



The impact of manufacturing and supply chain improvement initiatives: A survey comparing make-to-order and make-to-stock firms

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ABSTRACT

Manufacturing firms aim at improving both internal and external processes to improve the competitive advantage. Such initiatives include lean practices as well as supplier rationalization and integration. In this paper, we analyze these improvement initiatives and their impact on business performance. In particular, we explore potential differences between make-to-order (MTO) and make-to-stock (MTS) firms. We use data from 216 Australian manufacturing firms. We find a clear difference of improvement focus between MTO and MTS firms. MTO firms exhibit a significant impact of supplier integration on business performance, but not for lean practices and supplier rationalization. The situation is completely reversed for MTS firms, since they have significant effects for internal lean practices and supplier rationalization, but not for logistics integration with supplier. The results show that the distinction between MTO and MTS firms is important when analyzing manufacturing and supply chain improvement initiatives.

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1. Introduction

Manufacturing firms increasingly understand that gains in competitive advantage are not restricted to improvements in their internal operations but that external supply chains need to be considered as well. A wide range of potential improvement initiatives is available for shaping internal and external processes. Lean practice, logistics integration and supplier rationalization are all examples of such initiatives. Lean practice is an example of internal process improvement initiative, while the other two are examples of externally oriented initiatives. Such practices and programs are generally considered to be beneficial for any type of manufacturing firm, while some researchers suggest that some improvement initiatives are more applicable in certain manufacturing environments. Thus, there is some disagreement. Furthermore, we have not found any previous large-scale empirical research that contrasts different types of firms and explores potential differences in this context.

For example, lean production is typically considered a fundamental program for any firm that wants to improve their manufacturing operations, by e.g. removing waste and creating a smooth production flow [1]. However, the research stream on

“leagility” that contrasts lean with agile, suggests that lean production is applicable for MTS operations and upstream the decoupling point in the supply chain material flow, while agility is advocated for MTO operations and downstream the decoupling point [2].

Furthermore, logistics integration is considered a vital part for any firm in a supply chain context. In order to create a strong supply chain, the logistics between successive partners need to be integrated. Many researchers regard this as important for supply chain operations in general [3]. However, some suggest that this is particularly true for MTO firms that rely on the support of their suppliers for providing variant-creating components and for delivering customized products on time [4], while MTS firms purchase standard components and may prefer arms-length relationships with suppliers and subsequently do not require logistics integration with suppliers [5]. Thus, lean production may be more applicable to MTS operations and logistics integration more applicable to MTO operations. Consequently, it should be both important and fruitful to explore if such differences exist.

As a third example, supplier rationalization is an improvement initiative that seems to be generally applicable according to the literature [6]. A limited supply base can be beneficial for both MTO and MTS operations, being able to focus on a few suppliers that provide quality items and components and dependable deliveries. We therefore include supplier rationalization in our study to have a full set of alternatives related to MTO and MTS operations: one that may be more applicable to MTO operations

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(i.e. logistics integration), one that may be more applicable to MTS operations (i.e. lean practices), and one that seems applicable to both MTO and MTS operations (i.e. supplier rationalization).

We have not found any previous survey research that contrasts MTO and MTS firms and explores potential differences. In this paper we take a contingency theory view, in that we investigate if the impact of manufacturing and supply chain improvement initiatives on business performance is contingent upon whether the plant is operating on an MTO or MTS basis. We aim to contribute to the research on decoupling points by providing survey research results on the differences between MTO and MTS firms.

We first present the theoretical background and related literature, and discuss the hypotheses. Then, we present the research methodology and the results. Implications for managers and researchers are discussed and finally the conclusions are drawn.

2. Theoretical background and hypotheses

In this section, we first explain the theoretical foundation of this study. We then continue with the notions of business performance, internal lean practices, logistics integration, and supplier rationalization. We then discuss the role of make-to-order versus make-to-stock in this context.

