

參 考 文 獻

1. 王富恩 (2003) , 「長鞭效應在不同需求型態下長鞭效應關鍵影響因素之探討」， 國防管理學院後勤管理研究所碩士論文
2. 邱乾銘 (2004) , 「供應鏈長鞭效應之探討」， 國立高雄第一科技大學運輸與倉儲營運系碩士論文
3. 陳家芳 (2003) , 「前置時間變動下供應鏈系統成本與長鞭效應之關係」， 國立成功大學工業管理研究所碩士論文
4. 閔庭祥 (2002) , 淺談第四方物流
<http://www.glct.org.tw/07-Page17.asp>
5. 今岡善次郎，瞭解供應鏈管理，向上出版事業有限公司，民國九十四年
6. Accenture (1999), “The concept of the fourth party logistics”
http://logistics.about.com/gi/dynamic/offsite.htm?zi=1/XJ&sdn=logistics&zu=http%3A%2F%2Fwww.accenture.com%2Fxd%2Fxd.asp%3Fit%3DenWeb%26xd%3Dservices%2Fscm%2Fscm_who_PA_New_Bus_Planning.xml
7. Chen, F., Z. Drezner, J. K. Ryan and D. Simchi-Levi (2000), “Quantifying the Bullwhip Effect in a Simple Supply Chain: The Impact of Forecasting Lead Times, and Information”, Management Science, Vol. 46, No. 3, pp. 436-443
8. Chen, F., J. K. Ryan and David Simchi-Levi (2000), “The Impack of Exponential Smoothing Forecasts on the Bullwhip Effect”, Naval Research Logistics, Vol. 47, pp269-286
9. Dejonckheere, J., S.M. Disney, M.R. Lambrecht and D.R. Towill (2003), “Measuring and avoiding the bullwhip effect : A control theoretic approach”, European Journal of Operational Research, Vol. 147, pp.567 – 590
10. Fiala, P.(2005), “Information sharing in supply chains”, Omega, Vol. 33, pp. 419 – 423
11. Gilbert, K. (2005), “An ARIMA supply chain model”, Management Science, Vol.52, No.2, pp.305-310
12. Joseph M. Milner and Panos Kouvelis (2005), “Order Quantity and Timing Flexibility in Supply Chains: The Role of Demand Characteristics”, Management Science. Vol. 51, No.6, pp.970-985
13. Kok, T. D., F. Janssen, J. V. Doremalen, E. V. Wachem, M. Clerkx and W. Peeters (2005), “Philips Electronics Synchronizes Its Supply Chain to End the Bullwhip Effect”, informs, Vol.35, No. 1, pp. 37-48
14. Lee, H. L., V. Padmanabhan and S. Whang (1997), “The Bullwhip Effect in Supply Chain”, Sloan Management, Vol. 38, No.3, pp.93-102

15. LI, X., W. Liu, L. Lei, Y. Zhao and S. Ren (2003), “The Design and Realization of Four Party Logistics”, IEEE International Conference
16. LI, X., W. Ying, W. Liu, J. Chen and B. Huang (2003), “The Decision Optimization Model of 4PL”, IEEE International Conference

17. Milner, J. M. and P. Kouvelis (2005), “Order Quantity and Timing Flexibility in Supply Chains: The Role of Demand Characteristics”, Management Science. Vol. 51, No.6, pp.970-985
18. Machuca, J. A. D. and Barajas R. P. (2004), “The impact of electronic data interchange on reducing bullwhip effect and supply chain inventory costs”, Transportation Research Part E, Vol. 40, pp. 209 – 228
19. Patterson, K. A., C. M. Grimm and T. M. Corsi (2003), “Adopting new technologies for supply chain management”, Transportation Research Part E, Vol. 39, pp. 95 – 121
20. Thonemann, U. W. (2002), “Improving supply-chain performance by sharing advance demand information”, European Journal of Operational Research, Vol. 142, pp. 81 – 107
21. Xu, K., Y. Dong and P. T. Evers (2001), “Towards better coordination of the supply chain”, Transportation Research Part E, Vol. 37, pp. 35-54
22. Zhang, H., X. Li, W. Liu, B. Li and Z. Zhang (2004), “An Application of the AHP in 3PL Vendor Selection of a 4PL System”, IEEE International Conference
23. Zhang, X. (2004), “The impact of forecasting methods on the bullwhip effect”, International Journal of Production Economics, Vol. 88, pp.15-27
24. Zhang, X. (2005), “Delayed demand information and damped bullwhip effect”, Operations Research Letters, Vol. 33, pp. 289–294