

**COURSE DATA****Data Subject**

<b>Code</b>	35837
<b>Name</b>	Internal and external logistics management
<b>Cycle</b>	Grade
<b>ECTS Credits</b>	6.0
<b>Academic year</b>	2021 - 2022

**Study (s)**

<b>Degree</b>	<b>Center</b>	<b>Acad. year</b>	<b>Period</b>
1313 - Degree in Business Management and Administration	Faculty of Economics	3	Second term

**Subject-matter**

<b>Degree</b>	<b>Subject-matter</b>	<b>Character</b>
1313 - Degree in Business Management and Administration	24 - Compulsory subjects in the pathway: operational management and logistics	Optional

**Coordination**

<b>Name</b>	<b>Department</b>
FEO VALERO, MARIA CONCEPCION	132 - Economic Structure

**SUMMARY**

Despite the delay with which logistics is incorporated as an academic discipline, its importance in business competitiveness is beyond doubt in the specialized literature. Logistics efficiency has a very relevant effect on reducing costs and improving business results, also becoming a key factor in improving service. Previously, logistics was considered, more than a function that generates added value, a cost for the company, and therefore the objective was to reduce this cost as much as possible, without considering the returns it could cause in terms of efficiency and customer service.

The rules of international trade have changed significantly in recent years. In the first place, the strong development of certain direct competitors of Spanish industry, such as China or Eastern Europe, forces us to reconsider traditional strategies, and logistics is configured as a key element in the development of internationalization policies in markets where Competition via prices is not the most appropriate and competitiveness goes through the search for new ways of differentiation and efficiency.

Second, the transport function generates a set of negative externalities (congestion, pollution, etc.) that modern societies are hardly willing to assume; For this reason, both the European Commission and different member states have launched initiatives that, in the medium term, will rebalance the pattern of



international transport, and companies must be prepared for the important changes that lie ahead. Concepts such as charging for the use of infrastructures or short-distance maritime transport are already a reality that directly and irreversibly affects international trade.

## PREVIOUS KNOWLEDGE

### Relationship to other subjects of the same degree

There are no specified enrollment restrictions with other subjects of the curriculum.

### Other requirements

## OUTCOMES

## LEARNING OUTCOMES

Understanding of the logistics and transport chain, criteria for evaluating transport and logistics in relation to trade flows, determining the reasons that advise the use of one or the other chain. Knowledge and dialogue with the different operators, identification of the peculiarities of the intervening agents.

## DESCRIPTION OF CONTENTS

### 1. INTRODUCTION: FOREIGN TRADE REGULATION

Introduction  
The Community Customs Tariff  
Customs destinations  
Customs formalities for export and import

### 2. THE LOGISTICS FLOW

Definition and evolution of the logistics concept  
Importance of the logistics sector in the economy  
Supply chain:  
- Storage  
- Inventories  
- Modalities and agents involved in transport  
Trends



### **3. COMMON TRANSPORTATION POLICY**

Evolution of the PCT

Characteristics of the current PCT

- Context
- Objective
- Actions planned

### **4. SHORT SEA SHIPPING**

SSS definition and traffic evolution

SSS vs road transport: advantages and disadvantages

SSS supply in Spain

SSS promotion programs

### **5. INTERNATIONAL MARITIME TRANSPORT**

Introduction: regular line and charter regime

Evolution of traffic and large routes

Unitization of the load

Trends in ships

Concentration processes

### **6. RAILWAY LOGISTICS**

Introduction

Rail policy in Europe

Main agents of the railway sector

The European rail network, main corridors

Problems of rail freight transport

### **7. LOGISTICS PLATFORMS**

Definitions and trends

Nodal transport infrastructures: logistics platforms

PL typologies

Infrastructures for intermodality

**8. INCOTERMS 2020 AND DOCUMENTARY FLOW**

Incoterms

Documentary flow

**WORKLOAD**

ACTIVITY	Hours	% To be attended
Theory classes	30,00	100
Classroom practices	30,00	100
<b>TOTAL</b>	<b>60,00</b>	

**TEACHING METHODOLOGY**

The master lesson will be combined with a strong practical content.

**EVALUATION**

Final exam: 70% Work: 30%

**REFERENCES****Additional**

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Comisión Europea (2019). Handbook on External Costs of Transport. Disponible en [https://ec.europa.eu/transport/themes/sustainable/internalisation-transport-external-costs\\_en](https://ec.europa.eu/transport/themes/sustainable/internalisation-transport-external-costs_en)
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## **ADDENDUM COVID-19**

**This addendum will only be activated if the health situation requires so and with the prior agreement of the Governing Council**

This addendum will only be activated if the health situation requires it and with the prior agreement of the Governing Council

### **1. Contents:**

The contents to which the program refers are maintained.

### **2. Volume of work and temporary planning of teaching**

The workload of the activities that add up the hours of dedication in ECTS credits marked in the teaching guide is maintained: 30 hours of theoretical classes and 30 of practical classes.

### **3. Teaching methodology:**

The modality of classes for students will depend on the social and health conditions and the restrictions established by the competent authorities.

In the case of online teaching, classes will be given by videoconference, preferably synchronous, using Blackboard Collaborate, Teams, Skype or the tool that the lecturer considers appropriate to optimize the student's teaching-learning process during the scheduled program sessions, which remain the same days and times.

In the case of blended teaching, the students will have to access the classroom in alternate weeks according to the initial of their last name (A-M or L-Z). The classes will be broadcast so that the students will have face-to-face teaching one week, and the next week they will follow the classes in streaming.

### **4. Evaluation**

A face-to-face exam is planned, keeping the criteria set out in the teaching guide and the weightings of the continuous assessment (30%) and the face-to-face final test (70%).

### **5. Bibliography**

The bibliography referred to in the program is maintained.