2.1. Contingency approach

Contingency theory [7,8] argues that no theory or method can be applied in all instances [9,10]. In other words, there is no one best way to organize for effective results and the emphasis on results may vary from organization to organization [11]. This suggests that organizations should match their structures and processes to their environment, in order to maximize performance [7,12].

Although contingency theory has been applied to other areas of operations management (primarily, manufacturing strategy), little application of contingency theory has taken place in the study of operations management practices [9]. In particular, Sousa and Voss [9] identify only one example related to MTO or MTS, namely Hendry [13], who discuss the policy for satisfying customer demand (make-to-order versus other policies) and make case-based recommendations concerning how to adapt practices to a particular context (make-to-order/job shop production).

Previous case studies based research [13–16] have found that MTO operations are different from MTS operations and mathematical modeling researchers [17–20] have modeled MTO and MTS situations differently. Therefore, it would be important to explore potential differences in operations management practices between MTO and MTS in a survey.

In this paper, we explore whether various improvement initiatives impact business performance differently contingent upon the market-manufacturing orientation in terms of MTO versus MTS. In doing so, we address the call from Sousa and Voss [9] to identify and consolidate relevant contingency variables.

2.2. Business performance

The use of business performance as a performance measure is common for capturing the long-term behavior of the firm [21–25]. Typically, market share, return on investment, assets, and sales, or similar measures such as the change in these measures are used to capture business performance. Thus, these measures are concerned with both market and financial performances. A reason for using business performance instead of operational performance is that

MTO and MTS firms may well focus on different competitive priorities and operational performance outcomes, while business performance is not associated with a particular type of decoupling point (such as MTO or MTS). For example, MTS firms typically compete on price and cost efficiency, while MTO firms compete on customization and flexibility. Thus, MTO and MTS firms may use different practices or paths to reach high levels of performance, but both types of firms should be able to achieve good business performance. Therefore, business performance can be used to measure the impact of initiatives in manufacturing firms irrespective of decoupling point.

2.3. Internal lean practices

The source of the term lean production can be traced to the International Motor Vehicle Program [26]. Lean manufacturing was offered as a synonym for the practices pioneered by Toyota [27]. However, the concepts and techniques under the lean label were basically the same as those of just-in-time a decade earlier [28]. Womack and Jones [1] provided five lean principles: value, the value stream, flow, pull, and perfection, described in the following way: (i) value is defined by the ultimate customer, (ii) the value stream is the set of all the specific activities required to bring a specific product through the internal value chain, (iii) make the value-creating steps flow, (iv) use a pull schedule, and (v) make improvements a continuous effort. Following these principles, internal lean practices include set-up reduction, pull production system, small lot sizes, and streamlining the layout through e.g. cellular manufacturing or focused factory concepts [29–31]. More specifically, these are internally related practices, rather than customer or supplier related [30,31]. Several studies have found evidence that improved business performance in general is associated with the use of JIT/lean methods; gains in both financial [32–35] and market performance [35,36] have been observed. Hence, the first hypothesis is concerned with the impact of internal lean practices on business performance.

H1. Internal lean practices have a positive relationship with the firm's business performance.

2.4. External logistics integration

The increasing competition has driven firms to not only improve their internal operations (such lean practices), but also focus on integrating their suppliers into the overall value chain processes. The contribution of suppliers in delivering values to customers, hence, building competitive capabilities (quality, delivery, flexibility, and cost) has been well recognized. The essence of logistics integration is well-coordinated flow of materials from suppliers [37]. Improved logistics integration between supply chain partners yields a number of operational benefits as well as improvement in customer service and sales [38]. De Toni and Nassimbeni [39] found that better performing firms exhibit a higher level of logistical interactions, Frohlich and Westbrook [37] found that the widest arcs of integration had the strongest association with performance improvement, and Flynn et al. [10] found a significant relationship with business performance. In a review of empirical surveys on supply chain integration [3] found that the majority of surveys report a positive relationship between integration and performance, and that about half of these surveys used business performance.

