

Fleet analytics

Uber + Yango

Dubai

Every driver, every car, every dirham — **in one morning report**

A Dubai luxury chauffeur fleet ran on two ride-hailing platforms and a manager copying numbers by hand. OakAI connected both platforms into one analytics system. The first analysis showed exactly where the fleet was losing money.

CLIENT

Luxury chauffeur fleet,
Dubai
name withheld

FLEET

~30 salaried drivers
23 premium SUVs &
sedans

PLATFORMS

Uber (Black, XL,
Comfort)
Yango

DELIVERED

Live in 3 weeks
4 months of history
rebuilt

3.7×

gap in earnings per
online hour between
the best and the
weakest drivers

~465 h

a month drivers were
online without a single
trip

19%

of car-days with no
platform trip at all

AED 20k+

a month of driver-side
upside identified (OakAI
estimate)

01 • THE CHALLENGE

In Dubai a chauffeur fleet can't rent cars to drivers. It has to hire them.

Every driver is on salary, so every online hour is a cost to the owner, whether or not it carries a passenger. The owner's request was short:

"Who was online for how many hours, and who earned how much – for today and since the start of the month."

Nobody could answer it quickly. Trips came in through two platforms, Uber and Yango, each with its own cabinet, its own export and its own idea of "earnings". A manager logged into both apps, copied numbers into a spreadsheet and still couldn't compare one driver against another, or this month against the last.

QUESTIONS THE OWNER COULD NOT ANSWER

Which drivers actually earn their salary?

Who keeps the app on but doesn't take trips?

Which cars stood still last week, and for how long?

Are we doing better or worse than last month?

What will we close the month at?

BEFORE

- Two platform cabinets, checked by hand
- Hours in one place, money in another
- One driver = two unrelated profiles
- Gross fares mixed with tolls and reimbursements
- No history, no comparison, no forecast



