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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 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 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 within our society. This includes, for example, improved efficiency 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 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.

of processes in order to minimise the amount of energy used, or optimisation of efficiency by using energy with the lowest possible exergy value. It can also be about re-use of energy, which is the focus of this thesis. Heat, which is the main by-product of all energy systems, can be utilised for heating purposes to lower the primary energy demand for heating. Increased utilisation of excess heat, however, requires collaboration between normally unrelated actors, those with a supply of and those demanding excess heat. In Sweden, which is a Northern European country with high demand for heat, the tradition of large energy-intensive manufacturing industries generating large amounts of excess heat, in combination with well-established district heating distribution systems, constitute good conditions for excess heat utilisation. Despite the fact that Sweden is among the world leaders in utilising excess heat, there is however, still a large unutilised potential. From this background, the objective of this thesis is to identify challenges behind excess heat utilisation for heating purposes, and to propose practical suggestions to facilitate expanded excess heat utilisation. The overall objective is analysed with a focus on drivers and barriers behind interorganisational collaborations on excess heat utilisation, important components of interorganisational business models and how the technical conditions regarding supply and demand could be facilitated by strategic municipal spatial planning processes. The research is largely based on interviews conducted with societal actors with different perspectives on excess heat utilisation; energy companies, industries generating high-grade excess heat, facilities generating low-grade excess heat, facilities demanding

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In order to significantly lower the environmental impact from human activities, numerous efforts and approaches related to the transformation of human activities have developed during the last decades. Examples of such efforts are policies and strategies at different levels, some with a top-down approach focusing on extensive institutional changes, and some with a bottom-up approach focusing on industrial actors and industry-led activities. One essential aspect of these efforts concerns the energy used producing the products and services provided

low-grade excess heat, experts of utilisation of low-grade excess heat, branch organisations, municipal spatial planners, energy- and climate advisors, and developers. Document studies have been conducted in order to collect case specific knowledge. The research questions are explored based on literature studies on the principles of industrial symbiosis, business model perspective and strategic planning. Further, they are examined in a Swedish context. It is concluded that the three perspectives complement each other by providing a system perspective on increased utilisation of excess heat as they seek to contribute both environmental and financial benefits at both a company and societal level. In order to facilitate further utilisation of excess heat it is important to focus on the organisational factors of humility, honesty, transparency, trust, fine-grained information transfer, joint problem solving, and shared visions of common goals, which are important conditions behind development of functional and long-term durable collaborations. Business models for collaboration could contribute to the creation of these organisationally important conditions. Such business models could also provide knowledge on how to create and capture joint values. For some collaborations involving actors lacking the technical knowledge related to the capturing and distribution of excess heat, a third-party providing services related to the technical knowledge required could be beneficial. Collaborations in which one of the actors consists of an energy company often entail the technical knowledge required. This implies that different collaborations involving different types of actors and under different prevailing financial, technical and organisational conditions require customised and flexible business solutions. Local authorities could, through their overall function, initiate interorganisational collaborations on excess heat within the framework of municipal spatial planning. The results do however show that the investigated planning processes could develop more extensive stakeholder participation to include further societal actors related to excess heat. More extensive stakeholder participation, have the potential to initiate new development of collaborations on excess heat between normally unrelated actors, both with and without involvements of third-party knowledge brokers. A broader participation is also expected to result in increased knowledge on how to plan to further facilitate the condition of excess heat utilisation.

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Retail internationalisation refers to the establishment of retailers into foreign sales markets and is an important success factor for many retail chains. Logistics has been acknowledged as an important prerequisite and key component of retail internationalisation, enabling physical distribution to new foreign markets as well as ensuring customer satisfaction in terms of on-time delivery and product availability. Despite the recognition of logistics, logistics managers struggle to adapt their logistics organisation and operations in order to efficiently and effectively support retail internationalisation due to the complexity of operating in multiple markets. Previous research seldom mentions how logistics supports retail internationalisation, especially when retail chains are at the beginning of their retail-internationalisation journey. By exploring the supporting role of logistics during the early stage of retail internationalisation, retailers can better understand how logistics organisation and operations can be organised in order to successfully expand into foreign sales markets. Therefore, the purpose of this licentiate thesis is to: Explore the supporting role of logistics during the early stage of retail internationalisation. This licentiate thesis is based on an abductive, multiple-case-study approach that combines empirical data with literature in an iterative process in order to explore the supporting role of logistics during the early stage of retail internationalisation. The selected case companies were three large-sized Swedish retail chains that have recently established themselves into nearby foreign sales markets. The findings of this licentiate thesis suggest that logistics plays both a reactive and a proactive supporting role during the early stage of retail internationalisation. The reactive supporting role refers to logistics that adapts to predetermined conditions set by the retail company's top management team. As a reactive supporter, the logistics organisation is typically involved at an operational level and scales up its logistics operations in order to supply multiple markets. Beyond its reactive role, logistics can also play a proactive supporting role. This refers to its involvement at a strategic level within the retail company where it can influence the conditions of retail internationalisation. When logistics is involved more proactively, its operations

can become better aligned with the other company operations involved in retail internationalisation. Furthermore, proactive logistics support enables more efficient and effective logistics that can better cope with increased complexity as well as more effectively keeping track of logistics costs. In addition to these findings, the importance of top management has been identified as a key aspect of proactive logistics support. More specifically, logistics competence within the top management team enables logistics to be prioritised at a strategic level and to be better integrated during retail internationalisation, including during individual establishments into new markets. The findings also suggest that the importance of logistics increases over time during retail internationalisation. The more markets the retailer enters, the more important efficient logistics becomes in order to deal with both complexity and logistics costs. By involving proactive logistics from the start of retail internationalisation, retail chains can more efficiently and effectively establish into and operate within foreign sales markets, which in turn supports a sustainable retail internationalisation. One of the main academic contributions of this licentiate thesis has been to study logistics in the specific context of retail internationalisation, which has previously not been researched in any great detail. In addition, logistics has often been studied as a static aspect, but in this thesis it is studied from a dynamic perspective in order to understand how its supporting role changes over time during the early stage of retail internationalisation. Another important contribution is that the role of logistics has been studied from both a strategic and an operational level, as previous research has mostly focused on the strategic level of logistics related to retail internationalisation. In terms of practical contributions, this licentiate thesis clarifies the logistics characteristics and supply-chain capabilities that support the early stage of retail internationalisation. This licentiate thesis can also help practitioners to better prepare their logistics organisation and logistics operations for a future retail internationalisation, as well as helping them to avoid making logistical mistakes during the early stage of retail internationalisation.

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