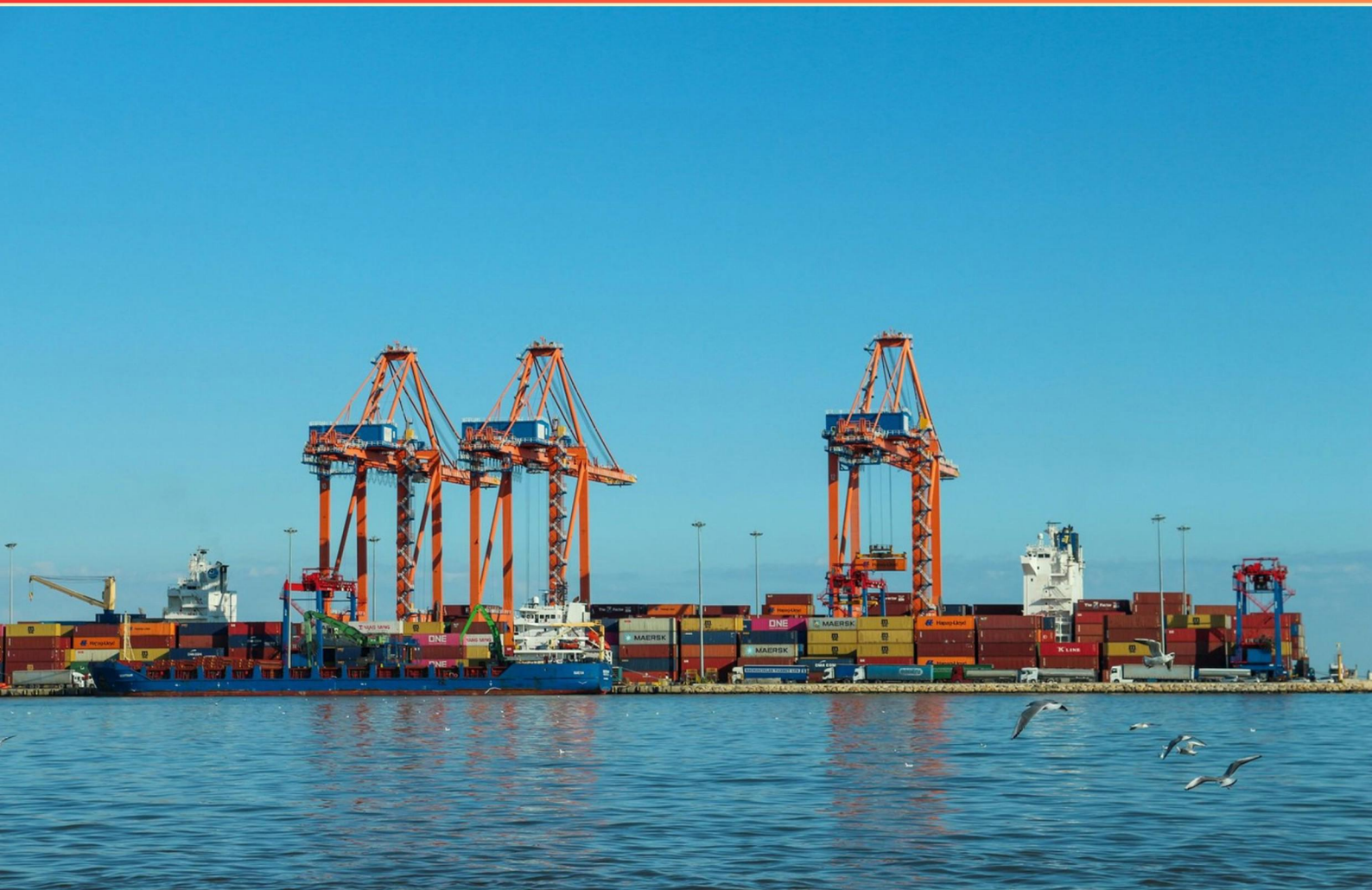


# LOGISTICS AND SUPPLY CHAIN MANAGEMENT EXAM 1 PRACTICE (SAMPLE)

STUDY GUIDE



## SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR  
THE FULL VERSION STUDY GUIDE

<https://logisticssupplychainmgmt.examzify.com>



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# Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

