

European Review of Regional Logistics

Quarterly Journal of Open ENLoCC



Freight transport troubles

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Cover photo: "On the Rhine", Martin Brandt

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Dear members and friends of the Open ENLoCC network



In this issue we have two big topics. One is the handling of goods in urban environments, also known as city logistics. This is much more than just downtown parcel delivery, but always a big regional logistics issue. Several congresses deal with the topic, many projects, and we also publish a manifesto by Ian Wainwright from London, who among other things played an important role in handling goods logistics issues during the London Olympic Games. Also, utilizing the third dimension may help in a number of cases, as a project shows in which our member MoWiN from Germany is involved.

Furthermore, regions are these days doing freight master plans under different names, such as “Sustainable Urban Logistics Plan.” We look at an urban region outside Europe for comparison: Seattle has done rather profound work.

The other topic is the shift of goods from road to other modes – mainly rail, but also inland waterways. This has seen some setbacks in the past, with the 2017 Rastatt accident interrupting among other things the main goods corridor across central Europe, and this year with the low water level on the inland waterways. We have a comprehensive look at the Rastatt incident in retrospective.

On the other hand, there also are good news. Hubs thrive. One of them is LCA-South in Fürnitz, located in Austria’s Carinthia state. And connections between these large interfaces can literally go a long way, as the case of a Finland-China link shows.

More good news: With TØI, a large research institute from Norway has joined Open ENLoCC. It is presented in this issue. And Open ENLoCC itself is about to change its legal framework, to be a more flexible network in the future.

The classic text in this issue tells a lot about human behaviour: Congestion was a big issue in the streets of London already 350 years ago. Nevertheless, famous diarist Samuel Pepys buys a coach as soon as he can afford one. Not because of necessity, but because it shows the social status he so eagerly wants for himself and his family. When we read this old text about his careful choice of coach design and horse power, we understand that this may even be an important lesson for today and may well remain an issue even long after combustion engines will have been phased out.

We wish you all good reading!

Giuseppe Luppino

President of the Open ENLoCC network

News

“Smart Last Mile Delivery”

A “Wissensforum” (knowledge forum) on “smart last mile delivery” was held by the German engineers’ foundation VDI in Hamburg on December 5-6. The first day was mainly devoted to business models. In the context of urban delivery, Markus Ziegler of packadoo presented the idea to institutionalize employers’ mailrooms as interfaces also for private deliveries to employees. Gunnar Anger of Parcellock suggested a locker system in housing areas to allow handling of parcels from several logistics companies. The second day was devoted to the territorial view, with examples from Vienna, Gothenburg, Santander and Brussels, among other places.

The article by Ian Wainwright and the review of the Seattle master plan in this issue both are a result of our participation to this forum as guests and we assume that other visitors profited similarly.

New Italian fast freight train service

From Wednesday 7 November, a new all freight service, managed by Polo Mercitalia (FS Italiane Group), connects the Mercitalia Terminal of Maddaloni-Marcianise (Caserta near Naples) with the Bologna Interporto, one of the most important logistics hubs in Northern Italy using the Italian High Speed/High Capacity network, every day (from Monday to Friday), in 3 hours and 30 minutes.

This is one of the few examples of freight service on high speed rail. The speed service allows for a return journey per night. Different from most overnight services, only one physical train is needed for both directions combined. Narrow doors of the train, which basically uses the same wagon frames as for passenger service, limit the service to small parcels.

POLIS 2018 Conference: “Get out of my space!”

The yearly Polis conference in 2018 was held in the “Old Trafford” stadium, Manchester, on November 22-23 under the title “Innovation in Transport for Sustainable Cities and Regions” with a record number of 550 participants. The Opening Plenary session, “Citizens First?!", discussed the challenge of reconciling individual user needs with the interests of society as a whole through transport policy. The conference was opened by a welcome address from the Mayor of Manchester, Andy Burnham. He emphasised that transport policies should not only benefit individuals, but that they should also serve the public interest.

Polis is the network of European cities and regions working together to deploy innovative solutions for more sustainable mobility. While the focus usually is on passenger transport, this year’s conference closed with a plenary session on the management of urban space, titled “Get out of my space!” How much space should be used for transport, and how much of that for goods transport, is a hot issue especially for goods and logistics services within urban areas.

Inland navigation: Draught vs. drought



Important segments of European inland navigation are subject to varying water levels, which occasionally limit the loads the boats can carry. This year, the Rhine was especially hard hit, almost eliminating commercial navigation along parts of its run. This has resulted in higher gas prices in southern Germany, since petrol is mainly carried by boat. Since there was no sufficient rail capacity available, petrol had to be trucked for the long haul. After the “Rastatt” incident in 2017, this now is the second year in a row that goods traffic among the main European corridor has been subject to severe restrictions on environmentally friendly modes.

In early December, after some rain, the rather extraordinary situation has normalized for the time being. However, groundwater level remains very low, which may cause future low water level in the river system.

A note of caution regarding news about extremely low water levels as recorded in the news: The level indicators’ point zero usually is historically set and does not necessarily represent the bottom of the river. If an indicator just shows a few centimeters of water (as was common this fall), there may still be somewhat more water available for navigation.

Stuttgart: Regional electromobility congress

After the “evs30”, the 30th International Electric Vehicle Symposium & Exhibition, was held in Stuttgart October 9-12, 2017 with great success, an attempt was made for a regional electromobility congress and fair in 2018. Subsequently, an electromobility symposium was held on October 8-10, presenting a number of renowned speakers and including a session about city logistics. While date and location are not yet fixed, it is planned to do a similar symposium also in 2019.

UK: Transport business fellows

The Transport Systems Catapult UK (TSC) is proud to introduce its first group of Business Fellows, who will help build closer ties between the UK’s leading transport related academic departments and the transport Industry. Thomas Zunder of the Future Mobility Group at Open ENLoCC member Newcastle University joins others from University of Lancaster, Cranfield University, University of Leeds, University of Nottingham, University of Surrey, Newcastle University, University of Liverpool, University of Northampton, University of Hertfordshire, University of Kent and Manchester Metropolitan University. All the Universities involved are involved in researching and developing cutting edge transport solutions.

The “Business Fellow Network for Intelligent Mobility” is a network of experts funded by the TSC and based in academic institutions with strong records in transport research and innovation. The aim is to bring outputs closer to commercialisation and enable academics to increase their industry engagement, entrepreneurship and research impact to support universities to achieve their Knowledge Exchange Framework targets.