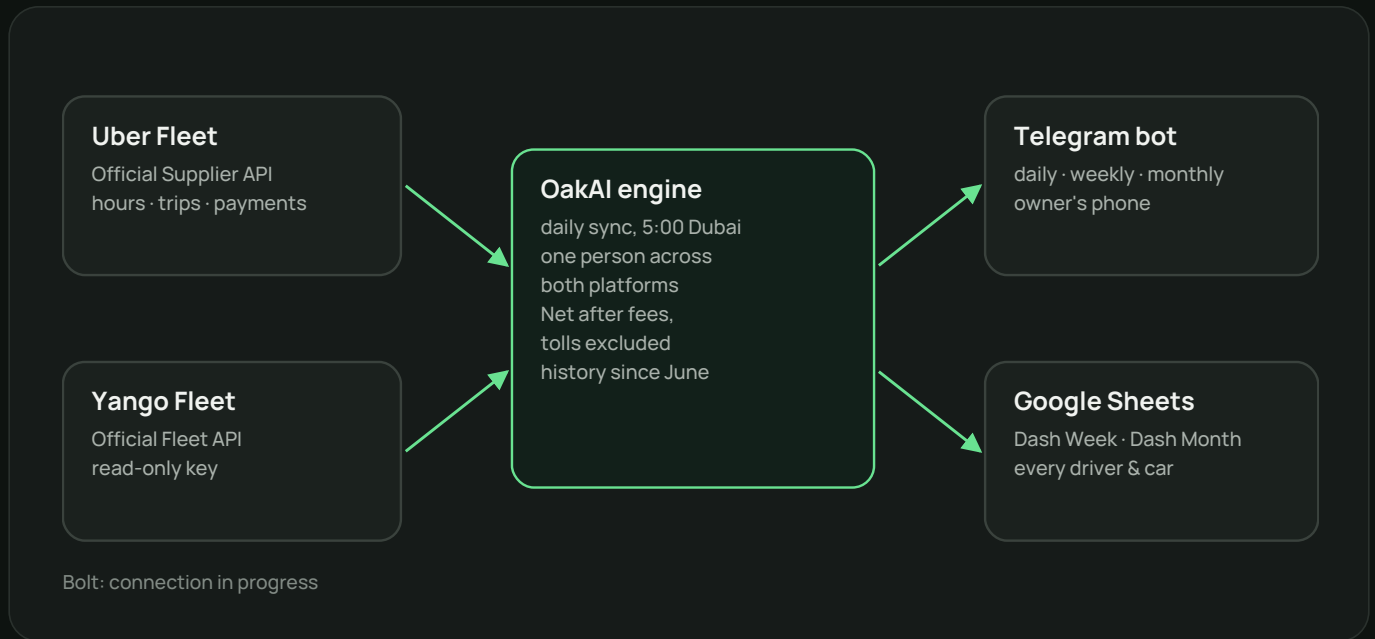
AFTER OAKAI

- One report on the owner's phone every morning
- Hours, trips, km and net earnings side by side
- One person across Uber and Yango
- One definition of "net": after platform fees, without tolls
- Week, month, trend and month-end forecast

02 • WHAT WE BUILT

A fleet control panel on top of the platforms the fleet already uses

No new app for drivers, no change to how orders come in. OakAI reads the fleet's own data through the platforms' official partner APIs, cleans it up and delivers it where the owner already looks: Telegram and Google Sheets.



Official APIs, read-only

Uber Supplier API and Yango Fleet API with a read-only key. No scraping, no shared passwords, no risk to the fleet's accounts.

One driver, one row

Drivers work both platforms at the same time. The system matches their Uber and Yango profiles into one person, so hours aren't counted twice.

Net, as an owner means it

Fares, tips and bonuses minus platform fees and taxes. Salik, airport and other reimbursements are excluded.

Compared to normal, not just to yesterday

Each day is compared with the same weekday last week and with the median of the last four, so a quiet Tuesday doesn't look like a crisis.

History from day one

Four months of history (June–September) were rebuilt at launch, so trends and comparisons worked immediately.

Built to stay simple

No platform to learn. The owner reads a message; the manager opens a sheet. Everything recalculates by itself.