# How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

## 1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

## 2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

## 3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

## 4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

## 5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

## 6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

## Questions

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- 1. What is the difference between supplier development and supplier relationship management?**
  - A. Supplier development aims to improve supplier capabilities; SRM manages ongoing relationships and performance.
  - B. They are the same thing.
  - C. SRM only handles financial transactions.
  - D. Supplier development is about marketing products.
- 2. OTIF stands for On-Time In-Full; which two dimensions are evaluated by OTIF?**
  - A. Delivery timeliness and quantity of complete orders.
  - B. Order accuracy and packaging quality.
  - C. Freight cost and delivery speed.
  - D. Delivery timeliness and completeness of orders.
- 3. Which ocean service is for hire with no set routes?**
  - A. Liner Service
  - B. Private Carriers
  - C. Charter Vessels
  - D. NVOCC
- 4. Sell-side system example**
  - A. Staples
  - B. Amazon
  - C. Elemica
  - D. Travelocity
- 5. What is the difference between consolidation and deconsolidation in transportation?**
  - A. Consolidation combines multiple smaller shipments into a single larger shipment.
  - B. Deconsolidation combines into larger shipments.
  - C. They refer to packaging within a warehouse.
  - D. They are terms in reverse logistics only.

- 6. In forecasting, MAE and MAPE stand for what?**
- A. MAE is mean absolute error; MAPE is mean absolute percentage error
  - B. MAE is median absolute error; MAPE is mean absolute percentage error
  - C. MAE is mean absolute error; MAPE is maximum absolute percentage error
  - D. MAE is mean actual error; MAPE is mean adjusted percentage error
- 7. What is an advantage of rail transport over long distances?**
- A. Lower rates, safety, reliability, environmental benefits
  - B. Very rapid transit times
  - C. High emissions
  - D. Limited route coverage
- 8. Which elements are part of a supply chain network design and what are typical trade-offs?**
- A. Marketing channels and customer service
  - B. Facilities (plants, warehouses), transportation links, inventory positioning, and capacity; trade-offs include cost vs service level, responsiveness vs efficiency, and risk concentration vs diversification
  - C. IT systems and cybersecurity concerns only
  - D. Branding and packaging design decisions only
- 9. Which flow concerns the movement of information on orders and the status of delivery?**
- A. Product Flow
  - B. Information Flow
  - C. Cash Flow
  - D. Demand Flow
- 10. Which model is described as a buyer-controlled e-procurement or e-commerce service?**
- A. Sell-side system
  - B. Electronic marketplace
  - C. Buy-side system
  - D. Online trading community

## **Answers**

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1. A
2. D
3. C
4. A
5. A
6. A
7. A
8. B
9. B
10. C

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## **Explanations**

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**1. What is the difference between supplier development and supplier relationship management?**

**A. Supplier development aims to improve supplier capabilities; SRM manages ongoing relationships and performance.**

B. They are the same thing.

C. SRM only handles financial transactions.

D. Supplier development is about marketing products.

*The main idea here is about where the focus lies. Supplier development is about building up a supplier's capabilities—improving processes, quality, capacity, technology, and ways of working so they can better meet the buyer's needs now and in the future. It often involves collaborative projects, training, process changes, and joint improvement efforts aimed at elevating the supplier's performance. Supplier Relationship Management, on the other hand, centers on the ongoing management of the relationship itself and how performance is governed over time. It covers things like collaboration, communication, governance structures, performance measurement and scorecards, risk management, contract alignment, and regular reviews. So the best answer reflects that distinction: development focuses on boosting supplier capability, while SRM handles the ongoing relationship and performance management. The other descriptions don't fit how these functions operate—for example, SRM isn't limited to financial transactions, and supplier development isn't about marketing products.*

