Contents

| List of Figures List of Tables About the Editor About the Co-editors | | vii ix xi xiii |
|---|--|-------------------------|
| Introduction | | 1 |
| PART 1 | INTERNATIONAL OPERATIONS STRATEGY | 5 |
| Chapter 1 | The Pacorini Case Study: Deliberate and Emergent Strategy <i>Alberto F. De Toni, Massimo Biotto and Lorenzo Ioan</i> | 7 |
| Chapter 2 | Electrolux Case Study: Competing on Time Alberto F. De Toni, Cinzia Battistella and Lorenzo Ioan | 33 |
| PART 2 | INTERNATIONAL NETWORKED ORGANIZATION STRATEGY | 57 |
| Chapter 3 | Ford Case Study: The Network Evolution from Extended Enterprise to Virtual Enterprise Ángel Ortiz-Bas, Rubén Darío Franco, Francisco-Cruz Lario and Pedro Gómez-Gasquet | 59 |
| Chapter 4 | Dongfang Electric Corporation Case Study: Virtual Enterprise in Contract and Services Project <i>Jun Li, Naiyi Ye and Peng Guo</i> | 81 |
| Chapter 5 | Keraben Case Study: Service and Product Development Faustino Alarcón, Rubén Darío Franco, M.M.E. Alemany and Francisco-Cruz Lario | 97 |
| PART 3 | INTERNATIONAL NEW PRODUCT DEVELOPMENT | 117 |
| Chapter 6 | Huawei Case Study: Country-specific Factors Affecting New Product Development Yuan Li, Chenlu Zhang, Xiyao Li, and Heng Liu | 119 |

| Chapter 7 | LIMA Case Study: Factors Affecting Research and the Development of New Products <i>Guido Nassimbeni, Marco Sartor and Damiano Soligo</i> | 133 |
|------------|---|-----|
| Chapter 8 | Monalisa Case Study: Energy-saving Needs in New Product Development <i>Lei Yang, Xuejun Xu, Jing Zha and Weiquan Zhang</i> | 147 |
| PART 4 | INTERNATIONAL SOURCING AND MANUFACTURING | 165 |
| Chapter 9 | Flextronics Case Study: International Sourcing: Organizational Dilemmas <i>Yina Li, Xuejun Xu, Fei Ye and Qian Wang</i> | 167 |
| Chapter 10 | GREE Case Study: China Goes Abroad Too Fei Ye, Xuejun Xu, Xiande Zhao and Zhiqiang Wei | 179 |
| Chapter 11 | Danieli Case Study: Examples of Countertrade Agreements in China <i>Guido Nassimbeni, Marco Sartor and</i> <i>Anna Mucignat</i> | 195 |
| PART 5 | INTERNATIONAL LOGISTICS | 207 |
| Chapter 12 | Illycaffè Case Study: Sustaining Quality from Green Coffee to the Cup: Logistics as a Competitive Weapon <i>Alberto F. De Toni, Massimo Biotto and Fabio Nonino</i> | 209 |
| Chapter 13 | DCHS Case Study: Third-party Logistics – Advanced Services to gain a Competitive Advantage <i>Hejun Zhuang, Xiande Zhao, Jeff Hoi Yan Yeung, Bin Zeng and</i> <i>Juan Hao</i> | 231 |
| Chapter 14 | Mazo Group Case Study: Effects of Changing Regulations and Costs on Networks and Transportation Modes Pedro Gómez-Gasquet, Rubén Darío Franco, Eduardo Vicens-Salort and Rosa Navarro-Varela | 247 |
| Index | | 265 |

International Operations Management

vi

List of Figures

| 1.1 | The business model concept | 13 |
|-------|---|----------|
| 1.2 | The business model as outcome of strategic choices | 14 |
| 1.3 | Emergent and deliberate strategy | 15 |
| 1.4 | A company's strategic evolution path | 15 |
| 1.5 | Phase 1 (1930s–1950s): Pacorini business model A | 24 |
| 1.6 | Phase 2 (1960s): Pacorini business model B | 25 |
| 1.7 | Phase 3 (1970s): Pacorini business model C | 25 |
| 1.8 | Phase 4 (1980s–1990s): Pacorini business model D | 26 |
| 1.9 | Phase 5 (2000s): Pacorini business model E | 27 |
| 1.10 | Pacorini's strategic path | 27 |
| 2.1 | An illustration of operation systems | 34 |
| 2.2 | The matryoshka of strategy levels | 35 |
| 2.3 | Classification of time performances | 37 |
| 2.4 | The operations value chain | 39 |
| 2.5 | Product categories and business areas | 42 |
| 2.6 | Changes in demand characteristics over the last six years | 44 |
| 2.7 | The Electrolux manufacturing system temple | 46 |
| 2.8 | Assembly line length reduction | 48 |
| 2.9 | Production planning and control at Electrolux: 20-day response time | 40 |
| 2 10 | (as is) | 49 |
| 2.10 | Production planning and control at Electrolux: eight-day response | 50 |
| 0 1 1 | time (objective) | 50 |
| 2.11 | Materials handling: forklift versus milk-run | 52 |
| 2.12 | Assembly line levelling 'as is' (A) and 'objective' (B) | 53 |
| 2.13 | The operations value chain applied to Electrolux Professional | 54 |
| 3.1 | The extended enterprise model | 60 |
| 3.2 | The virtual enterprise model | 62 65 |
| 3.3 | The migration space | |
| 3.4 | The migration path from an EE to a VE | 66 |
| 3.5 | Ford Spain operation | 68 71 |
| 3.6 | Ford's supply chain (inter-enterprise flows) | 71 |
| 3.7 | Migration path defined for Ford's supply chain pilot | 73 |
| 4.1 | Classification of organizational networks | 82 |
| 4.2 | The VE concept | 84 |
| 4.3 | The life cycle of VE | 85 |
| 4.4 | The organizational structure of DEC | 86 |
| 4.5 | The business network that exists between participants | 89 |
| 4.6 | Virtual business network of project management mode and | 00 |
| | executive organization | 90 |