People

Eamonn O'Reilly was unanimously re-elected as Chairman of ESPO, the European Sea Ports Organisation. The ESPO General Assembly also re-elected **Annaleena Mäkilä**, Managing Director of the Finnish ports Association, and elected **Zeno d'Agostino**, President of the Italian Association of Ports and President of the Port Network Authority of the Eastern Adriatic Sea, as Vice-Chairs. Zeno D'Agostino has previously also been head of then Open ENLoCC member Logica as well as board member of Open ENLoCC member ITL.

On Wednesday, 12th of December, 2018, the Director of Open ENLoCC member HIT/CERTH, **Dr. Evangelos Bekiaris** was elected as the new Chairman of the European association ECTRI (European Conference of Transport Research Institutes). The European Association ECTRI includes 28 Transport Research Institutes from 21 EU Member States and has just celebrated its 15 years of existence. HIT is the main research organization in the field of Transport in Greece and one of the most important and most recognized technology and know-how nodes in Europe. It also is a member of the General Secretariat of Research and Technology of the Ministry of Education, Research and Religious Affairs. HIT's headquarters are located in Thessaloniki, while its branches are spread across Athens, Piraeus, Rhodes and more.

Thomas Zunder of the Future Mobility Group within Newcastle University successfully secured €193,108 of funding from Dec 2018 to Nov 2020 from the EU Shift2Rail Joint Undertaking. The Flex-Rail Vision is that 'in order for rail to keep their central role in the EU transport system, paradigm shifts on fundamental rail sector characteristics are required; both rail industry and organisation have to target a lean, integrated and flexible railway system, which will stimulate further innovation within the rail sector and will ensure that rail services can address the future user needs. Development of the required technologies must be aligned with the pace of innovation of other relevant sectors (in particular the competing transport modes) and must be accompanied with suitable governance structures and business models to ensure that the targeted impacts can be achieved.' The project will deliver research in multiple fields to contribute to this vision.

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The readers of the "European Review of Regional Logistics" get information about all topics where logistics meets regional issues, be that traffic, land use, distribution, or local interfaces. We inform about ongoing projects in Europe and beyond in the field of regional logistics. We present results, publications and conferences, and we promote exchange between research, planning, politics, and the logistics industry.

Reading Company

Seattle: Freight Master Plan



“The City of Seattle developed a Freight Master Plan (FMP) to address the unique characteristics, needs, and impacts of freight mobility. The plan helps us understand why freight is so important to the city and the region, examine the challenges of moving freight, and develop solutions to address the challenges. The FMP primarily focuses on urban truck freight movement to support Seattle's increasing demand for goods and services in a safe and reliable manner. The plan outlines the critical role that freight movement has on meeting the City's goals for social equity, economic productivity, sustainability, and livable neighborhoods.” (www.seattle.gov, copied on 10 Dec 2018)

Seattle, located in the north west corner of the United States of America, is home not only to Amazon, Microsoft and Starbucks, but also to Boeing, the largest single exporter of the US. It has a rather large port, handling significant volumes in trade with Asia and Alaska. The European reader, however, will mainly benefit from the plan's methodology.

The plan first explains the need of goods movements, and subsequently of a freight plan, then the planning and engagement process. Goods movement in Seattle is linked to population, employment and economic growth. A chapter on the policy framework is followed by a description of the freight network, understood as main trucking routes. Only then, two thirds into the document, solutions and their implementation are discussed, including potential financing.

The plan makes easy reading for the interested layperson. While there is much quantitative and legal info, the reader is not overburdened with long text. This makes it a valuable benchmark for any freight master plan or sustainable urban logistics plan in cities and regions across Europe.

Martin Brandt

*Photos (Seattle):
Martin Brandt*



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TØI, new member of the Open ENLoCC network, is a national transport research centre for Norway and a non-profit research foundation. TØI is a truly multi-disciplinary institute and employs more than 90 researchers, such as economists, engineers, sociologists, geographers, political scientists and psychologists. The main objectives of the institute are to carry out applied research on issues connected with transport and to promote the application of research results by advising the authorities, the transport industry and the public at large. Its sphere of activity includes most of the current major issues in road, rail, sea and air transport, covering passenger and freight transport.

Special emphasis is placed on the practical application of research results, and most of the studies and projects carried out here are commissioned. In Norway most of the clients are central government bodies and local authorities, with some commissions from the private sector. Major clients are the Ministry of Transport and Communications, the Public Roads Administration and the Research Council of Norway. The Institute is also engaged in a number of research projects for the European Commission, for public authorities in different countries and for international organisations. TØI has been actively involved in EU-funded research projects from the 4th Framework Programme to Horizon 2020.

The institute was set up in 1958. In 1986 the Institute became a private, independent research foundation. The institute receives an annual base funding from the Research Council of Norway. The institute is located in the Oslo Science Park next to the campus of the University of Oslo. There are various types of collaboration with the university, but no formal linkages. TØI participates in a range of national and international networks. Within the Science Park, TØI participates in the Mobility lab, which is a strategic partnership with large mobility and transport companies, the city of Oslo, as well as Startuplab, hosting several startup companies in transport and logistics as well as in other domains. TØI is also a partner of the Oslo Centre for Interdisciplinary Environmental and Social Research (CIENS), and a range of national, regional and local networks. Internationally, TØI is a founding member of The European Conference of Transport Research Institutes (ECTRI), and has linkages to and memberships in networks such as POLIS, International Transport Forum, NECTAR, TRB, AET and ALICE.

TØI is organised in four scientific departments, these are Technology, Mobility, Economics, and Safety and Security. The research group Logistics and Innovation, which is the interface towards Open ENLoCC, belongs to department of Technology. This research group has for years worked on various issues in freight transport and logistics, developing research-based knowledge on the effects of various measures and solutions contributing to more efficient operations. We also





support the development, testing and implementation of new technologies through research and demonstration projects. These projects take place in cooperation with both industry and government, nationally and internationally. Most of the work during the last decade has been related to urban freight transport and city logistics issues.

TØI has coordinated two European projects within these topics: STRAIGHTSOL – Strategies and measures for smarter urban freight solutions (2011-2014), was a 7th Framework Programme project set

to demonstrate and evaluate innovative urban freight transport concepts. The demonstrations represented cutting edge initiatives from leading stakeholders like DHL Supply Chain, Kuehne+Nagel and TNT, and covered Brussels, Barcelona, Thessaloniki, Lisbon, Oslo and the south of England. The project was afterwards marketed as a research success by the European Commission. More recently, CITYLAB – City Logistics in Living Laboratories (2015-2018), was a Horizon 2020 project setting up seven living laboratories for testing innovative public and private solutions designed to increase the efficiency and sustainability of urban logistics, and also helping realise the EU goal of emission-free city logistics in urban centres by 2030. In Oslo, TØI worked with Scandinavia's leading shopping centre manager Steen & Strøm to plan a new service function for managing deliveries and waste collections in multi-tenant shopping centres, reducing costs and improving efficiency.