**2. OTIF stands for On-Time In-Full; which two dimensions are evaluated by OTIF?**

A. Delivery timeliness and quantity of complete orders.

B. Order accuracy and packaging quality.

C. Freight cost and delivery speed.

**D. Delivery timeliness and completeness of orders.**

*OTIF measures how reliably a supplier delivers as promised by two aspects: delivery timeliness and completeness of orders. On-Time means the shipment arrives within the agreed window, while In-Full means the delivered quantities exactly match what was ordered with no shortages. So OTIF evaluates delivery timeliness and completeness of orders. The other options mix in elements OTIF doesn't cover—cost or speed, or aspects like packaging or order accuracy—which are assessed by different metrics.*

**3. Which ocean service is for hire with no set routes?**

A. Liner Service

B. Private Carriers

**C. Charter Vessels**

D. NVOCC

*Chartering a vessel means hiring the entire ship (or a significant portion of its capacity) for a voyage or for a period, and you get to decide where and when to sail. This is different from liner services, which operate on regular, published routes with fixed schedules. When you charter, the ship is not tied to a standard network; you can tailor the route to your needs, making it ideal for one-off large shipments or movements outside the regular liner system. In voyage charters, you set loading and discharging ports for a specific voyage, while in time charters you control routing and timing for a set period. The freedom to choose routes and schedules is what makes charter vessels the right answer.*

#### 4. Sell-side system example

A. Staples

B. Amazon

C. Elemica

D. Travelocity

*Sell-side systems are the supplier's own online channels for selling directly to customers, handling catalogs, pricing, quotes, and order capture from the seller's side. Staples fits this because its Staples Advantage portal serves corporate buyers with Staples' own catalog, corporate pricing, and the ability to place and manage orders directly through Staples' system. This showcases how a supplier operates a dedicated storefront and order workflow for buyers. In contrast, Amazon functions mainly as a marketplace where many sellers list products and customers shop across a platform, rather than a single vendor's direct sell-side storefront. Elemica provides a B2B network and integration platform connecting trading partners, which is broader than a single supplier's direct selling channel. Travelocity is a consumer travel site, not a B2B seller-customer channel.*

#### 5. What is the difference between consolidation and deconsolidation in transportation?

A. Consolidation combines multiple smaller shipments into a single larger shipment.

B. Deconsolidation combines into larger shipments.

C. They refer to packaging within a warehouse.

D. They are terms in reverse logistics only.

*Consolidation and deconsolidation describe how shipments are handled as they move through the network. Consolidation is the process of pooling several smaller shipments from different sources into one larger shipment. This boosts transportation efficiency by improving vehicle utilization and lowering per-unit costs, such as a regional center grouping parcels from multiple manufacturers into a single truck or container for a long-haul leg. Deconsolidation is the reverse: when that large shipment arrives at a destination hub, it is split back into the individual orders and sorted for delivery to the respective recipients. This lets the final mile be executed efficiently while preserving the cost advantages gained from the initial consolidation. These concepts are not limited to packaging within a warehouse or to reverse logistics; they are about how goods are grouped for transport and then separated for delivery. So the best description is that consolidation combines smaller shipments into one larger shipment.*

#### 6. In forecasting, MAE and MAPE stand for what?

A. MAE is mean absolute error; MAPE is mean absolute percentage error

B. MAE is median absolute error; MAPE is mean absolute percentage error

C. MAE is mean absolute error; MAPE is maximum absolute percentage error

D. MAE is mean actual error; MAPE is mean adjusted percentage error

*Mean absolute error and mean absolute percentage error are standard forecast accuracy metrics. MAE measures forecast accuracy by averaging the absolute differences between forecasted and actual values, so it's in the same units as the thing you're forecasting. MAPE takes those absolute differences and expresses them as a percentage of the actual values, giving a normalized sense of error that's easy to compare across different series. This option correctly names both terms: MAE as mean absolute error and MAPE as mean absolute percentage error. The other choices mix up definitions—median vs mean, or label MAE as an actual error, or call MAPE a maximum or adjusted percentage error. For example, with actuals 100, 120, 80 and forecasts 110, 115, 90, MAE would be the average of |10|, |5|, | -10|, while MAPE would be the average of those absolute errors divided by the actual values, shown as a percentage.*

