

TRANSPORT AND MOBILITY SERIES

The City as a Terminal

Markus Hesse, University of Luxembourg, Luxembourg

The on-time delivery of goods is regarded as a primary factor of the urban economy and is being monitored by businesses and government alike. However, much analysis of freight transportation and the flow of goods into, out of and within urban areas focuses on functional, business-related approaches.

This book examines the interrelationship between logistics development on one hand and urban development and geographical issues, such as land use and location, on the other. Avoiding certain one-dimensional views on 'logistics impacts on the city', it discloses the complex interaction of the logistics system with the entire urban environment. It also bridges the gap between recent geographical research into new production systems and (post)modern consumption patterns.

Particularly based on two empirical case studies conducted in Berlin-Brandenburg, Germany and Northern California, United States, it examines issues such as: the historical nexus between urban areas and logistics; current urban developments with regards to goods distribution; city-region related characteristics of freight flows; locational dynamics; and specific freight-related urban problems and conflicts.

In doing so, it argues that modern logistics are fundamentally shaping the function and the character of urban places, particularly since logistics networks are increasingly being established distant and independent from cities. These changes affect both the traditional role of the city as a centre of goods merchandising, which is becoming redesigned under the flag of globalized distribution regimes, as well as the urban structure, being shaped by rising preferences made by distributions firms for suburban and ex-urban locations. It concludes that, in future, electronic commerce and supply chains may lead to further changes that are likely to happen but hard to predict, at least in their physical impact.

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