**Supplementary Tables**

**Table S1: The complete list of retrieved and selected journal articles**

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| **No.** | **Title** | **Author** | **Year** |
| 1 | Sustainable urban freight transport adopting public transport-based crowdshipping for B2C deliveries | Gatta, V., Marcucci, E., Nigro, M., Serafini, S. | 2019 |
| 2 | Measuring delivery route cost trade-offs between electric-assist cargo bicycles and delivery trucks in dense urban areas | Sheth, M., Butrina, P., Goodchild, A., McCormack, E. | 2019 |
| 3 | Integrating mobility data sources to define and quantify a vehicle-level congestion indicator: an application for the city of Turin | Pirra, M., Diana, M. | 2019 |
| 4 | Gain-sharing in urban consolidation centers | Hezarkhani, B., Slikker, M., Van Woensel, T. | 2019 |
| 5 | A decision model for last-mile delivery planning with crowdsourcing integration | Huang, K., Ardiansyah, M.N. | 2019 |
| 6 | Rich vehicle routing problem with last-mile outsourcing decisions | Alcaraz, J.J., Caballero-Arnaldos, L., Vales-Alonso, J. | 2019 |
| 7 | Exploring the issue of integrating logistics and traffic control in urban areas | Amaral, R.R., Semanjski, I., Gautama, S., Aghezzaf, E.-H. | 2019 |
| 8 | Service innovation in e-commerce last mile delivery: Mapping the e-customer journey | Vakulenko, Y., Shams, P., Hellström, D., Hjort, K. | 2019 |
| 9 | Agent-based simulation model for evaluating urban freight policy to e-commerce | Alves, R., Lima, R.S., de Sena, D.C., de Pinho, A.F., Holguín-Veras, J. | 2019 |
| 10 | Planning urban distribution center location with variable restocking demand scenarios: General methodology and testing  in a medium-size town | Musolino, G., Rindone, C., Polimeni, A., Vitetta, A. | 2019 |
| 11 | The electric vehicle routing problem with energy consumption uncertainty | Pelletier, S., Jabali, O., Laporte, G. | 2019 |
| 12 | A multi-compartment vehicle routing problem with time windows for urban distribution – A comparison study on particle swarm optimization algorithms | Chen, J., Shi, J. | 2019 |
| 13 | A two-echelon inventory routing problem for perishable products | Rohmer, S.U.K., Claassen, G.D.H., Laporte, G. | 2019 |
| 14 | Last mile delivery to the bottom of the pyramid in Brazilian slums | Duarte, A.L.C.M., Macau, F., Flores e Silva, C., Sanches, L.M. | 2019 |
| 15 | A probability guided evolutionary algorithm for multi-objective green express cabinet assignment in urban last-mile logistics | Ji, S.-F., Luo, R.-J., Peng, X.-S. | 2019 |
| 16 | Innovative Scheme for Efficient Freight Movement and Sustainable Emissions Management | Anagnostopoulou, A., Papargyri, E., Boile, M. | 2019 |
| 17 | Functional and environmental impact analysis of urban deliveries in a Brazilian historical city | Alves, R., Lima, R.D.S., Silva, K., Gomes, W., González-Calderón, C. | 2019 |
| 18 | City logistics in an omnichannel environment. The case of Brussels | Buldeo Rai, H., Verlinde, S., Macharis, C. | 2019 |
| 19 | Impact of drone delivery on sustainability and cost: Realizing the UAV potential through vehicle routing optimization | Chiang, W.-C., Li, Y., Shang, J., Urban, T.L. | 2019 |
| 20 | Decision diagrams for solving traveling salesman problems with pickup and delivery in real time | O'Neil, R.J., Hoffman, K. | 2019 |
| 21 | Two-stage request scheduling for autonomous vehicle logistic system | Yu, J.J.Q. | 2019 |
| 22 | Decision support systems for smarter and sustainable logistics of construction sites | Guerlain, C., Renault, S., Ferrero, F., Faye, S. | 2019 |
| 23 | Modeling city logistics using adaptive dynamic programming based multi-agent simulation | Firdausiyah, N., Taniguchi, E., Qureshi, A.G. | 2019 |
| 24 | Collaborative urban transportation: Recent advances in theory and practice | Cleophas, C., Cottrill, C., Ehmke, J.F., Tierney, K. | 2019 |
| 25 | Consumer participation in last-mile logistics service: an investigation on cognitions and affects | Wang, X., Yuen, K.F., Wong, Y.D., Teo, C.-C. | 2019 |
| 26 | Influences on urban freight transport policy choice by local authorities | Akgün, E.Z., Monios, J., Rye, T., Fonzone, A. | 2019 |
| 27 | Planning with stakeholders: Analysing alternative off-hour delivery solutions via an interactive multi-criteria approach | Gatta, V., Marcucci, E., Delle Site, P., Le Pira, M., Carrocci, C.S. | 2019 |
| 28 | Demystifying the Crowd Intelligence in Last Mile Parcel Delivery for Smart Cities | Wang, F., Wang, F., Ma, X., Liu, J. | 2019 |
| 29 | Multiple traveling salesman problem with drones: Mathematical model and heuristic approach | Kitjacharoenchai, P., Ventresca, M., Moshref-Javadi, M., Lee, S., Tanchoco, J.M.A., Brunese, P.A. | 2019 |
| 30 | The electric two-echelon vehicle routing problem | Breunig, U., Baldacci, R., Hartl, R.F., Vidal, T. | 2019 |
| 31 | Promoting low carbon agenda in the urban logistics network distribution system | Wang, J., Lim, M.K., Tseng, M.-L., Yang, Y. | 2019 |
| 32 | A method for the evaluation of urban freight transport models as a tool for improving the delivery of sustainable urban transport policy | Kaszubowski, D. | 2019 |
| 33 | Model and algorithm for bilevel multisized terminal location-routing problem for the last mile delivery | Zhou, L., Lin, Y., Wang, X., Zhou, F. | 2019 |
| 34 | A Simulation-based Process Model for Managing Drone Deployment to Minimize Total Delivery Time | Swanson, D. | 2019 |
| 35 | Potential last-mile impacts of crowdshipping services: a simulation-based evaluation | Simoni, M.D., Marcucci, E., Gatta, V., Claudel, C.G. | 2019 |
| 36 | Flexible parcel delivery to automated parcel lockers: models, solution methods and analysis | Orenstein, I., Raviv, T., Sadan, E. | 2019 |
| 37 | Measuring Spatial Accessibility to Pick-Up Service Considering Differentiated Supply and Demand: A Case in Hangzhou, China | Lin, L., Han, H., Yan, W., Nakayama, S., Shu, X. | 2019 |
| 38 | Integration of urban freight innovations: Sustainable inner-urban intermodal transportation in the retail/postal industry | He, Z., Haasis, H.-D. | 2019 |
| 39 | A supply chain-logistics super-network equilibrium model for urban logistics facility network optimization | Su, Y., Qin, J., Yang, P., Jiang, Q., Weber, G.-W. | 2019 |
| 40 | Impact of travel time uncertainties on the solution cost of a two-echelon vehicle routing problem with synchronization | Anderluh, A., Larsen, R., Hemmelmayr, V.C., Nolz, P.C. | 2019 |
| 41 | Capacity-sharing in logistics solutions: A new pathway towards sustainability | Melo, S., Macedo, J., Baptista, P. | 2019 |
| 42 | Large composite neighborhoods for the capacitated location-routing problem | Schneider, M., Löffler, M. | 2019 |
| 43 | A two-phase method for multi-echelon location-routing problems in supply chains | Dai, Z., Aqlan, F., Gao, K., Zhou, Y. | 2019 |
| 44 | An urban consolidation center in the city of Copenhagen: A simulation study | van Heeswijk, W., Larsen, R., Larsen, A. | 2019 |
| 45 | Last mile logistics in mega-cities for perishable fruits | Orjuela-Castro, J.A., Orejuela-Cabrera, J.P., Adarme-Jaimes, W. | 2019 |
| 46 | A Hybridization of Cuckoo Search and Differential Evolution for the Logistics Distribution Center Location Problem | Chi, R., Su, Y., Qu, Z., Chi, X. | 2019 |
| 47 | An exact solution method for the capacitated item-sharing and crowdshipping problem | Behrend, M; Meisel, F; Fagerholt, K; Andersson, H | 2019 |
| 48 | Multicriteria Approach to Sustainable Transport Evaluation under Incomplete Knowledge: Electric Bikes Case Study | Salabun, W; Palczewski, K; Watrobski, J | 2019 |
| 49 | Online retail experience and customer satisfaction: the mediating role of last mile delivery | Vakulenko, Y; Shams, P; Hellstrom, D; Hjort, K | 2019 |
| 50 | Construction logistics governing guidelines in urban development projects | Janne, M; Fredriksson, A | 2019 |
| 51 | A stakeholder-based evaluation of the most suitable and sustainable delivery fleet for freight consolidation policies in the inner-city area | Aljohani, K., Thompson, R.G. | 2018 |
