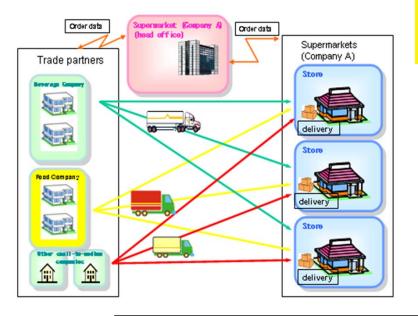
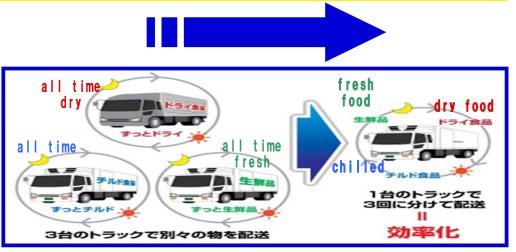
## General "Distribution" to food supermarkets

- Our proposal
- \* Number of delivery vehicles per store and per day: approx. 70 vehicles
- \* It is necessary to inspect the received goods per trading partner in each store
- \* Each trade partner sorts out goods per store.
- \* Each trade partner delivers goods to each store.



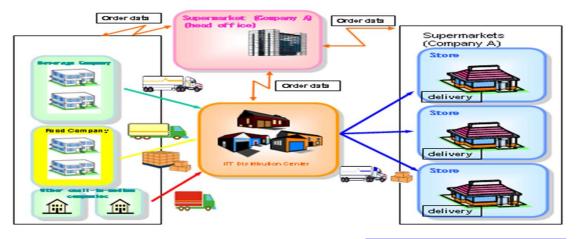
## -can realize a registribution of profits of 130 million re

## Cost reduction by

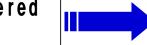


## Situation when concentrating "Distribution" to food supermarkets into "Distribution Center"

- \* Delivery by one truck (capable to keep goods in three temperature ranges) sorting out goods by type can reduce the number of trucks in operation.
- [ex. 1st delivery of "dry" food, 2nd delivery of chilled food and 3rd delivery of fresh food]
- \* Three temperature ranges: normal, low  $(0^{\circ}\text{C} \sim 10^{\circ}\text{C})$  and frozen  $(-25^{\circ}\text{C})$
- \* Depending on the trade partners, all goods can be delivered to the distribution centers and we can sort them out according to the stores in the centers.
- \* Going through the distribution centers can make the stores free from inspection.
- \* Installation of an efficient delivery system can realize cost reduction.
- \* Delivering goods per cage-truck can shorten the time of delivery
- \* Using the trucks fitted with tail lift can make smooth loading and unloading.



The goods divided in three lots are delivered simultaneously by three trucks.



The goods divided in three lots are separately delivered by only one truck.



