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
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Los Angeles has a high level of divergence between population and employment densities ( $D=0.73$ ; high deviation), which reflects its polycentric character with more

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specialized land uses. As such, comprehensive city logistics strategies are less prevalent because of geographical and functional variations in densities. City Logistics: Concepts, Policy and Practice > Part A. Freight and the City ...

Los Angeles Freight Landscape | City

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Logistics: Concepts ...

A City of Los Angeles resource linking frontline medical workers in need of Personal Protective Equipment (PPE) with suppliers of PPE to help fight COVID-19. Through supply chain optimization, city purchasing, and generous donations, Logistics Victory LA facilitates a clear

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City Logistics in Los Angeles, CA with

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Reviews - YP.com

CITET, Center for Innovation in Logistics and Transport of Goods, is a non-profit association that is responsible for organizing technology dissemination activities and innovation projects for the competitive improvement of the logistics and transport sector. It tries to put in

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contact the offer and the technological demand for the sector of the logistics and the transport, as well as to ...

CITET Centro de Innovación para la Logística y el ...

estimate for the City of Los Angeles is 4,030,904. This estimates out at

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approximately 8094 persons per square mile. The City of Los Angeles is one of the most diverse cities in the entire world. Angelenos come from throughout the world, speak nearly 200 languages, and represent dozens of different religions. The community members who live, work,

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City Logistics: Mapping The Future examines the key concepts of city logistics along with the associated implementation issues, methodologies, and policy measures. Chronicling the growth of city logistics as a discipline and how planning

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and policy have improved practice over the last ten years, it details the technologies, policies, and plans that can reduce traffic congestion, environmental impact, and the cost of logistics activities in urban freight transportation systems. The book provides a comprehensive study of the modelling, planning, and evaluation



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of urban freight transport. It includes case studies from the US, UK, Netherlands, Japan, South Africa, and Australia that illustrate the experiences of cities that have already implemented city logistics, including the methods used to solve the complex issues relating to urban freight transport. Presents procedures for

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restrictions and regulations related to city  
logistics in urban areas Expert contributors

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from major cities around the world discuss regional developments, share success stories and personal experiences, and highlight emerging trends in urban logistics. Coverage includes mathematical modeling, public policy planning and implementation, logistics in urban planning designs, and urban distribution

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centers. The book examines the impact of recent advancements in technology on city logistics, including information and communication technologies, intelligent transport systems, and GPS. It also considers future directions in city logistics, including humanitarian logistics, alternative transport modes in co-modality,

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last kilometer deliveries, partnerships between public and private sectors, alternative fuel vehicles, and emerging technologies such as 3D printing.

365.724

In World War II, the United States

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mounted a military effort of unprecedented magnitude and complexity. With more than 11 million soldiers to be armed, fed, clothed, and transported, logistics — including the design, procurement, distribution, and movements of supplies and the transportation of troops — became big business. General Brehon B.

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Somervell, a brilliant military-industrial manager, led the army's wartime logistical operation. Sometimes criticized as a big spender, he understood well the decisive role of superior material and mobility. As America's chief wartime logistician, he demanded ample supplies for the troops, at the right place at the right time. A graduate

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of West Point, Somervell served his country in both the military and civilian arenas. As head of the Works Progress Administration in New York City, he won recognition for his effective management; later, he helped prepare the nation for war by building training camps and munitions plants. At the height of his career, as head



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of the War Department Services of Supply  
□ known later as the Army Service Forces  
□ Somervell was responsible for the supply and administration of the army within the United States and the support of troops overseas. He also was the War Department's principal logistical advisor and troubleshooter. In these ways,

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Somervell played a vital role in the mobilization of forces and powerfully influenced the United States' conduct of the war. Ohl has provided a signal contribution to our knowledge of the war and those who led it. He takes great pains to analyze frankly Somervell's techniques and style, especially his political sure-

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footedness and his callous handling of subordinates... [a] generally superb study. □ Leslie Anders, *The American Historical Review* □ Ohl's lucid biography of General Brehon Burke (Bill) Somervell is a valuable corrective to frequent emphases upon strategy and tactics at the expense of logistics... Ohl splendidly depicts

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Somervell's acquisition of managerial techniques in the inter-war army and his ruthless demeanour in War Department turf battles before and during the Second World War... Ohl has performed a tremendous service to Second World War historians by reminding us of the importance of logistics and reintroducing