| 52 | Scheduling last-mile deliveries with truck-based autonomous robots | Boysen, N., Schwerdfeger, S., Weidinger, F. | 2018 |
| 53 | A crowdsourcing approach for sustainable last mile delivery | Giret, A., Carrascosa, C., Julian, V., Rebollo, M., Botti, V. | 2018 |
| 54 | Electric vehicle routing problem with time windows, recharging stations and battery swapping stations | Verma, A. | 2018 |
| 55 | The Scope for Pavement Porters: Addressing the Challenges of Last-Mile Parcel Delivery in London | Allen, J., Bektas, T., Cherrett, T., Bates, O., Friday, A., McLeod, F., Piecyk, M., Piotrowska, M., Nguyen, T., Wise, S. | 2018 |
| 56 | Delivery Process for an Office Building in the Seattle Central Business District | Kim, H., Boyle, L.N., Goodchild, A. | 2018 |
| 57 | Improving policy support in city logistics: The contributions of a multi-actor multi-criteria analysis | Lebeau, P., Macharis, C., Van Mierlo, J., Janjevic, M. | 2018 |
| 58 | An iterative two-step heuristic for the parallel drone scheduling traveling salesman problem | Mbiadou Saleu, R.G., Deroussi, L., Feillet, D., Grangeon, N., Quilliot, A. | 2018 |
| 59 | A location analysis of pick-up points networks in antwerp, Belgium | Cardenas, I.D., Beckers, J. | 2018 |
| 60 | Review of policies and measures for sustainable and energy efficient urban transport | Letnik, T., Marksel, M., Luppino, G., Bardi, A., Božičnik, S. | 2018 |
| 61 | Collaboration and transportation resource sharing in multiple centers vehicle routing optimization with delivery and pickup | Wang, Y., Zhang, J., Assogba, K., Liu, Y., Xu, M., Wang, Y. | 2018 |
| 62 | Smart urban freight transport: tools for planning and optimising delivery operations | Comi, A., Schiraldi, M.M., Buttarazzi, B. | 2018 |
| 63 | Building a collaborative solution in dense urban city settings to enhance parcel delivery: An effective crowd model in Paris | Akeb, H., Moncef, B., Durand, B. | 2018 |
| 64 | The delivery problem: optimizing hit rates in e-commerce deliveries | Florio, A.M., Feillet, D., Hartl, R.F. | 2018 |
| 65 | Incorporating supplier selection and order allocation into the vehicle routing and multi-cross-dock scheduling problem | Nasiri, M.M., Rahbari, A., Werner, F., Karimi, R. | 2018 |
| 66 | A step-by-step guide to assist logistics managers in defining efficient re-shelving solutions for retail store deliveries | Sanz, G., Pastor, R., Domenech, B. | 2018 |
| 67 | Sizing of the drone delivery fleet considering energy autonomy | Troudi, A., Addouche, S.-A., Dellagi, S., El Mhamedi, A. | 2018 |
| 68 | Are Brazilian cities ready to develop an efficient urban freight mobility plan? | Dias, J.M., Sobanski, G.B., Da Silva, J.E.A.R., De Oliveira, L.K., Vieira, J.G.V. | 2018 |
| 69 | On the regulatory framework for last-mile delivery robots | Hoffmann, T., Prause, G. | 2018 |
| 70 | Evaluation of freight measures by integrating simulation tools: The case of Volos Port, Greece | Karakikes, I., Hofmann, W., Mitropoulos, L., Savrasovs, M. | 2018 |
| 71 | Last-mile distribution planning for fruit-and-vegetable cold chains | Hsiao, Y.-H., Chen, M.-C., Lu, K.-Y., Chin, C.-L. | 2018 |
| 72 | A heterogeneous fleet two-echelon capacitated location-routing model for joint delivery arising in city logistics | Zhao, Q., Wang, W., De Souza, R. | 2018 |
| 73 | Consolidation in urban freight transportation-cost allocation models | Dahlberg, J., Engevall, S., Göthe-Lundgren, M. | 2018 |
| 74 | A simulation framework for modeling urban freight operations impacts on traffic networks | Simoni, M.D., Claudel, C.G. | 2018 |
| 75 | Optimizing for total costs in vehicle routing in urban areas | Ehmke, J.F., Campbell, A.M., Thomas, B.W. | 2018 |
| 76 | Applying a mesoscopic transport model to analyse the effects of urban freight regulatory measures on transport emissions-an assessment | Oskarbski, J., Kaszubowski, D. | 2018 |
| 77 | Application of AHP and DEMATEL methods in choosing and analysing the measures for the distribution of goods in Szczecin region | Kijewska, K., Torbacki, W., Iwan, S. | 2018 |
| 78 | Urban freight transport using passenger rail network: Scientific issues and quantitative analysis | Behiri, W., Belmokhtar-Berraf, S., Chu, C. | 2018 |
| 79 | Assessing the sustainability of mobile depots: The case of urban freight distribution in Rio de Janeiro | Marujo, L.G., Goes, G.V., D'Agosto, M.A., Ferreira, A.F., Winkenbach, M., Bandeira, R.A.M. | 2018 |
| 80 | What's in the parcel locker? Exploring customer value in e-commerce last mile delivery | Vakulenko, Y., Hellström, D., Hjort, K. | 2018 |
| 81 | Optimization approaches for the traveling salesman problem with drone | Agatz, N., Bouman, P., Schmidt, M. | 2018 |
| 82 | The concept of Urban Freight Transport Projects durability and its assessment within the framework of a Freight Quality Partnership | Kijewska, K., Jedliński, M. | 2018 |
| 83 | Mathematical modelling of the cost structure of the logistics system of shopping malls in budapest | Bóna, K., Róka, Á., Sárdi, D.L. | 2018 |
| 84 | Analysis of the environmental impacts of unloading bays based on cellular automata simulation | Iwan, S., Kijewska, K., Johansen, B.G., Eidhammer, O., Małecki, K., Konicki, W., Thompson, R.G. | 2018 |
| 85 | Direct impacts of off-hour deliveries on urban freight emissions | Holguín-Veras, J., Encarnación, T., González-Calderón, C.A., Winebrake, J., Wang, C., Kyle, S., Herazo-Padilla, N., Kalahasthi, L., Adarme, W., Cantillo, V., Yoshizaki, H., Garrido, R. | 2018 |
| 86 | Assessing the economic and environmental impacts of urban food systems for public school canteens: case study of Great Lyon region | Palacios-Argüello, L., Gonzalez-Feliu, J., Gondran, N., Badeig, F. | 2018 |
| 87 | A fuzzy multi-criteria model for evaluating sustainable urban freight transportation operations | Bandeira, R.A.M., D'Agosto, M.A., Ribeiro, S.K., Bandeira, A.P.F., Goes, G.V. | 2018 |
| 88 | An overview of problems and solutions for urban freight transport in Brazilian cities | Oliveira, L.K., Barraza, B., Bertocini, B.V., Isler, C.A., Pires, D.R., Madalon, E.C.N., Lima, J., Vieira, J.G.V., Meira, L.H., Bracarense, L.S.F.P., Bandeira, R.A., Oliveira, R.L.M., Ferreira, S. | 2018 |
| 89 | A Randomized Variable Neighborhood Descent Heuristic to Solve the Flying Sidekick Traveling Salesman Problem | de Freitas, J.C., Penna, P.H.V. | 2018 |
| 90 | The identification of truck-related greenhouse gas emissions and critical impact factors in an urban logistics network | Gan, M., Liu, X., Chen, S., Yan, Y., Li, D. | 2018 |
| 91 | The Shared Customer Collaboration Vehicle Routing Problem | Fernández, E., Roca-Riu, M., Speranza, M.G. | 2018 |
| 92 | Urban consolidation solutions for parcel delivery considering location, fleet and route choice | Simoni, M.D., Bujanovic, P., Boyles, S.D., Kutanoglu, E. | 2018 |
| 93 | A Multi-Depot Two-Echelon Vehicle Routing Problem with Delivery Options Arising in the Last Mile Distribution | Zhou, L., Baldacci, R., Vigo, D., Wang, X. | 2018 |
| 94 | Simulation of B2C e-commerce distribution in Antwerp using cargo bikes and delivery points | Arnold, F., Cardenas, I., Sörensen, K., Dewulf, W. | 2018 |
| 95 | An adaptive large neighborhood search for the location-routing problem with intra-route facilities | Schiffer, M., Walthera, G. | 2018 |
| 96 | Tackling fragmented last mile deliveries to nanostores by utilizing spare transportation capacity-A simulation study | Kin, B., Ambra, T., Verlinde, S., Macharis, C. | 2018 |
| 97 | European urban freight transport policies and research funding: Are priorities and Horizon 2020 calls aligned? | Lozzi, G., Gatta, V., Marcucci, E. | 2018 |
| 98 | A parcel locker network as a solution to the logistics last mile problem | Deutsch, Y., Golany, B. | 2018 |
| 99 | The value of real-time traffic information in urban freight distribution | Flamini, M., Nigro, M., Pacciarelli, D. | 2018 |
| 100 | A column generation-based heuristic for the three-dimensional bin packing problem with rotation | Mahvash, B., Awasthi, A., Chauhan, S. | 2018 |
| 101 | Willingness to pay measures to tailor policies and foster stakeholder acceptability in urban freight transport | Gatta, V., Marcucci, E., Pira, M.L., Scaccia, L., Site, P.D. | 2018 |