## 7. What is an advantage of rail transport over long distances?

A. Lower rates, safety, reliability, environmental benefits

B. Very rapid transit times

C. High emissions

D. Limited route coverage

*For long-distance freight, the big strength of rail is its combination of cost efficiency, safety, reliability, and environmental benefits. Trains can move very large volumes in a single trip, so the cost per ton-mile drops, leading to lower rates for bulk shipments. The engineering and operating practices of rail—separated from road traffic, with centralized signaling and scheduling—contribute to higher safety and more consistent, predictable delivery. Reliability follows from fewer delays due to congestion and the ability to run set timetables, which is especially valuable when moving goods over long paths with many handoffs through intermodal terminals. Environmentally, rail generally uses less fuel per ton of product moved, and electric traction in many networks further reduces emissions, making long-distance shipments cleaner than road transport. The other options don't fit as advantages. Very rapid transit times aren't typical for rail over long distances, since air travel or high-speed road networks usually beat rail for speed in many contexts. High emissions would be a disadvantage, not an advantage, and rail generally emits less per ton-mile than road or air. Limited route coverage is a constraint rather than an advantage, whereas rail networks, while not as flexible as trucking, still offer broad long-distance coverage with high-volume capacity.*

## 8. Which elements are part of a supply chain network design and what are typical trade-offs?

A. Marketing channels and customer service

B. Facilities (plants, warehouses), transportation links, inventory positioning, and capacity; trade-offs include cost vs service level, responsiveness vs efficiency, and risk concentration vs diversification

C. IT systems and cybersecurity concerns only

D. Branding and packaging design decisions only

*Supply chain network design focuses on structuring how a network operates—where to locate facilities like plants and warehouses, how goods move between them through transportation links, where inventory should be positioned, and how much capacity the network can support. The trade-offs you'll navigate include cost versus service level, since expanding capacity and faster shipping boost service but raise fixed and operating costs; responsiveness versus efficiency, where being quick to respond can require more inventory or closer facilities, potentially lowering efficiency; and risk concentration versus diversification, balancing having concentrated locations against spreading risk across multiple sites. For example, adding a regional warehouse can greatly improve service levels and reduce lead times, but it also increases fixed costs and inventory holdings. Other options miss essential design elements—the structural layout of the network, the placement of inventory, and the capacity decisions—and thus don't capture the key decisions involved in network design.*

**9. Which flow concerns the movement of information on orders and the status of delivery?**

- A. Product Flow
- B. Information Flow**
- C. Cash Flow
- D. Demand Flow

*The movement of information about orders and delivery status is information flow. In a supply chain, information flow covers all the data that keep partners coordinated—orders, confirmations, shipment notices, tracking updates, and delivery statuses. This flow enables accurate order processing, inventory planning, and scheduling, and it ties together procurement, production, and distribution so everyone knows where an order is in the process and when it will arrive. The other flows focus on different things: product flow is the physical movement of goods, cash flow is money moving between parties, and demand flow concerns signals of customer demand. So the information about orders and delivery status fits best with information flow.*

**10. Which model is described as a buyer-controlled e-procurement or e-commerce service?**

- A. Sell-side system
- B. Electronic marketplace
- C. Buy-side system**
- D. Online trading community

*Buy-side control over the procurement process is the key distinction among e-procurement models. In a buy-side system, the purchasing organization hosts and governs the e-procurement environment, defining approved catalogs, handling requisitions, routing approvals, issuing purchase orders, and integrating with internal ERP systems. The buyer controls the workflow and access, which is why this model is described as a buyer-controlled e-procurement or e-commerce service. In contrast, a sell-side system is built around the supplier hosting the storefront and managing how buyers interact with their catalog and quotes. An electronic marketplace serves as a neutral platform connecting many buyers and sellers, with the platform owner facilitating interactions rather than the buyer controlling the process. An online trading community focuses on collaborative networking and information exchange rather than centralized procurement control by a single buyer. So the buyer-controlled procurement service aligns with the buy-side system.*

## Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at [hello@examzify.com](mailto:hello@examzify.com).

Or visit your dedicated course page for more study tools and resources:

<https://logisticssupplychainmgmt.examzify.com>

We wish you the very best on your exam journey. You've got this!

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