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us to this complex and fiery general. [ ] Kevin Smith, The International History Review [ ] Ohl convincingly demonstrates Somervell's grasp of the impact of logistics on strategy... Ohl is not afraid to paint his subject [ ]warts and all... [ ] Ohl contends that his faults pale in light of Somervell's contributions to victory and

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convincingly details these achievements.[]  
[] Phyllis A. Zimmerman, *The Journal of  
Military History*

With the current urbanization trend, there is an increased need for city development, i.e. to build apartment buildings, hospitals, schools and infrastructure in cities and

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urban areas to meet the rising demands. At the same time, land is increasingly seen as a finite resource. This has led to the regeneration of decommissioned industrial-use land for development purposes. This means that multiple individual construction projects are being built in the same or nearby areas during the same time-

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period. However, the end products of construction projects are produced at their place of consumption, which means that large quantities of materials and resources need to be delivered to, and removed from, each construction site. This leads to new transport flows being created in connection to city development. These



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transport flows need to be coordinated to ensure efficient construction productivity and reduce the transports' environmental and social impact on the urban transport system. At the same time, it is important to ensure that construction sites can be managed from a logistics perspective without impairing efficiency due to the

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challenges of building in urban environments. One way of managing logistics to and from construction projects in city development is through so-called construction logistics setups (CLS). However, the implementation of CLSs affect many different stakeholders and the interorganizational relationships between

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them. The implementation of CLSs therefore faces three challenges; management of transport to and from construction sites, management of logistics at construction sites, and managing the interorganizational relationships amongst construction project stakeholders. The development of CLSs is often undertaken

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by mimicking previous setups as there is currently no guiding procedure for developing and implementing CLSs. To reduce the ad hoc approach to developing and implementing CLSs, the purpose of this dissertation is to propose a framework for developing construction logistics setups. The purpose is fulfilled with the

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aid of the following four research questions: RQ1: Taking the perspectives of different stakeholders, why are CLSs implemented? RQ2: What type of CLS services are offered? RQ3: How can performance effects of CLSs be measured? RQ4: How do CLSs affect the identified challenges of managing the

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transports to and from construction sites, managing logistics at construction sites, and managing the interorganizational relationships amongst construction project stakeholders? To answer the research questions, three main methodologies have been used; literature reviews to inform the background of the studies and develop

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analytical frameworks, and case study and Delphi research for the empirical studies. In fulfilling the research purpose, the findings of this dissertation suggests that when developing a CLS, three activities need to be considered; 1. setting the scope of the CLS, 2. deciding on the structure of the CLS, and 3. managing the

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interorganizational relationships of the CLS. These activities are the foundation of the developed framework. The contents of the activities were derived through the research questions. When answering RQ1, it was found that contractors implement CLSs to ensure construction productivity, developers implement CLSs to reduce



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disturbances to businesses and residents nearby, and municipalities implement CLSs to reduce disturbances to third-parties and to reduce the impact from construction logistics on the urban transport system. These stakeholder drivers for implementing CLSs will impact the scope of the CLS. Furthermore,

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the scope of the CLS was found to be dependent on both the contextual considerations of the CLS in terms of physical context at site and in terms of what is being built, as well as the organizational context in terms of what stakeholders are part of the project, where in the hierarchy the CLS is located, and

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what level of mandate the CLS has. The scope will also set the terms for how transports are managed through the CLS. If for instance there is limited space at site, this can imply that time-planned deliveries are favoured. In answering RQ2, it was found that as a consequence of what transport management approach is chosen,

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the structure of the CLS will differ. This dissertation shows that asset-based setups are similar to traditional logistics outsourcing and TPL in which physical distribution services are offered. Non-asset based services on the other hand act more as supply chain orchestrators similar to fourth-party logistics service providers. In

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these cases, supplied services are aimed more at ensuring that the right services and capabilities can be procured for the CLS. One value-adding service that was found crucial to include in CLS's is a joint booking and planning system. Having this type of support systems will allow the CLS to coordinate the different

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stakeholders connected to the CLS. Related to the structure of the CLS, RQ3 suggest that performance needs to be monitored for deliveries, on-site logistics, and the coordination of logistics activities on and off site. The performance monitoring needs to be developed from a logistics point-of-view, taking into

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consideration the different stakeholders' perspectives. Finally, in answering RQ4, it was found that a CLS can affect the identified challenges positively. In essence, a CLS aims at managing construction logistics and if developed and implemented from this notion, transports to and from site as well as on-site logistics