Photos: TØI



The research group has also been involved in other European projects such as RETRACK and SMARTAIL (rail freight) and COFRET (emission calculations). At national level, an important initiative has been NORSULP (Sustainable Urban Logistics Plans in Norway), which has created a network of nine of the largest cities in Norway to help them place more emphasis on urban logistics planning and also help them with guidance on how to deal with logistics issues in plans at various levels. During the last few years, the group has also been increasingly involved in pilot projects in urban logistics, in particular related to cargo bike operations and new hub solutions in collaboration with companies such as DHL and DB Schenker. Most of these activities take place in the Oslo region. It is an ambition of the group to participate in more innovation processes in the logistics sector and work closely with companies and public sector entities developing new solutions and practices.



Logistics Center Austria South

In the border triangle of Austria, Italy and Slovenia, and in close proximity to the Carinthian rail hub of Villach, as well as at the intersections of the Baltic-Adriatic Axis (Gdansk-Warsaw-Vienna-Villach-Trieste-Venice-Bologna) and the Tauern Axis (Munich-Salzburg-Villach-Ljubljana-Zagreb-Belgrade-Sofia-Istanbul), the new Open ENLoCC member Logistik Center Austria Süd GmbH (LCA-South for short) offers a modern, international hub that connects road and rail in the fastest way.

LCA-South in Fürnitz near Villach has been providing its customers with a number of free-of-charge consulting services since its founding in mid-2017. These include, among others:

- Assistance with purchase of land or existing real estate.
- Assistance with approval procedures or subsidies.
- Procurement and placement of qualified personnel.
- Support in the search for cooperation partners.

Vision, goal and potential



The main focus is on future-oriented and sustainable development of the location, especially with regard to settlement of international companies and attraction of foreign investment, to set economic impulses in the south of Austria. The main target group includes companies from the logistics industry as well as from the industrial and manufacturing sector.

Companies choosing to establish a branch at LCA-South can benefit from extensive industry know-how and a variety of other services provided by LCA-South, along with strategic support to ensure successful settlement.

Shareholders of LCA-South are the city of Villach, the two market communities of Finkenstein and Arnoldstein, as well as the Carinthian BABEG (Kärntner Betriebsansiedlungs- und Beteiligungsgesellschaft m.b.H.). They see great opportunities in terms of upgrading the region and creating jobs. Already 40 companies are represented at the location, with a total area of approx. 160 ha. Fully developed, first-class industrial areas are available for immediate settlement. A concept for a major goods transfer warehouse and a research and development center including a logistics academy has already been drafted, which as a Green Architecture project will integrate into the landscape and the surrounding nature.

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LCA South and the new maritime Silk Road

The so called "21st Century Silk Road" is a Chinese-planned mega-trade route (One Belt, One Road), which will significantly optimize transport times and capacity utilization, and enhance the connection between mainland China and the European continent and is said to massively expand maritime trade. Currently, much of the trade flows between Europe and Asia cross the Suez Canal and the Mediterranean by water.



The sea route of the new Silk Road finally ends in northern Italy's Trieste, which is the most northern port of the Adriatic Sea.

Due to its strategically advantageous geographical position, LCA South offers optimum connection to the Northern Adriatic ports, both by road and rail. Rapid access to Austria's neighboring countries, above all the southern German region and important industrial regions such as Poland, the Czech Republic, Slovakia and other Eastern European markets, provides companies a sustainable competitive advantage.

“Dry-Port”

Since the large ports of the North Sea (Rotterdam, Amsterdam, Hamburg, etc.) have already reached their capacity limits, the NAPA ports (Trieste, Venice, Koper) offer a big chance, as well as improved lead times, as NAPA ports save more than 2.000 nautical miles against the Northern Ports.

Mediterranean ports are in a favorable position. Reduction in transport time against northern ports of up to five days would bring corresponding savings in fuel, CO₂ emissions and costs. This depends on logistics performance and quality of hinterland connections. Here, LCA-South contributes to overall environmental protection mechanisms, especially since ÖBB's freight terminal already serves an outstanding rail infrastructure network.

Due to its location at the intersection of the BAA and Corridor X (Tauern Axis as part of the Alpine West Balkan Corridor) and its proximity to the five NAPA ports, LCA-South is being developed as a so-called “dry-port”.

Responsible business and sustainability

More than ever there is a need to counter the ever-growing traffic of international freight transport through innovation and strategic, future-oriented actions.

Above all, this should be done through optimized process structures, focusing on sustainable economic activities in harmony with the environment. This includes “modal shift” from road to rail, as rail transport significantly reduces the environmental impact in alpine areas.

Illustrations: LCA Süd



"For this reason, we have made it our mission to participate in various national and international projects. For example, a recently launched project called "SmartLogi", in cooperation with the Port of Trieste and the University of Klagenfurt, for the evaluation and development of a rail-customs corridor between the two locations LCA-South and Port of Trieste", says Udo Tarmann, Managing Director of LCA-South.

This project is funded with approx. 1.3 million EURO from the Interreg Program Austria-Italy; the Carinthian project partners are co-financed by the Carinthian Economic Development Fund (KWF).

Planning for Urban Logistics – Practical solutions and long-term policy

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Having a degree in Town Planning, Ian worked for 18 years in the logistics industry, then 10 years working for Transport for London, most recently responsible for managing the programme to encourage operators and businesses to revise their delivery activity during the 2012 Games.

Ian now works as a consultant.

Managing urban logistics and the freight traffic that results, is growing in importance in cities around the globe. And key to reducing the negative impacts of freight is increasing the understanding of what freight is, why it moves and how everyone - municipalities, businesses, logistics operators and individual citizens – can help to reduce the impacts of our demand for goods and services.

Priorities for cities and logistics operators

Cities are increasingly seeking to manage urban logistics and reduce the impacts of freight deliveries of goods and services to residents and businesses. These negative impacts include poor air quality, increased congestion and reduced safety for pedestrians, cyclists and other vulnerable road users; all increasingly political issues.

Freight traffic is often considered as the problem rather than the life-blood of the local economy, and politicians want to be perceived to be doing 'something' about it to ensure re-election. As a result, cities will try to implement regulations to control freight activity without recognising that the need to reduce congestion and improve the environment works in everybody's interest.

