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David Constantine's second book shows a remarkable development in the range and power of his poetry. After establishing his reputation with the quiet but resonant poems of *A Brightness to Cast*

*Shadows* (1980), Constantine has gone on to achieve a classical mastery of form and to further develop a highly individual voice, which now has an almost visionary edge. In the poems and related Greek translations of *Watching for Dolphins* David Constantine recreates a complete imaginative world. Mythical and biblical figures - Christ, Lazarus, Aphrodite and Persephone - appear as opposing forces of Christian compassion and classical excellence. Contrasts and contradictions are at the

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heart of Constantine's poetic world. The possibility of personal happiness is insisted upon: any wider optimism would be out of place.

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More and more people are living in, or moving to, urban areas than ever before. This attraction to urban areas means that new houses and work places are needed.

Building new houses or renovating older housing stock is a natural way for a city to evolve. However, the end products of construction

projects are produced at their place of consumption. This means that a multitude of materials and resources need to be delivered to, and removed from, each construction site. This leads to new transport flows being created in urban areas. In urban areas, these transports are subjected to space limitations, environmental demands, accessibility demands and noise restrictions. This has led to a situation where material deliveries to construction sites needs to be coordinated and managed in ways that reduce their impact on the urban transport system and at the same time ensuring efficient construction projects. In essence, construction in urban areas faces two problems; the urban transport

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problem and the problem of coordinating multiple construction stakeholders. One way to address these problems is through the use of construction logistics solutions such as terminals (e.g. construction logistics centres) and checkpoints. The aim of both types of solutions is to control and coordinate construction transports. In the construction industry, these solutions are however, still a rather new phenomenon. This means that how these solutions are perceived by different stakeholders, and the effect the solutions have on material flows and costs, needs to be explored further. The purpose of this thesis is to explore how construction logistics solutions can be used as a means to coordinate material flows to ensure efficient construction and reduce disturbances on the urban transport system. To achieve this purpose, the following research questions have been addressed: RQ1: How are different stakeholders in the construction industry affected by construction logistics solutions? RQ2: How will the use of construction logistics solutions affect material flows and costs in urban construction projects? To answer the research questions two main methodologies have been used; case study research for the empirical studies and literature reviews for the analysis of the case studies as well as for understanding how supply chain

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management, logistics, and third-party logistics affects the inter-organizational relationships of the construction industry. The main findings of the research are firstly that construction logistics solutions do have a role to play in the coordination of different construction stakeholders. Adding this new node will force construction stakeholders to address coordination issues in order to ensure that material deliveries arrive to construction sites on time. This also implies that new inter-organizational relationships will evolve, where communication is key. However, this may not be an easy task as it will call for an attitude adjustment towards a more open and collaborative environment. Secondly, adding a construction logistics solution can reduce some unnecessary friction between construction stakeholders and third parties. Coordinated material flows can lead to a reduction in the amount of material delivery vehicles that travels to site, thus alleviating some of the congestion in the urban transport system. This will not reduce all friction between construction projects and third parties, but it is a step in the right direction. Thirdly, a construction logistics solution must come with a set of regulations and a governance strategy from the initiator of the solution. This governance strategy must be clearly stated and communicated to the



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affected stakeholders. To alleviate animosity towards the solution, flexibility and stakeholder involvement is key. If the directly affected stakeholders are consulted on the function, chances are that they will be more accepting of the solution.

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The continual rise of English as a global lingua franca has meant that English literature, both as a discipline and as a tool in ESL and EFL classrooms, is being used in varied ways

outside the inner circle of English. This edited collection provides an overview of English literature education in the Asia-Pacific in global times, bringing to international attention a rich understanding of the trends, issues and challenges specific to nations within the Asia-Pacific region. Comprising contributions from Australia, China, Hong Kong, India, Indonesia, Malaysia, Philippines, Singapore and Vietnam, the collection addresses the diversity of learners in different national, cultural and teaching contexts. In doing so, it provides

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insights into historical and current trends in literature education, foregrounds specific issues and challenges in policymaking and implementation, presents practical matters concerning text selection, use of literature in the language classroom, innovative practices in literature education, and raises pressing and important questions about the nature, purpose and importance of literature education in global times.