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management can become more efficient. Additionally, the dissertation shows that CLSs can help in managing the interorganizational relationships within the construction project(s). However, this builds on the notion of having well-developed and communicated service offerings and regulations, e.g. through



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business and governance models. It was also found that the activities of the framework are interrelated and dependent on one another, suggesting that developing construction logistics setups is an iterative process. The proposed framework should thus be seen as a guideline for how to develop the setup, allowing for adaptations

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of the setup to the context for which it is developed. Med pågående urbaniseringstrend finns det ett ökat behov av att bygga bostadshus, sjukhus, skolor och infrastruktur i stadsområden för att möta de ökande behoven. Samtidigt ses mark allt mer som en ändlig resurs. Detta har lett till att avvecklade industriell mark

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tas i anspråk för förtätning och storskaliga stadsutvecklingsprojekt där flera enskilda byggprojekt byggs i närliggande områden under samma tidsperiod. Byggprojekt produceras dock på konsumtionsplatsen vilket innebär att stora mängder material och resurser måste levereras till och tas bort från varje byggarbetsplats. Detta leder

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i sin tur till att nya transportflöden skapas i samband med stadsutveckling. Dessa måste samordnas för att säkerställa effektiv byggproduktion samtidigt som transporterens miljömässiga och sociala påverkan på det urbana transportsystemet kan minskas. Samtidigt är det viktigt att byggarbetsplatserna kan hanteras ur ett

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logistikperspektiv utan försämrad effektivitet på grund av det urbana läget. Ett sätt att hantera logistiken till och från byggprojekt inom stadsutveckling är genom så kallade bygglogistiklösningar (BLL). Dock påverkar införandet av BLL många olika intressenter och de interorganisatoriska relationer dem

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emellan. Införandet av BLL ställs därför inför tre utmaningar; att hantera transporter till och från byggprojekt, att hantera logistiken på byggarbetsplatser och att samordna de interorganisatoriska relationerna mellan byggprojektets intressenter. Utvecklandet av BLL utgår ofta från tidigare lösningar då det i nuläget

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saknas riktlinjer för hur man kan utveckla och implementera lösningarna. För att minska den här ad hoc-strategin för utvecklandet av BLL är syftet med denna avhandling att föreslå ett ramverk för att utveckla bygglogistiklösningar. Syftet uppnås med hjälp av följande forskningsfrågor: FF1: Utifrån olika

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intressenters perspektiv, varför implementeras bygglogistiklösningar?  
FF2: Vilken typ av bygglogistik tjänster erbjuds? FF3: Hur kan bygglogistiklösningars prestanda mätas?  
FF4: Hur påverkas de tre identifierade utmaningarna av implementeringen av bygglogistiklösningar? Hur påverkar



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bygglogistiklösningar de identifierade utmaningarna med att hantera transporter till och från byggprojekt, att hantera arbetsplatslogistiken och att samordna de interorganisatoriska relationerna mellan byggprojektets intressenter? För att besvara forskningsfrågorna har tre huvudmetoder använts;

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litteraturgranskningar för studiernas bakgrund och att utveckla analytiska ramverk, och fallstudieforskning och Delphi-forskning för de empiriska studierna. I uppfyllandet av syftet föreslår avhandlingen att tre aktiviteter måste övervägas när man utvecklar en BLL; 1. fastställa omfattningen av BLL, 2. besluta

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om BLL-strukturen och 3. hantera interorganisatoriska relationerna i BLL. Dessa aktiviteter är grunden för det utvecklade ramverket. Innehållet i aktiviteterna härleddes genom forskningsfrågorna. I besvarandet av FF1 befanns att entreprenörer implementerar BLL:er för att säkerställa

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byggproduktivitet, byggherrar implementerar BLL:er för att minska störningar för företag och boende i närheten, och kommuner implementerar BLL:er för att minska störningar för tredje part och för att minska påverkan från bygglogistik på det urbana transportsystemet. De identifierade

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drivkrafterna för att implementera BLL:er kommer även att påverka BLL:ens struktur. Avhandlingen visar att BLL-strukturen är beroende av kontextuella överväganden med avseende på arbetsplatsens fysiska egenskaper samt vad som byggs, såväl som den organisatoriska kontexten med avseende

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på vilka intressenter som är del av projektet, var i hierarkin BLL:en placeras och vilken mandatnivå BLL:en har.

