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

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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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