

European Review of Regional Logistics

Quarterly Journal of Open ENLoCC



**1517 – 2017:
500 Years of Le Havre**

“Le Bassin du Commerce”

Claude Monet, 1874

Also in this issue:

- ***10 years of MOBI Research Centre: Research towards the future of mobility.***
- ***Open ENLoCC General Assembly 2017. Logistics for Europe. David Ricardo on Free Trade.***
- ***Projects. Conferences. News. Suggested reading. Next dates.***

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Cover illustration: Claude Monet "Le Bassin du Commerce" (1874).

Editorial



The Open ENLoCC European Network of Regional Competence Centers had its General Assembly in Kassel (Germany) on June 22-23. It was an opportunity to promote the cooperation not only within member organizations, but also with other interested parties thanks to the format which is open to visitors in day 1. Furthermore, this summer Kassel hosts the world famous quinquennial modern art exhibition “Documenta”. This alone is also worth a trip, independent of logistics related meetings. More about the General Assembly in this issue.

A main hub for international trade, the city of Le Havre, celebrates its 500th birthday this year. Founded right after the discovery of a new continent across the Atlantic Ocean, the city since is an icon of modernism also beyond the exchange of commodities. Another initiative regarding trade in Europe was started in the triangle of Germany, France and Switzerland See page 14.

“MOBI” of Brussels Free University, featured in this issue and headed by Professor Cathy Macharis, is a pillar of research around all aspects especially of urban mobility. With its strong standing in goods logistics, this member of Open ENLoCC leads not only projects, but also academic research in a broader sense.

Exactly 200 years ago, David Ricardo published his “On the Principles of Political Economy and Taxation”. We do believe that the basic text about the advantage of international trade is worth a closer look. It delivered the theory behind the opening of markets. Today, the institutional framework around the world is different and the results are more complex than 200 years ago, and even more complex than in Ricardo’s theory. Nevertheless, an excerpt of the central chapter can be found in this issue.

The “Next Dates” section, featuring international events which may be of interest to the reader, got a new design. This allows to feature more events. Here as well as in the other sections, the “Review” is eager to cover the whole field of regional logistics, for which we openly encourage our readers to contribute. The “Reading Company” pages, on which articles in other publications are reviewed, also were extended for a broader coverage of issues important to regional logistics.

Last not least we are happy to announce that two new members joined Open ENLoCC in the past weeks: Consorzio ZAILOG of Verona, the logistics competence center of Veneto, based in Verona Quadrante Freight Village, and the Hellenic Institute of Transport in Thessaloniki, a leading institute of logistics for Greece and beyond. They will be featured in upcoming issues. Many of our members have already been working with both institutes in the past.

Giuseppe Luppino

President “Open ENLoCC”

Institute for Transport and Logistics (ITL), Bologna

News

Phuket: 10th International Conference on City Logistics

The bi-annual International Conference on City Logistics was held on the 14th–16th of June 2017 in Phuket Island, Thailand. The list of participants reads like a world wide who-is-who of the city logistics related scientists and institutions. A number of Open ENLoCC members presented their papers at the conference. Topics featured by Open ENLoCC members will be elaborated in upcoming issues of the European Review of Regional Logistics.

4th SUMP conference

March 29-30: 400 people meet for the 4th European Conference on Sustainable Urban Mobility Plans (“SUMP’s”) in Dubrovnik, most of them with a background in municipal administration, municipal transport administration or related scientific consultancy. It is the principal annual event of its field in Europe.

This time, there was a specific session regarding Freight transport and SUMPs, moderated by Madeleine Kelly-Tycht, European Commission, Directorate-General for Mobility and Transport. Contributions were made by Michael Browne, University of Gothenburg (“The importance of business models in sustainable urban freight initiatives”), Karl Reiter, Austrian Mobility Research FGM-AMOR (“cycleLogistics as a cost efficient element of SuMps”), and Wulf-Holger Arndt, German Institute of Urban Affairs DIFU (“Commercial transport as a challenge for Sustainable urban Mobility planning”).

The conference was organized by Eltis (www.eltis.org/mobility-plans).

TRA VISIONS 2018 Transport Research Awards

Together with their consortium partners POLITO and AIT, Open ENLoCC member NewRail announces the European project TRA VISIONS 2018, which invites researchers from across Europe to submit innovative transport concepts, covering all surface transport modes, in line with EC policy objectives for smart, green, integrated transport. Abstracts online by September 2017: <http://bit.ly/2nItr9W>.

