|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **S/N** | **Base Unit** | **Base Unit to Tons** | **In ltrs** | **In Tons** |
| **Cement** | **Tons** | **1** | **718636371** | **718636371** |
| **AGO** | **ltrs** | **0.000885** | **139505895** | **123462.72** |
| **ATK** | **ltrs** | **0.00084** | **357043024** | **299916.14** |
| **PMS** | **ltrs** | **0.000737** | **828060313** | **610280.45** |
| **PMSAGO** | **ltrs** | **0.000737** | **81144745** | **59803.68** |

The table above shows the different product that was delivered and the different units.

From the data I also noticed that about 56% of the fuel docket was error, which means that most of the fuel either supplied or bought wasn’t properly accounted for.

I also noticed that quantity delivered was more than the quantity loaded which means that might have been excess material loaded.

**Quantity Delivered minus Quantity Loaded**

**279202980 – 279133260**

**Excess Material Delivered 69720**

The data also showed that from the expected delivery it takes about 1-3 days for the product to reach the client.

The data also show that PMS amount for the highest sales Revenue and the Driver by name **Mathias Bradly** accounts for the highest delivery rate of **10304427**