CILT

International Certificate in Logistics and Transport

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CILT
International Certificate in Logistics and Transport

1. Introduction

The CILT International Certificate in Logistics and Transport is a free-standing qualification, designed to provide a sound foundation for a career within the transport and supply chain fields and should provide potential supervisors and first-line managers with a complete set of management skills.

The CILT International Certificate follows on from the general knowledge gained in the CILT International Introductory Certificate and provides more in-depth information on the core business subjects and specialist areas.

The modules offered as part of this qualification can also be offered as stand-alone units, giving both students and employers maximum flexibility. This route may specifically appeal to employers who wish to target a very specific topic area (e.g. Port Logistics, Warehousing) for development as an in-house course, but then with the option for employees to move forward at a later date to ‘top up’ to certificate level. Note that any certification awarded on a modular basis will clearly state that the award only relates to the specific module and not to the whole qualification.

2. Structure and Content

To achieve the CILT International Certificate, all candidates must study and pass the two mandatory units and one optional unit. We note that in some countries, Government standards on the unit duration/contact time may require the local CILT Branch or Territorial Organisation to demonstrate the equity between the local Qualification Framework and the content of this course.

Whilst the core requirements are set out as below, we are happy to support training providers and CILT Branches/Territories who may require additional modules to be taken (e.g. 2 mandatory plus 2 optional) in order to satisfy specific educational requirements in their own country.
Should a formal letter of endorsement and clarification on the exact contact/learning time be needed to support a course provider, then please get in touch.

The International Professional Development Coordinator is available to support in this area, and should it be necessary to add in further units (as either mandatory or optional modules) to ensure the Certificate level qualification is recognised locally, then this can be arranged with the sanction of the local CILT Branch or Territorial Organisation. If any additional topic areas and also considered important to warrant a new unit to be drafted, then we would also be pleased to hear from you.

The table below sets out the current structure of the CILT International Certificate qualification and the prerequisite module structure.

**Table 1.1 CILT International Certificate in Logistics and Transport Structure**

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Unit Reference</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mandatory</td>
<td>M1-L3</td>
<td>Business Theory</td>
</tr>
<tr>
<td>Mandatory</td>
<td>M2-L3</td>
<td>Business Application</td>
</tr>
<tr>
<td>And choose one of the following:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Option</td>
<td>O1-L3</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Option</td>
<td>O2-L3</td>
<td>Inventory</td>
</tr>
<tr>
<td>Option</td>
<td>O3-L3</td>
<td>Passenger Transport Operations</td>
</tr>
<tr>
<td>Option</td>
<td>O4-L3</td>
<td>Procurement</td>
</tr>
<tr>
<td>Option</td>
<td>O5-L3</td>
<td>Freight Transport Operations</td>
</tr>
<tr>
<td>Option</td>
<td>O7-L3</td>
<td>Supply Chain Operations</td>
</tr>
<tr>
<td>Option</td>
<td>O8-L3</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>Option</td>
<td>O9-L3</td>
<td>Green Logistics</td>
</tr>
<tr>
<td>Option</td>
<td>O10-L3</td>
<td>Global Logistics</td>
</tr>
<tr>
<td>Option</td>
<td>O11-L3</td>
<td>Port Operations</td>
</tr>
</tbody>
</table>
3. Entry and Progression

1.1. Entry

It is recommended that individuals wishing to undertake the CILT International Certificate are involved with:

- Contributing to the establishment of activity plans to support logistics operations

and/or

- Supervising and controlling operational activities.

For entry to the International Certificate Candidates are expected to have some prior knowledge of logistics and transport operations and an awareness of the integrated nature of supply chain activities, ideally through their own work experience and knowledge gained from studying the International Introductory Certificate course.

1.2. Progression

Further progression is available to the CILT International Diploma in Logistics and Transport and then to the CILT International Advanced Diploma in Logistics and Transport.

Successful completion of the CILT International Certificate together with a minimum of three years’ appropriate experience, meets the eligibility criteria for membership upgrade from Student Member to Member (MILT) of the Chartered Institute of Logistics and Transport.

1.3. Duration of Study

As a guide, students should allow around 12-18 months to complete the study programme but normally most students depending on how the course is taught complete the qualification well within a year.

The guided learning hours required for study of the International Certificate are set as 240 hours which includes classroom and self-study hours. This is allocated as 80 hours per unit for a minimum of 3 units.
The International Certificate must be completed within two years of the registration date and it will be the responsibility of the approved training provider to inform the International Professional Development Coordinator or any delays in commencement.