BLLomfattningen sätter även villkoren för hur transporter hanteras i projektet. Om utrymmet exempelvis är begränsat kan detta innebära att tidsplanerade leveranser premieras. I besvarandet av FF2 befanns

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det att en konsekvens av hur transporthanteringen läggs upp så kommer BLL-strukturen att påverkas. Den här avhandlingen visar att fysiska logistiklösningar liknar traditionell outsourcing av logistik och TPL där fysiska distributionstjänster erbjuds. Icke-fysiska logistiklösningar fungerar mer som

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försörjningskedjeorkestratorer och påminner om fjärdepartislogistiktleverantörer. I dessa fall syftar de erbjudna tjänsterna mer till att säkerställa att rätt tjänster och kapacitet kan erbjudas genom BLL. En värdeadderande tjänst fanns vara en grundförutsättning för BLL:er, nämligen



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gemensamma boknings- och planeringssystem. Ett sådant system hjälper BLL-operatören i koordinationen av de olika intressenterna som är kopplade till BLL:en. I framtagandet av BLL-strukturen föreslår FF3 även att logistikprestanda måste följas upp i processerna leveranser, arbetsplatslogistik

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och samordning av logistikaktiviteter på och utanför byggarbetsplatsen.

Prestationsutvärderingen måste utvecklas ur ett logistikhänseende med hänsyn tagen till de olika intressenternas perspektiv.

Slutligen, i besvarandet av FF4, befanns att en BLL kan påverka de identifierade utmaningarna positivt. I grund och botten

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syftar en BLL till att hantera bygglogistik och om BLL:en utvecklas och implementeras utifrån detta synsätt kan transporter till och från byggarbetsplats samt logistikhantering på plats bli effektivare. Vidare visar avhandlingen att BLL:er kan hjälpa till att hantera de interorganisatoriska relationerna inom

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byggprojekten. Detta bygger dock på att man har väl utvecklade och kommunicerade serviceerbjudanden med tillhörande regelverk för hur service skall användas. Dessa bör kommuniceras genom affärs- och styrningsmodeller. Det konstaterades också att ramverkets aktiviteter är inbördes relaterade och

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beroende av varandra, vilket tyder på att utvecklandet av bygglogistiklösningar är en iterativ process. Det föreslagna ramverket bör därför ses som riktlinjer för hur man utvecklar BLL, vilket möjliggör för anpassningar av lösningen till det sammanhang för vilken den utvecklas.

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Since the 1990s, researchers, practitioners and public administrations have given more thought to urban logistics. However, their interests and goals are not the same,

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and several approaches do not produce efficient logistics systems as a result. This book aims to provide both a conceptual framework for urban logistics planning and management and to create a basis for deploying solutions that aim to reduce the main nuisances related to urban goods. The proposed book is divided in two parts.

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The first proposes a set of methodological chapters, written by key authors, which aim to support decision makers in their current choices related to urban logistics. In addition to public authorities' aims and goals, the book highlights the importance of private actors, and shows how supply chain management can deal with the



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problems of the last urban mile and its integration in global logistics chains. The second presents several applied research works that deal with current planning and practice issues in urban logistics, such as the role of city planning, the place of night deliveries in carrier organization, the limits of logistics pooling, and the real

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estate market, among others. The book was written by key authors, all having considerable research experience and recognised as experts in their respective fields. Each chapter presents methods and results of research works, written for a broad audience, and more precisely directed to both academics and

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practitioners.

The immense, global transportation and logistics sector is vital to businesses of all types. This carefully-researched book covers exciting trends in supply chain and logistics management, transportation, just in time delivery, warehousing,

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distribution, intermodal shipment systems, logistics services, purchasing and advanced technologies such as RFID. This reference tool includes thorough market analysis as well as our highly respected trends analysis. You'll find a complete overview, industry analysis and market research report in one superb, value-priced

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This volume of three books presents recent advances in modelling, planning and evaluating city logistics for sustainable

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and liveable cities based on the application of ICT (Information and Communication Technology) and ITS (Intelligent Transport Systems). It highlights modelling the behaviour of stakeholders who are involved in city logistics as well as planning and managing policy measures of city logistics including cooperative



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freight transport systems in public-private partnerships. Case studies of implementing and evaluating city logistics measures in terms of economic, social and environmental benefits from major cities around the world are also given.

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