## Index

Actionability, 15–16 Advantageousness, 15–16 Analytic hierarchy process (AHP), 39, 47, 154 Artificial node, 25 Benefits, opportunities, costs, and risks (BOCR), 39 indicator, 47 methodology, 50 Bickering, 13 BOCR. See Benefits, opportunities, costs, and risks (BOCR) Brazil, Rio de Janeiro, 78–80, 84, 88 See also Urban freight transportation (UFT) BSW. See Bus-stops of water (BSW) Building the network, 25 **Business logistics**, 9 Business objectives and customer requirements, 10 Bus-stops of water (BSW), 115 distribution nodes, 115 families distribution per cluster, 118 location, 121 network model, 120 result, 120 total capacity storage, 123 total cost analysis with, 126 transaction cost and, 122 - 123unadjusted, 119

Calaminas, 113 Capacitated facility location problem. See Two-stage capacitated facility location problem (TSCFLP) Capacitated Plant Location Model (CPL Model) structure, 157 CAPEX. See Capital expenditures (CAPEX) Capital expenditures (CAPEX), 179 Center for Latin-American Logistics Innovation (CLI), 2 Center for Logistics and Transportation of the Massachusetts Institute of Technology (CTL-MIT), 96 Center for Logistics Systems Innovation at University of São Paulo (CISLOG/USP), 136 Center of Excellence in Sustainable Urban Freight (CoE-SUFS), 136, 139 Chapinero, 97-98 City logistics, concept, 94 Clarity, 12, 16 Clear SCS, 12 Clustering search (CS) heuristic. 20 CPLEX and, 28-32

direct assimilation, 27 function, 27 Hamming distance, 27 new center, 27 parameters, 28 pseudocode, 26 step-by-step, 25-26 Coe-SUFS, 136 Coherence evaluation, 13, 16 Collaborative management research, 11 Colombia, 94, 96-98 Colon Free Trade Zone, 62, 67 Commercial logistic activities Historic Center and La Mariscal in Quito – Ecuador, 150-151 mathematical modeling analytical hierarchy process, 156 optimization model, 157 sample size, 155-156 methodologies data collection and preparation, 152-153 data extrapolation, 153 optimization model, 154 - 155simulation model, 155 stores and streets weights, 153 - 154results and discussion data collection and preparation results, 157 - 161optimization model results, 161 - 164simulation model results, 164-166 urban logistics application, 151 - 152Commercial solver CPLEX, 25

Compatibility evaluation, 13, 16 Competence and resources, 14 Competence test, 14 Competitive logistics infrastructure, 62 Conditional value at risk (CVaR), 173.176 Conflicts, 13 Consistency, 11, 13 coefficient calculation, 49 Consistency index (CI), 46 Consistency ratio (CR), 46 Consonance, 13-14 Constraints, 23 Construction and demolition waste, annual generation, 41 Cost cash flow, 178 Cost minimization, water distribution system, 120-122 Costs analysis, water distribution system, 125-127 Coverage, 11-12, 16 CPLEX, 25 Crisp pairwise comparison matrix, 48 Crisp weights of vectors, 47 Criteria, facility location determination, 42-43 groups of, 43 Cumulative impact, 13 Customers, VALS in Panama Canal, 64-65, 68-70 Customer's expectation ranking, 69 CVaR. See Conditional value at risk (CVaR)

Decision-making tools, 39 Delivery tracking, 96 Department of Road System Operations (DSV), 136 DET. See Distribution by electric tricycles (DET) Disposal practices, 40 Disruptive violations, 96 Distribution by electric tricycles (DET), 80-81 data collection, 82 economic assessment method, 82 - 84environmental assessment method, 84-86 fixed and variable costs of, 86 measurement parameters, 86 monthly cost comparison, 87 pollutants and GHG emission reduction, 87-88 productivity, 87-88 results and analysis, 86-88 Shapiro-Wilk test, 82-83 strategies, 80-81 See also Urban freight transportation (UFT) Dominant approach, 10–11 Drug trafficking, 71

