

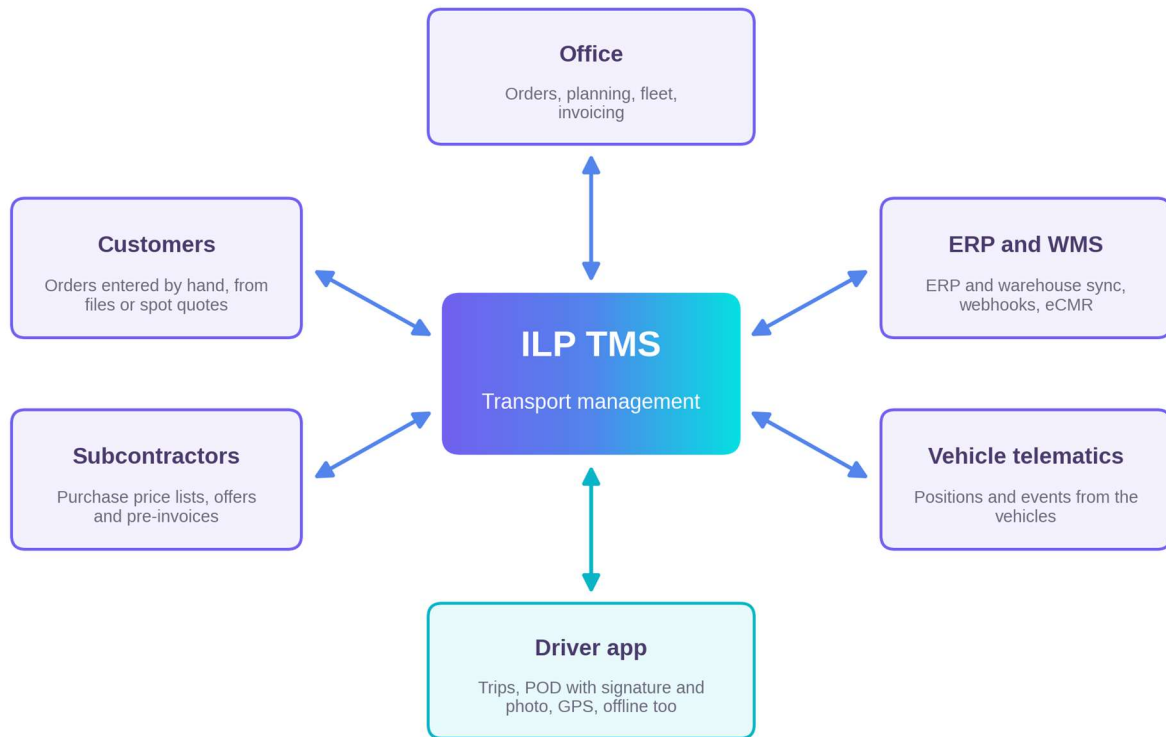
ILP TMS

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ILP TMS

ILP TMS manages transport **from the customer's order all the way to invoicing**: it calculates the best trips, chooses between own fleet and subcontractors, follows vehicles through the **driver app** and shows **costs and margins**.



ILP TMS at the centre: office, drivers, customers, subcontractors and company systems.

What it does

- Collects **orders** entered by hand, imported from CSV or Excel, or quoted as spot requests.
- **Calculates trips** taking into account vehicles, drivers on shift, time windows, capacity and costs.
- Combines **own fleet and subcontractors** and proposes the most cost-effective solution.
- Follows execution through the **driver app** and **monitoring**, and closes the cycle with POD, eCMR, pallets, claims and invoicing.

Potential customers

- **Transport and logistics companies** with their own fleet, subcontractors or both.
- Companies handling **FTL, groupage (LTL), last mile**, pickups, returns and transfers between depots.
- Businesses with **several depots, temperature-controlled goods** or **ADR**.

The problem we solve

Without a TMS, orders, trips, vehicle positions and costs live in **Excel sheets, phone calls and messages**. With ILP TMS everything is in one place, up to date and shared between office and drivers.

Everyday question	Without ILP TMS	With ILP TMS
Which orders do I deliver tomorrow, and where?	Lists scattered across emails and spreadsheets	A single list with clear statuses, from quote to delivery
What's the most cost-effective trip?	The planner's experience and lots of time	Trips calculated automatically, adjustable by hand
My vehicle or a subcontractor?	Phone calls and comparisons from memory	Drivers and subcontractors ranked by cost, with reliability
Where's the truck? Was the delivery made?	Calls to the driver	Map refreshed every 15 seconds and events from the app
How much did the trip cost me?	Calculations at month end, at best	Cost per trip and margin per depot
Where are the PODs and documents?	Paper at the office and photos on phones	POD with signature and photo, searchable documents

Data entered once is reused in every phase: from order to trip, from POD to invoice, all the way to the KPIs.