H2. External logistics integration has a positive relationship with the firm's business performance.

2.5. Supplier rationalization

Supplier rationalization is an important component in the strategic partnership with suppliers, and refers to the practice of limiting the supply base to a few strategic suppliers that can provide high quality and dependability [6,40]. Eliminating the excess allows the company to form effective partnerships with those, who are willing to produce high-quality, low-cost components [41]. Yu et al. [42] specifically studied single versus dual sourcing in a setting with supply chain disruption risks, and found that either single or dual sourcing can be effective depending on the magnitude of the disruption probability. Chen and Paulraj [6] provided an overview of aspects and benefits related to supply base reduction, including better market penetration. In a case study concerning supplier selection and rationalization using data envelopment analysis, Narasimhan et al. [43] found that supplier rationalization has a beneficial effect on the business growth for the case study company.

H3. Supplier rationalization has a positive relationship with the firm’s business performance

2.6. Make-to-order and make-to-stock

2.6.1. Internal lean practices for MTO and MTS

The concept of “leagility”, introduced by Naylor et al. [2], suggests that leanness should be emphasized for MTS operations, while agility is useful for MTO operations [2,44–46]. The recognition that MTS companies face other problems than MTO or engineer-to-order (ETO) companies has had a large impact on the development of production control mechanisms for lean production systems [47]. They argue that Kanban is limited to MTS firms, while CONWIP and POLCA are preferable in MTO environments. Overall, repetitive production systems appear to be more progressive in their utilization of JIT/lean practices than non-repetitive production systems, having a higher utilization of JIT/lean practices compared to non-repetitive systems [48]. Similarly, Cusumano [49] found that lean companies have experienced problems when faced with “too much product variety”, “offering too many options for customers”, resulting in “very small and very rare orders too frequently”. This variety requires frequent equipment setups and Kanban exchanges, as well as many deliveries of small lots of components. As a solution to this problem, Cusumano [49] proposes that lean firms should reduce variety and use more parts standardization instead. Large product variety is a typical characteristic of MTO firms, while parts standardization is a typical characteristic of MTS firms. Thus, internal lean practices seem more applicable to MTS environments.

H4. Internal lean practices have a stronger positive relationship with the firm’s business performance for make-to-stock firms than for make-to-order firms.

2.6.2. External logistics integration for MTO and MTS

Tighter supply chain integration in make-to-order supply chains through information sharing and physical flow coordination provides substantial opportunities for improved economic performance [4]. While information sharing reduces costs, the main economic benefit comes from coordinated decision-making [4]. Quesada et al. [5] found that firms with high levels of external integration were those that lead in delivery, customer service, quality and flexibility, when compared to firms with low integration; predominantly focussing on price. Consequently, firms looking for delivery, customer service, quality, and flexibility as order winners should focus on ways to externally integrate with both their customers and their suppliers [5]. Frohlich and Westbrook [37] found that higher external supply chain integration show higher improvement levels on delivery lead-time and on-time deliveries. Zailani and Rajagopal [50] presented results from US and Japanese firms, where flexibility is improved after external supply chain integration is implemented. Thus, external logistics integration seems more applicable to MTO environments, which compete on flexibility and delivery lead time.

H5. External logistics integration has a stronger positive relationship with the firm’s business performance for make-to-order firms than for make-to-stock firms.

2.6.3. Supplier rationalization for MTO and MTS

There seems to be a lack of research investigating whether supplier rationalization has different impacts for MTO and MTS firms. MTO firms need reliable suppliers and high quality items (with short and reliable delivery lead times and high design flexibility) to support the logistics integration between supplier and buyer. MTS firms need reliable suppliers and high quality items (at affordable prices) to support the internal lean processes that they have developed. We could not find any research that decisively states that reducing the supply base should be more relevant for one type of decoupling point. Thus, the impact on business performance of supplier rationalization is assumed to be positive for both MTO and MTS firms.