ECLAC. See Economic Commission for Latin America and the Caribbean (ECLAC) Economic Area, Panamá Pacific, 63 Economic Commission for Latin America and the Caribbean (ECLAC), 57 Ecuador, 150 ELECTRE, 51 Evaluation criteria, 11, 12–15, 16 External consistency, 13–14, 16 Facility location, 38–39, 42, 51 See also Two-stage capacitated facility location problem

(TSCFLP)

Facility location problem (FLP), 20FAHP. See Fuzzy-AHP (FAHP) Family cluster (FC), 118 Feasibility, 14-16 Financial risk measurement coherent risk measure, 177 conditional value at risk (CVaR), 173, 176 cost cash flow, 178 Free on Board (FOB), 173-174 inventory policies, 172-173 log-return of LME aluminum prices, 175 London Metal Exchange (LME), 173 methodological approach, 174 methodology, 174-177 Monte Carlo simulation (MCS), 173 net present value (NPV) calculation, 173 profit function distribution, 177 results and discussion, 177-179 sales prices probability, 179 Value at Risk (VaR), 172, 176 working capital management (WCM), 172 working capital (WC), 172 Financial supply chain management (FSCM), 172 First-order strategic fit, 13 Flow cost calculation, 24 FLP. See Facility location problem (FLP) Frame test, 12 Free on Board (FOB), 173-174 Free-scale network, 124 Freight transport, 78, 168–169 Fuel consumption, 101-102 Fuzzy-AHP (FAHP), 39, 43, 51

Fuzzy logic, 37, 39–40, 46, 51 Fuzzy pairwise comparison matrix, 48 Fuzzy scale, 48

Genetic algorithm (GA), 20 Global value chains, VALS, 58 Goal consistency, 13 Goal programming (GP), facility location, 39 Gross inconsistencies, 13

Historic Center in Quito commercial density of, 158 deliveries peak hours, 159 freight-unloading methods, 167 km<sup>2</sup>, 149–151, 157–158 loading and unloading bays, 162 optimization model, 161–165 shop density by shop type in, 158 HORECA (hotels, restaurant, coffee shops) area, 96 - 97See also Urban freight transportation (UFT) Human settlements (HS), 112-113 Hybrid heuristic method, 2 clustering search (CS), 20 computational experiments, 27 - 33computational modeling, 23 - 24CS metaheuristic, 25–27 network flow cost, 24-25 problem description, 21-23

Integrated organization, 14 Inter-American Development Bank (IDB), 1, 63 Internal consistency, 12–13, 16 International Air Transport Association (IATA), 57 International Financial Center of Panama, 57 Interoceanic Panama Canal, 56 Inventory policies, 172–173 Investment, 57, 64, 71

Key performance indicators (KPIs) area definition and selection, 96 data further analysis and conclusions, 97 determination, 97 impact, 96 information gathering and analysis, 96-97 in urban freight transport operations, 95 Km<sup>2</sup> methodology KPIs determination for, 97, 101 - 104urban logistic operations, 95 Zona T, 98-99 See also Key performance indicators (KPIs)

Labeling service, 66 La Mariscal in Quito, 151 commercial density of, 160 deliveries peak hours, 161 entertainment district, 151 feasible bays in, 166 freight-unloading methods, 167 km<sup>2</sup>, 152–153 loading and unloading bays, 152 optimization model, 155, 162–163, 165 shop density by shop type in, 160 Last mile, 79-80, 88-89 distribution networks, 150 LDV. See Light-duty vehicle (LDV) Lead, disposal emission, 79 Level of service (LOS), 82-83 Light-duty vehicle (LDV), 81 Likert scale, 65 LME. See London Metal Exchange (LME) Loading bays, 151-155, 162-165, 167 - 168Localidades, 97 Location cost, 21 Logistical decision problems, 51 Logistic Profile (LP), 152 Logistics customer value, VALS, 58 Logistics reflexing, 63 Logistics service quality (LQS), 59 Logistics Strategic Plan, 71 Logistics Strategic Plan of Panama to 2030 (2017), 62 London Metal Exchange (LME), 173LP. See Logistic Profile (LP) LQS. See Logistics service quality (LQS) Marketing and Commercial Department of the Panama Canal. 62 Marking service, 66 MASL. See Meters above sea level (MASL) Master production schedule (MPS) technique, 115 Matheuristic, 20-21, 27, 33 MCS. See Monte Carlo simulation (MCS) MD. See Mobile depots (MD)