Benefits and differentiators

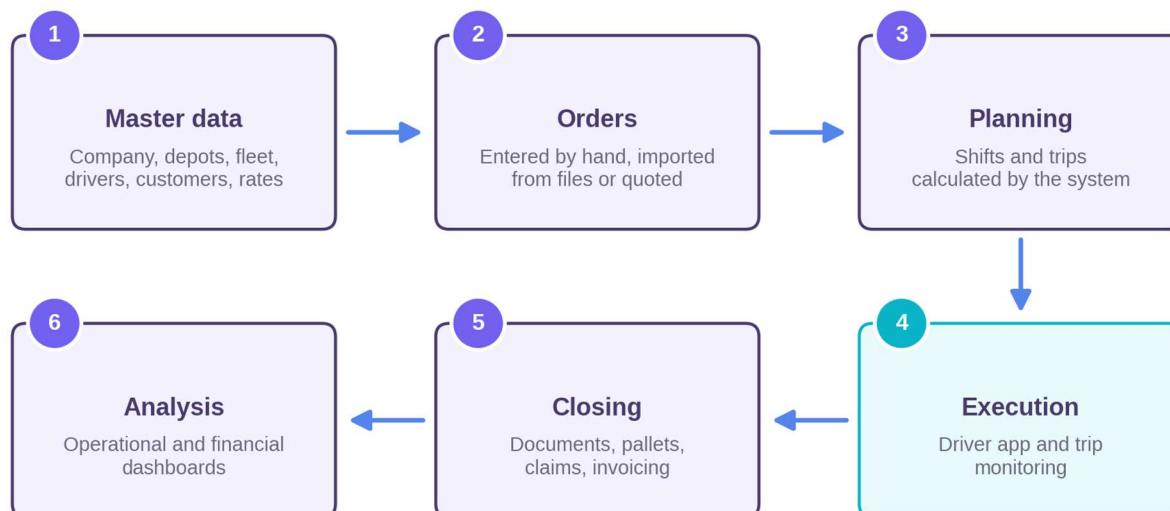
Benefit	What it means for the customer
The whole flow in one place	Orders, planning, execution, documents, costs and invoicing all connected.
Better planning, in less time	The system proposes trips that reduce km and costs; the planner is free to adjust them.
Resources used at their best	In-house drivers, own or rented vehicles and subcontractors managed together.
Always know what's happening	Vehicle positions, completed deliveries and reported issues in real time.
Clear costs and margins	Cost per trip, subcontractor costs, margin per depot.
Less paper	POD, eCMR and documents digital and searchable.

What sets us apart

- **Marginal cost** of in-house drivers: only what the trip adds counts, not the salary already paid.
- **Subcontractors in cascade** with a **reliability index** from 0 to 100, and the agreed price flowing into the pre-invoice.
- **3D load view** of the cargo space, with centre of gravity and temperature zones.
- **Driver app** that works **even without a network**.
- Checks for **temperature-controlled and ADR** goods: only suitable vehicles remain.

The workflow in six phases

ILP TMS follows the natural path of the goods: each phase uses the data from the previous one. This is the diagram to show first to orient the visitor.

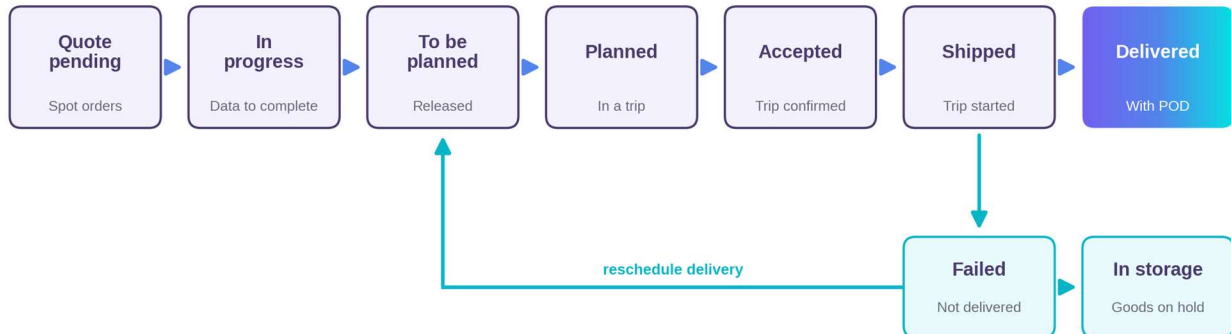


The six phases of the TMS. In light blue, execution, which involves drivers in the field.