H6. Supplier rationalization has similar positive relationship with the firm’s business performance for make-to-order firms and for make-to-stock firms.

3. The research model

The research model is shown in Fig. 1. Internal lean practices, external logistics integration and supplier rationalization are all modeled as potential antecedents of business performance. The model will be tested for the whole sample and for two subsamples, distinguishing between MTO and MTS firms. We further control for firm size.

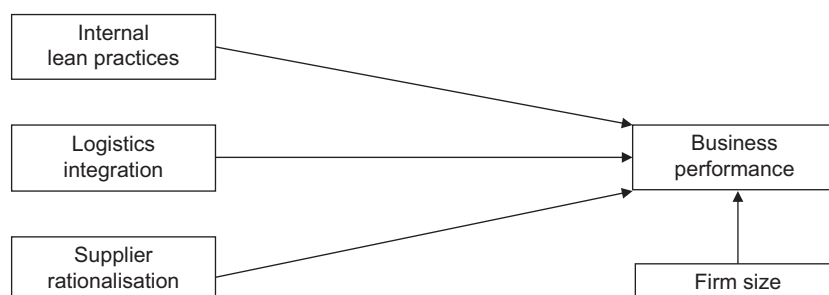


Fig. 1. Research framework.

Table 1
Scale validity and reliability.

Scales	Items	Loading factors	Cronbach's alpha
Internal lean practices	We have laid out the shop flow so that processes and machines are in close proximity to each other	0.82	0.64
	We are aggressively working to lower set-up times in our plant	0.73	
	We use a kanban pull system for our production	0.67	
	We use small lot sizes in our production	0.57	
External logistics integration	Inter-organizational logistic activities are closely coordinated.	0.75	0.92
	Our logistics activities are well integrated with suppliers' logistics activities	0.88	
	We have a seamless integration of logistics activities with our key suppliers	0.89	
	Our logistics integration is characterized by excellent distribution, transportation and/or warehousing facilities	0.85	
	The inbound and outbound distribution of goods with our suppliers is well integrated	0.78	
Supplier rationalization	Information and materials flow smoothly between our suppliers and us	0.67	0.77
	We rely on a small number of high quality suppliers	0.89	
	We rely on a small number of highly dependable suppliers	0.91	
Business performance	We only keep suppliers which contribute to our competitive performance	0.68	0.78
	Sales	0.88	
	Return on investment	0.78	
	Market share	0.85	

4. Methods

4.1. Sample and procedures

The empirical data for this study was drawn from managers of Australian manufacturing firms. The list of the respondents was randomly selected and purchased from a mailing list company. In total, 1800 surveys were mailed out, and 232 usable responses were received; hence, the response rate is 13.1%. Sixteen of these did not indicate the decoupling point, wherefore this research is based on 216 responses. The respondents were asked to indicate the decoupling point in their production systems in terms of MTS, MTO, or ETO. From a material flow perspective, ETO is identical to MTO [51], wherefore these can be grouped together. Out of the 216 firms, 109 firms have MTS operations and 107 firms use MTO (or ETO). The data were checked for bias using correlations of responses between early respondents and late respondents based on industry sectors and organizational size. The χ^2 tests on both categories did not indicate any significant difference between the two groups of respondents.

In terms of industry sectors, 16% of the respondents came from electronic/electrical, 25% from machinery, 8% from automotive, 11% from chemical, 4% from food processing, 7% from construction, and 12% from other manufacturing sectors. The remainder sectors identified as "others" included medical equipment, wood, printing and paper, and defense. In terms of organizational size (based on the number of employees), 46% of the respondents came from firms with less than 100 employees, 35% of the firms have between 100 and 500 employees and the remainder 19% of the respondents came from large manufacturing with over 500 employees. Nearly half of the respondents (45%) held a position as operations managers, 27% supply chain/logistics managers, 18% procurement/purchasing, and 3% customer services managers.