| 102 | An assessment framework to support collective decision making on urban freight transport | Golini, R., Guerlain, C., Lagorio, A., Pinto, R. | 2018 |
| 103 | Identifying dominant stakeholder perspectives on urban freight policies: A q-analysis on urban consolidation centres in The Netherlands | Van Duin, R., Slabbekoorn, M., Tavasszy, L., Quak, H. | 2018 |
| 104 | A method to reveal supply chains in order to set up effective and sustainable city logistics solutions | Campagna, A., Persia, L., Mezzavilla, L. | 2018 |
| 105 | Multi-stakeholder collaboration in urban freight consolidation schemes: Drivers and barriers to implementation | Paddeu, D., Parkhurst, G., Fancello, G., Fadda, P., Ricci, M. | 2018 |
| 106 | Real-time decision making in first mile and last mile logistics: How smart scheduling affects energy efficiency of hyperconnected  supply chain solutions | Bányai, T. | 2018 |
| 107 | An advanced planner for urban freight delivering | Comi, A., Buttarazzi, B., Schiraldi, M., Innarella, R., Varisco, M., Traini, P. | 2018 |
| 108 | Smart scheduling: An integrated first mile and last mile supply approach | Bányai, T., Illés, B., Bányai, Á. | 2018 |
| 109 | A B2C e-commerce intelligent system for re-engineering the e-order fulfilment process | Leung, K.H., Choy, K.L., Siu, P.K.Y., Ho, G.T.S., Lam, H.Y., Lee, C.K.M. | 2018 |
| 110 | On the min-cost Traveling Salesman Problem with Drone | Ha, Q.M., Deville, Y., Pham, Q.D., Hà, M.H. | 2018 |
| 111 | Multi-commodity location-routing: Flow intercepting formulation and branch-and-cut algorithm | Boccia, M., Crainic, T.G., Sforza, A., Sterle, C. | 2018 |
| 112 | Single-tier city logistics model for multi products | Saragih, N.I., Bahagia, S.N., Suprayogi, Syabri, I. | 2018 |
| 113 | Mathematical Formulation and Comparison of Solution Approaches for the Vehicle Routing Problem with Access Time Windows | Grosso, R., Muñuzuri, J., Escudero-Santana, A., Barbadilla-Martín, E. | 2018 |
| 114 | Design and Profit Allocation in Two-Echelon Heterogeneous Cooperative Logistics Network Optimization | Wang, Y., Yuan, Y., Assogba, K., Gong, K., Wang, H., Xu, M., Wang, Y. | 2018 |
| 115 | Measuring Sustainable Development Efficiency of Urban Logistics Industry | Cao, C. | 2018 |
| 116 | Consumer’s intention to use self-service parcel delivery service in online retailing: An empirical study | Chen, Y., Yu, J., Yang, S., Wei, J. | 2018 |
| 117 | Transport organizers' integrating role in city logistics | Cieplinska, J.R. | 2018 |
| 118 | EVALUATING URBAN FREIGHT TRANSPORT POLICIES WITHIN COMPLEX URBAN ENVIRONMENTS | Sanz, G; Pastor, R; Benedito, E; Domenech, B | 2018 |
| 119 | To bid or not to bid: An empirical study of the supply determinants of crowd-shipping | Ermagun, A; Stathopoulos, A | 2018 |
| 120 | Issues Concerning Declared Energy Consumption and Greenhouse Gas Emissions of FAME Biofuels | Lizbetin, J; Hlatka, M; Bartuska, L | 2018 |
| 121 | Autonomous Vehicle Logistic System: Joint Routing and Charging Strategy | Yu, JJQ; Lam, AYS | 2018 |
| 122 | TRANSPORT PLANNING WITH STAKEHOLDERS: AN AGENT-BASED MODELLING APPROACH | Le Pira, M | 2018 |
| 123 | Stakeholders' Contribution in Coordination of Passengers' and Goods' Flows within the Urban Areas | Jagienka, RC | 2018 |
| 124 | Estimating transportation network impedance to last-mile delivery: A Case Study of Maribyrnong City in Melbourne | Ewedairo, K; Chhetri, P; Jie, F | 2018 |
| 125 | Designing an Environmental Zone in a Mediterranean City to Support City Logistics | Ros-McDonnell, L; de-la-Fuente-Aragon, MV; Ros-McDonnell, D; Carboneras, MC | 2018 |
| 126 | Towards a decision-support procedure to foster stakeholder involvement and acceptability of urban freight transport policies | Le Pira, M., Marcucci, E., Gatta, V., Ignaccolo, M., Inturri, G., Pluchino, A. | 2017 |
| 127 | Plan for sustainable urban logistics – comparing between Scandinavian and UK practices | Fossheim, K., Andersen, J. | 2017 |
| 128 | Data stories from urban loading bays | Dalla Chiara, G., Cheah, L. | 2017 |
| 129 | Matheuristic for a two-echelon capacitated vehicle routing problem with environmental considerations in city logistics service | Wang, K., Shao, Y., Zhou, W. | 2017 |
| 130 | Environmental impact assessment for city logistics distribution systems | Guo, J., Ma, S. | 2017 |
| 131 | A genetic-algorithm-based approach to the two-echelon capacitated vehicle routing problem with stochastic demands in logistics service | Wang, K., Lan, S., Zhao, Y. | 2017 |
| 132 | The method for evaluation of efficiency of the concept of centrally managed distribution in cities | Wasiak, M., Jacyna, M., Lewczuk, K., Szczepański, E. | 2017 |
| 133 | A stakeholder-based methodology to enhance the success of urban freight transport measures in a multi-level governance context | Kin, B., Verlinde, S., Mommens, K., Macharis, C. | 2017 |
| 134 | A two-step method to evaluate the Well-To-Wheel carbon efficiency of Urban Consolidation Centres | Nocera, S., Cavallaro, F. | 2017 |
| 135 | Investigating last food mile deliveries: A case study approach to identify needs of food delivery demand | Fancello, G., Paddeu, D., Fadda, P. | 2017 |
| 136 | Measuring the effects of an urban freight policy package defined via a collaborative governance model | Marcucci, E., Gatta, V., Marciani, M., Cossu, P. | 2017 |
| 137 | A fast simulation algorithm for multiple moving bottlenecks and applications in urban freight traffic management | Simoni, M.D., Claudel, C.G. | 2017 |
| 138 | Guiding cities to pursue a smart mobility paradigm: An example from vehicle routing guidance and, its traffic and operational effects | Melo, S., Macedo, J., Baptista, P. | 2017 |
| 139 | Urban freight transport in city strategic planning | Kiba-Janiak, M. | 2017 |
| 140 | Improving urban freight transport sustainability: Policy assessment framework and case study | Buldeo Rai, H., van Lier, T., Meers, D., Macharis, C. | 2017 |
| 141 | Improving urban freight governance and stakeholder management: A social systems approach combined with relationship platforms and value co-creation | Gammelgaard, B., Andersen, C.B.G., Figueroa, M. | 2017 |
| 142 | Smart urban freight planning process: integrating desk, living lab and modelling approaches in decision-making | Gatta, V., Marcucci, E., Le Pira, M. | 2017 |
| 143 | The Bristol-Bath Urban freight Consolidation Centre from the perspective of its users | Paddeu, D. | 2017 |
| 144 | Investigating the financial viability of urban consolidation centre projects | Janjevic, M., Ndiaye, A. | 2017 |
| 145 | Cargo cycles for local delivery in New York City: Performance and impacts | Conway, A., Cheng, J., Kamga, C., Wan, D. | 2017 |
| 146 | Critical factors for viable business models for urban consolidation centres | Björklund, M., Abrahamsson, M., Johansson, H. | 2017 |
| 147 | The importance of external costs for assessing the potential of trams and trains for urban freight distribution | De Langhe, K. | 2017 |
| 148 | Suitability of commercial transport for a shift to electric mobility with Denmark and Germany as use cases | Christensen, L., Klauenberg, J., Kveiborg, O., Rudolph, C. | 2017 |
| 149 | E-commerce last-mile in Belgium: Developing an external cost delivery index | Cárdenas, I., Beckers, J., Vanelslander, T. | 2017 |
| 150 | Multi-Criteria analysis of electric vans for city logistics | Watróbski, J., Małecki, K., Kijewska, K., Iwan, S., Karczmarczyk, A., Thompson, R.G. | 2017 |
| 151 | Investigating the theoretical cost-relationships of urban consolidation centres for their users | Janjevic, M., Ndiaye, A. | 2017 |
| 152 | Shifting urban freight deliveries to the off-peak hours: a review of theory and practice | Sánchez-Díaz, I., Georén, P., Brolinson, M. | 2017 |
| 153 | An experimental customer satisfaction index to evaluate the performance of city logistics services | Paddeu, D., Fancello, G., Fadda, P. | 2017 |
| 154 | Urban Logistics Ecosystem: a system of system framework for stakeholders in urban freight transport projects | Lagorio, A., Pinto, R., Golini, R. | 2017 |