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This book presents the latest tools, techniques, and solutions that decision makers use to overcome the challenges faced by their sustainable supply chains. Given the ever increasing significance of socio-economic and environmental factors, the

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management of sustainable supply chains has become a complex and dynamic task. Multiple and conflicting objectives of stakeholders including suppliers, manufacturers, service providers, and retailers add to the complexity of decisions that modern day managers of supply chains face. With the unprecedented technological developments and innovations at hand, sustainability can be maximized for all the activities of a supply chain including: service concept and product design, material sourcing and procurement, manufacturing processes, delivery of the final product, and end-of-life management of the product. Consequently, the sustainable supply chains' problems

require a systematic and integrated approach. Modeling and simulation, in general, as well as system dynamics and agent-based modeling, in particular, have the capabilities to deal with the complexity of sustainable supply chain related problems. This book will appeal to professionals and researchers in the field.

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The construction industry is associated with problems such as low productivity and high costs. This has been highlighted in several

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government-funded reports in both Sweden and in the UK during the course of over two decades. The construction industry is a large industry sector employing hundreds of thousands and a large contributor to a country's GDP. The problems therefore have a large impact on society. Some of the problems are rooted in the organizational structure of the construction industry. Compared to other manufacturing industries, the construction industry is organized in temporary

organizations. The temporary organizations cause temporary supply chains, fragmentation among construction industry actors and adversarial relationships between those actors. Partnering has been put forward as a solution to overcome the temporariness and the adversarial relationships in the construction. Another solution to mitigate the problems suggested in the reports is supply chain management (SCM). Both concepts have been taken from the manufacturing industries and partnering has been more

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successful compared to SCM in the construction industry. In the construction industry the progress towards SCM has focused on logistics. In recent years dedicated third-party logistics (TPL) solutions have emerged in the Swedish construction industry, where a company is hired to manage the logistics in a construction project. The purpose with the research presented in this licentiate thesis is to explore how client initiated TPL solutions and partnering can be facilitators for SCM in the construction industry. Being a new phenomenon in the construction industry TPL solutions provide a logistical competence not necessarily included in a traditional construction project. Therefore, TPL solutions are of particular interest when studying the realization of SCM in the construction industry. In the process of realizing SCM in the construction industry, the construction clients have been put forward as having a crucial and important role. The clients are the initiator

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and funder of construction projects and as such the client can influence the course of a construction project. Therefore, it is of interest to study how the client can take an active role in this process. Initiating a TPL solution in a construction project is one way for a client to take an active part in the realization of SCM in construction. However, in order to study how clients can take an active role towards the realization of SCM in the construction industry, there have to be an understanding of how SCM is to be adopted to the construction industry context. SCM that derives from the manufacturing industry is designed to be used in long-term relationships with permanent organizational structures. The construction industry on the other hand is associated with short-term relationships and a temporary organizational structure. Partnering that is designed to mitigate the temporariness and establish long-term relationships have been quite successful in the construction industry, and could therefore

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be used as a facilitator for SCM in construction. To study the use of client initiated TPL-solutions in construction and the realization of SCM in the construction industry the following research questions have been addressed: RQ1: To what extent can a third-party logistics solution be a facilitator for client driven SCM in the construction industry? RQ2: How will upstream and downstream tiers be affected when a thirdparty logistics provider is used in a construction project? RQ3: How can partnering be used a mean to facilitate the realization of SCM in the construction industry? To answer the research questions two main methodologies have been used; case study for the empirically grounded research and conceptual studies for the analysis of the case studies as well as for comparing the two concepts of partnering and SCM. All questions have been grounded in literature and previous research. The findings of this research is therefore grounded in both theory and in practice. The main findings of this research

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is that TPL solutions are not a quick fix for realizing SCM in the construction industry. However, if used right a TPL solution can be an effective tool to address logistical issues in a construction project and to establish an interface between the supply chain and the construction site. By initiating a TPL solution the client addresses the importance of logistical competence in a construction project. A TPL solution does not have a purpose of its own; a TPL solution is a service function to the construction project, providing expertise on logistics management. There are also a number of driving forces and concerns that have been identified, if they are addressed prior to a TPL solution is implemented, the likelihood of its success will increase. Furthermore, both partnering and SCM rely on high trust and share several key components and issues that have to be addressed. Partnering on strategic level with several suppliers included can even be hard to distinguish from SCM. Wherefore, partnering is



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considered a facilitator for the realization of SCM in construction. By addressing the necessary issues in both concepts a good foundation for SCM is established.

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