
Editorial

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Biographical notes: Nan Liu is a Professor at the School of Management, Zhejiang University, Hangzhou, China. He is the Director of Institute of Logistics and Decision Optimization, Zhejiang University. He received his MS degree from the Northwestern University and PhD degree from the University of Illinois at Chicago. His research areas include: logistics and supply chain management, transportation management, and port logistics. His research papers appear in such academic journals as *Transportation Research Part B: Methodological*, *Transportation Research Part E: Logistics and Transportation*, *International Journal of Production Economics*, *Computers and Industrial Engineering*, *International Journal of System Science*, *Journal of Industry and Management Optimization*, *Maritime Policy and Management*, *International Journal of Logistics Management*, *Regional Science and Urban Economics*, *Journal of Urban Economics* and others.

Gen-gui Zhou is currently a full-time Professor at the College of Economics and Management, Zhejiang University of Technology. He received his PhD degree from the Ashikaga Institute of Technology, Japan. His research papers have been published in various academic journals, including *European Journal of Operational Research*, *International Journal of Logistics Systems and Management*, *International Journal of Physical Distribution and Logistics Management*, *International Journal of Production Economics*, and *International Journal of Integrated Supply Management*. His research interests include logistics network optimisation, and supply chain management.

Paul C. Hong is a Professor of Operations Management at the University of Toledo. He is the recipient of numerous research awards including the J. William Fulbright Scholarship award to India (2016), Outstanding University Research and Scholarship Award (2015), Emerald Literati Network Awards for Excellence (2011), Best Paper Finalist Award of *Journal of Supply Chain Management* (2016) and *Journal of Operations Management* (2006). His extensive publications include *Journal of Operations Management*, *Journal of Supply Chain Management*, *International Journal of Production Research*, *Journal of Business Research*, and *Corporate Governance: An International Review*. He is currently working on projects related to global supply chain management, developing growth engine industries and entrepreneurial innovation interfacing top of pyramid (ToP) and base of pyramid (BOP) customers.

The rise of emerging economies, such as Brazil, Russia, India, China and South Africa, is changing the structure of global trade, and therefore, reinterprets the view of global supply chain management. As regional economic powerhouses with large populations, resource bases and markets, they play important roles in every segment of global supply chain. In their efforts to ensure sustainable development, not only emerging markets, but also developed countries are facing big challenges that come from fundamental problems associated with their traditional economic and political systems.

Global logistics, aiming to integrate international production and distribution, is one of the factors that tie the different components of global supply chain together. Global corporations need to efficiently evaluate, configure and operate global logistics systems to remain competitiveness. It is therefore time for shipping and transport management researchers to consider emerging issues related to global logistics.

The 2015 Global Supply Chain Management Conference gathered over 100 researchers and practitioners around the world. The authors presented 70 papers during the conference. The authors of 18 selected papers were invited to submit the revised, extended versions of their contributions as potential publications in the special issues of four highly recognised international journals. After a stringent peer review procedure five articles were accepted for publication in this special issue of *International Journal of Shipping and Transport Logistics (IJSTL)* on modelling, optimisation and empirical study of the logistics systems.

Major features of the papers included in this special issue are characterised below:

- 1 Ju, Zhou and Chen attempt to minimise the negative impact of disruptions on the whole work of the logistics scheduling. The authors take logistics distribution vehicle routing problem with time-window changes as an objective, and adopt disruption management method to find out the optimal disruption recovery strategies. Subsequently, the solution procedure using a discrete artificial bee colony algorithm is also described. In order to solve this multi-objective model, an artificial bee colony (ABC) which can optimise this NP-hard problem is developed. Finally, a numerical simulation experiment is used to verify this model and algorithm. The results illustrate the effectiveness of ABC in solving the logistics distribution problem with soft time windows.
- 2 Xiao and Liu develop a two-stage oligopoly model that comprises shippers, shipping lines and three ports (Shanghai, Ningbo and Busan Ports) located in Northeast Asia. They compare the optimal results of three strategies (independent, alliance and

monopoly) and find that the alliance of Shanghai and Ningbo ports is not only the best strategy for social welfare but also in the interest of coalition members. In addition, although the best payoff for ports is achieved under the monopoly strategy, social welfare is reduced. It means there is a misalignment between social and ports' incentives under monopoly strategy. Furthermore, the number of shipping lines will not affect the ports' preference of forming coalition.

- 3 Ye, Pan, Fang and Pan discuss the logistics plans to deliver vital first-aid resources (e.g., medicine, food, clothing, and machinery) after a large-scale disaster. A two-stage scheduling method is then proposed that considers random demand and travel time. In consideration of the incompleteness or lack of information in real situations, the scheduling method with Bayesian information updates is proposed by assuming that demand and transportation uncertainty are represented by population transfer rate (PTR) and road affected level (RAL), respectively.
- 4 Aserkar, Kumthekar and Inamdar attempt to understand the unique functional needs of the organisations in South Asia from the logistics and supply chain professionals at recruitment stage, and match these needs against the skill set of the candidates joining the logistics and supply chain function. This study identifies the specific job roles, which are critical to the efficient management of supply chains, and defines the skill set required to manage these functional roles. The most important finding of this research is that at every stage of employment, a logistics and supply chain professional needs a specific type of training for his/her career development, this is evidenced by the training skills that professionals and students highlight.
- 5 Hwang, Hong and Lee attempt to identify critical factors that affect logistics performance at the macro level by surveying current literature. In addition, they compare the logistics of three East Asian countries (China, Japan, and Korea), using relevant macro-level data. Finally, to facilitate future research, this study offers eight propositions regarding relationships among critical factors and logistics outcomes. The research adds to the literature by providing a lens to examine the critical roles that logistics have on a nation's economic growth. This is particularly important for future research in global logistics, given that a majority of previous research has been limited to firm and industry specific cases.

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