Predicable journey times and ensuring the right goods are delivered at the right time and place are the basics of efficient logistics activity and having healthy streets can improve the local economy. So, when the behaviour of freight is better understood by a city and longer-term thinking is applied, the solutions become more collaborative, cheaper and easier to implement, and more successful.

Outcomes and issues

The determination to create a better environment for residents and visitors is apparent in most of today's great cities, which have a clear vision for future transport activity that aims to:

- reduce emissions: improving air quality (especially NO_x and PMs) and reducing CO₂,
- improve liveability and safety: healthy streets and a 'Vision Zero' for road casualties,
- reduce congestion, and
- improve the local economy.

To deliver these outcomes for freight, we need to understand the issues: the needs of different customers, the supply chains of different commodities, the views of differing stakeholders, and the land use patterns that determine the freight traffic that results.

We also need to recognise that while technology can assist in delivering many transport solutions (e.g. increased battery capacity and improved route scheduling) it is also likely to create as many problems as it solves.

For example, the impact of ride hailing apps in London has increased the number of private hire taxis by 70 percent in just 7 years and has increased congestion levels accordingly.

Integrated policy not individual solutions

Solutions need to be simple to understand and implement but change in urban logistics is increasingly rapid and regulators, planners and operators struggle to keep up as they've got their day jobs to do. The result has been one-off initiatives that don't compliment global supply chains, add cost and complexity for operators, and ultimately failing to solve the issues.

Today's leading cities are incorporating freight in to their land use and transport strategies and plans and developing a hierarchy of approaches to reduce the impacts of freight that will:

- minimise the number of road freight trips by changing the mode, consolidating loads and ensuring effective land use planning,
- match the road freight movements to the space available on the road network; considering the time and place the delivery takes place and the route between the origin and destination, and
- mitigate the impact of each road trip that remains, with safer and low or zero-emission vehicles, well trained drivers and quiet delivery equipment.

Delivering change

Delivering this new approach requires changing mindsets. It involves working with stakeholders and recognising their competing needs to achieve sustainable change and avoid expensive mistakes or even making the long-term situation worse.

There is also a need to improve data, tools and modelling, but not at the expense of doing nothing. Pilot projects, experimentation and flexibility will be required as customer demands are constantly evolving, and no city can afford to stand still in today's smart and connected world.

But transferring these principles to other cities requires experience of what works and why. It requires knowledge of how the range of solutions can be applied at the local level and, potentially, how it can be coordinated across a city or urban area, or across a much wider region to reduce complexity.

It may also involve challenging the existing policy culture where, if freight traffic is considered at all, freight activity is not fully integrated into overall city mobility planning.

Photo: Ian Wainwright



Lessons from shutdown of the rail corridor in Rastatt, August – October 2017

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This article is based upon a paper published by A. Bavay and L. Guihéry in *La Revue Générale des Chemins de Fer* (no. 282, May 2018, p.58-68).

The strategy of the European Union in terms of freight transport is based on well-functioning integrated railway freight corridors, highly supported by the European Commission and the member states of the European Union the last 20 years. Corridor 1 carries around 50 % of the freight volume carried between Rotterdam port – the door of Europe – and Genova, crossing the backbone of industries and services in Europe, especially in northern Italy and Germany. Switzerland is also highly depending on the efficiency of this corridor as its transport policy is implementing a challenging and successful modal transfer from road to rail with large infrastructure programs (e.g. new Gotthard and Ceneri tunnels).

In the White Paper 2011 “Roadmap to a Single European Transport Area”, the European Union is focusing its incentives and actions in the transport sector on sustainable development and railway transport, with the following aims given to all stakeholders by 2050 (White Paper 2011):

- A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.
- 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors.

Corridors play a leading role in the sustainable development of the European Union. But, on August 12 2017 suddenly corridor 1 stopped!

Due to construction on the underground tunnel, the track above was displaced on the ground, and traffic of trains stopped. On October 2 2017, operations started again. During around two months, northern Europe was disconnected from southern Europe and Switzerland was isolated from the rest of the world: 30,000 passengers had to change to coach transport. Ex-post evaluation shows that 160 trains per day – at all 8200 trains – were canceled. One third of the trains were operated, with unconventional track allocation and with delay. There was no plan B.

This situation occurred at a time where many maintenance works were done on the track near and around Rastatt: The possible bypass on the Gäubahn (in Green on the map) was in maintenance. Some tracks were not electrified and needed diesel locomotives. At the beginning, cooperation with SNCF was difficult, mainly due to intercultural issues: “Lost in translation” can be a good summary of the problems the stakeholders had to face.

The situation became a European issue. The Swiss strategy for modal transfer from trucking to rail transport was annihilated. Switzerland considered the European Transport Policy a “cathédrale dans le désert” (ASTAG, Swiss Association of Road Haulers). Road freight transport and waterway transport benefited largely from the interruption of operation on corridor 1 and it is now very difficult to get back the market shares.

In a second stage, cooperation with SNCF Logistics and SIBELIT intensified to manage around 170 – 200 trains operating daily on the track near

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FAZ, 20.04.2018 - 24.08.2018

Rastatt: some trains were diverted to the Scandinavian Mediterranean corridor. A team from SNCF logistics was in charge of the bypass through Basel – Metz – Forbach and Forbach – Metz – Hausbergen (near Strasbourg). Some new paths needed cancellation of DB Regio trains to give track capacities, which needed some time to be effective. After 29 August, transfers from Kehl – Hausbergen and Woerth via Lauterbourg worked, and also from Metz to Hausbergen. Some staff from DB were in operation in Woerth in France for the handling process. VFLI – a subsidiary of SNCF – was also involved for the bypass Kehl – Woerth via Hausbergen and Lauterbourg. On October 2, 2017, traffic started again in Rastatt.

We can draw some recommendations following this experience that has to be taken as a live case study of the European Transport Policy.

- In short term, this situation was highly costly for the DB, with around 12 million € turnover each week (FAZ, 24.08.2018). A lobby group estimated the total cost of 2 billion € (NEE - Netzwerks Europäischer Eisenbahnen), based upon indirect cost for the rail operators and direct costs for the customers. The Rastatt tunnel construction now has 3 years delay for a total cost estimated at 693 million € (FAZ, 20.04.2018). There are some discussions with DB Netz compensation (FAZ, 20.04.2018).
- In long term, European transport must integrate some risk evaluation to its process of corridor planning. Rastatt has revealed a lack of bypass tracks:
 - Lack of electrified lines, failure of the integration of track maintenance on bypasses, lack of bilingual train drivers and staff that can operate in France and Germany, lack of joint route planning groups, ...
 - In Bavay, Guihéry (2018), we observe that of nine freight and passengers connections between France and Germany in the East of France, four were closed in the last 60 years. Recently the decision was made to reopen the rail bridge between Colmar and Freiburg (Breisach), closed since the end of World War II.