1.4. Supporting Students’ Learning

It is vital that from the very outset, students manage their time and set realistic targets for each section of the specification. An allowance of 25–30 hours is usually recommended for each component of a unit. In addition, many students will need to allow additional time for examination preparation and revision.

As part of their induction, students should be advised to make clear notes and bullet points where appropriate. Participants should also make use of the highlighted sections and icons within the course manual to guide them to the key information. Refer to the recommended reading as directed if available in your training provider’s library or local CILT Branch/Territorial Organisation library. Students are to be encouraged to develop this core information with wider reading from books articles available from the internet or British Council library.

Wherever possible, lecturers should source local case and provide local/regional examples to demonstrate the core principle and key message within each module. Local case studies are particularly useful tools to use in order to gauge whether or not students have understood the more important and essential elements of each section and, in some cases, whether they are actually able to apply that knowledge and understanding to a set scenario.

There is a vast amount of information can be accessed through the CILT(UK) Knowledge Centre which should be available to student members to use who are studying CILT International courses. As a matter of practice all universities, colleges and other accredited training providers offering the CILT International qualifications will be provided with a login ahead of their student cohorts so that lecturers and learning centre/library staff can navigate and research the resources on the CILT(UK) Knowledge Centre ahead of student intake and to help them in their lecture preparation.
4. Registration

All students must register with CILT International at the commencement of the programme. This is carried out via CILT Ireland who is responsible for the education administration support function.

There is a detailed registration and invoicing process which CILT International outline in their Training Provider pack. This provides specific information on the process for submitting student names (following a standardised template for recording names and personal details), making payments and dealing with exam setting, moderation and issue of certificates.

Each student will be given a unique CILT International registration number, and the training provider should also allocate its own unique reference. Every training provider will also have a unique code name which should be used as part of the student’s reference number.

Unless there are localised arrangements in place (e.g. with a local CILT Branch/Territorial Organisation) covering payments or moderation/certification, this centralised process must be followed by every approved training provider.

CILT International reserves the right to withhold the award of any qualification or the arrangement of examinations to candidates:

- Who have not been registered and enrolled at an Approved Training Centre
- Who have not been candidates registered with CILT International as Student members for the duration of their course of study
- Who are not candidates registered with CILT International at the time of examinations, course completion and course certification.

Certificates will also be withheld if the appropriate registration fees relating to the specific student cohort have not been paid in full. It should be noted that the billing policy of CILT is for all students registered at the outset of the course, not for those that complete the course and/or sit the examinations.
5. **Delivery**

Delivery of the qualification will be by an Approved Training Centre, which will be subject to annual review and formal re-accreditation every 3 years by CILT International in order to ensure standards are being maintained.

Approved Training Centres will be expected to use the syllabus and materials provided upon accreditation as the basis for producing their own teaching and learning materials. Further help and assistance can be obtained from the International Professional Development Coordinator and from the CILT(UK) Knowledge Centre.

6. **Options and Assessment Strategy**

Candidates may select to study single modules and build up their qualification over time, or instead study the whole qualification on a more intensive basis which is generally the favoured approach. At this stage the main learning is carried out in a ‘classroom environment with self–study in terms of homework and additional reading being encouraged. However, CILT are looking at ways to move the qualification into an e-based platform but with contact time still provided.

6.1. **Assessment Requirements**

6.1.1. **Mandatory Units**

Candidates must sit and pass a total of two examinations, one in each of the mandatory units: Business Theory and Business Application.

Examinations are drafted by the trainers/lecturers/or CILT local examination panel and are then sent to CILT International for verification prior to the students sitting the examination.

The examination cycles are normally determined by the training provider who may also liaise with the local CILT Branch or Territorial Organisation. Examinations can be sat whenever the training provider would like to hold examinations for students thus flexibility is the key to enable examinations when the training provider/students wish to sit examinations. However, few countries there are 2 established examination cycles per year whilst others work on an annual basis. For those training providers offering short courses and single units the examination timetable may be more frequent and notification of key dates will
be important. **All training providers are expected to notify the International Professional Development Coordinator of their proposed dates and timescales within plenty of notice so that we can plan ahead for exam paper preparation (where relevant), verification, moderation and certification.**

### 6.1.2. Optional or Elective Units

In addition to the 2 mandatory modules, candidates must study and pass one optional or elective module examination from the following list:

- O1-L3  Warehousing
- O2-L3  Inventory
- O3-L3  Passenger Transport Operations
- O4-L3  Procurement
- O5-L3  Freight Transport Operations
- O7-L3  Supply Chain Operations
- O8-L3  Transport Planning
- O9-L3  Green Logistics
- O10-L3 Global Logistics
- O11-L3 Port Operations.