Means-end value hierarchy model (MEVHM), 55, 61 Medical and pharmaceutical, VALS, 65 Megacity, 96 Mentzer methodology, 65 Meters above sea level (MASL), 113 Metropolitan Region of São Paulo (MRSP), 132 MEVHM. See Means-end value hierarchy model (MEVHM); Model hierarchy middle-end (MEVHM) MILP. See Mixed-integer linear programming (MILP) Ministry of Trade and Industry, 63 Mixed-integer linear programming (MILP), 115, 120 Mobile depots (MD), 81 Mobility, 94-95 Model hierarchy middle-end (MEVHM), 70 Monte Carlo simulation (MCS), 153, 168, 173 MPS technique. See Master production schedule (MPS) technique Multicriteria decision analysis (MCDA), 39, 51 analytic hierarchy process (AHP), 39 Analytic Network Process (ANP), 39 use, 39 Multicriteria methodology construction and demolition waste, annual generation, 41

first stage: structuring the problem, 42-43 second stage: analysis of the problem alternatives evaluation, 43 hierarchies diagram, 45 matrices for diffuse pairs, 45 - 48potential final disposal sites, location map, 44 score and rankings, 46 triangular scale for fuzzy number conversion, 45 Multimodal distribution system, 113 National Association of Freight Transport and Logistics, 83 National Logistics Plan, 71 Net Operating Profit after Taxes (NOPAT), 179 Net present value (NPV) calculation, 173 Network connectivity, 116–118 Network demand, 25 Network modeling, 25 Nonbinary modeling, 24 NOPAT. See Net Operating Profit after Taxes (NOPAT) Normalized sums of rows, 49 Oceanic Zone development, 62 Off hour delivery (OHD) pilot test, 3 cash incentives, 135 New York, 134-135 São Paulo, 136 stakeholders, 135 truck restriction zone, 133 See also São Paulo off-hour delivery pilot project

Organization and SC execution, 11

Packaging service, 66 Pamplona Alta, 113 Panama Canal, VALS in, 3 benefits over final product, 69 competitive logistics infrastructure, 62 concept of servicization of business, 58 customers, 64-65, 68-70 customer's expectation ranking, 69 definition, 58–59 features, 59 future research, 72–73 global value chains, 58 impact, 70-71 logistical development, 57 logistics customer value, 58 logistics service quality (LQS), 59 means-end value hierarchy model (MEVHM), 61 model hierarchy middle-end (MEVHM), 70 Oceanic Zone development, 62 offered to international cargo, 59 - 613PL (third-party logistics) providers, 59, 62-63 providers, 64-68 quality during logistics processes, 59 quality of logistics services (QLS), 59-61 service offered, 60-61 services diversification, 62 ship terminals (cruise and cargo), 61-62 terminology, 67 total cost, 58 type by company, 66

user-based approach, 59 value-added services (VAS), 58 Panama Canal Universal Measurement System (PCUMS), 56 Panama Logistics Strategic Plan, 63 Panama Logistics Summit 2014, 63 Panama Maritime Authority (AMP), 66 Panama Pacific Special Economic Area, 57 Parsimony, 15-16 PenLog (2014), 62 3PL (third-party logistics) providers, 59, 62-63 Priority vector, 49 Production capacity, 21 Profit function distribution, 177 Project indicators, 50 Project priority, 50 PROMETHEE, 51 Providers, VALS, 64-68 Quality of logistics services (QLS), 58 - 61Raw material supply model. See Financial risk measurement Regional alliance, 2 **Regional Autonomous** Corporation of Valle del Cauca (CVC), 42 Research agenda, 2–4 Riskiness, 15-16 Risk measures. See Financial risk measurement Roads and regulations, 96