4.2. Measures

The measurement items for all constructs are based on earlier empirical research discussed in previous sections. For internal lean practices we combined items from empirical studies on lean production, including Sakakibara et al. [29], and Shah and Ward [30,31]. The respondents were asked to assess the extent of four internal lean practices applied in their firm. For logistics integration we adopted the scale developed by Chen and Paulraj [52], which was focused on key practices necessary to achieve

seamless integration of logistics activities with supply chain partners. In responding to the items in this scale, the respondents were asked to assess the integration of their logistics activities with their key supply chain partners with whom the firms conduct maximum business in dollar terms. For supplier rationalization we combined items on supply base reduction from Chen and Paulraj [52, 6], and Li et al. [40].

A 7-point Likert scale was used for all items in the above three scales, with the responses ranging from 1 (strongly disagree) to 7 (strongly agree). For performance, the respondents were asked to assess the firm's business performance relative to the best competitor in the market with the scale ranging from 1 (weakest in the industry) to 7 (strongest in the industry). The items used in this study can be found in Table 1.

5. Results

5.1. Scale validity and reliability

As a first step, the four scales were subjected into principal component analysis to examine their unidimensionality, following the methods employed in [53–56]. The result supports the validity of these four constructs as indicated by their variance explained, which exceeds 50% and the loading factors of all items within each scale exceed 0.5 [57]. One item, however, was dropped from supplier rationalization (i.e. "we terminate contracts with 'incapable' suppliers") due to poor loading. The reliability analysis was conducted by calculating the Cronbach alpha for each scale. The result shows that the Cronbach alpha measures for the four constructs surpassed the threshold point of 0.6 [58]. The results of the confirmatory factor analysis and the Cronbach's alpha are presented in Table 1.

We used Harmann's single-factor test to check for common method variance [59]. This test was conducted using principal component analysis and loading all 16 items on one factor. The test checks if one single factor would emerge from factor analysis, which would point towards the presence of common method bias. The factor analysis indicated that less than 25% variance was extracted and that half of the items suffered from poor factor loadings, well below 0.5. These results suggest that common method variance was not a significant problem in the data set.

Table 2
Regression analysis results (for the whole sample, MTO plants, and MTS plants).

	Dependent variable (Business performance)		
	Whole sample (N=216)	MTO (N=107)	MTS (N=109)
Control variable			
Organizational size	0.07	0.08	0.06
Independent variables			
Internal lean practices	0.20**	0.17	0.25**
External logistics integration	0.19**	0.39**	0.03
Supplier rationalization	0.04	-0.09	0.24*
R ²	0.13	0.23	0.13

* Significant at 0.05 level.
** Significant at 0.01 level.

Table 3
t-Test results between MTO plants and MTS plants.

	MTO Mean (std. dev.) (N=107)	MTS Mean (std. dev.) (N=109)	ΔMean (sig level)
Internal lean practices	4.72 (1.01)	4.86 (1.06)	0.14 (p > 0.05)
External logistics integration	4.20 (1.08)	4.45 (1.26)	0.25 (p > 0.05)
Supplier rationalization	5.14 (1.02)	5.21 (0.85)	0.06 (p > 0.05)
Business performance	4.95 (1.09)	4.94 (1.02)	0.01 (p > 0.05)

Having met the requirement of construct validity and reliability, the composite score of each scale was measured by calculating their mean scores [57].

5.2. The effects on business performance (for the total sample)

The effects of supply chain and operational activities on business performance were examined using multiple regression analysis. Organizational size was included as a control variable. The result is collated in Table 2.

In the whole sample, both logistics integration and lean production show a significant relationship with business performance. However, supplier rationalization has no effect on business performance when the total sample is considered. Based on these findings, lean practices and logistics integration should be considered as potential improvement initiatives for the “average” plant, while supplier rationalization would be discarded. But what if there are differences between MTO and MTS operations that do not show up when the whole sample is considered?

