

## ***Demo Regional Evaluation Zambia, Uganda, The Sudan***

### Summary

I think your biggest problem is retaining old, underutilized vehicles in your fleet. Both Zambia and Sudan are carrying relatively old vehicles that seem, at least over the period considered, to be doing little work.

Overall your per kilometre running costs across the three cost centres seem good although I would note that Uganda vehicles are travelling what I would regard to be quite high daily distances. If you would like a sub report on this please let me know.

Your fuel consumption improved some 14% over the three month period due, most likely, to a higher understanding of improved reporting amongst drivers.

In the 3 month period all your main vehicle management indicators improved and all three cost centres have adopted the site with little or no problem.

Best Regards

*Alan Hooker fleet-serve.com*

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## Overall Running Costs USD

Your average vehicle running costs is 0.24 USD/Km driven. One can assume this will rise year on year particularly for Zambia as 2 of its vehicles will start to enter the expensive repair stage of vehicles more than 5 years old. This ageing of the fleet is already reflecting itself on running costs making Zambia the most expensive of the three cost centres examined.

<i>Cost Centre</i>	<i>No Vehicles</i>	<i>Total USD/kms</i>	<i>Fuel USD/Km</i>	<i>Repairs USD/km</i>	<i>Maintenance USD/Km</i>	<i>Tires USD/Km</i>	<i>kilometres Driven</i>
Uganda	3	0.11	0.04	0.06	0.01	0	8593
Zambia	5	0.47	0.05	0.03	0.38	0	5634
The Sudan	6	0.14	0.13	0	0.01	0	9622
	<b>Average USD/Km</b>	<b>0.24</b>					

## Vehicle Utilization

The Sudan, whilst having the highest number of vehicles (6) also had the lowest utilization with 2 vehicles travelling less than 20 Km/day. In addition it had the lowest overall average kilometre/day vehicle use. This would tend to recommend a reduction of fleet size.

<i>Cost Centre</i>	<i>No Vehicles Owned</i>	<i>Number of Vehicles Travelling less than 20 Km/day</i>
Uganda	3	0
Zambia	5	1
The Sudan	6	2
	<b>14</b>	<b>3</b>

## Vehicle Ageing

As mentioned vehicle running costs are expected to rise due to an ageing fleet. However, Sudan and Zambia could offset this by reducing their fleet sizes by 1 and 2 vehicles respectively.

<b>Cost Centre</b>	<b>Average Vehicle Age</b>	<b>Number of vehicles &gt; 4 Years Old</b>
Uganda	3.7	1
Zambia	4.2	2
The Sudan	3.8	1
		<b>4</b>

## Vehicle Usage

I would say the Uganda vehicles are travelling pretty heavy daily distances. The average daily distance I have on the system is 67 Km/day for NGO's and 93 Km/day in the private sector. High distances such as these will prematurely age the fleet.

<b>Cost Centre</b>	<b>Average Daily Kilometres Driven</b>	<b>% of Fleet Average</b>
Uganda	131	0
Zambia	67	1
The Sudan	49	2
		<b>3</b>

## Fuel Usage

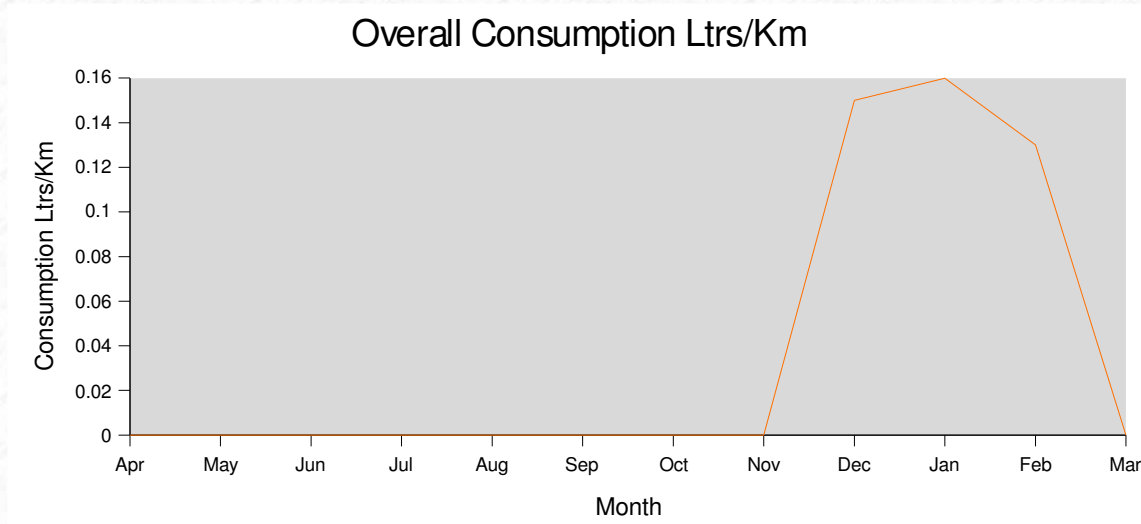
Uganda is the main consumer principally because of the kilometres it is travelling on a daily basis.

<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>
0	0	0	0	0	0	0	0	1390.64	1497.38	1013.68	0

## Average Overall Consumption Litres per Kilometer

Fuel consumption has improved over the three months and is now 14% lower on the December average. Experience shows that this is principally due to improved reporting leading to a greater sense of control amongst staff in the three cost centres.

<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>
0	0	0	0	0	0	0	0	0.15	0.16	0.13	0



## Management Performance

All three cost centres have achieved an above sector level of vehicle management performance.

<b>Indicator</b>	<b>Baseline</b>	<b>3 month End</b>
% Of Cost Centres properly keeping and maintaining a vehicle inventory	100%	100%
% of Cost Centres properly recording vehicle Kilometres	66%	100%
% of Cost Centres properly monitoring vehicle kilometres they collect	0%	100%
% of Cost Centres properly using kilometres collected to properly plan maintenance	0%	100%
% of Cost Centres properly recording fuel expenditure	100%	100%
% cost Centres properly using fuel expenditure data to control fuel	0%	100%
% Cost Centres properly recording Tyre expenditure	100%	100%
% Cost Centres that monitored per kilometre running costs	0%	100%
% Cost Centres properly using tyre expenditure data to control tyre procurement	0%	On Going