WEEK 1

Access to cabinets, data audit, agreeing what "earned" means

WEEK 2

Data pipeline, driver matching, history rebuild

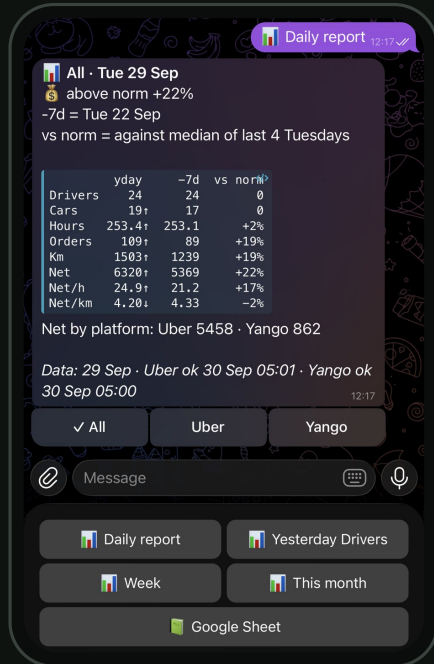
WEEK 3

Telegram reports and dashboards live

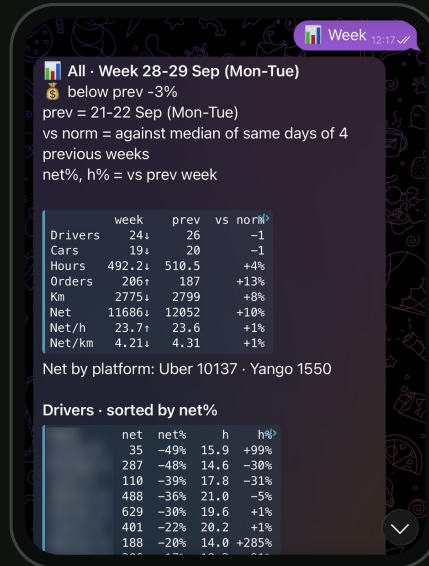
03 · TELEGRAM

The owner's morning starts with one message

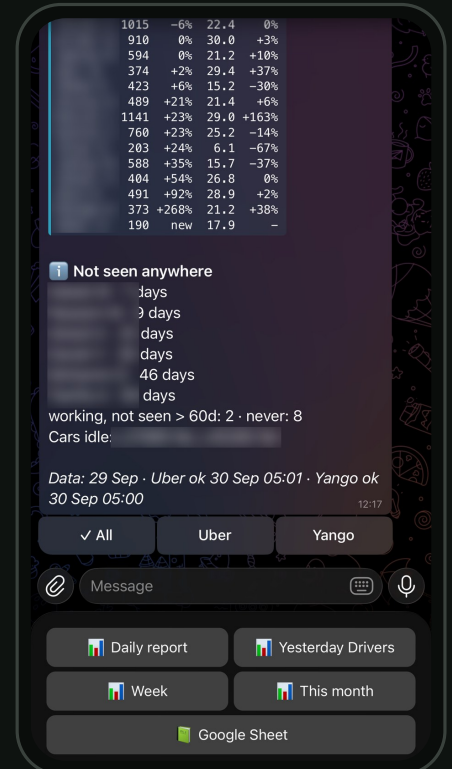
Data from both platforms is collected overnight. By the morning the owner has yesterday's fleet on his phone, and can open the week or the month with one tap.



Daily report. Drivers, cars, hours, trips, km and net vs the same day last week and vs the fleet's normal level for that weekday.



Weekly report. Fleet totals, then every driver ranked by change in net and hours versus last week.



Who's missing. Drivers on payroll with no activity, and cars with no trips, listed with the number of days.

[All · Uber · Yango switch](#)[Yesterday by driver](#)[This week](#)[This month](#)[Link to the dashboards](#)

"vs norm"

Yesterday against the median of the last four same weekdays. One strong or weak day doesn't distort the picture.

Net/h and Net/km

How much each online hour and each kilometre earned. Hours alone reward keeping the app on.