| 155 | A modelling approach for city locating logistic platforms based on combined forward and reverse flows | Ndhaief, N., Bistorin, O., Rezg, N. | 2017 |
| 156 | The e-commerce parcel delivery market and the implications of home B2C deliveries vs pick-up points | Cardenas, I.D., Dewulf, W., Vanelslander, T., Smet, C., Beckers, J. | 2017 |
| 157 | Urban intermodal terminals: The entropy maximising facility location problem | Teye, C., Bell, M.G.H., Bliemer, M.C.J. | 2017 |
| 158 | Evaluating the impacts of using cargo cycles on urban logistics: integrating traffic, environmental and operational boundaries | Melo, S., Baptista, P. | 2017 |
| 159 | Modelling and solution approaches for the interconnected city logistics | Ben Mohamed, I., Klibi, W., Labarthe, O., Deschamps, J.-C., Babai, M.Z. | 2017 |
| 160 | Productivity growth in urban freight transport: An index number approach | Løvold Rødseth, K. | 2017 |
| 161 | An adaptive and diversified vehicle routing approach to reducing the security risk of cash-in-transit operations | Bozkaya, B., Salman, F.S., Telciler, K. | 2017 |
| 162 | Incorporating travel time uncertainty into the design of service regions for delivery/pickup problems with time windows | Wang, Z., Lin, W.-H. | 2017 |
| 163 | Spatial reorganization of urban logistics system and its impacts: Case of Tokyo | Sakai, T., Kawamura, K., Hyodo, T. | 2017 |
| 164 | A generic framework for multi-criteria decision support in eco-friendly urban logistics systems | Gupta, A., Heng, C.K., Ong, Y.S., Tan, P.S., Zhang, A.N. | 2017 |
| 165 | A column generation based heuristic for the capacitated vehicle routing problem with three-dimensional loading constraints | Mahvash, B., Awasthi, A., Chauhan, S. | 2017 |
| 166 | Bi-level multi-objective optimization model for last mile delivery using a discrete approach | Ji, Y., Qu, S., Yu, Z. | 2017 |
| 167 | City logistics: Problems and recovery proposals | Çalişkan, A., Kalkan, M., Ozturkoglu, Y. | 2017 |
| 168 | Monitoring, measurement and statistical analysis-based methodology for improving city logistics of shopping malls in Budapest | Mészáros, B., Sárdi, D.L., Bóna, K. | 2017 |
| 169 | From the last mile to the last 800 ft: Key factors in urban pickup and delivery of goods | Butrina, P., Del Carmen Girón-Valderrama, G., Machado-León, J.L., Goodchild, A., Ayyalasomayajula, P.C. | 2017 |
| 170 | Vehicle Routing Problems for Drone Delivery | Dorling, K., Heinrichs, J., Messier, G.G., Magierowski, S. | 2017 |
| 171 | Solution of two-echelon facility location problems by approximation methods | Jahangiriesmaili, M., Bahrami, S., Roorda, M.J. | 2017 |
| 172 | Urban consolidation centres: retail stores’ demands for UCC services | Johansson, H., Björklund, M. | 2017 |
| 173 | Analyzing the diffusion of eco-friendly vans for urban freight distribution | Cagliano, A.C., Carlin, A., Mangano, G., Rafele, C. | 2017 |
| 174 | A progressive hedging method for the multi-path travelling salesman problem with stochastic travel times | Perboli, G., Gobbato, L., Maggioni, F. | 2017 |
| 175 | Applied research on site selection for urban logistics distribution center based on fruit fly optimization algorithm | Xion, Y. | 2017 |
| 176 | Strategic fleet planning for city logistics | Franceschetti, A., Honhon, D., Laporte, G., Woensel, T.V., Fransoo, J.C. | 2017 |
| 177 | A new look in designing sustainable city logistics road pricing schemes | Carteni, A. | 2017 |
| 178 | Time-dependent vehicle routing problem with path flexibility | Huang, Y., Zhao, L., Van Woensel, T., Gross, J.-P. | 2017 |
| 179 | Using customer-related data to enhance e-grocery home delivery | Pan, S., Giannikas, V., Han, Y., Grover-Silva, E., Qiao, B. | 2017 |
| 180 | Improving service responsiveness and delivery efficiency of retail networks: A case study of Melbourne | Chhetri, P., Kam, B., Hung Lau, K., Corbitt, B., Cheong, F. | 2017 |
| 181 | Analysis of the potential demand of automated delivery stations for e-commerce deliveries in Belo Horizonte, Brazil | de Oliveira, LK; Morganti, E; Dablanc, L; de Oliveira, RLM | 2017 |
| 182 | Drone shipping versus truck delivery in a cross-docking system with multiple fleets and products | Tavana, M; Khalili-Damghani, K; Santos-Arteaga, FJ; Zandi, MH | 2017 |
| 183 | A large neighbourhood based heuristic for two-echelon routing problems | Breunig, U., Schmid, V., Hartl, R.F., Vidal, T. | 2016 |
| 184 | Achieving Economic and Environmental Sustainabilities in Urban Consolidation Center With Bicriteria Auction | Handoko, S.D., Lau, H.C., Cheng, S.-F. | 2016 |
| 185 | Stakeholder-specific data acquisition and urban freight policy evaluation: evidence, implications and new suggestions | Gatta, V., Marcucci, E. | 2016 |
| 186 | Supporting the adoption of electric vehicles in urban road freight transport – A multi-criteria analysis of policy measures in Germany | Taefi, T.T., Kreutzfeldt, J., Held, T., Fink, A. | 2016 |
| 187 | Towards enhancing the last-mile delivery: An effective crowd-tasking model with scalable solutions | Wang, Y., Zhang, D., Liu, Q., Shen, F., Lee, L.H. | 2016 |
| 188 | European plans for the smart city: from theories and rules to logistics test case | Russo, F., Rindone, C., Panuccio, P. | 2016 |
| 189 | Location-routing problem with simultaneous home delivery and customer's pickup for city distribution of online shopping purchases | Zhou, L., Wang, X., Ni, L., Lin, Y. | 2016 |
| 190 | Urban freight transport and city logistics policies: Indications from Rome, Barcelona, and Santander | Nuzzolo, A., Comi, A., Ibeas, A., Moura, J.L. | 2016 |
| 191 | Exploring the choice of battery electric vehicles in city logistics: A conjoint-based choice analysis | Lebeau, P., Macharis, C., Van Mierlo, J. | 2016 |
| 192 | Assessing the impact of urban off-hour delivery program using city scale simulation models | Ukkusuri, S.V., Ozbay, K., Yushimito, W.F., Iyer, S., Morgul, E.F., Holguín-Veras, J. | 2016 |
| 193 | How battery electric vehicles can contribute to sustainable urban logistics: A real-world application in Lisbon, Portugal | Duarte, G., Rolim, C., Baptista, P. | 2016 |
| 194 | Modeling demand uncertainty in two-tier city logistics tactical planning | Crainic, T.G., Errico, F., Rei, W., Ricciardi, N. | 2016 |
| 195 | A dynamic spatial price equilibrium model of integrated urban production-transportation operations considering freight delivery tours | Holguín-Veras, J., Xu, N., Jaller, M., Mitchell, J. | 2016 |
| 196 | The multi-trip vehicle routing problem with time windows and release dates | Cattaruzza, D., Absi, N., Feillet, D. | 2016 |
| 197 | Decentralized optimization of last-mile delivery services with non-cooperative bounded rational customers | Hayel, Y., Quadri, D., Jiménez, T., Brotcorne, L. | 2016 |
| 198 | Exploring urban institutional pressures on logistics service providers | Rose, W.J., Mollenkopf, D.A., Autry, C.W., Bell, J.E. | 2016 |
| 199 | Behavioural implications of non-linear effects on urban freight transport policies: The case of retailers and transport providers in Rome | Gatta, V., Marcucci, E. | 2016 |
| 200 | Steering the implementation of urban sustainability projects: Implications for policy | Di Foggia, G. | 2016 |
| 201 | Use of discrete choice to obtain urban freight evaluation data | Muñuzuri, J., Guadix, J., Cortés, P., Onieva, L. | 2016 |
| 202 | Evaluating the impacts of urban freight traffic: Application of micro-simulation at a large establishment | Aditjandra, P.T., Galatioto, F., Bell, M.C., Zunder, T.H. | 2016 |
| 203 | Implementation of telematics-based good practices to support urban freight transport systems, applying a city's adaptability level | Iwan, S. | 2016 |
| 204 | Urban freight transport planning towards green goals: Synthetic environmental evidence from tested results | Russo, F., Comi, A. | 2016 |
| 205 | A review of methodologies to assess urban freight initiatives | Zenezini, G., De Marco, A. | 2016 |
| 206 | Collaboration partner selection for city logistics planning under municipal freight regulations | Awasthi, A., Adetiloye, T., Crainic, T.G. | 2016 |