KLOK receives Ukrainian business delegation

This June, a delegation of 19 managers from Ukraine was briefed on logistics topics in Stuttgart Region. The group, receiving advanced management training through GIZ, the German government’s association for business cooperation, was shown the handling of contract logistics for TESA self-adhesive products, handled by the large logistics operator DACHSER. The managers then learned about the role of local politics regarding business in Germany, in a meeting headed by the vice-mayor of Kornwestheim town, Daniel Güthler.

CILT Rail Freight Forum Workshop

Open ENLoCC member NewRail's Tom Zunder was pleased to host the Chartered Institute of Logistics and Transport (CILT) Rail Freight Forum, at Newcastle University, on 14th March. The subject was port rail infrastructure and excellent presentations were made by the Port of Tyne and PD Ports at Teesport, as well as Transport for the North. Members noted the value of moving to regional events, to explore matters of both local and national significance.

High-ranking visits to ChemSAR project

Vice-President of the European Commission Jyrki Katainen and Commissioner of Regional Policies Corina Crețu visited the ChemSAR project on 1st June 2017 in Helsinki. The visit was hosted by the Finnish Border Guard.

The goal of the ChemSAR project is to create operational plans and procedures for international maritime search and rescue operations in hazardous and noxious substances incidents in the Baltic Sea Region, and thus make the rescue operations safer and more efficient. The project has been granted the label of a flagship project under the Priority Area SAFE in the EU Strategy for the Baltic Sea Region (EUSBSR). This means that the project fulfils a particular set of criteria: it has a high macro-regional impact; it contributes to the objectives of the strategy; and, it is related to one or more actions of the Priority Areas/Horizontal Actions described in the strategy.

According to surveys there is a lack of operational plans and procedures for search and rescue operations applicable to cases of hazardous and noxious substances incidents in the Baltic Sea region. Large quantities of different chemicals are transported by sea and the risk of an accident exists, says Project Coordinator Kirsi Laitio from the Centre for Maritime Studies of the University of Turku.

Commissioner Crețu stressed the value of the project for sea safety and protection of the environment. The whole delegation was pleased to see how the strategy for the Baltic Sea Region is implemented in practice.

ChemSAR project has partners from five Baltic Sea Region countries. The lead partner is the Centre for Maritime Studies of the University of Turku, member of the Open ENLoCC network. Other partners are The Finnish Border Guard, NOVA University of Applied Sciences, Marine Technology (FI), Helsinki City Rescue Department (FI), Swedish Coast Guard, Estonian Police and Border Guard Board, Lithuanian Navy/Klaipeda University, Free and Hanseatic City of Hamburg and Central Command for Maritime Emergencies (Germany).

Vice-President of the European Commission **Jyrki Katainen** and Commissioner of Regional Policies **Corina Crețu** facing divers' aspects of maritime safety.



Fast Train Connection from Northern Europe to Asia Gathers Interest

The new connection between Finland, Russia, Kazakhstan and China was presented at the RailGate Finland – China Express Seminar in Helsinki, March 2017. Many Finnish companies have expressed their interest in the new connection. Their main interests were regularity, reliability and costs.

The potential operators from Kazakhstan introduced themselves in the seminar. "Fast connections are of great importance to export and import companies. This route will open new possibilities and will benefit all cooperation partners and the trade of our country", says director Almat Karimov from KTZ Express, operator of the main railway network, passenger and cargo transportation in Kazakhstan.

"We are ready to start container transports from Kouvola to Kazakhstan; as for China, our goal is to start regular operation during this year. The prices are very competitive", says Simo Päivinen, Development Director of Open ENLoCC member Kouvola Innovation Oy. With the new connection, the transfer time between Northern Europe and China will come down to ca. 10 days.

Kouvola has the largest cargo handling rail yard in Finland and several transport and forwarding companies, which are specialized in railway traffic. The City of Kouvola and Kouvola Innovation Oy are further developing the logistics area in order to boost the logistics sector in the city and to improve the prerequisites for intermodal operations.

"Bike Challenge Nordhessen"

Anyone interested to compete against bikers in Northern Hesse, Germany? "Bike Challenge Nordhessen", developed by MoWiN.net within the EU project BestMOB in the Climate-KIC program on behavioral change in traffic, this year started as a regular project. In order to counteract the CO₂ emissions caused by motorized individuals, participants get incentives for using the bicycle on the way to and from the workplace. According to a recommendation of the WHO¹, daily physical activity of half an hour integrated into the daily routine permanently and significantly improves well-being and prevents diseases.

