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COURSE BROCHURE

Road Transport Fleet and Freight Management Training Course

26 – 30 April 2027
Casablanca

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Registered in the United Kingdom and Saudi Arabia

Road Transport Fleet and Freight Management Training Course

Ref: 1215_45660 **Date:** 26 – 30 April 2027 **Location:** Casablanca **Fees:** 4500 GBP

Road Transport Fleet and Freight Management is a 1-week training course for transport managers, fleet supervisors and freight coordinators who decide how goods move by road, whether on owned trucks or hired carriers, and each participant builds a transport plan with cost and service targets. Volatile fuel prices, driver shortages and stricter expectations on road safety and emissions make every vehicle and every freight contract a visible cost. Jupiter Prime Training runs this course for leaders in road transport fleet and freight management.

Why Road Transport Fleet and Freight Management Matters Now

Fleet operators face three converging pressures: finance teams questioning the true cost per kilometre of owned vehicles, customers and site managers demanding reliable arrival times, and communities expecting safer drivers and cleaner engines. A transport function that chooses modes deliberately, sizes its fleet to real demand and buys freight on clear specifications controls both cost and reputation. One that renews vehicles by habit and books carriers by phone pays for idle trucks, part loads and incidents. The course draws on total cost of ownership TCO modelling for vehicle decisions and on the Supply Chain Operations Reference SCOR model for linking transport to wider supply flows.

Who Gains Most from Road Transport Fleet and Freight Management

- Transport leads accountable for freight budgets and on-time arrival
- Fleet supervisors responsible for vehicle availability, maintenance and driver rosters
- Freight coordinators who book loads and manage carrier relationships
- Buyers who tender haulage contracts and negotiate rate cards
- Site logistics leads who schedule inbound and outbound vehicles at plants or depots

A transport department gains most when its fleet supervisor, freight coordinator and haulage buyer attend together and agree when to use owned vehicles and when to hire.

Road Transport Fleet and Freight Management Capabilities

Participants weigh owned and hired capacity, then turn that choice into vehicle, load and carrier decisions with measurable targets.

- Assess mode and vehicle options for each freight lane — informing transport and finance heads
- Calculate total cost of ownership and cost per kilometre for fleet vehicles — supporting replacement decisions
- Design a haulage tender with lane data and rate card structure — guiding freight buyers
- Build load plans that raise vehicle fill and cut empty running — serving fleet supervisors
- Apply a carrier scorecard covering punctuality, damage and safety — informing contract reviews

- Specify driver hours, inspection and incident routines — protecting drivers and the public

Key Road Transport Fleet and Freight Management Terms

- Total cost of ownership TCO — all costs of a vehicle over its life, including purchase, fuel, maintenance, insurance and resale value.
- Cost per kilometre — total operating cost divided by distance travelled, used to compare owned vehicles with hired carriers.
- Empty running — distance a vehicle travels without a payload, usually on return legs.
- Freight lane — a recurring origin and destination pair with known volumes, used as the unit of a haulage tender.
- Vehicle fill rate — the share of a vehicle's weight or volume capacity actually used on a trip.
- Carrier scorecard — a periodic record of a haulier's punctuality, damage, safety and invoicing accuracy.

Road Transport Fleet and Freight Management Day by Day

Day 1: Transport Context and Mode Choice

- Freight Flow Profiling — Volumes, Weights and Lanes by Customer
- Mode Selection Criteria — Road, Rail, Sea and Air Trade-Offs
- SCOR Linkage — Placing Transport Within Source and Deliver Flows
- Sector Contrasts — Construction Materials Haulage Versus Food Distribution
- Emissions and Road Safety Expectations — Shaping Fleet Policy

Day 2: Fleet Planning and Vehicle Economics

- Fleet Sizing From Demand Peaks — Core Fleet Versus Hired Capacity
- TCO Modelling — Buy, Lease or Rent Decisions
- Vehicle Specification — Matching Body Type and Payload to Lanes
- Preventive Maintenance Scheduling — Raising Vehicle Availability
- Replacement Cycle Analysis — Timing Disposal Against Rising Running Cost

Day 3: Freight Procurement and Carrier Contracts

- Lane-Based Haulage Tender Design — Packaging Volumes for Carriers
- Rate Card Structures — Fixed, Per Trip and Fuel-Linked Pricing
- Carrier Prequalification — Insurance, Safety Record and Fleet Age
- Spot Versus Contract Freight Mix — Balancing Flexibility and Rate Stability
- Haulage Contract Clauses — Liability, Detention and Claims Handling

Day 4: Load Optimisation and Carrier Performance

- Load Planning by Weight and Cube — Raising Vehicle Fill
- Backhaul and Consolidation Opportunities — Reducing Empty Running
- Driver Hours and Rest Planning — Scheduling Within Safe Limits
- Carrier Scorecard Design — Punctuality, Damage, Safety and Invoicing
- Freight Audit and Invoice Checking — Recovering Overcharges

Day 5: Practising the Transport Plan

- Applying TCO Results to a Sample Fleet — Reviewing Day 2
- Running a Mock Lane Tender Evaluation — Reviewing Day 3
- Testing Load and Backhaul Scenarios — Reviewing Day 4
- Transport Cost and Service Dashboard — Cost per Kilometre and Punctuality
- Transport Plan — Fleet Mix, Carrier Panel and Cost and Service Targets

Applying Road Transport Fleet and Freight Management After the Course

- Calculate cost per kilometre for each owned vehicle and compare it with current carrier rates on the same lanes.
- Introduce a monthly carrier scorecard for the five largest hauliers and review results in the next contract meeting.

Road Transport Fleet and Freight Management Questions FAQ

What is road transport fleet and freight management, and why does it matter now?

It is the planning and control of owned vehicles and hired carriers that move goods by road. It matters now because fuel volatility, driver shortages and safety expectations make poor fleet or freight decisions expensive and highly visible.

Which roles gain most from road transport fleet and freight management training?

Transport managers, fleet supervisors, freight coordinators and haulage buyers gain most. Together they decide vehicle numbers, carrier choice and loading rules, so shared methods prevent one group's choice from raising another's costs.

How does road transport fleet and freight management differ from a maritime or air freight course?

This course centres on road vehicles and haulage contracts, whereas maritime and air freight courses deal with shipping lines, ports, airlines and international carriage terms. Mode selection is covered so you can judge when road is the right choice.

What do you bring back from road transport fleet and freight management training?

You bring back a transport plan setting fleet mix, carrier panel and cost and service targets. It includes TCO calculations, a lane tender approach and a carrier scorecard you can use immediately.

Road Transport Fleet and Freight Management: The Way Forward

The transport plan first informs how many vehicles to keep in the core fleet and which lanes to tender to carriers. Fleet supervisors, freight coordinators and haulage buyers use it in quarterly reviews with finance. After its first cycle, revisit the mode selection assumptions, because new rail links or customer locations can change which lanes suit road at all.