| 207 | Modeling and solving a rich vehicle routing problem for the delivery of goods in urban areas | de Souza Neto, J.F., Pureza, V. | 2016 |
| 208 | Identifying design criteria for urban system 'last-mile' solutions - a multi-stakeholder perspective | Harrington, TS; Srai, JS; Kumar, M; Wohlrab, J | 2016 |
| 209 | Barriers to urban freight policy implementation: The case of urban consolidation center in Oslo | Nordtømme, M.E., Bjerkan, K.Y., Sund, A.B. | 2015 |
| 210 | Planning and operating a shared goods and passengers on-demand rapid transit system for sustainable city-logistics | Fatnassi, E., Chaouachi, J., Klibi, W. | 2015 |
| 211 | Planning Paths for Package Delivery in Heterogeneous Multirobot Teams | Mathew, N., Smith, S.L., Waslander, S.L. | 2015 |
| 212 | Freight distribution in megacities: Perspectives of shippers, logistics service providers and carriers | Vieira, J.G.V., Fransoo, J.C., Carvalho, C.D. | 2015 |
| 213 | The flying sidekick traveling salesman problem: Optimization of drone-assisted parcel delivery | Murray, C.C., Chu, A.G. | 2015 |
| 214 | Location selection of city logistics centers under sustainability | Rao, C., Goh, M., Zhao, Y., Zheng, J. | 2015 |
| 215 | Urban freight transport policies in Rome: lessons learned and the road ahead | Nuzzolo, A., Comi, A. | 2015 |
| 216 | A Multiperiod Vehicle Lease Planning for Urban Freight Consolidation Network | Yang, W., Cheong, T., Song, S.H. | 2015 |
| 217 | Modelling the demand for rail in an urbancontext: Some methodological aspects | Nuzzolo, A., Comi, A. | 2015 |
| 218 | Modelling challenges to forecast urban goods demand for rail | Comi, A., Nuzzolo, A. | 2015 |
| 219 | Capacitated vehicle routing problem for PSS uses based on ubiquitous computing: An emerging markets approach | Ochoa-Ortíz, A., Ornelas-Zapata, F., Margain-Fuentes, L., Cedillo-Campos, M.G., Sánchez-Aguilar, J., Jaramillo-Vacio, R., Ávila, I. | 2015 |
| 220 | The emergence of city logistics:The case of Copenhagen’s Citylogistik-kbh | Gammelgaard, B. | 2015 |
| 221 | Ecosocioeconomics and logistics of urban delivery: Sustainability indicators | Garcia, M., Sampaio, C.A.C., González, A.D., Silva, L.C.S., Facó, R.T. | 2015 |
| 222 | An adaptive metaheuristic for vehicle routing problems with time windows and multiple service workers | Senarclens de Grancy, G. | 2015 |
| 223 | The role of a structured stakeholder consultation process within the establishment of a sustainable urban supply chain | Österle, I., Aditjandra, P.T., Vaghi, C., Grea, G., Zunder, T.H. | 2015 |
| 224 | Green urban distribution: Evaluation of adapted measures for the city of Oslo | Nordtømme, M.E., Andersen, J., Sund, A.B., Roche-Cerasi, I., Levin, T., Eidhammer, O., Bjerkan, K.Y. | 2015 |
| 225 | Multi-actor multi-criteria analysis for sustainable city distribution: A new assessment framework | Milan, L., Kin, B., Verlinde, S., Macharis, C. | 2015 |
| 226 | Urban freight truck routing under stochastic congestion and emission considerations | Hwang, T., Ouyang, Y. | 2015 |
| 227 | Electrifying light commercial vehicles for city logistics? A total cost of ownership analysis | Lebeau, P., Macharis, C., Van Mierlo, J., Lebeau, K. | 2015 |
| 228 | City logistics for perishable products. The case of the Parma's Food Hub | Morganti, E., Gonzalez-Feliu, J. | 2015 |
| 229 | Conventional, Hybrid, or Electric Vehicles: Which Technology for an Urban Distribution Centre? | Lebeau, P., De Cauwer, C., Van Mierlo, J., Macharis, C., Verbeke, W., Coosemans, T. | 2015 |
| 230 | Urban freight management with stochastic time-dependent travel times and application to large-scale transportation networks | Sun, S., Duan, Z., Yang, D. | 2015 |
| 231 | A set covering based matheuristic for a real-world city logistics problem | Boschetti, M., Maniezzo, V. | 2015 |
| 232 | Policies towards sustainable city logistics. the case of Thessaloniki | Bouhouras, E., Basbas, S. | 2015 |
| 233 | The time-dependent two-echelon capacitated vehicle routing problem with environmental considerations | Soysal, M., Bloemhof-Ruwaard, J.M., Bektaş, T. | 2015 |
| 234 | Impacts of urban logistics measures on multiple actors and decision layers case study | Liedtke, G., Matteis, T., Wisetjindawat, W. | 2015 |
| 235 | New city logistics paradigm: From the "Last Mile" to the "Last 50 Miles" sustainable distribution | Faccio, M., Gamberi, M. | 2015 |
| 236 | Collaborative systems in urban logistics | Hiohi, L., Burciu, S., Popa, M. | 2015 |
| 237 | On finite sample performance of confidence intervals methods for willingness to pay measures | Gatta, V; Marcucci, E; Scaccia, L | 2015 |
| 238 | Solving new urban freight distribution problems involving modular electric vehicles | Aggoune-Mtalaa, W; Habbas, Z; Ouahmed, AA; Khadraoui, D | 2015 |
| 239 | A novel hybrid MCDM model based on fuzzy DEMATEL, fuzzy ANP and fuzzy VIKOR for city logistics concept selection | Tadić, S., Zečević, S., Krstić, M. | 2014 |
| 240 | The electric vehicle-routing problem with time windows and recharging stations | Schneider, M., Stenger, A., Goeke, D. | 2014 |
| 241 | Ecosocioeconomics applied to urban freight by bicycle and motorcycle in the city of Curitiba, Brazil | García, M., Sampaio, C.A., González, A.D. | 2014 |
| 242 | Investigating the implementation of potential strategies for enhancing urban mobility and a city logistics system on the island of Corfu | Morfoulaki, M., Kotoula, K., Mirovali, G., Chrysostomou, K., Stathacopoulos, A., Batsoulis, A. | 2014 |
| 243 | A memetic algorithm for the Multi-Trip Vehicle Routing Problem | Cattaruzza, D., Absi, N., Feillet, D., Vidal, T. | 2014 |
| 244 | The assessment of pollutants emissions within sustainable urban freight transport development the case of novi sad | Veličković, M.S., Stojanović, D.M., Basarić, V.B. | 2014 |
| 245 | Assessing knowledge and awareness of the sustainable urban freight transport among Swedish local authority policy planners | Lindholm, M.E., Blinge, M. | 2014 |
| 246 | Transferability of urban freight transport measures: A case study of Cariacica (Brazil) | Timms, P. | 2014 |
| 247 | City logistics through the canals? A simulation study on freight waterborne transport in the inner-city of Amsterdam | van Duin, J.H.R., Kortmann, R., van den Boogaard, S.L. | 2014 |
| 248 | Multi-agent systems modelling approach to evaluate urban motorways for city logistics | Teo, J.S.E., Taniguchi, E., Qureshi, A.G. | 2014 |
| 249 | Development of a framework for freight transportation concepts in megacities | Figiel, A., Straube, F., Schubach, J. | 2014 |
| 250 | Urban freight demand forecasting: A mixed quantity/delivery/vehicle-based model | Nuzzolo, A., Comi, A. | 2014 |
| 251 | Assessing urban logistics pooling sustainability via a hierarchic dashboard from a group decision perspective | Gonzalez-Feliu, J., Morana, J. | 2014 |
| 252 | City logistics long-term planning: Simulation of shopping mobility and goods restocking and related support systems | Nuzzolo, A., Comi, A., Rosati, L. | 2014 |
| 253 | A system of models to forecast the effects of demographic changes on urban shop restocking | Nuzzolo, A., Comi, A. | 2014 |
| 254 | Optimization of charging stops for fleet of electric vehicles: A genetic approach | Alesiani, F., Maslekar, N. | 2014 |
| 255 | Stakeholder responses to measures green and efficient urban freight | Bjerkan, K.Y., Sund, A.B., Nordtømme, M.E. | 2014 |
| 256 | Green city logistics: Systems of Innovation to assess the potential of E-vehicles | Roumboutsos, A., Kapros, S., Vanelslander, T. | 2014 |
| 257 | Time, Cost and Carbondioxide benefits-rescheduling Urban Freight Operations | Aschauer, G.J., Starkl, F. | 2014 |
| 258 | A stakeholder-based multicriteria evaluation framework for city distribution | Macharis, C., Milan, L., Verlinde, S. | 2014 |
| 259 | Ranking of logistics system scenarios for central business district | Tadić, S.R., Zečević, S.M., Krstić, M.D. | 2014 |
| 260 | A Hybrid GRASP+VND heuristic for the two-echelon vehicle routing problem arising in city logistics | Zeng, Z.-Y., Xu, W.-S., Xu, Z.-Y., Shao, W.-H. | 2014 |