The employees of participating companies compete against each other on individual as well as company level. All kilometers cycled by employees are gathered for the company and calculated for the company ranking. Company size and work distance in kilometers form a set of categories in which participants can win. For measurement, a smartphone App was developed.

The project runs from May to September annually. Last year, more than 400 employees of the region participated in the test run and were together cycling more than 172.000 Kilometers. This year, Northern Hesse counts 700 participants already at the beginning of June.

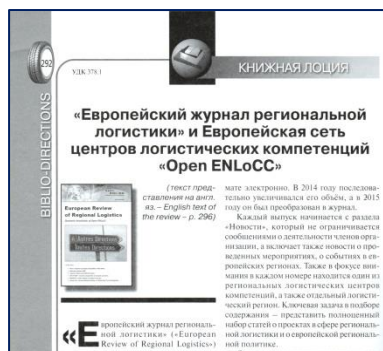
While we are currently competing within the region, it would also be possible to start a cross-regional competition. Please do get in touch, should you be interested. / www.bike-challenge-nordhessen.de

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(1) World Health Organization (WHO) (2015): Fact Sheet on Physical Activity, Global recommendations on physical activity for health.

Open ENLoCC in “Mir Transporta” journal



“Mir Transporta”, the bi-lingual “World of Transport and Transportation”, issued six times a year by the Moscow State University of Railway Engineering (MIIT), recently reviewed the “European Review of Regional Logistics” as well as the Open ENLoCC network. The article (three pages in the Russian language version, plus a complete translation) can be found in issue 3/2016.

The “European Review of Regional Logistics” has presented the “Mir Transporta” journal in a previous issue, coincidentally also labelled as 3/2016.

People



Screenshots (June 26, 2017) from
<http://www.gouvernement.fr/en/composition-of-the-government>.

In May 2017 Élisabeth Borne became Minister for Transport within the Ministry for the Ecological and Inclusive Transition (Minister: Nicolas Hulot) in the new French government of Prime Minister Édouard Philippe under President Emmanuel Macron.

Borne graduated at École Polytechnique, École nationale des ponts et chaussées “ParisTech” and Collège des Ingénieurs in Paris. Her career started in 1987 in the former Ministry of Infrastructure where she became director for Île-de-France in 1989. In the 1990s she first became consultant for the Ministry of Education, then technical consultant for transport. In 2002 she took over the position of director for strategy at SNCF and in 2007 rejoined the construction company Eiffage as director of concessions. 2008 to 2013 she was general director of Urbanism at the Municipality of Paris. In 2015 Borne became director of Paris Transport (RATP).

Zeno D’Agostino, President of Trieste Port Authority and in a previous position Managing Director of former Campania logistics agency and Open ENLoCC member LOGICA, has in April 2017 been elected as President of Assoporti, the association of Italian ports. D’Agostino is an expert in rail and hinterland connections and has already greatly increased rail hinterland transport to and from Trieste.

Dr Marin Marinov of Open ENLoCC member NewRAIL has achieved the status of Associate Fellow of The Higher Education Academy, in recognition of his attainment against the UK Professional Standards Framework for teaching and learning support in higher education.

Prof Mark Robinson of Open ENLoCC member NewRAIL was elected a Vice-Chairman of IRRB. UIC’s International Rail Research Board (IRRB) involves all major stakeholders in the field of rail research and development, at global level, providing a platform to exchange knowledge on worldwide research potential.

NewRail recently said goodbye to Dr George Kotsikos, who left to take up a position as Policy Officer / Call Coordinator at the European Commission, and wishes him every success.

Udo Tarmann, long term member of Open ENLoCC when working for the Carinthian Development Agency, became General Manager of the newly founded “LCA Logistik Center Austria Süd”, which develops a large logistics area near the town of Villach.

The Port of Le Havre celebrates 500 years!

History



Above: Historical Le Havre.

Below: Contemporary downtown; 20th century modernism.



Le Havre, located in the Département Seine-Maritime in the Region of Normandy and founded in 1517, launched the festivities for its 500th anniversary. Created by François I, this port has reinvented itself several times to remain the leading contributor to French foreign trade.

