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## Editorial

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**Biographical notes:** Per Hilletoft is an Assistant Professor of Logistics at Jönköping University in Sweden. His research interests include supply chain management, customer-orientation, demand and supply alignment, outsourcing, and information technology. He is currently a member of the editorial board of *Industrial Management and Data Systems*, *World Review of Intermodal Transportation*, and *International Journal of Logistics Economics and Globalization*.

Olli-Pekka Hilmola is working as a Professor in Lappeenranta University of Technology (LUT), in research unit located in the city of Kouvola, Finland. He is affiliated with numerous international journals through editorial boards, including *Baltic Journal of Management*, *Industrial Management and Data Systems*, as well as *Decision Support Systems*. He holds more than 120 journal publications and has been involved in numerous international research projects in logistics.

Harri Lorentz is Acting Professor of Purchasing and Supply Management in the Operations and Supply Chain Management programme of Turku School of Economics at the University of Turku, Finland. His research interests are concentrated on international sourcing and SCM, sourcing and SCM capabilities, system dynamics, as well as emerging markets. He has been affiliated with the University of Cambridge and Manchester Business School as a Visiting Researcher, and has business experience from food export operations. He has also contributed in World Bank led trade and transport

facilitation projects in the CIS countries. His research has been published, for example, in *Supply Chain Management: An International Journal*, *International Journal of Physical Distribution & Logistics Management*, and *Industrial Marketing Management*.

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Transportation logistics networks are enablers of globalised trade and, if functioning properly, act as facilitators of trade and economic growth. However, the coin always has two sides, and business and environmental sustainability, shadow economies, labour treatment and compensation, ethical (e.g., use of middlemen in questionable purchases) and moral (e.g., individual choices in daily managerial decisions) issues pose challenges for corporations and societies. As a further technical issue, the age of used transportation fleets together with aging infrastructure pose great challenges not only for environmental sustainability, but for business sustainability too.

In this special issue, we report transportation logistics research studies regarding these rarely-addressed issues. We have array of different countries represented in empirical studies: USA, Sweden, Turkey, Russia, Finland, Bangladesh, India and China. We have of course discussion in these studies from the used transportation modes, and their environmental harm caused. Dry port and freight village concepts seem to catch ground all over the world in hinterland transports, as is shown in three reported research works of this edition. However, organisational awareness for sustainability issues is raised in number of different research works too, whether we are talking about manufacturing networks/global sourcing, transportation service sourcing or developing of new products.

As final words, we would like to express our gratitude for the authors, the referees and the *World Review of Intermodal Transportation Research*. Without rather intensive collaboration between different organisations, nations and individuals, we would not have achieved to produce this fruitful outcome. However, work results and studies reported in here are not that negative and depressing, but rather do give hope and roadmaps to progress with sustainability frontier further. It is of course difficult to be sustainable in transportation or in manufacturing per se in global setting, but at least we can try. Research is in its best form forward looking, and provides solutions and applications rather than further problems of current *modus operandi*.