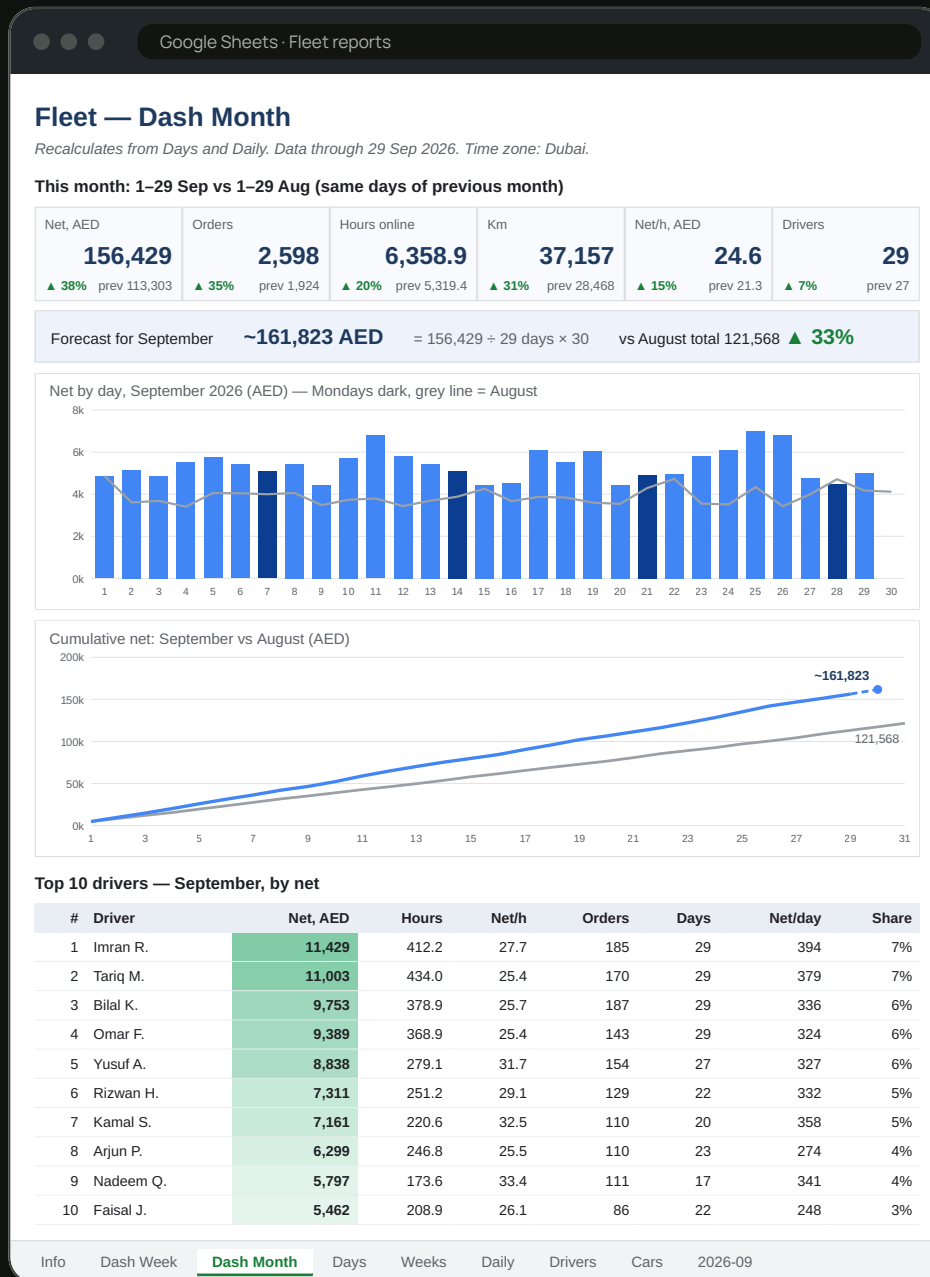
Data line

Every message states which day it covers and when each platform was last synced, so nobody acts on stale numbers.

Real screenshots from the client's bot. Driver names and number plates are blurred.