### 6.1.3. Examination Information – for all Units both mandatory and elective/optional

All draft examination papers will be set by the training providers/lecturers/or the local CILT examination panel and soft copies will be sent to CILT International moderators for verification prior to the examination being sat by the students. The verified soft copy papers will then be returned and final copies made. Examinations will then take place and the papers marked by the training providers/lecturers and the draft results sent to CILT International who will then choose a sample of papers to moderate the marking standards. The sample [actual] papers will be sent by courier to CILT International moderators and if and
when CILT International is satisfied that the marking is of a sufficiently high standard the finalised results will be made public.

However, if CILT International moderators are dissatisfied with the sample of marking they will request to moderate all examination papers at an additional cost to the training provider and only then will the results be published. Dependent on the overall capacity of the local CILT Branch/Territorial Organisation it is possible that they will be able to provide support and advice to the examination and moderation processes by assisting the training providers in the examination process. For example in Nigeria the examinations are set and sat in June and November and examination is carried out locally using an independent panel of CILT members before sending to CILT International for verification and moderation of the examination papers and marking standards after the papers have been sat and marked.

All examinations are closed book and the pass mark for each examination is 50%.

If candidates do not achieve the full qualification, unit certificates will be issued upon successful completion or resit examinations [at additional cost] can be arranged for students to complete the course successfully.

7. Options and Summary of Course Content

7.1. Mandatory Units

7.1.1. Business Theory (M1-L3)

The role of management can be a very diverse and multi-disciplined practice that requires talented individuals to analyse, control and manage a multitude of operations and departments.

A range of management skills is required – whether course participants are working in a large international organisation or as a sole trader managing their own workload, diary and commercial aspects. In either arena, the art of the manager is to ensure maximum return on the operation from efficiency to finances.

Within this module a range of management disciplines from marketing and information flow to business planning and commercial skills are examined. The
Table 1.2 Business Theory Key Aspects

<table>
<thead>
<tr>
<th>Marketing</th>
<th>Communications and Information Flows</th>
<th>Finance</th>
<th>Legal Aspects</th>
</tr>
</thead>
<tbody>
<tr>
<td>7Ps</td>
<td>Management Information</td>
<td>Working Capital</td>
<td>Legal Obligations (Warehousing)</td>
</tr>
<tr>
<td>SWOT</td>
<td>Sources of Information</td>
<td>Credit Terms</td>
<td>Legal Obligations (Transport)</td>
</tr>
<tr>
<td>Segmentation</td>
<td>Key Performance Indicators</td>
<td>Finance and The Business Plan</td>
<td>Insurance</td>
</tr>
<tr>
<td>Logistics Marketing</td>
<td>Information Developments</td>
<td>Funding</td>
<td>Legal Constraints</td>
</tr>
<tr>
<td>Public Relations</td>
<td>Communications</td>
<td>Reconciliation</td>
<td>International Trade</td>
</tr>
<tr>
<td>Media</td>
<td></td>
<td></td>
<td>Corporate Social Responsibility</td>
</tr>
<tr>
<td>Networking</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Within the text there are worked examples of how the skills and art of the manager can be applied, each of which will be accompanied by potential outcomes. These are coupled with self-tests to help participants understand how they can potentially apply their own experience and skill to certain situations, which could lead to them becoming a better manager.

Business theory is the starting point, which then on to the initial subject of marketing and the marketing mix. Leading marketers such as Philip Kotler and Gary Armstrong have written a number of high quality books on marketing and how, by applying a range of simple tools, participants will be able to position their business, key message or brand in a strategically advantageous position to achieve competitive advantage.

7.1.2. Business Application (M2-L3)

Irrespective of the organisation, the arena of business or the tasks undertaken, management requires a group of individuals to work together with one objective: to achieve the targets, goals and aims defined by the organisation whilst adhering to its mission. Essentially, management involves a number of key factors, namely controlling, directing, leading, planning and staffing an
organisation in mind of achieving a pre-set goal or several goals. Notably, for the purpose of this guide, an organisation in this context is defined as a group of one or more individuals or bodies.

Importantly, all organisations must direct some attention to the issue of resourcing, which requires not only the utilisation of financial, human, natural and technological resources, but also their correct positioning.

