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Preface

Dear all,

Last year, we successfully completed the sustainable logistics symposium which was organized on April 30, 2021 with the cooperation of our partner Tokyo University of Marine Sciences and Technology and with the support of the Turkish Logistics Association. And today we've come together for the 2nd International Sustainable Logistics Symposium with the highlighted theme of circular economy. This symposium is hosted by Toros University, with the Corporation of Tokyo University of Marine Science and Technology from Japan, and this year University of Clermont Auvergne and Jean Monet Center of Excellence on Sustainability from France joined us and also supported by Turkish Logistics Association.

Sustainability is an increasingly crucial concept in recent few decades. The Covid-19 Pandemic, which has made its mark especially during the last two years, once again revealed the importance of a sustainable structure in logistics processes. And this period also strengthened the governments' recognition of the importance of logistics in all over the world, while also placing the focus of the policy-makers and the industry on circular economy recovery in the coming years. All you know that circular economy which is also known as circularity is very important topic nowadays. In its core principle, the European Parliament defines circular economy as; a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. The idea and concepts of circular economy have been studied extensively in academia, business, and government over the past ten years. Circular economy has been gaining popularity since it helps to minimize emissions and consumption of raw materials, open up new market prospects and principally, increase the sustainability of consumption and improve resource efficiency.

There is a major issue setting the tone among supply chain's current challenges: achieving sustainable logistics. As is well known, achieving efficiency in the supply chain mainly involves improving customer service and decreasing costs. To do this, the distribution and transport activities – which are part of the chain's last stage – face risks directly related to the speed in deliveries demanded by clients and to the impact of transport on the environment. Both aspects require a focus on sustainability considering a logistics system that promotes the optimal design of routes and shorter trips to lower the emissions that pollute the environment. Consumers and companies from all sectors are increasingly developing an environmental awareness, which is put into practice in their operations and daily lives, is also demanded from their direct suppliers.

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Thank you.

Ayhan DEMİRCİ

Head of Department of International Trade and Logistics

Preface

Dear all,

The issues of sustainability and digitalization play a huge role in today's economy and significantly affect the strategy of companies, and thus the solutions in their logistics and supply chains. The 3rd International Sustainable Logistics Symposium on Digitalization organized by Toros University created a space to focus on these two key issues. It was a great pleasure and honor to represent Lazarski University - a partner of the symposium- at the symposium

Digitization brings many opportunities but also dangers. Academia perspective should play an important role in shaping the narrative about the benefits and threats related to digitalization in general and in the area of logistics. I wish the Authors of the papers and the Organizers that the views presented during the symposium will significantly contribute to the discussion on digitization and sustainability in logistics.

Thank you.

Assoc. Prof. Aleksandra LASKOWSKA-RUTKOWSK
Director of the Logistics and Innovation Center
Lazarski University

Preface

Dear all,

Since the 1990s, the internationalization of trade and corporate relocation strategies have made logistics an essential part of the global economy. The idea of a factory making a computer or a car has disappeared. Today, car manufacturers, cell phone manufacturers, computer manufacturers, etc. have become assemblers who receive spare parts from many countries. Logistics is the result of these flows of goods and services, fueled by global stocking and destocking policies. Carriers transport these goods by land, water and air. This international fleet will rely on nearly 5,500 container ships in 2021 (compared to 3,500 in 2006). Container traffic is increasing by nearly 10% per year and demand is not slowing down. Logistics is essential to the smooth running of the economy. Logisticians are not only present in the trade sector, but online business is also a huge growth driver.

Nevertheless, over time, this healthy global economy has generated certain issues that need to be addressed urgently. The main problem is social and environmental concerns. Logistics is at the crossroads of production, consumption, exports, imports and waste, especially in Europe. As such, it must be part of a process of sustainability, which integrates both environmental limits and a sort of social threshold (avoiding social dumping or the emergence of precarious jobs). If trade flows have been maintained for a long time by a decrease in transport costs, energy constraints (the war in Ukraine reminds us that competitiveness relies on cheap energy) and climate constraints (greenhouse gas emissions from the transport sector) are in the process of stopping this beautiful mechanism. The actors of the logistics sector are fully aware of the problem, but the solutions require radical changes. It is a question of engaging logistics in a strong sustainability logic. As such, human societies will have

to reduce their consumption and production to reduce their environmental footprint. Decoupling - whether relative or absolute - is not a sufficient solution. We need to shift to degrowth, and imagine a society in which the size of the economy is reduced to be compatible with planetary limits.