5.3. The effects for make-to-order and make-to-stock firms

The sample was split into two groups based on the main production system identified by the respondents. Out of the 216 firms, 107 firms run its operations with MTO and 109 with MTS systems. These two groups of firms were tested with respect to the four variables above, and the results are presented in Table 3. There are no significant differences between MTO plants and MTS plants with respect to the mean values for lean practices, logistics integration, supplier rationalization, or business performance. Thus, the averages for MTO and MTS plants does not suggest that these types of plants do things differently in terms of the emphasis put on different improvement initiatives or the level of business performance that they achieve.

However, we also investigated the impact of these improvement initiatives on business performance using multiple regression analysis for the two sub-samples. The results are shown in Table 2. Again, organizational size was included as a control variable. MTO and MTS plants show substantial and significant differences. None of the three initiatives has a significant effect for both types of plants, and supplier rationalization does have a significant effect for one of the plant types. For MTO plants, only logistics integration shows a significant effect on business performance. Lean practices do not show a significant effect although the magnitude indicates a positive direction. For MTS plants, lean practices and supplier rationalization show equally significant effects on business performance, while the impact of logistics integration is virtually non-existent. Comparing the results between MTO and MTS, we can infer that the predictors of business performance seem to be almost in contrast.

5.4. A comparison between make-to-order, make-to-stock, and the whole sample

The regression results of the whole sample show differences compared to the two sample groups (MTO and MTS); cf. Table 2. *Internal lean practices* have a significant impact (at the 1% level) on business performance, when studying the whole sample, thus providing support for Hypothesis 1. However, a detailed look at the two sub-samples shows that there are significant differences between the impacts for MTO and MTS firms. MTS firms have a significant impact (at the 1% level) while the impact for MTO firms is not significant, which supports Hypothesis 4. The regression coefficient for the MTS firms is higher than for the whole sample, indicating that the role of lean practices is especially strong for MTS firms and much stronger than for the average firm.

External logistics integration is significant (at the 1% level) for business performance for the whole sample, supporting Hypothesis 2. But the analysis of the two sub-samples shows differences, such that the impact is only significant (at the 1% level) for MTO firms, while there is no significant impact for MTS firms. This result supports Hypothesis 5. The difference in regression coefficients is very large: 0.03 for MTS, 0.19 for the whole sample, and 0.39 for MTO firms. This shows that logistics integration has a much stronger impact for MTO firms.

Supplier rationalization does not have a significant impact on business performance, when studying the whole sample, which is contrary to the theoretical expectations. Thus, Hypothesis 3 is not supported. A detailed MTO–MTS analysis shows that there is a significant impact (at the 5% level) for MTS firms, but not for MTO firms. Thus, Hypothesis 6 is not supported. A possible explanation lies in the product design. MTS firms typically have more stable product designs, which allow for stable relationships with a few key suppliers over longer periods of time, while MTO firms may need a wider set of suppliers to support a large product variety.

These results suggest that the effects of manufacturing and supply chain activities on business performance must not be over-generalized across all types of firms, since the effects for the whole sample do not translate to the corresponding effect for both MTO and MTS firms. Consequently, this research strongly suggests that controlling for the decoupling point is important for empirical research in operations management.

6. Discussion of the findings and their implications

This study contributes to the research on manufacturing and supply chain improvements by jointly considering internally and

externally oriented improvement initiatives, and exploring potential differences between MTO and MTS firms. Specifically, this study contributes with the following respects.

First, we find that both internal and external process improvements in general can impact business performance. Looking back at what has been developing in the production and operations management fields in the last decades, we find that during the 1980s and 1990s much emphasis has been put on the internal processes. JIT and TQC principles and practices were considered as the most effective ways to manage processes, which produce competitive advantage. More recently, companies have been looking outside their own operations to build new competencies; i.e. managing their supply chain network for competitive advantage. At the same time, JIT and TQC practices have evolved into the concept of lean production. This research shows the combinatorial contribution of the external and internal aspects of operations to the firm's performance.

