Key-person dependency

Growth increases fleet spend

Growth leads to inefficient territories and product-mix constraints.

- Default to adding vehicles
- Territories overlap
- Cost per litre is unclear

Are routes optimal, or just "deliverable"?

Successful operators measure:

- Litres delivered per vehicle
- Drops per route
- Compartment utilisation
- Planning time per day
- Cost per litre delivered
- Planned versus actual performance

Quick self-assessment

- ❑ Do planners adjust routes every day?
- ❑ Do vehicles return with unused capacity?
- ❑ Can you quantify litres per vehicle?
- ❑ Is planning dependent on individuals?
- ❑ When did you last review routes?

Talk to Descartes to find out how leading distributors get more from their fleet.

info@descartes.com | www.descartes.com

© The Descartes Systems Group Inc. All rights reserved