As organisations may essentially be considered as working systems, regardless of their industry or objective, the management of such may be considered as comprising human design and actions, which are carried out in order to ensure the system’s desired results are achieved. This perspective thereby provides the chance to actively manage oneself, which is critical when similarly seeking to manage others within the organisation.

Management covers a variety of subjects and disciplines from sales, operations, new product development and strategy through to human resources, finance and supply chain. Although each of these areas is different, the common goal of management is still ever present: it is the art form or science of ensuring effective management through a chain of command and/or other people and processes so as to ensure that maximum return on investment is achieved. Within this module, consideration is given on how people can apply management skills and experience so as to manage operations and staff both efficiently and effectively.

Table 1.3 Business Application Key Aspects

<table>
<thead>
<tr>
<th>Managing Operations</th>
<th>Managing People</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Management Corridor</td>
<td>Motivations</td>
</tr>
<tr>
<td>Line Management</td>
<td>Maslow’s Hierarchy of Needs</td>
</tr>
<tr>
<td>Functional Management</td>
<td>Career Motivations</td>
</tr>
<tr>
<td>Customers</td>
<td>Managing Personalities</td>
</tr>
<tr>
<td>Business Planning</td>
<td>Legal Obligations</td>
</tr>
<tr>
<td>Business Plans</td>
<td>Appraisal/Development</td>
</tr>
<tr>
<td>Investment</td>
<td>Performance Monitoring</td>
</tr>
<tr>
<td>Environmental Impact of Logistics</td>
<td>Change</td>
</tr>
<tr>
<td>Unit Reflection</td>
<td>Unit Reflection</td>
</tr>
</tbody>
</table>
Students are strongly advised to use the learning materials as given but to relate to local/regional examples where possible and identify local variances so that they can easily appreciate their own transport and logistics environment.

Reference to the UK and other developed countries will act as an international example which may differ appreciably from where the module is being taught.

7.2. Optional/Elective Units

7.2.1. Warehousing (O1-L3)

Warehousing is accepted today as a critical component of logistics and supply chain operations. Warehouses have transformed from a mere storage place for goods to become complex operations that continue to add value to supply chain and give competitive advantages to organisations.

This unit is designed in such a way so as to provide students with the knowledge and understanding of warehousing, and to thereby deliver the skills required by an aspiring Warehouse Manager to operate effectively. The unit covers all of the key areas of warehousing operations and the key activities involved in each area.

The key components of this unit are:

- Managing warehouse receiving and storing operations
- Managing order-picking and the dispatching of goods
- Managing the provision and care of warehouse resources.

By the end of the unit participants should be able to:

- Describe the role of warehousing in supply chain operations
- Explain the various activities in warehousing operations
- Plan the daily requirements for receiving, storing, picking and dispatching
- Identify the resource requirements for warehouse operations
- Monitor and control warehousing activities to ensure operational goals are achieved.
7.2.2. Inventory (O2-L3)

The Inventory module is a stand-alone unit that focuses specifically on three areas:

- Managing Inventory
- Controlling Stock
- Managing Performance.

Key aspects in these areas are highlighted in the table below.

<table>
<thead>
<tr>
<th>Managing Inventory</th>
<th>Controlling Stock</th>
<th>Managing the Performance of Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Why do organisations hold inventory?</td>
<td>Inventory Planning</td>
<td>Tracking/Controlling Stock</td>
</tr>
<tr>
<td>Alternatives to Holding Inventory</td>
<td>Inventory Modelling for Business</td>
<td>Inventory Auditing</td>
</tr>
<tr>
<td>Stock Classifications</td>
<td>Inventory Risks</td>
<td>Inventory Key Performance Indicators (KPIs)</td>
</tr>
<tr>
<td>Trade-offs</td>
<td>Commercial Elements of Inventory</td>
<td>The Reporting of Inventory</td>
</tr>
<tr>
<td>Stockholding Costs</td>
<td>Reverse Logistics</td>
<td></td>
</tr>
<tr>
<td>Forecasting</td>
<td>Business Driven Inventory Models</td>
<td></td>
</tr>
<tr>
<td>Inventory systems</td>
<td>Current Inventory Systems</td>
<td></td>
</tr>
</tbody>
</table>

7.2.3. Passenger Transport Operations (O3-L3)

This element seeks to identify how transport has become an integrated part of society, and in all aspects, essential to how our modern society functions. Recent events such as flooding or terrorist incidents have demonstrated that disruption to transportation systems can cause immediate and long lasting impacts especially in today’s global supply chains.

