

X-Dock Implementation & Transport Redesign (Automotive – UK)

Major Problem

Transport costs too high, inconsistent loading, too many interfaces, and no consolidated view of flows.

Goal: **centralize, simplify, and save.**

M1 → M6 Phasing

M1 – Diagnostic

- 12-month flow analysis.
- 21 interfaces mapped.
- Key issues: manual entries + no consolidation rules.

M2 – Action Plan

- New transport decision schema.
- 4-step X-Dock model designed.
- 120-day Gantt.

M3 – Securing

- SOPs, checklists, transport sequencer.
- Daily 10' transport huddle.

M4 – Pre-Hoshin Review

- Pilot on 3 EU routes.
- Correction of 7 critical points.

M5 – Post-Hoshin Consolidation

- ERP/WMS integration.
- Load planning rhythm stabilized.

M6 – 6-Month Review

- Savings confirmed.
 - Variability under control.
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Intermediate Problems & Resolutions

1. Inefficient Consolidation

- Fixed windows + consolidation thresholds.
- +14% average truck loading.

2. Overloads & Loading Errors

- Visual checks + scales + 15' routine.
- Errors reduced –63%.

3. No Transport KPI Framework

- Fill rate, € per kg, OTIF.
 - Single shared dashboard.
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Results

- €50k/month savings (~0.5% of turnover)
 - +14% loading efficiency
 - –63% loading errors
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Conclusion

Transport shifted from a pain point to a controlled, optimized flow.

The X-Dock created visibility, stability, and measurable financial impact.