Road transport emissions, 95

Sales prices probability, 179 São Paulo Motor Carrier Syndicate (SETCESP -Sindicato de Empresas de Transporte de Carga de São Paulo e Região), 136 São Paulo off-hour delivery pilot project, 136-139, 146 costs and productivity, 143-145 noise, 139-141 safety, 141-142 traffic and truck speeds, 142-143 SCS. See Supply chain strategy (SCS) Second-order strategic fit, 13 SEDAPAL, 112-113 Services diversification, 62 Servicization of business, 58 SETCESP, 136, 138 Shapiro-Wilk test, 82–83 Shop inventory, 97, 99 Simple consistency, 13 Solid waste, 38, 40, 42 Solid waste disposal center multicriteria methodology construction and demolition waste, annual generation, 41 first stage: structuring the problem, 42-43 second stage: analysis of the problem, 43-48 problems, 40-41 results and discussion BOCR methodology, 50 consistency coefficient calculation, 49 crisp pairwise comparison matrix, 48 decision-making process, 51

employment generation, 48 fuzzy pairwise comparison matrix, 48 logistical decision problems, 51 multicriteria tool, 51 normalized sums of rows, 49 priority vector, 49 project indicators, 50 project priority, 50 sums of rows for each criterion, 49 Specific distribution model, 123 - 125Square kilometer (km<sup>2</sup>) methodology, 151 KPIs determination for, 97, 101 - 104urban logistic operations, 95 Zona T, 98-99 Storage capacity, 21 Strategic fit, 13 Sufficiency, 14, 16 Supervision of Residential Public Services, 38 Supply chain description, water distribution system, 113-114 logistics and, 63, 67 shareholders profitability and, 58 system with two plants, three depots and five customers, 21-22 See also Supply chain strategy (SCS) Supply Chain And Logistics Excellence (SCALE) Network, 2 Supply chain strategy (SCS), 9 clarity, 12 coverage, 12

different approach, 11–12 dominant approach, 10–11 external consistency, 13–14 feasibility, 14–15 internal consistency, 12–13 proposed evaluation criteria, 16 purposes, 12 sufficiency, 14 support, 14 terms of, 10 typology, 10 Support, 11, 14, 16 Synergy, 16

TCAT. See Total Cost after taxes (TCAT) Third parties, 15 See also. 3 PL (third-party logistics) providers TID. See Traditional intermodal distribution (TID) Tocumen International Airport, 57 TOPSIS, 51 Total Cost after taxes (TCAT), 175 - 176Traditional intermodal distribution (TID) data collection, 82 economic assessment method, 82 - 84environmental assessment method, 84-86 fixed and variable costs of, 86 measurement parameters, 86 monthly cost comparison, 87 pollutants and GHG emission reduction, 87-88 productivity, 87-88 results and analysis, 86-88 Shapiro-Wilk test, 82–83

strategies, 80-81 See also Urban freight transportation (UFT) Traffic count, 97, 99 Transfer stations, 38 Transportation cost, 21 Transport cost minimization, 115 Trapezoidal fuzzy numbers, 39 Tricycles, 78-79 See also Distribution by electric tricycles (DET) Two-echelon location routing (2ELR) using integer programming (IP), 115 Two-stage capacitated facility location problem (TSCFLP), 19 genetic algorithm (GA), 20 goal, 20 humanitarian supply chains, 20 Lagrangean cut-and-relax, 20 national postal distribution center (plant), 20 Typology, 10 UFT. See Urban freight transportation (UFT) Unloading bays, 151–155, 162-165, 167-168 Urban freight activities, 151–152 Urban freight policy-makers, 150 Urban freight transportation (UFT) benefits, 78 data collection, 82 eco-efficiency analysis, 78 economic assessment method, 82 - 84economic indicators, 78 electric bicycles, 79 electric bikes and tricycles,