Source: DB, Rerouting of Freight Traffic from Rheintalbahn to alternative routes, Questions & Answers, Sept 2017



- In December 2017, a workshop was organized in Düsseldorf with the European Commission on the issue: “Rastatt: never again”. European Commissioner Violeta Bulc is aware of this necessity and has asked her staff to work on it. The European Parliament also reacted on this issues (Question of MP Herbert Dorfmann (PPE, Ref. E-006630-17).

To conclude, Rastatt has highlighted the necessity of a deeper cooperation among rail stakeholders in Europe, both on the side of infrastructures managers and of transport operators. Technical interoperability has to be improved, also on the intercultural side: learning foreign languages and understanding behaviors response from different countries, necessity to adapt and understand a European framework. Europe needs a rail community thinking beyond incumbent operator interest. Can we fancy that railway men and railway women could be a pioneer group for deepening the European integration process Europe?

Enhancing Rail Transport Cooperation between Kazakshstan and Finland

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Container train traffic between Kouvola and Xi'an has for around a year been managed and operated jointly by Kazakhstan railways, KTZ Express, Kouvola Innovation Oy (a member of the Open ENLoCC network), Unytrade Oy, and Kouvola Cargo Handling Oy. The cooperation has been very successful and operations have become established so that at the present time, there is one container train from Kouvola to Xi'an and one from Xi'an to Kouvola every week.

The importance of rail transport cooperation is emphasised by the participation of Nursultan Nazarbayev, President of Kazakhstan, at the event in which the contract on enhancing cooperation was signed.

In the contract signed on 16 October 2018 in Helsinki, Kazakhstan railways KTZ Express, Kouvola Innovation Oy and Unytrade Oy form a cooperation group that promotes the goods transport between Kazakhstan and the Nordic countries by rail. The aim of the parties is to enhance their cooperation and to jointly develop rail transport between Kazakhstan and Finland. Rail transport cooperation is also enhanced with other Nordic countries, first by extending operations to Haparanda and the Port of Narvik, both of which participate in developing connections to China and Kazakhstan. In addition, the parties intend to continue to develop the routes between China and the EU.

The aim is to increase the volume of rail transport between the above countries. The parties commit to market and promote the development of the transport in their respective countries, as well as to represent the others in their countries.

The first joint train of sawn timber operated from Kouvola to Xi'an on 17 October 2018

The first joint train of several sawn timber operators left from Kouvola to Xi'an in China on Wednesday 17 October 2018. The train included a total of 41 40' containers that contain sawn timber from several sawmill operators. The train is roughly 800 metres long.

The joint train of the sawn timber operators enables the participation of smaller sawmills with no previous experience in train transportation in the Kouvola-Xi'an train route. Some of the containers were loaded at the sawmills, while others were loaded in Kouvola by Kouvola Cargo Handling.

The travel time of the train from Kouvola to Xi'an is 14 days and the route of the train is Kouvola (FI) - Kanizay (RU) - Dostyk (KZ)/Alashankou (CN) - Xi'an (CN). Xi'an, the destination of the train, is optimal for several customers of the sawmill industry that are located in inland China. Sawn timber can also be stored in the free zone in Xi'an without customs clearance. There is demand in the sawmill industry for a fast container train: the following sawn timber trains have already been scheduled to leave from Kouvola in November and December.



The Region of Northern Hesse to take off smart logistics to the 3rd dimension for its urban and inter-urban areas

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The "Urban Air Mobility" (UAM) Initiative of the European Innovation Partnership on Smart Cities and Communities (EIP-SCC) aims to accelerate practical application studies of drone and air taxi technologies and their consequent implementation. The initiative is led by Airbus and is supported by the European Commission, while institutional partners include Eurocontrol and the European Aviation Safety Agency (EASA). The EIP UAM initiative is founded on a city-centric approach with a diversified set of demonstration projects with engaged smart cities and regions. The target is to jointly develop, through horizontal cooperation of diverse mobility actors, concrete urban air mobility solutions (intra-city and inter-city mobility) with real impact by addressing established mobility needs of the specific cities.

With the membership in this initiative, Northern Hesse becomes partner of world leading regions like Hamburg, Ghent, Geneva, Amsterdam and Brussels, aiming to develop innovative new mobility solutions as well as technologies and to reinforce the regional and cross-regional innovation and mobility ecosystems.

The city of Bad Hersfeld and the region of Northern Hesse have expressed their willingness to define a UAM Initiative demonstration project for addressing the mobility needs of the region, with initial focus on logistics across the airports chain of Kassel Calden and Frankfurt am Main.

Therefore, the region of Northern Hesse offers a high potential to develop innovative airspace mobility solutions with 40 partners in the cluster of aviation CCA (Competence Center Aerospace), 13 aviation-related departments of the University of Kassel, Airbus Helicopters and ZF Luftfahrttechnik as leading companies and with MoWiN.net. e.V., the Regional Management's network for the mobility industry in Northern Hesse that also is member of the Open ENLoCC network.

On 23 November 2018 the first kick-off workshop with numerous stakeholders from the region took place and was the starting signal for the development of pilot projects in various fields of application.

The list of interested partners is by no means neither definitive nor closed. We are looking forward to welcome every new partner who is interested in the topic of implementing drone and air taxi technologies in the Region of Northern Hesse.



Open ENLoCC in Stuttgart

For October 23-24, Open ENLoCC called its members for an extraordinary General Assembly, the first in its history of 12 years. It was held in Stuttgart, hosted by member WRS. Main topic was the organizational development, to allow for more flexibility in cooperation and daily work.



Open ENLoCC President Giuseppe Luppino welcomes new members to Open ENLoCC: Maximilian Monteleone for LCA-Süd (above, right) and Jardar Andersen for TØI (below, left).



For the time being and since its inception, Open ENLoCC has operated as a de-facto association under German law. But with 20 members and a range of topics as well as future options, this organizational model reached its limits. The deliberations resulted in a unanimous decision to go for a registration as a non-profit association under Belgian law. It also became clear that the network in the long run will need additional funding sources.

