Order Consolidation and Freight Allocation Worksheet

ESTROUTE · Feasibility calculation and allocation rules for multi-store orders (version 1)

Whether consolidating several stores saves money depends on three things: the unit freight after consolidation, the cash tied up in stock and its turnover, and the labour of splitting the shipment. Work the numbers out on this sheet before deciding. Use current actual quotations for every figure, not stale data.

1. Demand summary by store

Store	SKU	Qty	Volume (m³)	Goods value	Notes
Store 1					
Store 2					
Store 3					
Store 4					
Store 5					
Store 6					

2. Cost comparison

Item	Ordered separately	Consolidated	Difference
Total goods value			
Sea freight			
Destination port charges and clearance			
Inland transport and splitting labour			
Total landed cost at warehouse			
Working capital tied up in stock (per month)			

3. Allocation rules (agreed in advance to avoid later disputes)

Cost item	Allocation basis	Rounding difference
Sea freight	[ ] By volume [ ] By goods value [ ] By unit count	Round to the nearest unit; the difference goes to the largest share
Duties and VAT	[ ] By goods value	As above
Destination port charges	[ ] By volume [ ] Equally	As above
Inland transport	[ ] By volume [ ] Equally	As above

4. Decision criteria

Consolidation is justified when the landed unit cost is lower than ordering separately, when stock turnover does not visibly deteriorate because of earlier stocking, and when the labour for splitting the shipment can be absorbed by existing staff. If any one of the three fails, this batch is not a good candidate for consolidation.

Compiled by ESTROUTE for self-checks and supplier communication in cross-border sourcing. Tables may be freely copied, modified and passed along with the order. For a version tailored to your category, contact sales@orientalroute.com | estroute.com