On February 7, 1517, François I, a young king then 23 years old, signed two parchments ordering the construction of a port at the mouth of the Seine, downstream from Paris. Its objective was to support an increasing exchange with the Americas and to reinforce the defense against the English threat. Thus, the port then had a dual purpose, both military and commercial.

During the revolution of 1789, the port was in full prosperity. It was at this time, that the first extensions of the port were undertaken (between 1789 and 1815).

After the destructions of World War II, the central parts of the town were rebuilt as an architectural ensemble that in 2005 was listed as a World Heritage Site by UNESCO. It is preserved as an icon of 20th century industrial society and modernism, while the port has moved into the 21st century.

Throughout the evolution of the port, Le Havre is the number one port focused on French external traffic as well as for container traffic.

Since 2012, the ports of Le Havre, Rouen and Paris along the Seine river are linked through the “Haropa” alliance.

Festivities

The opening parade led by the troop "Magnifik parade" and its delirious costumes left from the City hall on May 27, 2017 at 7 pm and joined the beach where an opening concert was held.

Le Havre will have the pleasure of attending the return of the Nantes “Royal de Luxe” street theatre compagnie for this occasion, after 11 years of absence. There will also be two major exhibitions at the famous local Musée Malraux, including an exhibition on Impressionists, which will enable us to discover or rediscover one of Claude Monet's major works "Impression au soleil levant", painted in the port of Le Havre in 1872.

Le Havre is pleased to introduce visitors to the "Container Catena", a work by Vincent Ganivet which is installed at the Quai de Southampton from 27 May to 08 October. This gigantic work is made of no fewer than 36 multicolored containers assembled in two monumental arches between sea and city. It offers its visitors a vision at least astonishing and staggered by these cobblestones

Below: Claude Monet's "Impression au soleil levant" (1872), after which the painting style was called “Impressionism”.





Robin Poté, Directeur of logistics competence center CRITT-TL in Le Havre, a member of the Open ENLoCC network.



Above: RoRo vessel of new Neptun Lines service.

Below: “Container Catena” by Vincent Ganivet.

Bottom: Today’s view of container port.
Photo: Jürgen Schultheis



classically stacked in line that are an integral part of the port landscape of Le Havre.

The biggest sailing ships of the world will dock in Le Havre for 4 days, from Thursday 31 August to Sunday 3 September. The program includes free visits of the ships, a dedicated village, fireworks, wandering ... It will be possible to attend the departure of the “Queen Mary 2” from Le Havre for New York, on Friday 15 September, 2017. Finally, from Friday 27 October to Sunday 5 November the start of the “Transat Jacques Vabre” sailing race to Salvador de Bahia will close the year 2017.

Port News

As the westernmost port in the “Le Havre – Hamburg range”, for many ships Le Havre is the first port of call in Europe, or the last one before an intercontinental journey. By 2016, container traffic is performing well with significant growth for the second consecutive year.

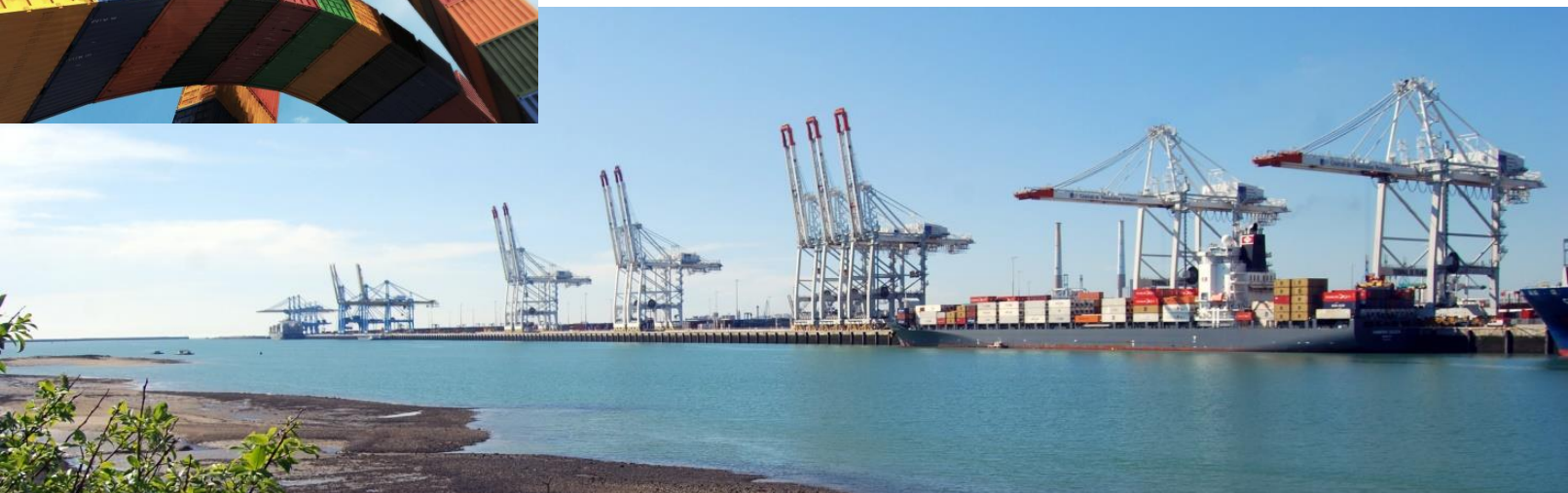
But, due to its location, Le Havre also is an important ferry and short sea shipping port: As of April 2017, the Greek short Sea Neptune Lines operates a new weekly RoRo service between Spain, Port du Havre, England and Ireland. The calls will be carried out every Wednesday at Terminal Roulier. The first call was completed on April 5, 2017. The ro-ro ship loaded commercial vehicles produced at the Sandouville plant located a few kilometers from the RoRo Terminal. This new service also offers to carry other goods like light vehicles, tractors, TP machines, cranes ...