78 - 79

electric cargo bikes, 79-80 environmental assessment method, 84-86 light electric vehicles, 78 microscopic traffic simulation model, 79-80 operations area definition and selection, 96 - 98data further analysis and conclusions, 97, 103-104 impact, 96 information gathering and analysis, 96-101 KPIs determination, 97, 101 - 103results and analysis, 86-88 strategies, 80-81 traffic congestion, 79 urban logistics activities, 78 vehicles, occupancy rate of, 78 - 79zero-emission vehicles, 79 See also Distribution by electric tricycles (DET); Traditional intermodal distribution (TID) Urban freight vehicles, 133 Urban logistics, 3–4 application, 151-152 in Latin America, 150 location models and timing simulation of dynamic flows, 168 measures in HORECA intensive area, 93–105 urban freight transportation, 169 Urban Logistics Atlas approach, 151 - 153Uruguay, 15 User-based approach, VALS, 59

Valle del Cauca, 40–41 annual generation of construction and demolition waste, 41 multicriteria methodology construction and demolition waste, annual generation, 41 first stage: structuring the problem, 42-43 second stage: analysis of the problem, 43-48 Value-added logistics services (VALS) in Panama Canal. 3 benefits over final product, 69 competitive logistics infrastructure, 62 concept of servicization of business, 58 customers, 64-65, 68-70 customer's expectation ranking, 69 definition, 58-59 features. 59 future research, 72-73 global value chains, 58 impact, 70-71 logistical development, 57 logistics customer value, 58 logistics service quality (LQS), 59 means-end value hierarchy model (MEVHM), 61 model hierarchy middle-end (MEVHM), 70 Oceanic Zone development, 62 offered to international cargo, 59-61 3PL (third-party logistics) providers, 59, 62-63 providers, 64-68

quality during logistics processes, 59 quality of logistics services (QLS), 59-61 service offered, 60-61 services diversification, 62 ship terminals (cruise and cargo), 61–62 terminology, 67 total cost, 58 type by company, 66 user-based approach, 59 value-added services (VAS), 58 Value-added services (VAS), 58 Value at Risk (VaR), 172, 176 See also Financial risk measurement VaR. See Value at Risk (VaR) VAS. See Value-added services (VAS) Vector prioritization, 47 VUC's (veículo urbano de carga), 133

Waste management, 2-3Water connectors (WC), 120, 122 Water demand parameter, 116 Water distribution system in lowincome areas, 114–115 bus-stops of water (BSW), 115, 118, 120 - 124cost minimization, 120–122 costs analysis, 125-127 current, proposed and adjusted proposed networks, 126 deficiencies issues, 114–115 demand determination, 116 distribution model proposed, 125 facility location model, 119 - 120

families distribution per cluster, 118 family cluster (FC), 118 general distribution model, 122 - 123geographic location, 116 master production schedule, 117 model of connectivity, 118–119 network connectivity, 116-118 research question and hypotheses, 114 specific distribution model, 123 - 125supply chain description, 113-114 Torres Minas map, 117 Torres Minas network, 121 two-echelon location routing (2ELR) using integer programming (IP), 115 water demand parameter, 116 WC. See Water connectors (WC); Working capital (WC) WCI. See Working Capital Investment (WCI) WCM. See Working capital management (WCM) Weber Method, 115 Windows 7 operating system, 28

Workability test, 14 Working Capital Investment (WCI), 179 Working capital management (WCM), 172 Working capital (WC), 172 World Economic Forum for Competitiveness, 57 World Urbanization Prospects, 2011 Revision, 94 Zero-emission strategy, 87 ZMRC. See Zone of Maximal **Circulation Restriction** (ZMRC) Zona T, 96 delivered products count in, 100 km<sup>2</sup> methodology, 105 proposed key performance indicators in, 104 shop inventory in, 99 time frame, stores, and trips for delivered products count in, 101 traffic count in, 100 traffic disruptions in, 102 See also Km<sup>2</sup> methodology Zone of Maximal Circulation Restriction (ZMRC), 137-138, 142, 145