04 · GOOGLE SHEETS

The month at a glance, with a forecast

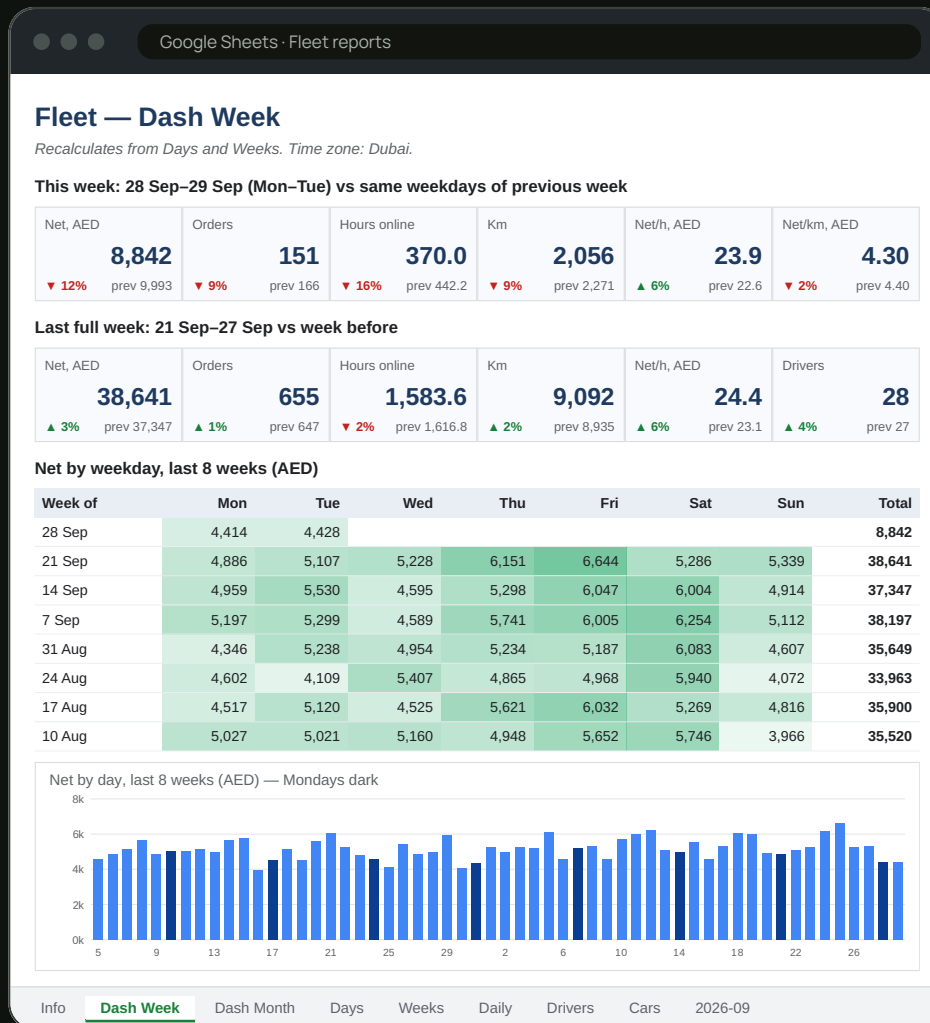


Illustrative data. Layout identical to the client's live dashboard.

- 1 This month vs the same days of the last one**
Net, trips, hours, km, net per hour and active drivers, with the change in %.
- 2 Month-end forecast**
Where the month will land at the current pace, compared with the last full month.
- 3 Day by day**
Every day of the month against the same day of the previous month; Mondays marked.
- 4 Are we ahead?**
Cumulative net against last month, with the projected finish.
- 5 Top 10 drivers**
Net, hours, net per hour, days worked and share of the fleet's month.

04 · GOOGLE SHEETS

The week, and every driver and car behind it



1 This week so far

Compared with the same weekdays of the previous week, so Monday is compared with Monday.

2 Last full week

Closed week vs the week before, including how many drivers worked.

3 Eight-week heat map

Strong and weak weekdays stand out without reading a single number.

Daily

every driver, every day:
hours, trips, km, net,
car

Days · Weeks

fleet totals by day and
by week since June

Drivers

status, platforms, last
active day

Cars

trips, net and drivers
per vehicle per day

Monthly sheets

a closed month per
tab, for payroll and
review

Illustrative data. Layout identical to the client's live dashboard.

05 • FINDINGS

Four months of data, **six problems the owner couldn't see**

Once both platforms sat in one place, OakAI analysed the fleet's full history: June–September 2026, 9,488 completed trips, 16,800 payment records, 30 drivers and 23 cars. These are the issues it put in front of the owner.