In parallel, Haropa - Port du Havre concentrates on new generation tools for the management of its port infrastructure. With over 6000 calls annually, including 2,500 container ships, the maintenance of wharves, dams, and seabed requires everyday work.

In order to increase speed, reliability and quality, the port uses some of the most sophisticated surveillance techniques on the market. Inspection and monitoring of docks are done through the use of drones and scanner-lase 3D. The use of drones allows to track and to quantify any possible movements of the coast.

The 3D scanner provides an overview of the various structures. With a precision to the centimeter, this tool will facilitate, after restitution of the data, the realization of a 3D model.

Even after 500 years, the Port of Le Havre is still at the forefront of innovation.



Research towards the future of mobility



The Mobility, Logistics and Automotive Technology Research Centre (MOBI, VUB) is leader in sustainable mobility and logistics. MOBI aims at a better and safer mobility of people and goods, to reduce congestion and environmental impacts in urban and inter-urban areas, and to improve operational efficiency.

With a multidisciplinary team of over 70 specialists, it gathers expertise in engineering, economic, social, political and environmental sciences enabling the holistic approach needed in smart cities projects.

MOBI offers its expertise to the industry, governments and academics, through research collaborations, consulting services or trainings. The strength of MOBI resides in proposing a unique combination of socio-economical, environmental & technical competencies, together with tools specifically developed for the sustainable transport sector. Its track records over the past 5 years include 21 major European projects, 59 direct contracts with the industry, and 61 projects funded by national organizations.

MOBI has extensive expertise in **evaluating the sustainability of logistics systems** and in examining ways of reducing externalities in logistics. MOBI's main experience in this field covers research on Intermodal transport, city logistics and sustainability impact assessment.

Intermodal transport is put forward as a major alternative to road transport both by academics and policy makers. MOBI helps all concerned decision-makers in showing the consequences of a modal shift towards intermodal transport. An important tool, developed by MOBI, is the Intermodal simulator (LAMBIT) which allows simulating the impact of policy measures and user preferences on the use of intermodal transport. Other techniques we apply include Conjoint Analysis and Multi-Actor Multi-Criteria Analysis (MAMCA) to unravel and compare the preferences of different stakeholders.

MOBI pursues research in the field of **City logistics** to help both professional and societal stakeholders with their decisions. The focus is the final leg of the supply chain which also usually is the least efficient leg from an economic perspective. The evaluation techniques we use include: Total Cost of Ownership Analysis, Multi-Criteria Analysis and Multi-Actor Multi-Criteria Analysis (MAMCA) as well as various methods to calculate or model impact of measures and solutions. Our experience covers research on off-hour deliveries, urban consolidation centres and other consolidation oriented solutions, e-commerce and the use of electric vehicles for city logistics.

In order to determine the impact on sustainability of different freight transport alternatives, sustainability impact assessment studies are a main focus within MOBI. Logistic alternatives are evaluated on their economic, social and environmental performance. An in-house developed External Cost Calculator (ECC) enables MOBI to analyse the societal impacts of sustainable logistics concepts in depth. Currently, the ECC is being linked to the Transport Agent-BASed Model (TRABAM), a freight transport model for the Belgian territory, developed within MOBI.



