

Disruption: rising diesel costs

Diesel cost-savings checklist

When diesel prices spike, your freight budget absorbs the hit on every lane. Disruption across shipping routes, tight refining capacity and strained freight networks all push prices up at once. You can't control any of that. But you can control how much fuel your network uses.

If you are a shipper or lead a logistics team, there's no question that costs are rising, but what's important is how you offset them.

Sustained high or volatile diesel prices could accelerate longer-term changes to network design, including:

- Greater investment in alternative-fuel fleets and supporting infrastructure
- Wider use of rail and intermodal options
- Changes to sourcing and supplier locations
- A rethink of where inventory is positioned across your network

You don't have to wait for those shifts. Use this checklist to cut your exposure.



Get real visibility first

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Do you know your actual trailer fill rate, or just the reported estimate? The two often don't match. Pull the real numbers, then use wave planning to close the gap.

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Do you optimize capacity across your whole network, rather than location by location? Reviewing lanes, carriers and modes together surfaces savings a single-location view will miss.

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If you are a logistics services company, do your sell rates keep pace with the fuel charges your carriers pass on to you? Whether you sell flat rates or per-mile rates, tie your fuel surcharge to a fuel index so it updates automatically. Otherwise, you absorb the gap.

Cut miles and empty capacity

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Do you fulfill from the nearest location with stock on hand? Shipping from the closest inventory point instead of a distant distribution center cuts unnecessary miles.

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Do your trucks run empty on the return leg? Arrange backhauls so trailers carry freight both ways. Consider selling spare private fleet capacity to other shippers.

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Could your less-than-truckload (LTL) and parcel volume move through cross-docking instead of point-to-point? Consolidate that volume into truckload moves through a hub, then distribute locally. Cross-docking takes real setup, so treat it as a medium-term move, not a quick fix.



Tighten warehouse execution

- ☐ **Is your inventory accurate enough that pickers don't need to pick extra units as a buffer against count errors?** Padding orders to cover count discrepancies inflates shipment size so you need more trucks to move the same freight.
- ☐ **Do you build outbound loads to hit your trailer-fill targets, or just pick and pack without regard to cube?** Load-building logic that sequences and packs by cube and weight turns a trailer-fill goal into a fuller truck and fewer trips.
- ☐ **Are your dock appointments tight enough to avoid detention and idle time?** A truck sitting at the dock burns fuel and racks up fees without moving a single mile.

Widen your mode and carrier options

- ☐ **Have you audited unused capacity with carriers you already hold contracts with?** A carrier rejecting one lane may still have room on another.
- ☐ **Have you identified which lanes could shift to rail intermodal without missing delivery windows?** Rail typically costs less and uses less fuel than truckload does, but transit is slower.

Plan and price for volatility

- ☐ **Are your rates built around current fuel costs, not just line-haul charges?** Carriers walk away from underpriced contracts as spot rates rise. If your rates are below market, your freight could be the first they drop.
- ☐ **Are you setting delivery windows proactively, rather than walking them back later?** A reliable window, even if longer, stated up front costs less than a broken commitment.

Diesel prices can spike again, and no single tactic offsets the impact entirely. Your goal is to keep fuel volatility from compounding problems already in your network.

Infios Transportation Management shows you where lanes, modes and carriers are leaving money on the table. Infios Warehouse Management tightens the work behind it, with accurate inventory, loads built by cube and dock schedules that keep trucks moving. Together, they help you use the capacity you already have and cut the moves your teams default to out of convenience.



See how Infios helps you cut fuel-driven freight costs.

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