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Science & Business Media 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 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 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 operations in this licentiate order to supply multiple markets. Beyond its reactive role, logistics can also play a supporting role during the early stage of 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.

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Routledge
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 transport
is a natural flows being
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impact on problems is rather new
the urban through the phenomenon.
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system and construction that how
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of transports. purpose of
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multiple construction is to
construction industry, explore how
stakeholders these 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 methodologie s have been used; case study research for the	empirical studies and literature reviews for the analysis of the case studies as well as for understandin g how supply chain management, logistics, and third-party logistics affects the inter-organizational relationship s of the construction industry. The main findings of the research are firstly that
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construction that new interreduce some
logistics r-organizati unnecessary
solutions do onal friction
have a role relationship between
to play in s will construction
the evolve, stakeholders
coordination where and third
of different communicatio parties.
construction n is key. Coordinated
stakeholders However, material
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this new be an easy lead to a
node will task as it reduction in
force will call the amount
construction for an of material
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to address adjustment vehicles
coordination towards a that travels
issues in more open to site,
order to and thus
ensure that collaborativ alleviating
material e some of the
deliveries environment. congestion
arrive to Secondly, in the urban
construction adding a transport
sites on construction system. This
time. This logistics will not
also implies solution can reduce all

friction clearly solution.
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third affected
parties, but stakeholders
it is a step . To
in the right alleviate
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Thirdly, a towards the
construction solution,
logistics flexibility
solution and
must come stakeholder
with a set involvement
of is key. If
regulations the directly
and a affected
governance stakeholders
strategy are
from the consulted on
initiator of the
the function,
solution. chances are
This that they
governance will be more
strategy accepting of
must be the