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Expertise in carbon footprint assessments is demonstrated by our role as neutral assessors in the Flemish Lean & Green certification process, organised by VIL (Flemish Institute of Logistics), from the launch of the project in 2012 onwards.

Urban mobility policy aims for mobility to be possible, affordable, environmentally friendly, safe and justified in urban areas. In order to pursue a sustainable mobility policy there is an essential need for better understanding the growing mobility demand and its repercussions on people, the economy and the environment. Researchers at MOBI investigate the driving forces behind mobility choices at the level of the individuals and different groups of the society by analysing data on travel behaviour. MOBI's experience covers research on professional mobility (the use of company cars), mobility of students, an in-depth analysis of modal choice and travel behaviour in Brussels, teleworking, the influence of activities during travelling on the value of travel time (travel multitasking) and the selection of a set of indicators for urban mobility. Currently, we are investigating the application of participatory sensing using smartphones to collect data on travel behaviour (FLAMENCO project) and how big data can be used for the impact assessment in urban mobility.

The **Battery Innovation Centre (BIC)** of MOBI is the Belgian expertise centre for research and development of energy storage systems for traction and stationary applications. It offers state-of-the-art facilities and models for the rechargeable energy storage systems market. With its hub located in the centre of Brussels, BIC fosters important opportunities for synergies and partnerships, while creating a positive environment for collaboration with the industry.

MOBI's facilities and innovative models have been implemented in projects with key actors such as BMW, Scania, Continental (ex Siemens), CRF (Fiat), Bosch, AVL List, Volvo trucks, Volvo cars, Toyota Motor Europe, Van Hool, Bombardier, Umicore, Laborelec, Emrol, 4Esys, Siemens, PEC, Enersys, ON Semiconductor, JSR micro, CTS, VITO, FMTC, Flanders Drive, MIVB and De Lijn.

The assessment, design and optimisation of **electric and hybrid powertrains** represent a major pillar of MOBI's expertise in the field of clean and energy-efficient vehicles. MOBI possesses state-of-the-art infrastructure for the on and off-road testing and assessment of complete electric and hybrid powertrains, as well as components such as batteries, hybrid batteries, electrical double-layer capacitors, power converters, inductive and conductive charging infrastructure.

The MOBI test laboratory has an installed power of 800kVA (up to 300kW test capacity) and is equipped with a vehicle dyno-roll bench, on-road data acquisition systems and GPS-based data loggers. MOBI is an active participant in the Living Labs Electric Vehicles Flanders. In this project, 200 vehicles, ranging from e-bikes to e-cars and, e-trucks are monitored on-road and on a daily basis.

MOBI has been working with various industrial partners for the development of powertrains and components including Van Hool, MIVB, Flanders Drive, Dana-Spicer, Sirris, FMTC, PSA, BMW, Scania, Continental (ex Siemens), CRF (Fiat), BOSCH, AVL List, Volvo Trucks and others.

Open ENLoCC General Assembly 2017

Location



Dr. Astrid Szogs, Director of MoWiN.net, welcoming the Open ENLoCC members.

Photo: MoWiN.net

This year's General Assembly of Open ENLoCC was held in Kassel at member association **MoWiN.net**, which was introduced by its director Astrid Szogs. In the summer of 2017, Kassel is not only the place of the 14th quintannual „documenta” exhibition of contemporary art. Furthermore, the town's „Wilhelmhöhe” park is listed as „world cultural heritage”.

The traditional Open ENLoCC dinner was held right in that park, next to the historical „Hercules” figure that towers above town for 300 years. Dinner is the occasion for informal exchange of ideas, and given the institutions that were represented; the figure of Hercules aptly represented the combined competence. All of the eighteen member institutions are actively participating in the exchange of ideas and knowledge of Open ENLoCC. Twelve of the eighteen member institutions were personally represented during the deliberations.

Excursion

During the afternoon of the first day, the group visited the **Kassel Volkswagen plant**. Volkswagen has more than 100 production plants worldwide, with a combined output of more than 40,000 cars per day. The Kassel plant is the second largest in Europe, behind the main plant in Wolfsburg. It produces the gear boxes for almost half the world wide car output. But beyond that, it is the main spare part distribution center of Volkswagen. After a short walk into a production hall, the group had the chance to visit the warehousing area more extensively.