Phase	Who works on it	What happens
Master data	Master data team, managers	Set up once: depots, fleet, drivers, customers, rates, subcontractors.
Orders	Customer service	Manual orders, from files or from quotes, then released to planning.
Planning	Planners	Weekly shifts and daily trips, calculated and reviewed.
Execution	Drivers, monitoring	Trips in the app, POD at stops, vehicles followed on the map.
Closing	Orders, invoicing	Documents, pallets, claims, invoice drafts and pre-invoices.
Analysis	Managers	Operational and financial dashboards.

Orders and quotes

A single list for all orders: **full truckloads (FTL)**, **groupage (LTL)**, **last mile**, pickups, returns and transfers between depots. Each order has a **status** showing where it stands.



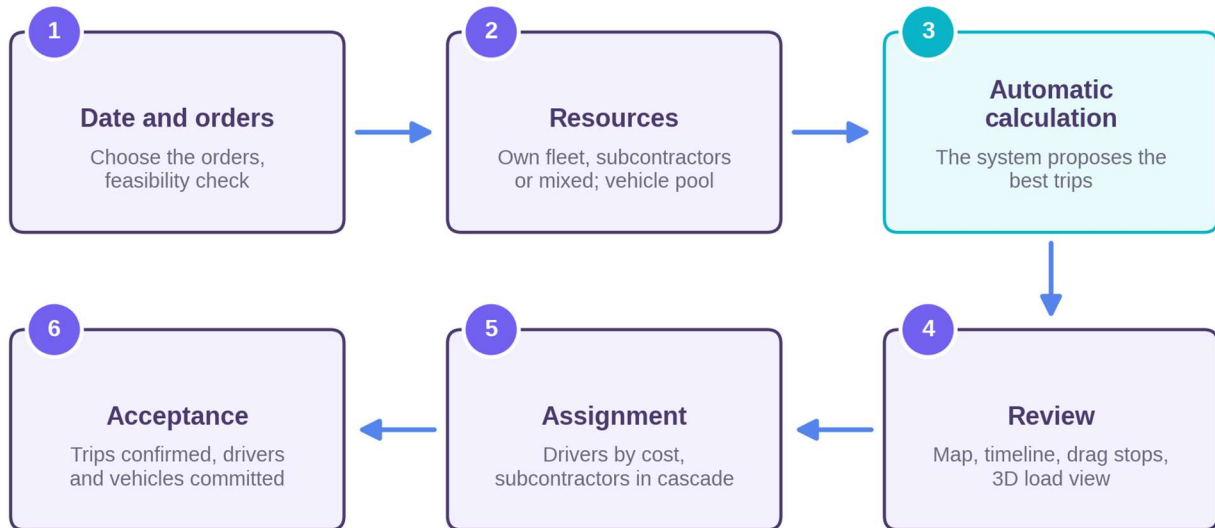
The lifecycle of an order. In light blue, the branch for failed deliveries.

Three ways to enter an order

- **7-step guided procedure**, with rate preview and checks on temperature and incompatible ADR classes.
- **Import from CSV or Excel**, with row-by-row preview and guided resolution of issues. If the reference already exists, the order is updated instead of duplicated.
- **Quote requests** for spot orders: simulation of subcontractor costs, price to the customer and **margin** calculated immediately.

Workflow — Trip planning

It's the **heart of the TMS**. From the orders to be planned, the system calculates the best trips: which orders on which vehicle, in what sequence and at what time, respecting capacity, time windows, shifts and costs. The planner reviews, assigns and accepts.