Second, and more importantly, the results show that there are significant differences between MTO and MTS plants, with respect to how business performance is impacted. External logistics integration with suppliers is important for MTO plants, while both internal lean practices and supplier rationalization are important for MTS plants. Thus, there is a clear distinction as to what creates the business advantage for these types of plants.

Third, internal lean practices and supplier rationalization do not significantly impact business performance for MTO plants. MTO manufacturers customize products to specific customer requirements, with design flexibility and delivery speed as important competitive priorities (typical order winners; cf. Hill and Hill [60]). With a wide product range and customization capabilities, the order winning criterion is typically not price [60]. This implies that MTO plants typically have some excess capacity for flexibility purposes, reducing the need for pursuing lean practices internally. MTO manufacturers rely on multiple suppliers for key parts to produce varieties of products to meet the specific customer needs and to offer a wide product range [61], and must specially order such parts from the suppliers after receipt of the customer order [62]. This implies that supplier rationalization could lead to a reduction in the product range or level of customization offered to the ultimate customer.

Fourth, the impact of external logistics integration on business performance is non-significant for MTS plants. Producing products to finished stock implies that demand volumes are high and that demand variability is low—otherwise, the plant would not produce these products to stock. The volume per item and time period is non-decreasing through the bill of materials (from end products to raw materials and components), wherefore the volumes for purchase components is at least as high as for the corresponding end products [63]. Consequently, MTS plants can use arms-length relationships with suppliers, with a cost focus and competition among suppliers, instead of building logistics integration with suppliers.

The managerial implications of these results differ between MTO and MTS plants, implying that plants have to align their practices to the position of the decoupling point (i.e. MTO or MTS). MTO plants face difficult but important challenges in developing effective logistics integration with multiple suppliers. MTO manufacturers source many items from suppliers that are essential for product customization, wherefore they need to develop integrated logistics with all suppliers that provide key items. MTS plants, on the other hand, can use fewer suppliers that deliver standard components. Lean practices provide a complementary improvement initiative, streamlining the internal operations to a stable demand rate and allowing for a stable supply rate for the suppliers.

The research implication is that the market-manufacturing orientation in terms of MTO versus MTS is an important

contingency variable to consider in empirical survey concerning manufacturing and supply chains, since MTO and MTS are related to significantly different results concerning internal lean practices, external logistics integration with suppliers, as well as supplier rationalization. The results of this study represent three different potential interpretation errors, if the difference between MTO and MTS is not recognized. Internal lean practice has a significant impact on business performance for the whole sample, but not for MTO plants. External logistics integration has a significant impact on business performance for the whole sample, but not for MTS plants. Finally, supplier rationalization is not recognized as having a significant impact on business performance for the whole sample, but there a significant impact for MTS plants. These insights show that the distinction between MTO and MTS operations can be an important contingency factor to consider when analyzing survey results when the whole sample includes both MTO and MTS plants.

7. Limitations and further research

A number of limitations of the current study can be noted, as well as some directions for future research. A limitation of this study is the sample population, which is restricted to Australian firms. Although we expect these results to hold for manufacturing and supply chains in general, we cannot claim that this is the case. Therefore, future research may extend this study to a broader population of firms, including other countries, for generalizability of the results and to detect potential country effects. The potential differences between MTO and MTS plants are most likely not restricted to the three areas in this study, wherefore further survey research of other factors are needed to detect other differences. We noted a lack of research on supplier rationalization (reducing the supply base) with respect to the potential differentiation between MTO and MTS firms, wherefore case studies and further survey research on this issue would contribute to the knowledge base.

8. Conclusions

This study presents survey research results on differences between MTO and MTS plants. While manufacturing and supply chain improvement initiatives have a significant impact on business performance, there are significant differences between MTO and MTS plants. MTO plants benefit from external logistics integration with suppliers, while MTS plants benefit from internal lean practices and supplier rationalization. Thus, the differentiation between MTO and MTS provides an important contingency factor in manufacturing and supply chain research.

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