Whether it is an accident within the system, external weather or natural events that disrupt the way the system can function, or intentional disruption such as a strike by the workforce or an attack on the network, our reliance on transportation systems is obvious. People cannot get to work or education, visit hospitals, childcare becomes difficult, and food cannot be transported to retail shops.
Such dependencies are explored and in addition why we rely so heavily on transportation systems, how transport constantly evolves to meet the ever changing demands of modern society.

Participants are encouraged to use the learning materials provided but to ensure that they use examples from their own countries or region of the world. Those preparing the learning resources should also provide local examples in tasks and case studies where applicable. In the extensive nature of rural transport services often using specialised vehicles should be recognised, identified, and compared with examples in the materials provided.

Vehicles may differ around the world as does legislation and infrastructure but the supply of passenger transport services is fundamental for sustainable living in either the rural or urban environment and for the provision of goods as frequently in the developing world passenger vehicles also transport goods/crops at the same time and trucks are used to carry passengers.

7.2.4. **Procurement** (O4-L3)

Procurement is a key strategic element in any supply chain process. A Supply Chain comprises all activities associated with the flow and transformation of goods, from raw materials stage through to the final consumer, and so it is a sequence of events intended to satisfy a customer or end user. It is made up of various elements, including manufacturing, distribution, transport, warehousing, inventory control, materials handling, and procurement.

**Figure 1.1 Supply Chain Process**
Procurement is on the supply side of the Supply Chain, and its function is to provide the interface with the organisation’s external supply markets. The purpose of procurement is to secure a value-for-money deal in the initial purchasing of a specified product or service by taking into account various factors, such as supply markets, potential suppliers, supplier capabilities, lead times, and commercial terms, and then to manage effectively the business relationship with the supplier.

7.2.5. **Freight Transport Operations (O5-L3)**

This unit has been to aid understanding of freight transport operations globally. It covers all the major modes of transport used to move goods both as a standalone operation and as part of modern supply chains.

The unit comprises of three main components:

- Freight Transport Role, Structure and the Environment
- Freight Transport Planning and Demand
- Freight Transport Regulation, Control and Business.

These three sections cover issues such as economic, cultural, political, ethical and environmental issues and how freight transport acts to sustain modern trade and business through effective planning, control and management. The final section examines formal regulation of the industry and management techniques, including costing.

Participants are encouraged to use the learning materials and where possible discuss local national and regional examples of vehicles, typical freight movements, legislation and other examples. This will ensure that they have a clear understanding of issues both internationally and locally.

Case studies and tasks provided can be used as benchmarks with localised applicability to the local freight sector and environment.

7.2.6. **Supply Chain Operations (O7-L3)**

This module covers the key concepts surrounding supply chain operations and focuses on four main components:
• Fundamentals of a Supply Chain
• The Supply Chain Environment
• Operation of a Supply Chain
• Supply Chain Performance.

The unit begins by looking at a normal business operations model, the so-called 'input-transformation-output' model. It is important to note that the term ‘business’ used in this context refers to all entities concerned with buying and selling, including the work of the government, its agencies and non-governmental organisations. This broad view is as the business methods, skills, attitudes and objectives are being adopted irrespective of the type organisation.

The unit goes on to consider the commercial and operational environment for organisations covering the following aspects:

• Suppliers
• Competitors
• Labour markets
• Financial institutions
• Customers
• Trade unions
• Governments
• Customers.

The unit then turns to the key operational activities that require careful management in order to prosper and survive in the prevailing operational environment.

Finally, the unit concludes by considering issues of performance. All supply chain management approaches seek to improve performance through better use of internal and external capabilities in order to create a seamlessly coordinated supply chain. This elevates inter-company competition to inter-supply chain competition. Key performance indicators for supply chain operations are identified and discussed along with approaches to enhance performance.
7.2.7. **Transport Planning (O8-L3)**

This unit is designed to provide an overview of the various aspects of transport planning. It seeks to give a flavour of the different elements of transport planning, showing the part played by each in the making, planning, development and implementation of transport projects, together with relevant issues concerning travel behaviour, modal choice and accessibility. In particular, the unit aims to broaden the candidate’s thinking respect of the various factors that have to be balanced in transport decision making: economic prosperity, environment, congestion, social inclusion and accessibility, equity, choice, safety.

Students are encouraged to study the given but to link them into their local/ national and regional environment so that practices undertaken locally can be seen in the wider global context. However many transport planning practices / measures have universal applicability.