3.7×

earnings-per-hour gap, top vs bottom quartile

~465 h

online per month with zero trips

26%

of shifts longer than 12 hours

19%

of car-days without a trip

+22%

earned per hour on a Friday vs a Tuesday, same team on the road

16 of 42

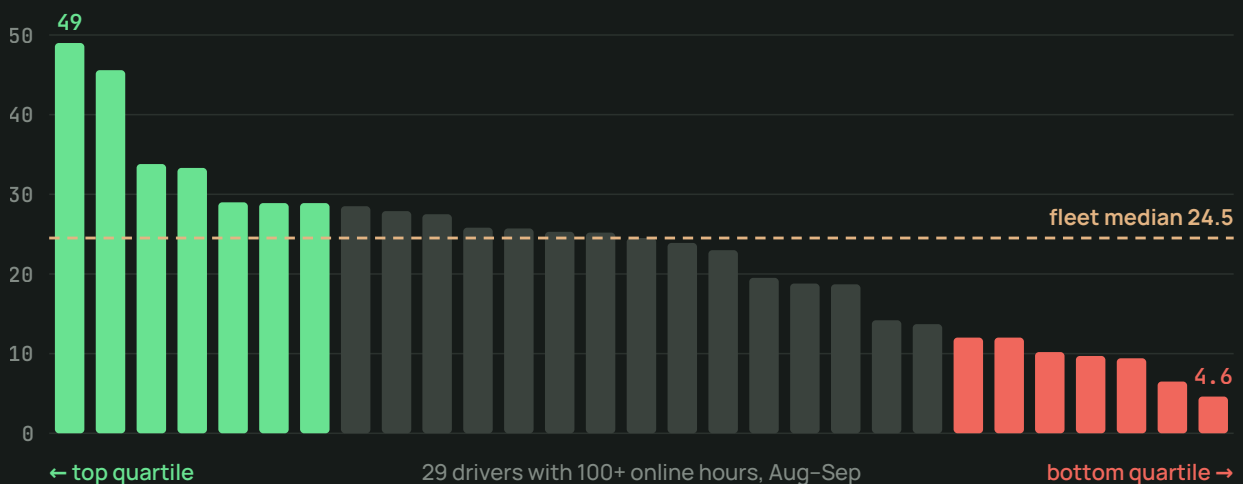
"working" driver profiles with no trips for a week+

FINDING 01

A 3.7× gap between the strongest and the weakest drivers

Same fleet, same city, same platforms, yet net earnings per online hour ranged from **AED 4.6** to **AED 49**. The bottom quartile (7 drivers) spent **22%** of the fleet's online hours but brought in only **9%** of its net: **AED 9.7** per hour against **AED 35.3** for the top quartile.

AED per online hour


OAKAI ESTIMATE

≈ **AED 20,000 / month** if the bottom quartile reached the fleet median of AED 24.5 per hour.

WHAT THE FLEET DOES NOW

Every driver's net per hour is in the weekly report. The weakest are reviewed against the fleet median, with the numbers in hand.

FINDING 02

~465 hours a month online without a single trip

In August and September, **125 shifts** of two hours or more ended with **zero completed trips** on either platform: **929 online hours**, spread across **24 of 32** drivers. Two drivers account for more than a third of them. Across the fleet, only about **one online hour in seven** on Uber is spent with a passenger.

929 h

online, zero trips

125

shifts of 2h+ with no trip

24 of 32

drivers involved

36%

from just two drivers

~1 in 7

Uber online hours with a passenger

Some of these hours may be private bookings taken outside the platforms. The report shows each case by name and date, so the manager can tell which is which.

OAKAI ESTIMATE

≈ **AED 3,800 / month** from drivers outside the bottom quartile alone, valued at the fleet's average AED 22.9 per hour.

WHAT THE FLEET DOES NOW

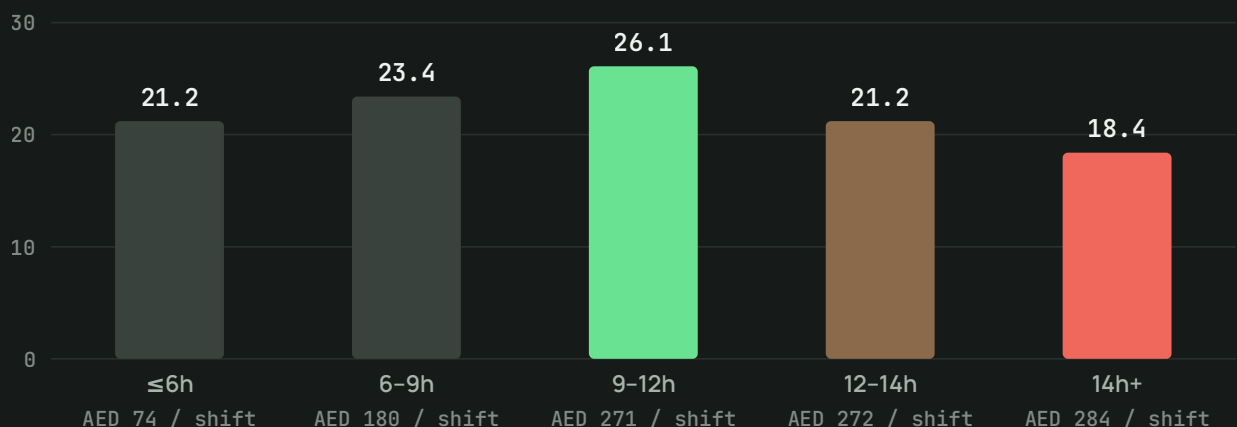
A shift with hours but no trips shows up in the next morning's data. The manager asks about it the same day, not at the end of the month.

