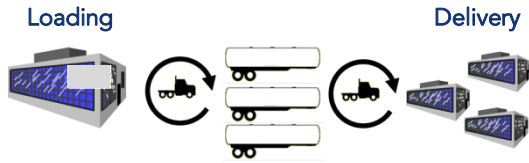
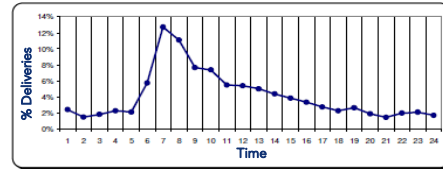


Interregional Transport Optimisation

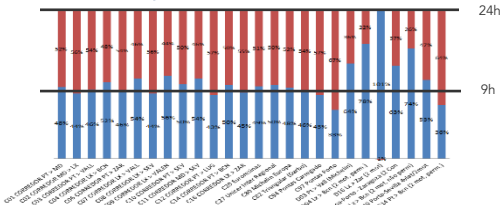
PICTURES BEFORE



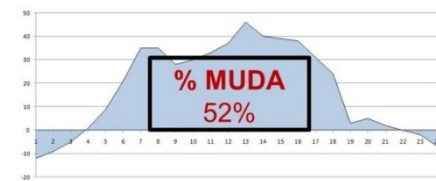
Unlevelled demand



Truck occupancy

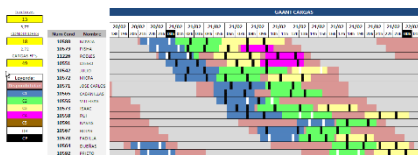


Vehicle and driver inactivity

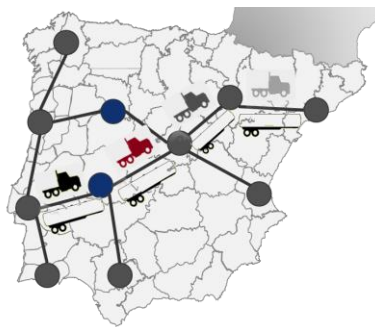


PICTURES AFTER

Planning tool



1 trailer: n trucks



Load operation



Daily KAIZEN™



Problem

- Operational costs on an upward trajectory in the transport business
- Unlevelled demand throughout operational hours: 50% of the demand within a 4h period (out of 24h)
- High percentage of inactive time for vehicles and drivers
- Pressure to reduce operational costs in order to hold market share

Root causes

- Traditional Transport System Design: resources dedicated to different groups with fixed capacity does not contribute to an improvement in resource occupation
- Lack of resource planning standards: daily reactive management
- Excessive loading and unloading times: high percentage of non-value-added tasks
- Increasing fuel and resource cost

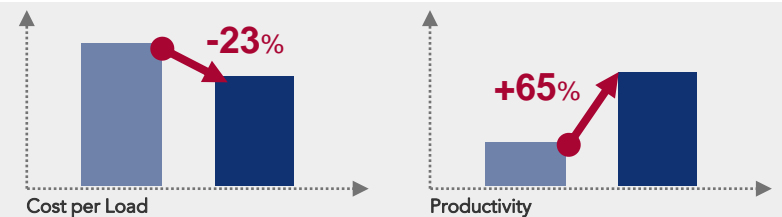
Solution approach

- Separating trailer planning from driver and truck planning: intermediate terminals to break routes and reduce empty trailer trips
- Resources dedicated to geographical regions instead of groups allows for improved occupation
- Implementation of Planning Tools on loading area, delivery area and capacity scaling. 80% completion of routes planned days in advance, with daily optimisation of the remaining 20%
- Productivity improvement of load/delivery operations supported by Daily KAIZEN™ Tools

Benefits

Payback Period
7 months

Savings
2.5 M€/year



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