SEEING THE WHOLE PICTURE

THE MAIN COST DRIVERS AFFECTING YOUR OUTBOUND SUPPLY CHAIN

1. FACTORY COMPOUND
   - Time is money. Total time in transit affects pending carrying costs, capital tied up in inventory, and insurance.
   - A well-managed factory reduces dwell time uncertainty which can reduce capital tied up in inventory.

2. TRANSPORT FROM FACTORY
   - Direct cost per unit - Easy to see for individual contracts. But it is also the indirect cost such as the overall risk and hidden costs in reduced speed, precision, and increased lead time.

3. TERMINAL LOADING
   - No damage - Zero damages at the very core of what you want, and having something that goes wrong is a costly hassle. A provider should provide real-time data visibility.

4. OCEAN TRANSPORT
   - No direct cost per unit - For direct costs per unit, consider regional operation, with access to customized vessels and optimization potential by cost, time, quality, and carbon emissions. Proactive planning can optimize potential by cost, time, quality, and carbon emissions. Proactive planning can set your operational expectations.

5. DESTINATION PORT PROCESSING
   - Delivery precision - Timeliness is key to customer satisfaction. With yourRTT™ optimisation, you can control your delivery precision and reduce the costs associated with out-of-tolerance deliveries. An optimized network reduces dwell time.

6. INLAND DISTRIBUTION
   - Direct cost per unit - For direct costs per unit, consider regional operation, with access to customized vessels and optimization potential by cost, time, quality, and carbon emissions. Proactive planning can optimize potential by cost, time, quality, and carbon emissions. Proactive planning can set your operational expectations.

7. DEALER DELIVERY
   - Direct cost per unit - For direct costs per unit, consider regional operation, with access to customized vessels and optimization potential by cost, time, quality, and carbon emissions. Proactive planning can optimize potential by cost, time, quality, and carbon emissions. Proactive planning can set your operational expectations.

Network Optimization

- The key is to identify your key stakeholder and determine where they sit in your supply chain. This can be done by assessing several factors such as lead times, cost, and delivery precision. By doing so, you can optimize your supply chain to ensure that it is running at its most efficient level.

- Your company is required to report third party emissions, also for your supply chain. The smarter logistics solution supports your environment-related goals and helps reduce costs.

- Access to a large, well-organized network provides flexibility if volumes are needed for a new market; given enough volume and warning, liner services will accommodate inducement calls.

- Not all vessels are the same. A tailor-made RoRo vessel ensures safe stowing and lashing so that even winter storms over the Atlantic do not cause any harm. If you are shipping smaller units, a smaller RoRo vessel can be designed to take your product to market without delay.

- A complete network optimisation study analyses the value chain from factory to dealer. It models your full factory to dealer supply chain, and looks for clever logistical opportunities across all transport modes showing expertise as well as experience to ensure stowing and lashing so that even winter storms over the Atlantic do not cause any harm. If you are shipping smaller units, a smaller RoRo vessel can be designed to take your product to market without delay.

- Your processing centre should be able to re-build, customization, pre-delivery inspection and repairs. Your terminal operator keeps your product in dealer ready condition, ready for a smooth transit to the most efficient inland transport solution, be it by rail, truck or barge. Integrating inland regulations and pricing structure at the destination. In addition, it is as much in the logistics provider's interest as it is yours to end customer, without having to learn all about the networks, clear responsibilities and quality handling all the way to the dealers.

- Your dealers should focus on what they do best: deal with customers. We help you manage big variations in volume, rectify at delivery. Need to manage big variations in volume? Leveraging the network of a third party logistics provider gives increased flexibility without the capital tied up in inventory.

- Network optimization potential by cost, time, quality, and carbon emissions. Proactive planning can optimize potential by cost, time, quality, and carbon emissions. Proactive planning can set your operational expectations.

- Your company is required to report third party emissions, also for your supply chain. The smarter logistics solution supports your environment-related goals and helps reduce costs.

- Access to a large, well-organized network provides flexibility if volumes are needed for a new market; given enough volume and warning, liner services will accommodate inducement calls.

- Not all vessels are the same. A tailor-made RoRo vessel ensures safe stowing and lashing so that even winter storms over the Atlantic do not cause any harm. If you are shipping smaller units, a smaller RoRo vessel can be designed to take your product to market without delay.

- A complete network optimisation study analyses the value chain from factory to dealer. It models your full factory to dealer supply chain, and looks for clever logistical opportunities across all transport modes showing expertise as well as experience to ensure stowing and lashing so that even winter storms over the Atlantic do not cause any harm. If you are shipping smaller units, a smaller RoRo vessel can be designed to take your product to market without delay.

- Your processing centre should be able to re-build, customization, pre-delivery inspection and repairs. Your terminal operator keeps your product in dealer ready condition, ready for a smooth transit to the most efficient inland transport solution, be it by rail, truck or barge. Integrating inland regulations and pricing structure at the destination. In addition, it is as much in the logistics provider's interest as it is yours to end customer, without having to learn all about the networks, clear responsibilities and quality handling all the way to the dealers.

- Your dealers should focus on what they do best: deal with customers. We help you manage big variations in volume, rectify at delivery. Need to manage big variations in volume? Leveraging the network of a third party logistics provider gives increased flexibility without the capital tied up in inventory.

- Network optimization potential by cost, time, quality, and carbon emissions. Proactive planning can optimize potential by cost, time, quality, and carbon emissions. Proactive planning can set your operational expectations.

- Your company is required to report third party emissions, also for your supply chain. The smarter logistics solution supports your environment-related goals and helps reduce costs.

- Access to a large, well-organized network provides flexibility if volumes are needed for a new market; given enough volume and warning, liner services will accommodate inducement calls.