The assembly welcomed two new network members: TØI from Oslo (Norway) and LCA-Süd from Fürnitz (Austria), which both are presented in this issue of the "Review".

Comprehensive research on policies and measures for sustainable and energy efficient urban goods transport had been made within the SULPiTER project, co-financed by the EU's Interreg Central programme, by Tomislav Letnik, Marlenka Marksel and Stane Bozicnik of Maribor University in Slovenia and Giuseppe Luppino and Andrea Bardi of ITL in Bologna, and was presented to the members. The extensive article can already be found in volume 163 of the Elsevier open access magazine "Energy", pages 245-257. Most members are involved in such schemes, like many of our readers. Publication of the main findings in the "Review" is therefore planned for a future issue.

A significant part of the meeting was, as always, used for the mutual exchange of project ideas and for networking.

The next General Assembly will be held in April 2019 in Liege, Belgium, upon invitation of member organization Logistics in Wallonia. For 2020, the meeting is proposed to be held in Thessaloniki, thanks to an invitation from member HIT.



Open ENLoCC – the network



Open ENLoCC (European Network of Logistics Competence Centers) is an open network of regional competence centers in the field of logistics, run by public authorities or similar bodies. It was established as a follow up of the “ENLoCC”-project (from 2004 to 2007), then co-financed by the EU under the Interreg IIIC programme. It is self-supporting since.

The main task of the network is international exchange of experience and knowledge between its participants, and promotion of a higher level of cooperation among European institutions.

Its members work together on common projects with the aim to develop the regional economy by solving infrastructural, organisational and technological problems of logistics and transport. Dissemination of results from network activities and of the best practices takes place on a wide scale.

Members

- | | |
|---|--|
| <ul style="list-style-type: none"> • CMS, Centre for Maritime Studies of Brahea Centre at the University of Turku (FI). • CRITT Transport et Logistique, Le Havre (F). • CTL, Centre for Transport and Logistics of the University of Rome La Sapienza, Roma (I). • LCA LOGISTIK CENTER Austria Süd GmbH, Fñrnitz / Kärnten (A). NEW • HIT Hellenic Institute of Transport, Thessaloniki (GR). • ILiM, Institute of Logistics and Warehousing, Poznan (PL). • ITL, Institute for Transport and Logistics Foundation, Bologna (I). • KINNO, Kouvola Innovation Oy, Kouvola (FI). • KLOK Kooperationszentrum Logistik e.V., Kornwestheim / Stuttgart (D). • LCS, Logistik-Cluster Schwaben (LCS) e.V., Augsburg (D). | <ul style="list-style-type: none"> Logistics in Wallonia, Liege (B). • Mah, Malmö University, Department of Urban Studies/Transport Management, Malmö (S). • MOBI, Vrije Universiteit Brussel – MOBI (Mobility, Logistics and Automotive Technology Research Group) Brussels (B). • MoWiN.net e.V., Kassel (D). • NewRail, Newcastle University (GB). • TØI, Institute of Transport Economics, Oslo (N). NEW • UM, University of Maribor, Faculty of Civil Engineering – Transport Economics Centre, Maribor (SLO). • Fundación Valenciaport, Valencia (E). • WRS, Wirtschaftsförderung Region Stuttgart GmbH, Stuttgart (D). • Consorzio ZAILOG, Verona (I). |
|---|--|

Contact:

Giuseppe Luppino, President
Senior Project Manager, ITL

Martin Brandt, Secretary

Classic text – Diary of Samuel Pepys: The joy of owning a coach



Samuel Pepys, 1633 - 1703
Administrator and diarist

350 years back, in England, the navy got a young and ambitious administrator, who professionally dealt with transport and logistics. His name was Samuel Pepys. He kept a diary, which includes observations about work and life in London, while he interacted with people from all walks of life. This includes rather open and insightful self-observation.

Below is an excerpt from his diary, with entries regarding his buying a coach, which was bought not so much because of transportation needs – the streets often were heavily congested – but to show off the social status Pepys has reached. Perhaps a political lesson until today. / MB

1668 5 Nov: With Mr. Povy spent all the afternoon going up and down among the coachmakers in Cow Lane, and did see several, and at last did pitch upon a little chariott, whose body was framed, but not covered, at the widow's, that made Mr. Lowther's fine coach; and we are mightily pleased with it, it being light, and will be very genteel and sober: to be covered with leather, and yet will hold four. Being much satisfied with this, I carried him to White Hall; and so by coach home, where give my wife a good account of my day's work, and so to the office, and there late, and so to bed.

7 Nov: This afternoon I did go out towards Sir D. Gawden's, thinking to have bespoke a place for my coach and horses, when I have them, at the Victualling Office; but find the way so bad and long that I returned, and looked up and down for places elsewhere, in an inne, which I hope to get with more convenience than there.

28 Nov: Up, and all the morning at the Office, where, while I was sitting, one comes and tells me that my coach is come. So I was forced to go out, and to Sir Richard Ford's, where I spoke to him, and he is very willing to have it brought in, and stand there; and so I ordered it, to my great content, it being mighty pretty, only the horses do not please me, and, therefore, resolve to have better.

29 Nov: This morning my coachman's clothes come home; and I like the livery mightily, and so I all the morning at my chamber, and dined with my wife, and got her to read to me in the afternoon, till Sir W. Warren, by appointment, comes to me, who spent two hours, or three, with me, about his accounts of Gottenburgh, which are so confounded, that I doubt they will hardly ever pass without my doing something, which he desires of me, and which, partly from fear, and partly from unwillingness to wrong the King, and partly from its being of no profit to me, I am backward to give way to, though the poor man do indeed deserve to be rid of this trouble, that he hath lain so long under, from the negligence of this Board. We afterwards fell to other talk, and he tells me, as soon as he saw my coach yesterday, he wished that the owner might not contract envy by it; but I told him it was now manifestly for my profit to keep a coach, and that, after employments like mine for eight years, it were hard if I could not be justly thought to be able to do that.

30 Nov: My wife, after dinner, went the first time abroad to take the maidenhead of her coach, calling on Roger Pepys, and visiting Mrs. Creed,

and my cozen Turner, while I at home all the afternoon and evening, very busy and doing much work, to my great content. Thus ended this month, with very good content, that hath been the most sad to my heart and the most expensive to my purse on things of pleasure, having furnished my wife's closet and the best chamber, and a coach and horses, that ever I yet knew in the world: and do put me into the greatest condition of outward state that ever I was in, or hoped ever to be, or desired: and this at a time when we do daily expect great changes in this Office: and by all reports we must, all of us, turn out.