FINDING 03

Shifts past 12 hours add hours, not money

26% of driver-days ran longer than 12 hours online, **12%** longer than 14. A 15.5-hour shift brought in **AED 284** on average, only **5% more** than a 10.4-hour shift (AED 271), for **49% more time**. Net per hour fell from AED 26.1 to AED 18.4. In a premium service, a tired chauffeur is also a risk to service and safety.

Net per online hour, AED · by shift length (Aug-Sep)



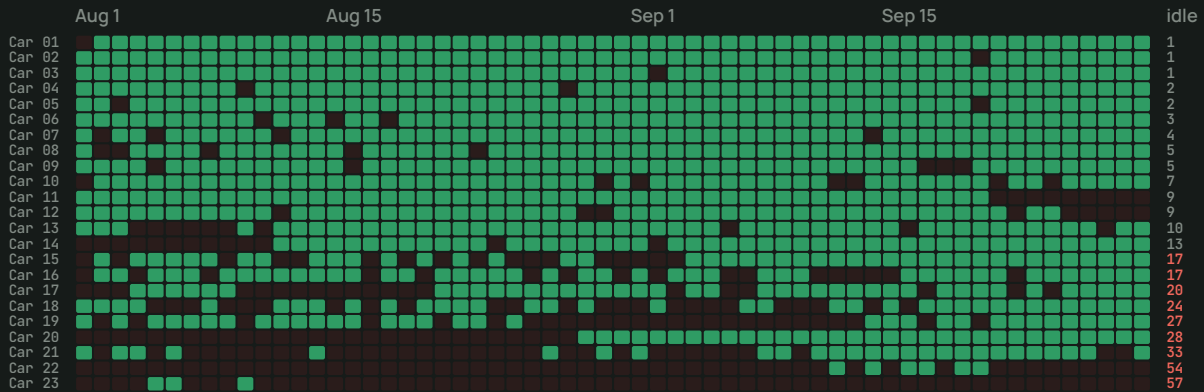
WHAT THE FLEET DOES NOW

Shift length is visible per driver per day. Scheduling is moving towards 9-12-hour shifts placed on the busiest days.

FINDING 04

One car-day in five without a single trip

The 21 cars in regular use had **238 of 1,260 car-days** in August–September with no platform trip at all (**19%**). Two more vehicles made no platform trips for **40+ days** in a row. A working car earned the fleet **AED 278** net per day.



OAKAI ESTIMATE

Up to ≈ AED 33,000 / month of unused vehicle capacity: the upper bound if every idle car-day worked at the fleet average.

WHAT THE FLEET DOES NOW

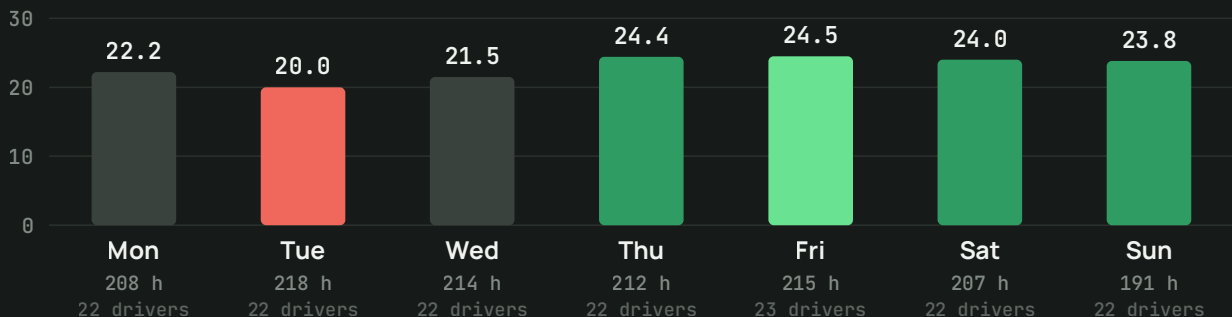
Idle cars are listed by plate in the weekly report. Each one gets a decision: reassign a driver, send for service, or take it off the books.