| 261 | Eco-logistics: Environmental and economic implications of alternative fuel vehicle routing problem | Raeesi, R., O'Sullivan, M.J. | 2014 |
| 262 | A methodology to anticipate the activity level of collaborative networks: The case of urban consolidation | Battaia, G., Faure, L., Marquès, G., Guillaume, R., Montoya-Torres, J.R. | 2014 |
| 263 | Vehicle routing in urban areas: An optimal approach with cost function calibration | Polimeni, A., Vitetta, A. | 2014 |
| 264 | City logistics: Are sustainability policies really sustainable? | Grosso, R., Muñuzuri, J., Cortes, P., Carrillo, J. | 2014 |
| 265 | Application of exact route optimization for the evaluation of a city logistics truck ban scheme | Qureshi, A.G., Taniguchi, E., Thompson, R.G., Teo, J.S.E. | 2014 |
| 266 | When Are Deliveries Profitable? Considering Order Value and Transport Capacity in Demand Fulfillment for Last-Mile Deliveries in Metropolitan Areas | Cleophas, C; Ehmke, JF | 2014 |
| 267 | Urban Freight Delivery Stop Identification with GPS Data | Yang, X; Sun, ZB; Ban, XGJ; Holguin-Veras, J | 2014 |
| 268 | Integrated planning in hybrid courier operations | Ninikas, G; Athanasopoulos, T; Zeimpekis, V; Minis, I | 2014 |
| 269 | Less-Than-Truckload carrier collaboration problem: Modeling framework and solution approach | Nadarajah, S., Bookbinder, J.H. | 2013 |
| 270 | A comparative study of urban freight transport planning: Addressing stakeholder needs | Ballantyne, E.E.F., Lindholm, M., Whiteing, A. | 2013 |
| 271 | Downscaling the consolidation of goods-state of the art and transferability of micro-consolidation initiatives | Janjevic, M., Kaminsky, P., Ndiaye, A.B. | 2013 |
| 272 | Urban logistics solutions and financing mechanisms: A scenario assessment analysis | Gonzalez-Feliu, J., Basck, P., Morganti, E. | 2013 |
| 273 | Emission model sensitivity analysis: The value of smart phone weight-mile tax truck data | Bell, K.E., Kothuri, S.M., Figliozzi, M.A. | 2013 |
| 274 | Smart system for freight distribution planning. Based on variable neighbourhood search and tabu search metaheuristics | Sicilia-Montalvo, J.A., Escuín-Finol, D., Royo-Agustín, B., Larrodé-Pellicer, E. | 2013 |
| 275 | Urban freight transport: Description and classification of existing measures and implementation of two nobel solutions | Sanz, G., Pastor, R., Benedito, E. | 2013 |
| 276 | Managing vehicle breakdown incidents during urban distribution of a common product | Mamasis, K., Minis, I., Dikas, G. | 2013 |
| 277 | Non-dominated time-window policies in city distribution | Akyol, D.E., De Koster, R.B.M. | 2013 |
| 278 | Mumbai lunch box delivery system: A transferable benchmark in urban logistics? | Baindur, D., Macário, R.M. | 2013 |
| 279 | Quantifying the greenhouse gas emissions of local collection-and-delivery points for last-mile deliveries | Song, L., Guan, W., Cherrett, T., Li, B. | 2013 |
| 280 | Implementing electric vehicles in urban distribution: A discrete event simulation | Lebeau, P., Macharis, C., van Mierlo, J., Maes, G. | 2013 |
| 281 | Electric versus conventional vehicles for logistics: A total cost of ownership | Macharis, C., Lebeau, P., Van Mierlo, J., Lebeau, K. | 2013 |
| 282 | An adaptive variable neighborhood search algorithm for a vehicle routing problem arising in small package shipping | Stenger, A., Vigo, D., Enz, S., Schwind, M. | 2013 |
| 283 | Promotion of freight mobility in Milan: Environmental, energy and economical aspects | Menga, P., Buccianti, R., Bedogni, M., Moroni, S. | 2013 |
| 284 | Urban freight service capacity dynamic coordination system | Wang, X., Shang, Y. | 2013 |
| 285 | An adaptive decision support system for last mile logistics in e-commerce: A study on online grocery shopping | Al-Nawayseh, M.K., Alnabhan, M.M., Al-Debei, M.M., Balachandran, W. | 2013 |
| 286 | Delivering to urban online shoppers: The gains from “last-mile” pooling | Durand, B., Mahjoub, S., Senkel, M.-P. | 2013 |
| 287 | INTRA-AGENT HETEROGENEITY IN URBAN FREIGHT DISTRIBUTION: THE CASE OF OWN-ACCOUNT OPERATORS | Marcucci, E; Gatta, V | 2013 |
| 288 | Review of Road Hauliers' Measures for Increasing Transport Efficiency and Sustainability in Urban Freight Distribution | Arvidsson, N; Woxenius, J; Lammgard, C | 2013 |
| 289 | Institutional support for urban green logistics | Gerasymchuk, Z.V., Averkyna, M.F. | 2012 |
| 290 | An adaptive large neighborhood search heuristic for Two-Echelon Vehicle Routing Problems arising in city logistics | Hemmelmayr, V.C., Cordeau, J.-F., Crainic, T.G. | 2012 |
| 291 | Evaluation of distance-based and cordon-based urban freight road pricing in E-Commerce environment with multiagent model | Teo, J.S.E., Taniguchi, E., Qureshi, A.G. | 2012 |
| 292 | Urban logistics putting factor 4 to the test | Gonzalez-Feliu, J., Ambrosini, C., Henriot, F., Routhier, J.-L. | 2012 |
| 293 | Freight consolidation centers for urban logistics solutions: The key role of interoperability | Malhene, N., Trentini, A., Marques, G., Burlat, P. | 2012 |
| 294 | Collaborative autonomous systems in models of urban logistics | Serna, M.D.A., Uran, C.A.S., Uribe, K.C.A. | 2012 |
| 295 | Stakeholder reactions to urban freight policy innovation | Stathopoulos, A., Valeri, E., Marcucci, E. | 2012 |
| 296 | Modelling heterogeneity in scale directly: Implications for estimates of influence in freight decision-making groups | Puckett, S.M., Rose, J.M., Bain, S. | 2012 |
| 297 | A hybrid approach integrating Affinity Diagram, AHP and fuzzy TOPSIS for sustainable city logistics planning | Awasthi, A., Chauhan, S.S. | 2012 |
| 298 | Data envelopment analysis models to support the selection of vehicle routing software for city logistics operations | Smirlis, Y.G., Zeimpekis, V., Kaimakamis, G. | 2012 |
| 299 | Floating car based travel times for city logistics | Ehmke, J.F., Meisel, S., Mattfeld, D.C. | 2012 |
| 300 | Solving the two-echelon location routing problem by a GRASP reinforced by a learning process and path relinking | Nguyen, V.-P., Prins, C., Prodhon, C. | 2012 |
| 301 | An Analysis of Exact VRPTW Solutions on ITS Data-based Logistics Instances | Qureshi, A.G., Taniguchi, E., Yamada, T. | 2012 |
| 302 | Real-time management of vehicle breakdowns in urban freight distribution | Minis, I; Mamasis, K; Zeimpekis, V | 2012 |
| 303 | Loading bay booking and control for urban freight | McLeod, F., Cherrett, T. | 2011 |
| 304 | Assessing the value of information for retail distribution of perishable goods | Flamini, M., Nigro, M., Pacciarelli, D. | 2011 |
| 305 | Locating urban logistics terminals and shopping centres in a Chinese city | Zhenyang, Z., Moodie, D.R. | 2011 |
| 306 | A fixed-point model and solution algorithms for simulating urban freight distribution in a multimodal context | D'Acierno, L., Gallo, M., Montella, B. | 2011 |
| 307 | A model system for the ex-ante assessment of city logistics measures | Russo, F., Comi, A. | 2011 |
| 308 | Measures for Sustainable Freight Transportation at Urban Scale: Expected Goals and Tested Results in Europe | Russo, F; Comi, A | 2011 |
| 309 | Demand and routing models for urban goods movement simulation | Polimeni, A., Russo, F., Vitetta, A. | 2010 |
| 310 | Comparative analysis of the carbon footprints of conventional and online retailing: A "last mile" perspective | Edwards, J.B., McKinnon, A.C., Cullinane, S.L. | 2010 |
| 311 | Algorithms to quantify impact of congestion on time-dependent real-world Urban Freight distribution networks | Conrad, R.G., Figliozzi, M.A. | 2010 |
| 312 | Models for evaluating and planning city logistics systems | Crainic, T.G., Ricciardi, N., Storchi, G. | 2009 |
| 313 | An exact solution approach for vehicle routing and scheduling problems with soft time windows | Qureshi, A.G., Taniguchi, E., Yamada, T. | 2009 |
| 314 | Management of competing demands on urban freight corridors | Ramsay, E.D., Bunker, J.M. | 2007 |
| 315 | Assessing impacts of urban freight measures on air toxic emissions in Inner Sydney | Marquez, L., Salim, V. | 2007 |
| 316 | Goods transport in large European cities: Difficult to organize, difficult to modernize | Dablanc, L. | 2007 |
