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COURSE BROCHURE

Petroleum Products Supply Network Planning Training Course

28 December 2026 – 1 January 2027
Madrid

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Registered in the United Kingdom and Saudi Arabia

Petroleum Products Supply Network Planning Training Course

Ref: 2806_107568 **Date:** 28 December 2026 – 1 January 2027 **Location:** Madrid **Fees:** 6200 GBP

Petroleum Products Supply Network Planning is a 1-week training course for supply, distribution and logistics planners who decide how crude oil, gas and refined fuels reach terminals and customers, and leave with a regional product supply plan. Pipeline capacity, tanker availability and depot stock now shift faster than annual budgets assume. Jupiter Prime Training sets petroleum products supply network planning within that wider commercial picture.

Why Petroleum Products Supply Network Planning Matters Now

Three pressures meet in the supply network: fuel retailers and industrial buyers who expect deliveries without run-outs, transport capacity that tightens when a pipeline is shut or a vessel is delayed, and finance teams watching the working capital locked in tank inventory. An organisation that weighs pipeline, tanker, rail and road options together moves product at lower cost per cubic metre; one that plans each mode separately pays for demurrage, emergency trucking and downgraded product.

Who Gains Most from Petroleum Products Supply Network Planning

- Planners responsible for monthly product balances between refineries, import berths and inland terminals
- Schedulers responsible for pipeline batch sequences and tanker nominations
- Coordinators responsible for rail tank car and road tanker allocation to depots
- Analysts responsible for freight cost, exchange agreements and supply margin reporting
- Quality specialists responsible for product integrity during transfer and storage

A supply department that sends planners, schedulers and quality specialists together gains most.

Petroleum Products Supply Network Planning Capabilities

Participants trace product from source to depot and weigh each route against cost, time and integrity.

- Build a regional product balance from demand forecasts and refinery output — monthly supply decisions
- Compare pipeline, tanker, rail and road routes on landed cost per cubic metre — transport mode choices
- Calculate terminal tank days of cover and minimum operating stock — inventory targets for finance
- Design batch and nomination calendars that respect tank and berth limits — schedulers and terminal operators
- Specify quality control points for interface cuts, contamination and sampling — product integrity owners
- Test the network against outages and demand spikes — supply security and commercial leaders

Key Petroleum Products Supply Network Planning Terms

- Product balance — a table matching supply sources against demand by grade, location and month to reveal surpluses and gaps.
- Landed cost — the full cost of placing product at a terminal, including purchase, freight, losses, storage and handling.
- Interface — the mixed zone between two consecutive product batches in a pipeline, cut to the lower grade or reprocessed.
- Demurrage — a charge paid to a vessel owner when loading or discharge takes longer than the agreed laytime.
- Product exchange — an agreement where two suppliers swap volumes at different locations to cut freight distance.
- Minimum operating stock — the lowest tank inventory that keeps a terminal running safely and meets its supply duties.

Petroleum Products Supply Network Planning Day by Day

Day 1: The Supply Network and Its Pressures

- Source to Depot Network Mapping — Where Each Grade Actually Flows
- Demand Profiles by Grade and Season — Planning Horizon and Peak Exposure
- Primary Versus Secondary Distribution Roles — Ownership of Each Supply Leg
- Refinery Output and Import Cargo Sources — Supply Options per Region
- Supply Cost Stack Breakdown — Where Margin Is Won or Lost

Day 2: Comparing Transport Modes

- Pipeline Capacity and Batch Cycle Planning — Throughput Limits and Grade Sequencing
- Coastal Tanker Parcel and Voyage Economics — Cargo Size and Freight Rate Choices
- Rail Tank Car Fleet Turnaround — Inland Corridor Viability
- Road Tanker Bridging and Long-Haul Delivery — Flexibility Versus Unit Cost
- Landed Cost Comparison Model — Mode Selection for Each Route

Day 3: Terminal Storage and Inventory Planning

- Tank Allocation by Grade — Usable Capacity and Segregation Rules
- Days of Cover and Reorder Triggers — Replenishment Timing per Terminal
- Working Capital in Line Fill and Tank Heels — Finance and Stock Targets
- Product Exchange and Borrow Agreements — Freight Savings Between Suppliers
- Stock Reconciliation and Transit Loss Tracking — Measurement Gaps Between Locations

Day 4: Product Integrity and Disruption Planning

- Interface Cutting and Downgrade Rules — Value Lost at Batch Changes
- Sampling and Certificate of Quality Checkpoints — Release Decisions at Receipt
- Contamination Prevention in Shared Tanks and Lines — Cleaning and Flushing Choices
- Outage Scenarios for Pipelines and Berths — Alternative Routing Options
- Demurrage and Laytime Exposure Tracking — Vessel Scheduling Discipline

Day 5: Practising the Regional Product Supply Plan

- Regional Balance Case Using Day 1 Demand Profiles — Gap and Surplus View
- Mode Selection Exercise with the Day 2 Cost Model — Route Recommendations
- Terminal Stock Targets from Day 3 Methods — Inventory and Cash Trade-Off
- Disruption Drill Using Day 4 Scenarios — Recovery Sequence and Owners
- Regional Product Supply Plan — Final Draft for Supply Leadership

Applying Petroleum Products Supply Network Planning After the Course

- Rebuild next month's product balance for one region and present the transport mode mix with its landed cost per route.
- Recalculate minimum operating stock and days of cover for two terminals and agree revised reorder triggers with operations.

Petroleum Products Supply Network Planning Questions FAQ

What is petroleum products supply network planning and why does it matter now?

It is planning how crude, gas and fuels reach terminals by the right mode and stock level. It matters because capacity and demand shift quickly while inventory ties up cash.

Which roles gain most from petroleum products supply network planning training?

Supply planners, pipeline and vessel schedulers, depot allocation coordinators, freight analysts and quality specialists gain most.

How does petroleum products supply network planning differ from a terminal operations course?

It looks across the whole network rather than inside one site, covering product balances, mode selection, stock targets and disruption recovery instead of berths and loading racks.

What do you bring back from petroleum products supply network planning training?

You bring back a drafted supply plan for a region, with a product balance, chosen routes, stock targets and a tested disruption response.

Petroleum Products Supply Network Planning: The Way Forward

The regional product supply plan first informs the coming month's transport mode mix and cargo nominations. Supply planners, schedulers and commercial leaders use it to agree routes and stock levels on one set of figures. After its first cycle, revisit the landed cost assumptions and exchange agreements, since freight rates and refinery output change.