
Editorial

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Biographical notes: Márcio Lopes Pimenta is a Professor at Management and Business College, Federal University of Uberlândia, Brazil. He received his PhD in Production Engineering at Federal University of São Carlos and his MSc in Business Administration at Federal University of Uberlândia. He has published articles in *International Journal of Logistics Management*, *Innovation (Organization & Management)*, and *The International Journal of Productivity and Performance Management*. His main research topics are: cross-functional integration, product development processes and the influence of human values on consumer behaviour. Currently, he is the Associate Editor of the *World Review of Intermodal Transportation Research*.

Cristiano Morini is a Researcher and Professor in global supply chain operations, trade facilitation, entrepreneurship, performance indicators and international trade. He is responsible for publishing the first international trade manual in Portuguese (2006). He has published over 30 articles in academic journals and proceedings and five books related to international trade, supply chain, customs agreements and international organisations. He worked at Ministry of Justice, in Brasilia, Brazil. He also worked at the logistics department, import and export processes by heavy and automotive industries. Since 2012, he is Full Professor at the University of Campinas (Unicamp), the top 1 among Latin America universities.

For several decades, Brazil has been recognised as an interesting supplier of raw materials and low-cost manufacturing. In several industries this remains the same. However, the country does not escape from the significant changes that have reached most part of the emerging economies, such as increasing labour cost, political instability, currency volatility, and lack of technology development. In terms of transportation, Brazil is a country with continental dimensions, too much dependent on the road modal (Wanke, 2014). Moreover, there are a plenty of challenges with regard to logistics infrastructure (Rissi et al., 2008). This special issue presents empirical articles about transportation and supply networks within this context of Brazilian economy.

In the article ‘Minimum-cost flow algorithms: a performance evaluation using the Brazilian road network’, dos Santos Vieira et al. evaluate the practical performance of four algorithms for solving the minimum-cost flow problem on road networks. Though computational testing is artificially generated, networks are presented in order to suggest forms of decision support in this practical field. The article ‘A framework of management tools for cooperation in distribution networks’ by Verschoore and Storck presents a framework of management tools for cooperation in distribution networks. This framework was developed through a case study of a multinational company, headquartered in Brazil, belonging to a US industrial group.

In the article ‘Strengthening innovative supply chain in the public transportation system of Curitiba through relational capabilities’ Alves et al. present a deep analysis of relational capabilities embedded in the supply chain of biofuel used in the public transportation system in the city of Curitiba. The article ‘Evaluating engineered networks: the effects of structure and process on the outcome of the Brazilian small-firm networks’ by Bortolaso et al. presents a quantitative study that evaluates engineered networks created and supported by a public policy guided by the Government of Rio Grande do Sul State, in Brazil.

Finally, the article ‘Synergies and conflicts between marketing and supply chain management key performance indicators’ by de Moraes et al. emphasises a case study conducted in a multinational supplier of automotive parts. It provides the analysis of KPIs’ conflicts among internal functions, and respective adjustments towards organisational goals achievement.

We thank the reviewers and the authors of the *World Review of Intermodal Transportation Research* for their efforts to conclude this issue. We expect that these papers can give the necessary support to future research about transportation and supply networks, not only in Brazil but also in other emerging countries.

References

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