FINDING 05

Staffing is flat. Demand isn't.

The fleet puts roughly the same team on the road every day: about **22 drivers** and **210 online hours**, Monday to Saturday. Demand doesn't work that way. In August–September an online hour on a **Thursday or Friday** earned **AED 24.4–24.5**; on a **Tuesday**, **AED 20.0**. A Friday hour is worth **22% more** than a Tuesday one. Across the season the swing is bigger: from June to August, trips per day fell **25%** and net per day **28%**.

Net per online hour by weekday, AED · below: fleet online hours and drivers per day (Aug–Sep)



WHAT THE FLEET DOES NOW

Days off are moving to the slow weekdays, and the month dashboard shows the pace and forecast from the first week, so low season is planned rather than discovered.

FINDING 06

42 drivers “working” on paper, 26 on the road

The platforms listed **42 driver profiles** as active. Only **26** drove in the last seven days; **10** had not been seen for 60+ days or had never driven at all. Stale profiles inflate the headcount and leave platform access open for people who no longer work for the fleet.

WHAT THE FLEET DOES NOW

The “Not seen” block in the weekly report names every such profile. The roster is being cleaned up on both platforms.

06 • RESULTS

From “we think” to “we know, by name”

AREA	BEFORE	WITH OAKAI
Reporting	Manager copies numbers from two apps	Report on the owner’s phone every morning, zero manual work
Drivers	Judged by impression	Ranked weekly by net per hour; the 3.7× gap is on the table
Idle time	Invisible	Shifts with no trips flagged by name the next day
Cars	Nobody tracked which car stood still	Idle cars listed by plate with the number of days
Month	Known after it ended	Pace and forecast from the first week
Roster	42 “active” profiles	26 real drivers, stale profiles being closed

≈ **AED 20k**

a month: driver productivity to the fleet median

up to AED 33k

a month: idle vehicle capacity (upper bound)

AED 143k

the fleet’s average monthly net, June–September, for scale

None of this needed new hardware, a new app for drivers or a change in how orders arrive. The data was already sitting in the fleet’s platform accounts. It had simply never been in one place.

IS YOUR FLEET NEXT?

Run a fleet on Uber or Yango with salaried drivers?

The same problems hide in most fleets: hours without trips, cars that stand still, a quiet gap between the best and the weakest drivers. You don't need a new platform to see them, only your own data put in one place.

1

Connect

Read-only access through the platforms' official partner APIs. Nothing changes for your drivers or your orders.

2

Audit

We rebuild your recent months of history and show you what they reveal: drivers, hours, cars, seasonality.

3

Run

Daily Telegram report and live dashboards, tuned to how you manage the fleet. Live in about three weeks.

BUILT FOR FLEETS THAT

- run 10 to 100+ cars on Uber and Yango (Bolt next)
- employ drivers on salary and pay for every online hour
- still collect platform numbers by hand, or not at all
- want answers on a phone, not another system to learn

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How the numbers were calculated. Source: the client's Uber and Yango fleet data, 1 June – 29 September 2026, as collected by the OakAI system. Net = fares + tips + bonuses – platform fees – taxes, excluding tolls and other reimbursements. Online hours per driver-day = the larger of the Uber and Yango values (drivers are online on both at once). Hour-based metrics use 1 August – 29 September, the period with hours from both platforms. Estimates are OakAI's own analysis, not reported results; they cover platform trips only, and private bookings outside the platforms are not included. Dashboard images use illustrative data.