JUPITER PRIME
Consulting • Training • Advisory
جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Liquefied Petroleum Gas Distribution Logistics Training Course

6 – 10 September 2027
London

jupiterprime.uk
info@jupiterprime.uk
Registered in the United Kingdom and Saudi Arabia

Liquefied Petroleum Gas Distribution Logistics Training Course

Ref: 2777_106284 **Date:** 6 – 10 September 2027 **Location:** London **Fees:** 5900 GBP

Liquefied Petroleum Gas Distribution Logistics is a 1-week training course for supply planners, depot supervisors and fleet coordinators who move propane and butane from primary terminals to bulk customers and cylinder outlets, leaving with a depot-to-customer distribution plan. Demand swings with seasons and weather, while delivery costs and safety exposure grow with every extra kilometre driven. Jupiter Prime Training sets liquefied petroleum gas distribution logistics in that wider operating picture.

Why Liquefied Petroleum Gas Distribution Logistics Matters Now

Three forces shape secondary distribution today, touching customers, drivers and the communities along delivery routes. Customers expect refills without run-outs, fleets face tighter driver hours and scrutiny of hazardous goods on public roads, and depots compete for bottling and loading capacity in winter peaks. An organisation that plans replenishment, routing and depot throughput together keeps product moving at lower cost per tonne; one that plans them in isolation, by separate teams with separate targets, pays for idle tankers, emergency deliveries and cylinders stranded in the wrong place.

Who Gains Most from Liquefied Petroleum Gas Distribution Logistics

- Supply planners responsible for replenishing depots and balancing stock across the network
- Depot and bottling plant supervisors responsible for loading bay throughput and cylinder flow
- Fleet coordinators responsible for bulk road tanker and cylinder truck scheduling
- Customer service leads responsible for bulk tank telemetry, order taking and delivery promises
- Commercial analysts responsible for delivery cost per tonne and dealer margin reviews

A distribution company sending its planner, depot supervisor and fleet coordinator together gains most.

Liquefied Petroleum Gas Distribution Logistics Capabilities

Participants trace product, cylinders and vehicles from terminal to customer and weigh service against cost.

- Calculate depot safety stock and reorder points — replenishment decisions for supply planners
- Design bulk tanker routes from drop size data — fleet sizing choices
- Balance cylinder float, return rates and refurbishment loops — capital tied up in the cylinder pool
- Assess loading bay and bottling line capacity against seasonal peaks — shift patterns and depot investment

- Specify transport incident response procedures — operations leaders and communities
- Build delivery cost per tonne indicators — dealer and key account reviews

Key Liquefied Petroleum Gas Distribution Logistics Terms

- Secondary distribution — moving product from a terminal or depot to bulk customers, dealers and cylinder outlets.
- Cylinder float — all cylinders in circulation: filled, empty, at customers or under refurbishment.
- Drop size — the quantity delivered at one stop; larger drops cut cost per tonne.
- Keep-full delivery — supplier-scheduled bulk deliveries based on usage forecasts or telemetry rather than customer orders.
- Depot throughput — the tonnage a depot can receive, bottle and dispatch per period.
- Days of cover — stock on hand divided by average daily demand.

Liquefied Petroleum Gas Distribution Logistics Day by Day

Day 1: The Distribution Network and Its Pressures

- Terminal, Depot and Outlet Network Map — Where Product and Cylinders Actually Flow
- Seasonal Demand Profiles by Segment — Peak Winter Exposure and Planning Horizon
- Bulk Versus Cylinder Channel Economics — Which Customers Each Channel Should Serve
- Dealer and Distributor Roles — Who Owns Stock, Cylinders and Customer Service
- Hazardous Goods Transport Duties — Constraints on Vehicles, Drivers and Routes

Day 2: Replenishment and Stock Positioning

- Demand Forecasting from Degree Days and Sales History — Depot Replenishment Volumes
- Safety Stock and Reorder Point Calculation — Days of Cover Targets per Depot
- Primary Transfer Scheduling by Rail and Road — Terminal Allocation and Inbound Timing
- Stock Reconciliation and Loss Tracking — Measurement Gaps Between Terminal and Depot
- Peak Season Pre-Build Planning — Storage Limits and Early Positioning of Product

Day 3: Fleet Routing and Delivery Methods

- Bulk Tanker Route Design and Drop Size Rules — Fleet Size and Cost per Tonne
- Keep-Full and Telemetry-Based Ordering — Fewer Run-Outs and Fuller Drops
- Cylinder Truck Load Planning — Mixed Cylinder Sizes and Outlet Sequencing
- Driver Hours and Shift Planning — Delivery Windows Without Breaching Limits
- Owned Versus Contracted Fleet Comparison — Control, Flexibility and Fixed Cost

Day 4: Depot Throughput and Cylinder Pool Control

- Loading Bay Slot Booking and Queue Analysis — Tanker Turnaround Time at the Depot
- Bottling Line Capacity and Shift Patterns — Meeting Peak Cylinder Demand
- Cylinder Float Sizing and Return Rate Tracking — Capital Locked in the Pool
- Cylinder Inspection and Refurbishment Loop — Requalification Backlog and Rejection Rates
- Transport Incident Response Procedure — Roadside Leaks, Rollovers and Communication

Day 5: Practising the Distribution Plan

- Network Replenishment Case Using Day 2 Stock Targets — Peak Month Stress Test
- Route Redesign Exercise with Day 3 Drop Size Rules — Fleet Savings Estimate
- Depot Bottleneck Review Using Day 4 Throughput Data — Shift or Capacity Change
- Delivery Cost per Tonne and Service Scorecard — Dealer and Key Account Reviews
- Depot-to-Customer Distribution Plan — Final Draft for Leadership Sign-Off

Applying Liquefied Petroleum Gas Distribution Logistics After the Course

- Recalculate days of cover and reorder points for each depot ahead of the next peak season.
- Run a drop size and route review on one bulk tanker territory and present the cost per tonne findings.

Liquefied Petroleum Gas Distribution Logistics Questions FAQ

What is liquefied petroleum gas distribution logistics and why does it matter now?

It is the planning of stock, vehicles, depots and cylinders between terminal and customer. It matters now because seasonal peaks and fleet costs reward joint planning.

Which roles gain most from liquefied petroleum gas distribution logistics training?

Supply planners, depot supervisors, fleet coordinators and commercial analysts gain most, because their stock, route and capacity decisions affect one another.

How does liquefied petroleum gas distribution logistics differ from storage safety or marine cargo courses?

It focuses on moving product after the terminal. Storage safety and marine cargo courses cover plant hazards and ships; this one covers replenishment, routing, depot throughput and cylinder pool control.

What will you bring back from liquefied petroleum gas distribution logistics training?

You bring back a drafted distribution plan for your network, with stock targets, route rules and service indicators.

Liquefied Petroleum Gas Distribution Logistics: The Way Forward

The depot-to-customer distribution plan first informs how much product to pre-position before the next winter peak. Supply planners, depot supervisors and fleet coordinators use it to agree stock, route and shift changes on one set of figures. After its first season, revisit drop size rules and cylinder return rates, since customer mix shifts faster than depots.