2 Dec: And so back home and abroad with my wife, the first time that ever I rode in my own coach, which do make my heart rejoice, and praise God, and pray him to bless it to me and continue it.

3 Dec: And so home, it being mighty pleasure to go alone with my poor wife, in a coach of our own, to a play, and makes us appear mighty great, I think, in the world; at least, greater than ever I could, or my friends for me, have once expected; or, I think, than ever any of my family ever yet lived, in my memory, but my cozen Pepys in Salisbury Court. So to the office, and thence home to supper and to bed.

4 Dec: By and by comes my uncle, and then to dinner, where a venison pasty and very merry, and after dinner I carried my wife and her to Smithfield, where they sit in the coach, while Mr. Pickering, who meets me there, and I, and W. Hewer, and a friend of his, a jockey, did go about to see several pairs of horses, for my coach; but it was late, and we agreed on none, but left it to another time.

12 Dec: This day was brought home my pair of black coach-horses, the first I ever was master of. They cost me 50l., and are a fine pair.

21 Dec: My own coach carrying me and my boy Tom, who goes with me in the room of W. Hewer, who could not, and I dare not go alone, to the Temple, and there set me down, the first time my fine horses ever carried me, and I am mighty proud of them, and there took a hackney and to White Hall, where a Committee of Tangier, but little to do, and so away home, calling at the Exchange and buying several little things, and so home, and there dined with my wife and people and then she, and W. Hewer, and I by appointment out with our coach, but the old horses, not daring yet to use the others too much, but only to enter them, and to the Temple, there to call Talbot Pepys, and took him up, and first went into Holborne, and there saw the woman that is to be seen with a beard.

30 Dec: Up, and vexed a little to be forced to pay 40s. for a glass of my coach, which was broke the other day, nobody knows how, within the door, while it was down; but I do doubt that I did break it myself with my knees. Thence my wife and I to the 'Change; but, in going, our neere horse did fling himself, kicking of the coachbox over the pole; and a great deal of trouble it was to get him right again, and we forced to light, and in great fear of spoiling the horse, but there was no hurt. So to the Change, and then home, and there spent the evening talking, and so to supper and to bed.

1669 10 May: Thence walked a little with Creed, who tells me he hears how fine my horses and coach are, and advises me to avoid being noted for it, which I was vexed to hear taken notice of, it being what I feared.

Next Dates

December 2018

Deadline, December 31

Planned special issue of “Applied Sciences” open access journal: Plug-in Hybrid Electric Vehicle (PHEV)

Manuscripts should be submitted online at www.mdpi.com by registering and logging in to this website.

January 2019

Washington, D.C. (USA), January 13-17

The Transportation Research Board (TRB) 98th Annual Meeting

The information-packed program is expected to attract more than 13,000 transportation professionals from around the world. The meeting program will cover all transportation modes, with more than 800 sessions and workshops, addressing topics of interest to policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. TRB's volunteer technical committees organize the sessions and workshop at the Annual Meeting. They also hold their own committee meetings throughout the week of the meeting, and most of these meetings are open to the public. With more than 200 committees, almost every transportation mode and topic is represented.

San Antonio (TX/USA), January 21-23

NITL 2019

The National Industrial Transportation League is the nation's oldest and largest freight transportation association. The 2019 NIT League Transportation Summit in San Antonio is designed with content organized around the theme, Succeeding in the New Transportation Paradigm. The Summit will bring together leading freight transportation professionals for three days of focused learning, network building, and forward thinking.

Kuwait (KWT), January 29-31

16th Trans Middle East 2019

Annual Ports, Shipping and Transport Logistics Exhibition and Conference featuring 30 world-class transport and logistics conference speakers addressing topical issues and challenges on global and regional trade and investment attended by a gathering of 400 senior government officials, Industry principals, academics; senior executive harbour masters, harbour engineers, port engineers, maintenance supervisors and procurement decision makers together with the region's leading shippers, cargo owners, importers / exporters, shipping lines, freight forwarders, logistics companies, ports, terminal operating companies, railway operators, port equipment and services suppliers.

February 2019

Malmo (S), February 6-7

easyFairs Logistik

Yearly transport and logistics fair.

Berlin (D), February 6-8

Fruit Logistica

3.239 exhibitors and 78,000 trade visitors attended last year. The fair covers the fresh produce business.

Bilbao (E), February 12-14

World Maritime Week

Maritime meeting which hosts 4 International Congresses about shipbuilding, ports, fishing and marine renewable energy.

Kalkar (D), February 19-20

Trans-Log 2019

Regional logistics fair.

Stuttgart (D), February 19-21

LogiMAT 2019

International exhibitors and decision-makers from industry, trade and the service sector will be coming together at the Stuttgart Trade Fair Centre to find new business partners and to catch up with their current network at LogiMAT 2019. This is one of the world's largest intralogistics trade shows, which offers a complete overview of everything driving the intralogistics industry, from production to procurement to shipping. Last year, the trade fair was attended by over 55,000 professionals, and the organizers expect this number to grow even bigger in 2019.

Manila (RP), February 19-21

10th Philippine Ports and Shipping 2019

A two days Conference Programme will feature 30 world-class conference speakers addressing topical issues and challenges for BIMPEAGA – Brunei Indonesia Malaysia Philippines East ASEAN Growth Area regional transportation and logistics. There will be an Exhibition of 50 international shipping lines, container ports, logistics companies, IT companies, container terminal equipment, services providers and event sponsors.

New Orleans (USA), February 27-28

World Trade & Transport Conference

The World Trade & Transport Conference focuses on promoting the commerce and cargo shipping throughout the Mississippi River system. It convenes companies that are involved in the production, handling, sales and distribution for several million tons of commodities including aggregates, cement, coal, coke, fertilizers, grain, industrial minerals, raw materials, and steel.

March 2019

Amsterdam (NL), March 5-6

20th annual Logistics CIO Forum EU

The Logistics CIO Forum: Europe brings together 200 senior IT executives and industry experts from Europe's leading logistics providers to discuss the biggest challenges and opportunities that technology disruption is creating for the logistics industry. At the event, the speakers and attendees discuss the changing role of technology, the evolving responsibility of the CIO, and how to adopt the latest technology to enable winning customer experiences.

Melbourne (AUS), March 5-7

ALC Forum 2019

The industry's leading figures are already confirmed as speakers. ALC Forum 2019 will reflect the economic importance and wide reach of Australia's freight logistics industry.

Warsaw (PL), March 7-9

ColdChain Poland

3rd International Exhibition For Cold Chain & Temperature Controlled Logistics.

