



Track n° 12

«Logistics and Governance»

Moderators :

Marie-Laure BARON, Sophie CROS
ISEL, Université le Havre Normandie, NIMEC



Send a proposal :

<https://airmap2019.sciencesconf.org/>

This workshop, dedicated to logistics governance issues, will study the impact of the application of sustainable development, due to an increasing demand of our Society.

The concentration of individuals in metropolitan areas induces a high concentration of logistics flows towards a few territorial nodes, in a context where 85% of transport is delivering by truck. The nuisances (noise, visual pollution, greenhouse gases, fine particles), the European goal of "zero carbon" by 2050, as well as the challenge of making the regions more resilient invite local authorities to rethink these flows (prohibition of trucks in the city, optimization of flows to reduce the number of vehicles, development of river and rail transport, urban distribution centers,...).

The CSR 2018 logistics reference framework also helped to mobilize companies affected by the reorganization of the flows that have emerged. This reorganization of flows transforms spaces and redefines them as well as their hierarchies (Savy, 2006). Supply chains (Mentzer et al., 2001), in a context of globalization (Waters, 2011), are increasingly complex and their operation is now focusing on the reliability of each

link (Manners-Bell, 2014): transport, storage, storage, cross-docking, handling, co-manufacturing, co-packing, distribution. In this context, can logistics be considered as an instrument of development or even territorial governance? What are the consequences of these reconfigurations for the economic and social development of territories and companies embedded in multi-stakeholder channels (Mentzer et al., 2001)? How do territorial communities and private actors contribute to those changes? Can we identify mechanisms of territorial governance of logistics development (Guérin, Lambert, 2012, Masson, 2017)? These questions will add to our understanding of the impact of good territorial logistic governance on sustainable development.

Several levels of analysis can be approved: interactions between actors (public / private partnerships, consequences of transformations on actors); interactions between logistics, regional planning and attractiveness of the territory; distribution systems; geopolitics of the territories; e-logistics; contribution of new technologies to the logistics performance of territories These different analyzes will enable us to better understand how logistics, by integrating public and private environmental requirements, contributes to the redefinition of spaces and the redistribution of power in the territories. The workshop is open to theoretical proposals, empirical but also to feedback of practitioners.

References.

- DGTIM (2018). *Référentiel de responsabilité sociétale de l'entreprise*, Ministère de la transition écologique et solidaire.
- Guérin F., R. Lambert (2012). « Une rénovation de la gouvernance des chaînes logistiques », *Revue Française de Gestion*, vol. 8, n° 227, pp. 31-44.
- Manners-Bell J. (2014). *Supply Chain Risk: Understanding Emerging Threats to Global Supply Chains*, Kogan Page, London, 248 p.
- Masson, S. (2017). « La gouvernance territoriale de la production des espaces logistiques : enjeux, rôle des innovations territoriales et limites –Réflexions à partir de l'exemple français », *Revue canadienne des sciences régionales*, pp. 165-173.
- Mentzer J.T., De Witt W., Keebler J.S., Min S., Nix N.W., Smith C.D., Zacharia Z.G. (2001). "Defining the supply chain management", *Journal of Business Logistics*, vol. 22, n° 2, p. 1-25.
- Savy, M. (2006). « Logistique et territoire », *La documentation Française*.
- Waters D. (2011). « Supply Chain Risk Management: Vulnerability and Resilience » in *Logistics*, Kogan Page, London, 255 p.