The circular economy - in particular the 7 Rs policy is an alternative, especially when it leads us to Re-evaluate our needs (basic needs vs. superfluous desires or products), to Reconceptualize (development of the economy of functionality in which the use of a good is preferred to the ownership of the good), Relocate (even if the cost of relocation is significant), Reorganize (industrial symbioses emphasize collaborative relationships, proximity and resilience), Repair, Reuse or Recycle. However, such a model requires us to make a qualitative breakthrough, moving from a linear system (extraction, production, consumption and waste) to a complex recursive system (in which feedback loops would articulate several value chains). The use of system dynamics and causal loop diagrams (CLD) could offer new perspectives, including the transition to Industry 6.0. The current literature highlights Industry 4.0 and 5.0 by insisting on the importance of artificial intelligence and the desire to reintegrate humans into the production process. These developments are real and many companies are investing in data management and seeking to take advantage of the information collected.

Nevertheless, it is necessary to engage in a strong sustainability approach, to reduce our extraction of natural resources and waste, to open up value chains in order to create synergies between different sectors (food, textile, energy, health...). Logistics must undergo its own revolution and produce its own scenarios (it is no longer a question of predicting how many goods will be transported tomorrow, but of imagining the logistics of the future). Sustainability and circularity are the two foundations on which sustainable logistics must emerge. It is the guarantee of a new form of organizational resilience.

Arnaud Diemer

University of Clermont Auvergne, HVL

CERDI, ERASME

Jean Monnet Chair on Circular Economy and Industrial Ecology

Preface

Dear all,

Last year, we successfully completed the sustainable logistics symposium which was organized on April 30, 2021 with the cooperation of our partner Tokyo University of Marine Sciences and Technology and with the support of the Turkish Logistics Association. And today we've come together for the 2nd International Sustainable Logistics Symposium with the highlighted theme of circular economy. This symposium is hosted by Toros University, with the Corporation of Tokyo University of Marine Science and Technology from Japan, and this year University of Clermont Auvergne and Jean Monet Center of Excellence on Sustainability from France joined us and also supported by Turkish Logistics Association.

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Asst. Prof. Volkan Çakır
Birmingham City University

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Prof. Dr. Gülçin BÜYÜKÖZKAN
Gakatasary University

THE IMPACT OF THE RUSSIAN-UKRAINIAN CONFLICT ON THE MARITIME TRAFFIC OF THE TURKISH STRAITS

Asst. Prof. Metin YILDIRIM

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Russia's special military operation in Ukraine, which began on February 24, 2022, significantly influences global supply chain activities. The main objective of this research is to determine the impact of the Russia-Ukraine war on maritime traffic through the Straits of Çanakkale and İstanbul. The primary headings addressed in the research were the total number of vessels passed, total gross tonnage and vessels passed based on ship type. Before the commencement of the special military operation (May 2021-February 2022) and after the special military operation (February 2022-December 2022), 20 months of maritime traffic data were used in the research. The data was obtained from the Ministry of Transport and Infrastructure's Turkish Straits Ship Passage Statistics website. The data set included information on the number of ships passing through the straits, with 17 distinct ship types for the İstanbul and 18 different ship types for the Çanakkale Strait. We empirically analyze maritime traffic in the İstanbul and Çanakkale Straits using a nonparametric Mann-Whitney U test. According to the Mann-Whitney U test, identical results were achieved in 18 of the 19 common research topics relating to the İstanbul and Çanakkale Straits. Mann-Whitney U test revealed that the difference in the total number of vessels and total gross tonnage passed the straits was statistically significant in both straits according to the before-special operation start date and after-start date periods. The number of ships of the Bulk, Container, General Cargo, Naval, Passenger, Refrigerated Cargo and other tanker types that passed through both straits was statistically significant according to the results of the Mann-Whitney U test. Follow-up Mann Whitney U tests showed that the values of the aforementioned subjects before the commencement of the special military operation period were significantly higher than those after the operation commence date period. The analysis did not show a statistically significant difference in the Çanakkale strait data but a statistically significant difference for the İstanbul for Vehicle Carriers. Liquefied Natural Gas Tanker data was only provided for the Canakkale Strait, and statistical analysis did not show any statistical significance. Significant differences were not found in the number of Barge, Cement, Livestock Carriers, Ferries, RollonRoll of Vessels, LPG, Chemical Tankers, Tugs, and other types for both straits according to the Mann-Whitney U test. The total number of ship crossings decreased by 9.78% in the Strait of İstanbul and by 4.09% in the Strait of Çanakkale during the operational crisis compared with the previous period. Total Gross Tonnage values indicate a 19.88% drop for İstanbul and a 6.27% decline for Çanakkale, with the critical cause supporting these values being a 25.58% and 21.99% decrease in the number of Bulk Carriers passing through the İstanbul and Çanakkale straits, respectively. According to the findings, the Russia-Ukraine war is detrimental to marine traffic in the Turkish Straits.

Keywords: Maritime Traffic, Russia-Ukraine War, Turkish Straits,