

Freight & Inventory Recovery Scan

Prepared for a **synthetic sample company** — every figure, invoice number, and SKU in this document is generated test data. This sample shows the shape and depth of a real readout.

Data period: Dec 1, 2025 – May 29, 2026 (6 months of synthetic operating data)

Executive summary

The scan analyzed **5,113 shipments** and **\$303,763 of carrier billing** across 6 months of records — carrier invoices, shipment history, order history, and inventory data. It identified **\$50,827 of annualized leakage**, equal to **8.4% of annualized freight spend**. Every dollar traces to specific invoice or order rows; nothing in this report is a benchmark extrapolation.

The three largest findings are summarized below and detailed in the following pages, each with example evidence rows and a recommended next action.

Rank	Finding	Annual value
1	Premium Charges That Didn't Match Order Need	\$24,543
2	Inventory Settings Creating Avoidable Cost	\$21,566
3	Invoice Lines Requiring Review	\$2,525

Top findings

1. Premium Charges That Didn't Match Order Need (\$24,543/yr)

614 evidence rows · \$12,271.33 observed in the 6-month window

Shipments moved on a premium service even though the order's need-by date left ample time for Ground delivery. The difference shown is priced from the client's own carrier rate card at the identical weight and zone — it is what would actually have been paid, not a benchmark estimate.

Example rows (synthetic) — top 5 of 614 by value; a real readout includes the complete row-level list:

Shipment	Ship date	Service used	Days of slack	Amount paid	Ground price	Difference
SHP-202617	2026-03-02	2DAY	6	\$82.63	\$42.78	\$39.85
SHP-201489	2026-01-20	2DAY	10	\$76.85	\$39.66	\$37.19
SHP-203731	2026-04-14	2DAY	11	\$76.85	\$39.66	\$37.19
SHP-202298	2026-02-18	2DAY	11	\$71.06	\$36.53	\$34.53
SHP-202431	2026-02-23	2DAY	12	\$71.06	\$36.53	\$34.53

Recommended next action: Route to Ground whenever the need-by date allows a comfortable margin. This is a one-setting change in most shipping platforms; no carrier renegotiation is needed.

2. Inventory Settings Creating Avoidable Cost (\$21,566/yr)

20 evidence rows

SKUs with no sales across the entire window while stock sat on the shelf in every monthly snapshot. Carrying that inventory — capital, space, shrink, obsolescence — has a real annual cost even though no invoice ever shows it.

Example rows (synthetic) — top 5 of 20 by value; a real readout includes the complete row-level list:

SKU	Avg units on hand	Inventory value	Carrying cost / yr
SKU-0215	73.0	\$23,320.58	\$5,830.15
SKU-0334	61.0	\$22,005.75	\$5,501.44
SKU-0322	22.0	\$6,385.72	\$1,596.43
SKU-0311	42.0	\$6,341.58	\$1,585.40
SKU-0049	63.0	\$5,760.09	\$1,440.02

Recommended next action: Disposition the flagged stock (return, liquidate, or bundle) and add a monthly no-movement report so idle inventory is caught in months, not discovered in an audit.

3. Invoice Lines Requiring Review (\$2,525/yr)

6 evidence rows · \$1,262.39 observed in the 6-month window

The same shipment billed in full on two different carrier invoices. These are recoverable cash, disputable today with the invoice references shown.

Example rows (synthetic) — top 5 of 6 by value; a real readout includes the complete row-level list:

Carrier	Tracking #	First invoice	Second invoice	Billed twice
BlueRidge Freight	BRF51000815	BRF-INV-20260313	BRF-INV-20260320	\$770.09
BlueRidge Freight	BRF51000760	BRF-INV-20260306	BRF-INV-20260313	\$420.09
SwiftParcel	SWP4100021332	SP-INV-20260417	SP-INV-20260424	\$26.68
SwiftParcel	SWP4100020783	SP-INV-20260410	SP-INV-20260417	\$18.88
SwiftParcel	SWP4100013157	SP-INV-20260220	SP-INV-20260227	\$16.00

Recommended next action: File disputes for each invoice pair, then match every new invoice's tracking numbers against prior invoices before payment — a five-minute weekly control.

Recommended next action

Start with the recoverable cash (billing disputes carry no process change), then the routing default, then the inventory settings. A real readout sequences these against your own numbers and effort constraints.

Methodology, in brief

Findings come from cross-referencing carrier invoices against shipment history, order history, and the client's own rate card and carrier terms. Savings are priced at the client's contracted rates for the identical service, weight, and zone — never from industry benchmarks. Exact-duplicate export rows are removed before anything is counted, and every figure in a readout traces back to source invoice or order rows the client can verify independently.

This sample is generated entirely from synthetic data. No client information appears in this document.