| 317 | Travel time reliability in vehicle routing and scheduling with time windows | Ando, N., Taniguchi, E. | 2006 |
| 318 | A systems based approach for city logistics decision making | Awasthi, A., Proth, J.H.M. | 2006 |
| 319 | Dynamic game theoretic model of multi-layer infrastructure networks | Zhang, P., Peeta, S., Friesz, T. | 2005 |
| 320 | Urban logistics - How can it meet policy makers' sustainability objectives? | Anderson, S., Allen, J., Browne, M. | 2005 |
| 321 | Solutions applicable by local administrations for urban logistics improvement | Muñuzuri, J., Larrañeta, J., Onieva, L., Cortés, P. | 2005 |
| 322 | Sustainability and the interactions between external effects of transport | Himanen, V., Lee-Gosselin, M., Perrels, A. | 2005 |
| 323 | Mapping out the potential for coordinated goods distribution in city centres: The case of Uppsala | Ljungberg, D., Gebresenbet, G. | 2004 |
| 324 | Advanced freight transportation systems for congested urban areas | Crainic, T.G., Ricciardi, N., Storchi, G. | 2004 |
| 325 | Budapest - On the way to join the IDIOMA project | Tánczos, K., Rónai, P. | 2000 |

**Table S2: Full list of urban logistics measures contexts over economic classes:**

The reference given with the bracket [ ] are referring to the particular number in the list of articles presented with **Table S1** above.

**(A) Developed Economies**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Topics** | **Main points dealt** | | | | | |
| Crowd-shipping | **Europe**  Using mass transit network [1]; Portering with vans [55]; | | **North America**  Solutions for improved crowd intelligence [28] | | | |
| Traffic congestion management related to UL operations | **North America**  Simulation tool to evaluate policy & traffic management solutions [74]; traffic bottlenecks [137]; | | | | **Australia**  Network impedance to last-mile delivery [124]; corridor performance using different vehicle type [314] | |
| **Europe**  Congestion key performance indicators for light duty vehicle [3]; vehicle categories & their travel times [306]; | | | | | |
| UCC/UDC/CLC | **Europe**  Carriers with time sensitive deliveries [4]; UCCs and electric vehicles combinations [10]; policies and governance mechanisms [44, 50]; users perceptions and barriers [105,143, 153, 209]; Financial viability [144, 146, 151, 172, 293]; user benefits [262]; | | | | | **Australia**  Integration of Eco-friendly vehicles & UCC [51] |
| Carrier/logistics service provider optimization of operations | **Asia**  VRP: with time window implementation [265, 317] | **North America**  VRP: for collaboration [269]; with time window implementation [311]; with drones [19, 29, 34, 170]; routing and network optimization [194, 195]; on UCC [92, 171]; with environmental –friendly light duty vehicles [174]; | | | | |
| **Europe**  VRP: with Single-echelon routing [42]; Multi-echelon routing [30, 183, 233, 290]; electric vehicles [30, 238, 240, 280]; for collaboration [91]; with emission impacts [75]; with truck based drone [52,81]; related with ITS [99]; with time window implementation [113; 196, 222, 309]; with crowd shipping [47]; with drones [58, 67]; location routing [95, 111, 264]; routing and network optimization [7, 197]; With energy efficiency [106]; based on willingness to pay [108]; rerouting to serve clients of immobilized vehicle [276, 302]; involve cross-docking with consolidation centers [132]; terminal location with home delivery & customer pick-up [189] | | | | | |
| E-commerce delivery | **Europe**  Last-mile-delivery and e-retail experience [49]; freight restocking with customer survey[253]; performance levels of home delivery vs nearby pick-up points [156; 286]; local authority facilitate parcel distributions [18]; customers availability during delivery [64]; | | | | | |
| **Asia**  Policy measures to address home delivery [291]; | | | | | |
| Electric Mobility/ eco-friendly | **Europe**  Policy for electric vehicles (EVs) [186] and Business case[148]; Multi-criteria analysis on EVs [150]; Diffusion dynamics of electric and hybrid commercial vans [173]; Choice EVs by transport companies [191]; Multi-stakeholder perceptions on EVs [224], Quadri-cycles and light duty vans [227]; Serve multiple adjacent cities by using EVs [235]; Total cost of ownership analysis on EVs [281]; eco-friendly vehicles [242]; Actors interaction framework for electric vehicle deployment [256]; logistic scheme operated by eco-friendly vehicles [242]; | | | | | |
|  | **Australia**  on eco-friendly vehicles [51]; | | | | |
| ICT/ITS | **Europe**  Guidance information to drivers [138]; Physical internet [159]; Smart cities [188]; Smart mobility solutions in European urban areas [117]; | | | | | |
| Alternative modes | **Europe**  Inter-urban Intermodal [38]; passenger rail network for UF [78]; freight demand by rail in urban context [147, 217,218]; urban waterways for goods distribution [247]; Innovative Distribution with Intermodal Freight Operation in Metropolitan Areas [325]; | | | | | |
|  | | | | **Australia**  Urban intermodal container terminals [157]; | |
| Cargo bike/Bike Delivery | **Europe**  Bike deliveries or delivery points [94]; Impact of electric cargo bikes from policy perspectives [158]; Assessment model for the selection of the best electric bicycle for sustainable city transport [48]; | | | | **North America**  Electric cargo bikes economic viability [2]; operating performance of human powered cargo cycles [145] | |
| Loading/unloading area/Parking Area | **Europe**  Impact of sharing logistics parking infrastructure [41]; delivery bay planning [62, 303]; Analysis of impact of unloading bays on traffic fluidity [84]; | | | | | |
| Off-Hour Delivery (OHD) | **Europe**  Stakeholder acceptability of OHD [27]; evaluation of night delivery [255]; rescheduling lorry trips [257]; policy levers in OHD [152]; | | | | | **North America**  Analyze the impact of OHD [192]; |
| Pick-up points/ Parcel-Lockers | **Europe**  Assess the pick-up point network [59]; Customer perspective of a self-service tool [80]; | | | | | |
| Policy Making | **Europe**  How local authorities select policy [26]; European policy priorities for UFT [97]; policy recommendations for sustainability [200]; Comprehensive mapping and benchmarking of strategic policy documents of European cities [60] | | | | | |
| Stakeholder Participation/ Involvement/ Decisions | **Europe**  In collaborative decision support and solutions [25, 122, 236, 251]; actors role in collaboration [73]; stakeholder preference and engagement/participation [27, 101, 102, 103, 154, 220, 237, 258, 287]; MAMCA method for stakeholder consultation [57] and assessment [133, 225, 140]; local authority in setting policy [26, 141, 223, 245, 321]; in policy evaluation [185, 118, 255, 295]; end-customers perspective [59, 80]; Define total durability of UFT projects and indicate the critical gaps in perception among the key stakeholders of the projects [82]; how to solve problems of improving passengers and goods mobility with stakeholders perspectives [123]; logistics problems arise regarding shopping centers [168]; Collaborative solutions to optimize the supply activities of distribution centers [236] | | | | | |
| **Australia**  Stakeholder preference and engagement/participation [51, 296] | | | **North America**  In collaborative decision support and solutions [206] | | |
| Solution Performance | **Europe**  Economic & environmental analysis [86]; comparing solutions in different cities [107, 127, 190, 204]; productivity & efficiency analysis [96, 160]; analyze schemes for food delivery [228]; cost-benefit analysis [272, 288]; impacts of UF solutions [205, 250, 252, 275, 308, 316]; analysis to formulate decision frameworks [66, 104]; Using a multi-criteria decision-making tool to generate the Logistics Sustainability Index (LSI) [70]; Examination of the city logistics system of shopping malls with mathematical model [83]; Maturity levels of cities in planning and implementing activities in favor of urban logistics and the analysis of selected European capital cities [139]; Adaptability level of implemented measures [203]; | | | | | |
