

case study

# Dock Scheduler at Centrum Pali



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**Centrum Pali is a leading manufacturer of prefabricated reinforced concrete piles and pile foundations in Poland.** These are key elements of the structure of any building, which connect it to the ground and enable the transfer of weight from the structure to the supporting layer of soil. It can be said that piles and foundations determine the durability and stability of any building.

Centrum Pali is a part of the international capital group Per Aarsleff Holding A/S, whose companies are also located in Denmark, Sweden, Great Britain and Germany. This makes the group a leading manufacturer of prefabricated reinforced concrete piles in Europe.

Production is based on the advanced CPS system (Centrum Pali System), which covers all processes: from concrete design and forming individual parts of the structure, to the distribution of final elements.



# Centrum Pali in numbers

EUR **1.6**  
million - share  
capital



**5**  
branches  
in Europe



On average  
**60**  
transports  
per day



**57 meters**  
- this is how  
much product  
fits in one truck

Product  
length  
**from 4 to 18  
meters**

The average  
weight of the  
transport  
is **24 t**



# Introduction

Centrum Pali uses external companies to carry out all transports. The specificity and nature of the product are a huge challenge – both for the logisticians employed in the company and for external transport companies. This concerns both the significant weight of the load and its dimensions. The load capacity of an average truck is approximately 57 linear meters of foundation pile. The demand of one customer, i.e. one construction site, is even several kilometers of piles. With the company's current sales volume, this amounts to up to several dozen full trucks per day. On a weekly and monthly basis, the number becomes really impressive. It is therefore not surprising that there was often a line of trucks parked in front of the company's warehouse, and drivers had to wait up to 5 hours for loading.



We load an average of 60 trucks every day. The piles are very heavy, so 24 tons of product can be taken at once. This is a major logistical challenge every time. And we load dozens of such transports every day. In a warehouse like ours - every minute matters.

**Szymon Gandziarski**  
Logistics and sales specialist



# Implementation

**Dock Scheduler was introduced to the company in 2021 to digitalize and reduce driver waiting times. The main motivator for the change was the possibility to increase shipping and receiving capacity while maintaining the current staff.**

The company was already using the CargoON platform and the Freights module, which helped generate savings when negotiating transport rates and significantly increased the company's competitiveness.

One should also not forget the geopolitical situation that prevailed in the world in 2021. Unstable conditions in the transport market after the outbreak of the coronavirus pandemic have forced all participants in the supply chain to reorganize their existing processes. It quickly turned out that digitalization was the solution to changing transport rates, lack of components and driver problems. It gives flexibility and transparency at all stages of the transport process.

**Waiting time  
for loading**

**5 hours  
vs  
1 hour**



# Implementation effects



## Organizing warehouse work

Arranging arriving trucks in hourly order and eliminating peaks in one time range allowed to reduce the number of employees needed to carry out the loading process. As a result, the company was able to delegate employees to other warehouse work. This helped to optimize all the work and tasks around the warehouse.

## Reduced waiting time for loading

Initially, the waiting time for loading could be up to 5 hours. Currently, thanks to the use of the CargoON platform, logisticians are able to plan transport and loading processes in such a way that the time has been reduced to a maximum of 1 hour.



## Acquiring new customers

Timely loading and transparent communication have become a lever for the company's development and competitiveness. The company started to receive more transport offers from satisfied carriers. This, in turn, resulted in new customers, also from abroad.

## Expansion

As you know, the price of transport determines to a large extent the final price of the product. Thanks to the introduced improvements, the company got a chance to reach markets for which it was previously uncompetitive due to prices. The digitalization of processes has contributed not only to the development of transport, but also to the increase in the company's revenues.



## Data analysis

The logistics department was given the opportunity to analyze the transport market and warehouse processes more accurately, which allowed it to reduce the costs of exporting the finished product and optimize the tasks assigned to employees.

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