Montreal (CAN), March 13-14

14th Arctic Shipping Summit

Istanbul (TR), March 14-17

CeMAT EURASIA

International Materials Handling, Supply Chain Management and Intralogistics Fair.

London (UK), March 19-20

Logistics and Supply Chain Conference

The Logistics and Supply Chain Conference brings together some of the world's most inspiring expert practitioners so that you can learn from their examples of best practice. It will uncover the key ingredient to Carlsberg successful implementation of sales & operation planning and explore the future of supply chain talent with Cranfield university school of management and many more.

Djibouti (DJI), March 19-21

21st Intermodal Africa 2019

For the first time, the Intermodal Africa is hosted in Djibouti. The format, with 30 international speakers, is similar to the events in Manila in February and Kuwait in January. The topics, however, refer to the African region.

Herning (DK), March 21-23

Transport

Trade fair for the transport industry. Scandinavia's largest transport fair.

Paris (F), March 26-28

SITL

SITL covers all products and services for the transport of goods and for the logistics chain. The various areas of freight expertise are represented at the event: modal transport (road, shipping, rail) and specialisms (temperature-controlled, dangerous goods, urban etc.), information systems/Rfid (TMS and WMS software), supply chain management, infrastructure, real estate, transport equipment (fuels, onboard systems, tyres), etc. Jointly held with Intralogistics Europe and Transport Next Generation, SITL offers a high concentration of logistics providers, and transport users from industry, trade, and distribution. The upcoming event will present an interactive area – Smart Demo by SITL, a dedicated space for demonstrating innovative solutions in real conditions which is open to all exhibitors.

Paris (F), March 26-28

Intralogistics Europe

The Intralogistics Europe in Paris is a trade fair for materials handling in industry and logistics. At the fair exhibitors offer products for material handling and automated systems that can help to streamline the physical handling of parts and products in a company.

Madrid (E), March 26-28

Post & Parcel 2019

In its third decade, Europe's premier strategic event for the post and parcel industry goes to Madrid in March 2019. Comprising two forums, the Innovation in Operations day and the two day Post & Parcel Europe Summit, this post and parcel conference offers the actionable insight you need to ensure continued business success.

Hardenberg (NL), March 26-28

Transport Compleet

Regional transport fair with nationwide attraction.

Dortmund (D), March 27-28

4th Interdisciplinary Conference on Production, Logistics and Traffic (ICPLT)

FOCUS TOPIC: Commercial Transport – Essential Link for Production, Logistics and Society.

Parma (I), March 28-30

Logistica Parma

Logistica is an international exhibition of machinery, equipment and systems for industrial logistics. It is an excellent place where it's possible to find the whole view that the Italian market offers for logistics, transport, handling, supply chain management, lean manufacturing, automatic identification etc. Logistica takes place in conjunction with MECSPE an international exhibition dedicated to production technologies.

April 2019

Hanover (D), April 1-5

IAMD - Integrated Automation, Motion & Drive

Leading Trade Fair for Integrated Automation, Industrial IT, Power Transmission and Control, taking place within the Hannover Messe.

Athens (GR), April 3-4

EUROLOG 2019

Annual international congress of the European Logistics Association to promote dialogue between ELA members, in particular the national organizations, on a neutral platform, to provide a forum where highly reputed speakers from important European industrial, trading and service companies can portray trends and strategies in the European logistics sector as well as best practice, and to use the resulting insights as a basis for formulating specific recommendations for the day-to-day work of the congress attendants.

Singapore (SGP), April 9-10

TOC Asia

One of the world's leading shipping, ports and terminal events. It attracts manufacturers and suppliers of goods and services to the shipping, ports and terminals industry and presents the latest developments and technologies. TOC Asia incorporates an international technical conference to discuss key industry issues.

Zurich (CH), April 10-11

Logistics & Distribution 2019

Logistics & Distribution is the main Swiss national fair for intralogistics, distribution and e-logistics.

Izmir (TR), April 10-12

Eurasia Rail

8th International Rolling Stock, Infrastructure & Logistics Exhibition, expecting 300 exhibitors and 10,000 visitors.

Moscow (RUS), April 15-17

TransRussia/TransLogistica

24th International Exhibition for Transport and Logistics Services and Intralogistics Technologies. TransRussia exhibition is held annually since 1995 and remains the largest industry platform for a wide range of representatives of the transport and logistics market. 395 companies from 27 countries took part in the exhibition in 2018. In 2019 there will be a new section Intralogistics, which participants will present the warehouse and racking system, lifting and transport equipment and means of automation of warehouse equipment for packaging and picking orders and operating equipment.

Shanghai (PRC), April 15-17

LogiMAT China

Is the international trade fair for distribution, materials handling and information flow, previously held in Nanjing. As an offshoot of LogiMAT in Stuttgart, Germany, it has established itself as the largest intra-logistics exhibition in Asia. In the accompanying technical forums the practical knowledge on current topics such as warehouse layout, inventory optimization,

logistics strategies and intelligent logistics is in the foreground.

Sosnowiec (PL), April 16-17

Transporex

A 2 days event presenting products (like utility vehicles), services and institutions for transport companies, carriers, freight forwarders and road transport, logistics companies, management of ports and terminals, logistics service providers, investors.

Goyang-si (ROK), April 16-19

KOREA MAT 2019

Korea's biggest logistics exhibition covering material handling & logistics services.

Europe / Germany (D), April 19

Supply Chain Day / Tag der Logistik

Companies from the industrial, trading and logistics services sectors take visitors behind the scenes of logistics and supply chain management giving an insight into the wide variety of activities performed every day. Institutes, educational and training centres open their doors and present their projects. The event is organized by the German Logistics Association (BVL) and partners across Europe.

Cambridge (MA/USA), April 23

Crossroads 2019

Crossroads is a one-day event that brings together experts from MIT and the MIT Center for Transportation & Logistics (MIT CTL), to offer a truly unique learning opportunity. Crossroads is where you will discover how emerging innovations intersect with supply chain management (SCM).

Baku (AZ), April 23-25

Caspian Ports and Shipping 2019

International Ports and Shipping Exhibition. The show will be held for three days with commercial opportunity for exhibitors and sponsors to network directly with the delegates at this major annual international maritime transport Exhibition and trade event.

Birmingham (GB), April 30 – May 2

The Commercial Vehicle Show 2019

Exhibition and conference.

Suggestions for publication of "next dates" are always welcome via info@openenlocc.net. For promotion beyond this column, ask for the advertising guide.

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