| **North America**  Productivity & efficiency analysis [56, 100]; Evaluation of fleet planning [176, ]; data for solution evaluation [267, 273]; UL system evaluation [169, 297, 319]; analysis to formulate decision frameworks [312] | | | | **Asia**  Impacts of UL solutions [163]; analysis to formulate decision frameworks [248] | |
| **Australia**  productivity & efficiency analysis [180] | |
| Sustainability | **Europe**  Examine common practices [127]; carbon-impact of freight measures [134]; institutional support for green logistics [289, 289]; sustainable management of UL [295]; potential policy measures [320, 322]; energy consumption & greenhouse gas emission in UL [120]; Pollutant emission reduction with current technological advances [16]; examines the city’s capacity for reducing CO2 emissions through the designation of dedicated delivery places [76]; multi-criteria decision analysis (MCDA) to support the choice of measures [77]; Framework for the performance of the CL that will promote sustainability [232]; | | | | | |
| Limited traffic zones (LTZ) | **Europe**  Actions for improvement of livability and freight distribution [215]; innovative solutions in multi-stakeholder setting [295]; define environmental zone with traffic restriction [125] | | | | | |
| Road pricing | **Europe**  Road pricing based on acceptance and equity measures [177]; | | | | **Asia**  Effect of cordon toll on shipper and carriers [234] | |
| Delivery robots/ drones | **Europe**  Regulatory framework of the usage of autonomous vehicles [69] | | | | | |

**(B) Emerging Economies**

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| **Topics** | **Main points dealt** | | | |
| Crowd-shipping | **Asia**  Matching customer with crowd-shipper [5]; | | | |
| UCC/UDC/CLC | **Asia**  Distribution model with UCC [121]; | | | |
| Carrier/logistics service provider optimization of operations | **Asia**  Terminal location with home delivery & customer pick-up [33]; with time window [12]; two-echelon distribution [43, 114, 129, 131]; involving multiple centers [61]; with information sharing in collaboration [166]; heterogeneous fleet and joint delivery alliance [72]; with Drone [21]; with autonomous vehicle [121]; serving cluster of customers [162]; with emission analysis [226, 284]; location selectin for CLC/LC [46, 214]; fleet planning and UCC [216]; | | | |
| **South America**  with drones [89]; VRP for drink producer [207]; VRP Model that permits reductions loss due to the perishable [45] | | **North America**  under capacity constraint [219]; | |
| E-commerce delivery | **Asia**  Re-engineering the order fulfillment processes [109]; | **South America**  Carrier and consumer trips greenhouse gas emission for local collection and delivery points [279]; | | |
| Cargo bike/Bike Delivery | **South America**  Logistics of urban light weight delivery by motorcycle and bicycle [241]; Compare motor bike and bicycles for light weight [221]; motorized cargo tri-cycle alongside mobile-depot in access restricted areas [79]; | | | |
| Pick-up points/ Parcel-Lockers | **Asia**  Measure the matching relation between differentiated demand and supply of pick-up service through accessibility evaluation [37]; investigate the factors that affect the consumer’s intention to use self-service parcel delivery service [116]; | | | |
| **South America**  Analyze the potential demand of automatic delivery stations (lockers) [181]; Motorized cargo tri-cycle alongside mobile-depot in access restricted areas [79]; Assess delivery lockers as a last-mile solution, considering the behavior and interaction among e-commerce stakeholders [9]. | | | |
| Policy Making | **Asia**  Develop time-window policies that enhance environmental sustainability and distribution efficiencies [277]; | | | |
| Stakeholder Participation/ Involvement/Decisions | **South America**  Identify patterns regarding the typical characteristics of each city in order to compare and generalize the perception of retailers regarding problems and solutions [88]; Transferability of solutions between different cities [246]; The solutions for cargo movement in Brazilian cities, and the perceptions of public managers about freight transportation [68]; collaborative autonomic logistics [294]; Analyze the opinions of shippers, logistic service providers (LSPs) and carriers related to regulations and issues faced by these companies [212]; | | | **Asia**  Model the behavior of freight carriers and UCC operators [23]; how LPS perceive the problems in the city and solutions propose [167]; |
| Solution Performance | **Asia**  Adapting logistics solutions harmoniously to urban landscape, public policy, infrastructure and skill set of company employees [278]; Establish a logistics super network equilibrium integrating urban logistics facilities [39]; model is to minimize as far as possible the total logistics cost involved in city supply chains [307]; | | | |
| **South America**  Explore LMD options to urban slums [14]; Transferability of solutions between different cities [246]; with UFT concepts to develop recommendation and contribute to increasing profitability and sustainability [249]; | | | |
| Sustainability | **Asia**  Validate the feasibility and practicality of the proposed green logistics distribution model to help end-users optimize their daily operations [31]; Investigate the relationships between trucks' trip emissions and critical influential factors from a ULN perspective [90]; A model on resource allocation for logistics industry from sustainable development perspective [115]; Life cycle analysis on city logistics system [130]; Carrier and consumer trips greenhouse gas emission for local collection and delivery points [279]; | | | |
| **South America**  Characterize multiple stores and retail stores, and measure the environmental impact in terms of CO2 emissions [17]; Identify the impact on service level, emissions footprint and delivery cost of using cargo tricycle for delivery [79]; sustainability assessment and selection of sustainable configurations [87]; | | | |

**(C) Economies-in-Transition** (Europe)

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| **Topics** | **Main points dealt** |
| Stakeholder Participation/ Involvement/Decisions | Multi-criteria decision-making (MCDM) methods with conflicting goals of stakeholders [239, 259]; |
| Sustainability | Estimate the potential impact of selected restrictive measures on the external freight transport air pollution [244]; Institutional support for green urban logistics [289] |

**(D) Developing Economies**

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| **Topics** | **Main points dealt** |
| Crowd-shipping | **Asia**  An effective large-scale mobile crowd-tasking model [187] |
| UCC/UDC/CLC | **Asia**  Bi-criteria auction mechanism for the automated assignment of last-mile delivery orders to transport resources [184] |
| Carrier/logistics service provider optimization of operations | **Asia**  Considering environmental impact [164]; with cross docking [65]; with alternative fuel vehicle [261]; for delivery alternatives [285] |
| E-commerce delivery | **Asia**  Cost-saving and flexible delivery with customers willingness to provide more than one delivery location [36]; |
| Electric Mobility/ eco-friendly | **Africa**  How persons and goods movements could share a rapid transit network and use the available transportation capacity [210]; |
| Loading/unloading area/ Parking Area | **Asia**  Data-driven model for managing parking infrastructure [128]; |
| Pick-up points/ Parcel-Lockers | **Asia**  Consumer participation behavior in co-creating logistics service values, using self-collection via automated parcel station [25]; designing a parcel locker network as a solution to the Logistics Last Mile Problem [98] |
| Stakeholder Participation/ Involvement / Decisions | **Asia**  Consumer participation behavior in co-creating logistics service values, using self-collection via automated parcel station [25] |