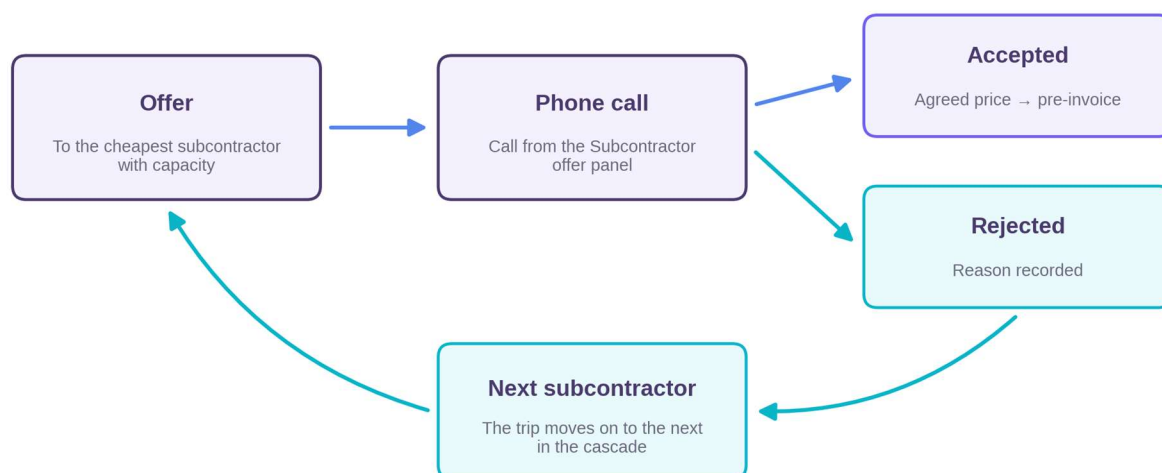
From choosing the orders to an accepted plan.

What the planner sees

- **Planning KPIs:** assigned orders, km, total cost, average load factor, estimated punctuality.
- **Map and timeline** of the trips; stops can be dragged from one trip to another, with checks on weight, volume and end of shift.
- **3D load view** of the cargo space, with the layout of parcels and pallets and a stability check.
- Clear **issues:** blocking ones must be resolved before accepting.

Own fleet and subcontractors

For each trip the TMS lists who can carry it out, **ranked by cost**: in-house drivers available that day and subcontractors with a valid price list. You can plan **with the in-house fleet only**, **with subcontractors only** or in **mixed** mode.

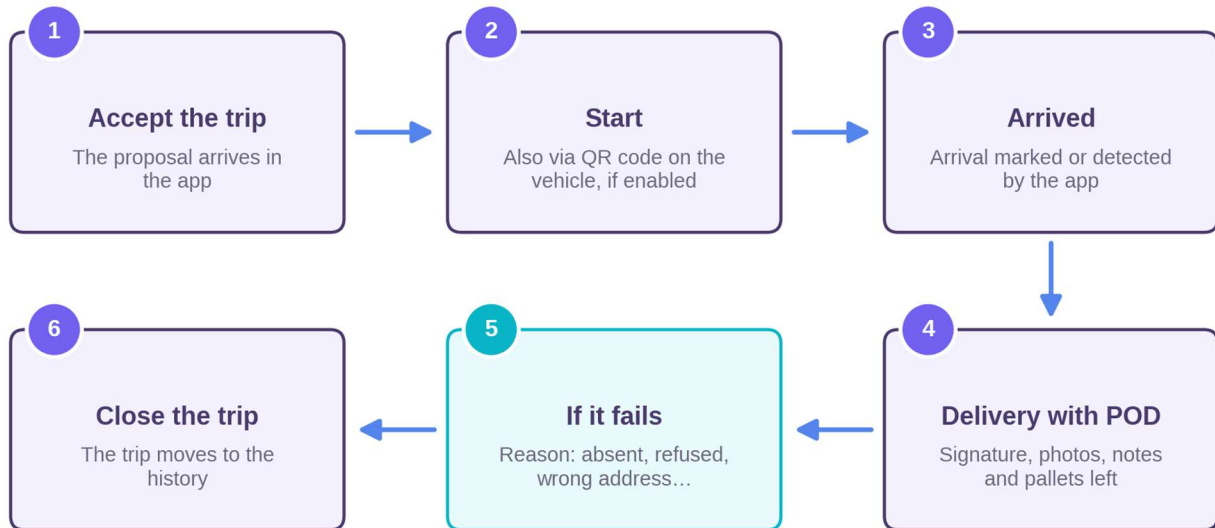


The cascade offer to subcontractors.

Element	How it works
In-house drivers	Proposed at marginal cost: the km, extras and overtime the trip adds.
Subcontractors	Price from the purchase price list, with a “fully booked” flag if they have used up the day's capacity.
Reliability index	Score from 0 to 100 over the last 90 days; below 60 the subcontractor is proposed after the others.
Agreed price	Recorded on acceptance and split across the orders in the trip.
Pre-invoices	Collect the subcontractor's costs for the period, to be checked and approved before payment.

Workflow — The driver app

The driver uses the **on-board phone or tablet**: receives trips, accepts them, records arrivals, deliveries and pickups with the **POD** and reports failed deliveries. The app installs from the browser on **Android** and **iPhone**.



The trip from the driver's point of view. In light blue, the failed delivery case.