7.2.8. **Green Logistics (O9-L3)**

This Unit is specifically designed to provide information and to help understanding of green and sustainable logistics and supply chain management. It covers the environmental impact of logistics and supply chain operations, modal considerations, energy efficiency, future trends and strategies, the management of change aimed at improving sustainability and the required performance measures and performance monitoring that will be required in order to bring about such desired and planned changes.

It comprises three components:

- Green and Sustainable Logistics
- Sustainable Logistics and Supply Chain Operations Today and in the Future
- Green Logistics Management, Performance and Monitoring.

These three sections cover a fairly wide spectrum of topics relating to the ‘greening’ of logistics activities in markets that are expanding, more complex and increasingly competitive. In addition, markets where many natural resources and traditional energy sources are becoming depleted and exhausted and an environment in which many traditional sources of raw materials are being replaced as the drive towards global trading continues.
It is important that we maintain an objective position in relation to green issues relating to the logistics industry as green issues are present in all walks of life, in all business and personal circumstances and a topic on which most people have their own views.

Many issues are related to economic factors, supply and demand, cultural and ethical considerations and the need for change, and are focused not only on the need for change but how that change may be enacted, successfully managed and effectively monitored.

Throughout there are case studies and some set tasks. These are included so that the reader may be able to consider issues related to the topic(s) in question and to be able to relate them to the context of sustainable logistics and supply chain operations in their locality, own country, region and globally.

7.2.9. Global Logistics (O10-L3)

This unit is specifically designed to provide students with both knowledge and understanding of current trade patterns and the structure and operation of global and multi-national trade, business and supply chains.

It includes economic, environmental, cultural, political and ethical issues and moves on to address how global trade is regulated, constrained, controlled and monitored across all major modes of transport used to move goods and crew members across borders and frontiers.

Later, it examines and considers physical and human resource issues related to extended supply chain operation and control, including the quality assurance and development of technical and quality standards. The unit closes by considering the options available for international businesses wishing to minimise any negative factors, including those associated with the environment and conducting global business/supply chains.
It comprises three components:

- Global Trade and business, Global Supply Chains and Operations
- Global Trade Controls and International Business Constraints
- Global Trade Resource and Business Activity.

These three main sections address issues across a wide range of topics vital to successful global trade. These include not only the structure of trade patterns but also planning, monitoring and control issues and further considerations relating to global supply and demand, cultural considerations, ethical issues and environmental matters relevant to global trade.

Furthermore, many of the regulatory bodies, regulatory regimes and authorities are discussed and their roles and responsibilities clarified. In addition, a range of the more commonly used agreements and conventions relating to international trade and freight movements are discussed and issues relating to the safety and security of not only the goods but also drivers, crew members and staff are included.

Finally, global trade elements and factors that ensure resource levels are appropriate and that trade can be conducted in an efficient way as possible are examined.

7.2.10. Port Operations (O11-L3)

This unit is specifically designed to provide information and to help understanding of port management and port operations. It covers the types and functions of ports and terminals and their management, operation and maintenance. It includes global, international and national freight movements, types of goods and vessels, passenger considerations, port and area controls, physical and human resource requirements, consignments, unitisation and consignment monitoring.

The unit also goes on to examine the roles of Port and Customs authorities and how goods are moved under regulations and conventions, other general and trading agreements and the associated documentation. The unit closes with an examination of port development and planning requirements, port support and ancillaries and associated infrastructure requirements and environmental considerations.
It comprises four components:

- Port Operation and Maintenance
- Port Movements, Vessels, Consignments, Resources and Monitoring
- Port and Customs Authorities, Roles and Procedures
- Port Development, Planning, Infrastructure and the Environment.

These four sections cover a wide spectrum of port management, port operation and port control mechanisms, ranging from port staffing and manning structures through to planning and environmental considerations. Also included in the material is a futuristic view in relation to port development and port sustainability. As we will see, many issues are related to economic factors, supply, demand and changing patterns of trade as new economies emerge and traditional sources of supply change to meet the ever-increasing level of demand by consumers.

Although the unit concentrates upon freight, there are references to passenger movements.

These references are not meant to lessen the importance (and increasing volumes) of passenger traffic but in many ways, passenger facilities reflect many of the general principles of logistics in relation to seamless movements and transfer, the requirement for minimal delays and the need to assemble and disperse into load volumes.

Throughout the text there are set tasks and exercises, designed to give students an opportunity to test knowledge and understanding of the unit content.