



Topic : LOGISTICS – LAND AND SEA

Number 23, 2010

1 **A ship-truck intermodal transportation problem**

Infante, D, Paletta, G, Vocaturo, F
Maritime Economics and Logistics, 2009
Volume 11, Number 3, pages 247-259

Ship and truck intermodal transportation is a common combination for the movement of containers from the hinterland to seaport terminals. The intermodal transport problem (ITP) is to minimise the cost of transportation of containers to a destination logistics centre via a seaport by loading and unloading containers at intermediate seaports to and from other logistics centres. A heuristic algorithm has been devised for the ITP. The numerical test results of the algorithm have proved to be very efficient in providing high quality solutions to the ITP.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

2 **Causal nexus between the transport and logistics sector and trade: the case of Australia**

Nguyen, H-O, Tongzon, J
Transport Policy, 2010
Volume 17, Number 3, pages 135-146

Although a number of studies have already been conducted on the economic impact of the development of the transport and logistics sector and international trade, these are regarded as two separate topics, and little has been done so far to study in depth the relationship between them. This paper seeks to shed light on this issue in the context of Australia. To this end, the vector autocorrelation (VAR) framework is employed to explore the causal relationship between Australia-China trade and the development of the Australian transport and logistics sector. This framework is then extended to allow for the effect of Australia's trade with the US, Japan, the rest of the world and other variables. Based on the analysis results, implications for the transport and logistics sector are discussed.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

3 Compliance and enforcement: intelligent freight compliance technologies

McBride, C, Chadwick, D
Austroads research report AP-R348/10
Austroads, Sydney, NSW.

Sharing of multi modal freight data offers opportunities for economic advantage and efficiency gains. This report shows that data is now readily available but sharing requires clear government policy direction to develop the architecture and integrate the sharing system. Furthermore, technology usage is advancing rapidly and any lack of policy direction will result in reduction or loss of control of the growing freight task.

Online [accessed 4 June 2010]. [Click here](#) to view

4 Evaluating the performance of freight transport : a service approach

Blanquart, C, Burmeister, A
European Transport Research Review, 2009
Volume 1, Number 3, pages 135-145

Provides an alternative method of evaluating freight transport performance. It indicates that there are many problems associated with traditional methods of evaluating performance through productivity measures, and that this method based on service is a complementary source of evaluating productivity.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

5 Freight benefit/cost study: highway logistics reorganization benefits estimation tool report and documentation

HDR/HLB Decision Economics Inc.
Federal Highway Administration, February 2008
FHWA-HOP-08-017

Provides an estimation tool for state and local authorities to estimate freight logistics benefits that are the result of highway performance improvements. Offers this in the context of detailed examination at the local, State and National level.

Online [accessed 4 June 2010]. [Click here](#) to view

6 Logistics strategies for short sea shipping operating as part of multimodal transport chains

Paixao Casaca, AC, Marlow, PB
Maritime Policy and Management, 2009
Volume 36, Number 1, pages 1-19

This study identified logistics strategies used by short sea shipping operators so the strategies can be integrated into multimodal transport chains. The results of the questionnaire to European short sea shipping enterprises highlighted several strategies to consider for short sea shipping in multimodal transport chains. A blend of strategies will enable short sea shipping operators to develop a competitive advantage.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

7 National Intermodal Terminal Study: Final Report

Meyrick and Assoc, Arup
Australia. Department of Transport and Regional Services, February 2006

A survey of the Australian intermodal facilities and details of specific facilities. The role of intermodal terminals is becoming more prominent because movement by freight through a variety of modes is becoming the dominant model. In addition, State governments are increasing targets for greater use of rail and this in turn requires a greater role for intermodal terminals.

Online [accessed 4 June 2010]. [Click here](#) to view

8 New South Wales Grain Freight Review

Australia. Department of Infrastructure, Transport, Regional Development and Local Government, Sept 2009

The outer reaches of the rail grain freight system were becoming unviable but there are now clear indications that the industry has revived and most of the outer lines are now viable. Future investment in much of the network is justified.

Online [accessed 4 June 2010]. [Click here](#) to view

9 Port integration in global supply chains: measures and implications for maritime logistics

Panayides, PM, Song, DW
International Journal of Logistics Research and Applications, 2009
Volume 12, Number 2, pages 133-145

This study analyses seaport integration as part of the global supply chain using data from container terminals. The findings confirm the construct of TESCI (terminal supply chain integration). A model was developed and uncovered two key variables of information and communication technologies and SCIP (supply chain integration practices) to existing variables of adding value to the port supply chain and the importance of multimodal systems integration. The implications from the analysis for maritime logistics are then discussed.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

10 Shipping and logistics management

Lun, YHV
Lai, K-H
Cheng, TCE
Springer-Verlag, London, 2010, 237 pages.

Detailed overview of the global shipping industry, including logistics management.

11 Shipping lines and logistics

Fremont, A
Transport Reviews, 2009
Volume 29, Number 4, pages 537-554

The liner shipping industry has not embraced vertical integration in the supply chain process. Vertical integration allows shipping lines to control non-maritime costs and achieve a competitive advantage. Shipping lines have to find the correct balance between vessel logistics, container logistics and freight logistics. Currently, shipping lines have focused more on the vessel and container logistics as the basis for competition. Transport chain integration is incomplete while freight logistics is not added to the priorities of the liner shipping industry.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

12 The future of containerization: perspectives from maritime and inland freight distribution.

Notteboom, T, Rodrigue, J-P
GeoJournal, 2009
Volume 74, Number 1, pages 7-22

Provides an overview of the tensions that exist between the maritime transportation of increasing volumes of containers and the inland freight and distribution networks to accommodate the increase of containers. The growth in containerization is influenced by several factors such as the organisation of transport chains, transport operations, infrastructure of links and nodes, and location of nodes and sites in relation to gateway ports. Inland freight distribution will be shaped by logistical, technological and commercial forces and the future consequences of these forces are still too uncertain to predict.

Online (via subscription) [accessed 4 June 2010]. [Click here](#) to view

13 Towards a European ITS for freight transport and logistics: results of current EU funded research and prospects for the future

Giannopolous, GA
European Transport Research Review, 2009
Volume 1, Number 4, pages 147-161

Examines the ITS inventions and innovations of the past 15 years, current achievements and current research gaps and priorities. "The main challenge in the near future will be to drastically increase the intelligence of freight transport operations, convert raw data to useful information and how to make it available to all players irrespective of size".

Online [accessed 4 June 2010]. [Click here](#) to view

14 WA Grain Freight Review

KPMG, SAHA
Australia. Department of Infrastructure, Transport, Regional Development and Local Government, 2009

This independent analysis of the Grain Infrastructure Group's freight network review finds that investment in keeping all rail lines open is not justified on economic cost/benefit analysis.

Online [accessed 4 June 2010]. [Click here](#) to view

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