Why drivers like it

- **Map with the route** and quick access to Google Maps for traffic.
- **Simple POD**: on-screen signature, photos, notes and pallets left.
- **Works without a network**: arrivals, deliveries, photos and stops stay on the phone and are sent when the connection is back.
- **Out-of-sequence stop** warning if the goods are behind other parcels.

Trip monitoring and closing

Trip monitoring

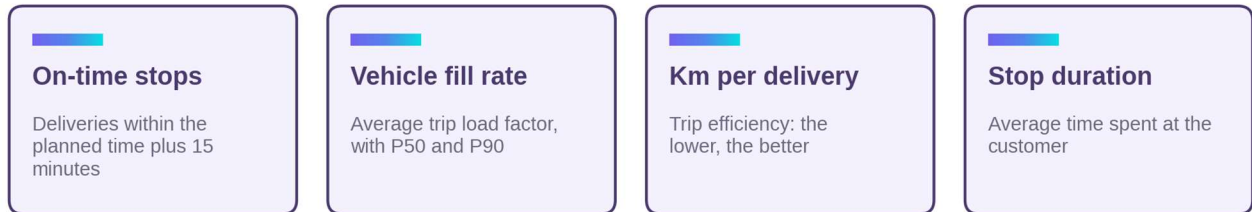
The **map** shows current position, route travelled and planned stops, and refreshes itself every **15 seconds**. Events come from the **driver app** and from **vehicle telematics**: trip started, stop, arrival at a drop, POD, failed or out-of-sequence stop. The **Deviations from plan** panel compares the GPS route with the planned one.

Closing and documents

Feature	What it does
Documents and eCMR	Delivery notes, CMR and POD linked to orders, searchable by barcode too; sending of the electronic consignment note.
Returnable pallets	Balance per customer and destination, updated from PODs, with an alert above threshold.
Claims	Cases from opening to closing, with attachments and PDF export for the insurer.
Invoicing	Drafts with the amount to invoice, to export to the invoicing software.
Vehicle maintenance	Scheduled and completed work; vehicles under maintenance are excluded from planning.
Trip history	Completed trips with stops, planned and actual times, reasons for failed deliveries and downloadable proof.

Dashboards and KPIs

The **Operational dashboard** answers “how are we doing?” and is the first page after login. The **Financial dashboard** answers “what does it cost us and what do we earn?” and is reserved for managers.



The four main indicators of the Operational dashboard.

Operational dashboard

- **Alerts** that take you straight to the page where you need to act: planning errors, unassigned or late orders, pallet balances above threshold, punctuality below threshold.
- **ADR — fleet compliance**: certified drivers, expired or expiring licences.
- Filter by **depot** and period, and **KPI export to CSV**.

Financial dashboard

- Trip costs split into **fixed, labour, variable and extraordinary costs**.
- **Subcontractor costs** and **margin analysis per depot**, rate revenue versus costs.

User profiles and integrations

Each person sees **only the items in their own profile**. Profiles are assigned from the ILP access portal and can be combined.

Profile	What they do
Manager / Business	Everything except system configuration; the only one to see the Financial dashboard.
Planning	Shifts and trips, trips in progress, history.
Driver and fleet management	Drivers, vehicles, devices and maintenance.
Orders / customer service	Quotes, orders, documents, pallets and claims.
Monitoring	Vehicle positions and trip events.
Invoicing	Orders to invoice, purchase price lists and subcontractor pre-invoices.
Master data	Company, depots, fleet, drivers, customers, suppliers, rates.
Driver	Driver app only, with no access to the office menu.

Integrations

- **ERP and warehouse (WMS):** data synchronisation.
- **Webhooks:** automatic notifications to external systems when orders and shipments change.
- **eCMR:** electronic consignment note.
- **Import from previous systems:** depots, orders, drivers and subcontractors from CSV or JSON.
- **OMS and WMS, ILP or third-party:** the TMS talks to both, and they can also talk to each other (sheet 12).

FAQ

Q Do we need to install anything?

No: the office works **in the browser**; drivers install the app from the phone's browser, without going through the app stores.

Q Does the system decide the trips on its own?

It **proposes** them: the planner reviews them, moves stops and accepts them.

Q Does it handle refrigerated and ADR goods?

Yes: with a required temperature, only suitable refrigerated vehicles remain; incompatible ADR classes on the same load are blocked.

Q Does the app work without a network?

Yes: operations stay on the phone and are sent when the connection is back.

Q Can I import orders from my ERP?

Yes, from **CSV or Excel** with preview and guided correction, or through ERP synchronisation.