| 4.7 | Major business-related flows between participants | 92 |
|------|---|-----|
| 5.1 | Value chain scenarios; from traditional value chain (1) to | |
| | collaborative selling chain (2) | 102 |
| 5.2 | The Keraben value chain | 103 |
| 5.3 | Keraben value map | 104 |
| 5.4 | Description of the problem | 106 |
| 5.5 | Actors involved in the EOM | 107 |
| 5.6 | The new collaborative network | 107 |
| 5.7 | Order management life cycle | 109 |
| 5.8 | Extended order management process | 111 |
| 5.9 | The collaborative order promising sub-process | 112 |
| 6.1 | Huawei's product position in the global market | 122 |
| 6.2 | Huawei's global operations | 123 |
| 6.3 | The stages of new product development in Huawei | 124 |
| 6.4 | Huawei's R&D spending 2001–2004 | 125 |
| 6.5 | The distribution of employees in Huawei | 126 |
| 8.1 | The funnel model of the NPD process | 148 |
| 8.2 | A typical stage-gate process with five stages and five gates | 149 |
| 8.3 | The NPD flow chart | 159 |
| 9.1 | Flextronics' international sourcing locations | 171 |
| 9.2 | The location of Zhuhai and its neighbours | 171 |
| 10.1 | Gree's sales network | 185 |
| 10.2 | Gree's annual total sales revenue from 1991 to 2008 | 186 |
| 10.3 | Gree's overseas sales revenue from 1991 to 2008 | 186 |
| 10.4 | Brazil and Manaus | 189 |
| 12.1 | Classical government structures | 210 |
| 12.2 | Customer–supplier relations grid | 211 |
| 12.3 | Illy's coffee supply chain | 218 |
| 12.4 | World coffee-growing regions | 219 |
| 12.5 | Illy's practices for SCM coordination and quality assurance | 223 |
| 12.6 | The impact of cultural diffusion and sharing along the supply chain | |
| | on SCC effort and costs | 225 |
| 12.7 | The effects of illy's knowledge, expertise and culture diffusion on | |
| | product quality | 225 |
| 13.1 | DCHS' organization structure | 237 |
| 13.2 | Total volume and growth rate of China's logistics industry | 238 |
| 13.3 | The old supply chain of Almond Roca | 242 |
| 13.4 | The redesigned supply chain of Almond Roca | 242 |
| 13.5 | The old logistic flow of La Cafetière products | 243 |
| 13.6 | The new logistics network of La Cafetière products | 245 |
| 14.1 | Mind map of influences in tactical network design | 250 |
| 14.2 | An example of the route from Le Boulou to Bettembourg | 257 |
| 14.3 | Schedules in a typical trip from the Valencia area to centre Europe | 258 |

List of Tables

| I.1 | The structure of the book | 2 |
|------|---|-----|
| 1.1 | Three generic strategies | 9 |
| 1.2 | Pacorini's strategic milestones | 23 |
| 1.3 | Pacorini's strategy evolution | 23 |
| 2.1 | Electrolux consolidated results: three-year review | 41 |
| 2.2 | The modular cooking platform at Electrolux Professional | 43 |
| 3.1 | Summary of characteristics of the extended enterprise concept | 61 |
| 3.2 | Summary of characteristics of the virtual enterprise concept | 63 |
| 5.1 | Characteristics of the concepts cooperation, coordination and | |
| | collaboration | 99 |
| 6.1 | Huawei's increasing volume of contract sales | 122 |
| 6.2 | Huawei's main R&D centers | 126 |
| 10.1 | Host country determinants of FDI | 184 |
| 11.1 | Major forms of countertrading: main features (based on the literature | |
| | review) | 199 |
| 14.1 | Transport mode characteristics | 251 |
| 14.2 | Performance of route by road only vs by intermodal transport | 259 |
| | | |