Topics

The existing group of active members represents a vast amount of knowledge in the field of logistics. Therefore, the network will give visibility to the competences of the members – both internally and externally. Growth of the network is welcome but not a target of its own.

An important part of the meetings is an internal **debate about potential future member projects**, including a search for partners. Ongoing projects are also debated. In this context, Marcin Foltynski of ILiM (Poznań) presented the main topics of the „**NSB CoRe**” project, co-financed by the Interreg Baltic Sea Region Programme:

- **INTERMODAL LOGISTICS**. Development of logistics services – a view to future demand and modal shift: Policy Paper on interconnectivity and interoperability.
- **COMMUTING GROWTH CORRIDORS**. Long-distance commuting including MaaS development and benchmarking: Smart mobility concepts and passenger service development in urban nodes.
- **MACRO-REGIONAL SPATIAL PLANNING**. Transport development and spatial planning combined: Joint transnational spatial vision on regional development, logistics and mobility.



Conceptual art of „Documenta“ fair, perhaps also a symbol for the intensity of this year's knowledge exchange within Open ENLoCC.

Photos: Martin Brandt,
Holger Bach (below)

- **BRANDING AND COMMUNITY BUILDING** . Rail Baltica branding from stakeholders' view.

Giuseppe Luppino of ITL (Bologna) presented the **SULPiTER** project, co-financed under the Interreg Central Programme: A city logistics project with a wider territorial approach, the Functional Urban Area (FUA). SULPiTER takes into consideration:

- the functional transport & economic relations between inner urban centres (the usual and limited territorial target of public regulations),
- the surrounding urban territories,
- the functional transport & economic relations within FUAs not affecting downtowns.

Based upon this strategy, SULPiTER does capacity building by transnational tools to improve understanding and governance of urban freight behaviors, to guide Authorities in their policy decisions (also with training sessions). In the field of politics, it introduces the issue of logistics into SUMP and integrates energy consumption reduction into the behavioral change in freight transport, territorial planning and governance.

Elections

The „European Review of Regional Logistics“ got two **co-editors** to broaden its scope: Carl-Magnus Carlsson of Malmö Högskola, who had served as a member of the Steering Committee since the founding of Open ENLoCC in 2006, could be won for the new task as well as Open ENLoCC President Giuseppe Luppino of ITL Bologna, who ex officio is co-editor.

Reima Helminen of CMS Turku joined the **Steering Committee** of Open ENLoCC to replace Carl-Magnus Carlsson. Piotr Nowak of ILiM Institute of Logistics and Warehousing in Poznań was confirmed as member of the Steering Committee for another three year term.

New members

In the past months, two institutions became member of Open ENLoCC. However, that decision of the Steering Committee is subject to confirmation by the next General Assembly. This year, the assembly unanimously confirmed the membership of **Consorzio ZAILOG**, the logistics competence center of Verona Quadrante Freight Village, and the **Hellenic Institute of Transport HIT** in Thessaloniki. Both member institutions will be presented in an upcoming edition of the “Review”.



“Logistics for Europe”

Initiative founded on “transport logistics” fair



Karlhubert Dischinger, president of the logistics association in the Southwest German state of Baden Württemberg (VSL), together with supporters founded the initiative “Logistics for Europe” during the transport logistics fair in Munich on 11 May 2017.

“For us in the Baden area, the border to France has always been very much present”, Dischinger says. “I remember the sweaty hands we had as children when we sat in the car, waiting for the customs inspection to be completed. And later, when I trucked across Europe, the border barriers defined the rhythm of my journeys. I cannot count the espresso coffees I drank at the Italian border, waiting for all the necessary customs stamps.”

The more he later enjoyed unhindered traffic across Europe privately. And the more, he says, this is true for his logistics business, resulting in a wider range of offers as well as in better prices for the end users.

„Daily experience of freedom is all too soon taken for granted“, Dischinger continues. “we forget all the hassle we had in the past, and we should also remember that it is the united Europe which has brought us 70 years of peace. This is worth a continuous effort. We must keep the world open for our children and grandchildren.”

World’s largest single market

The European Union is the largest single market in the world, with 500 million people, 30 million businesses and a net product of 14 trillion Euros. However, in world-wide competition, none of the 28 member states of the European Union is big enough for the upcoming challenges, concludes the initiative.

Participants

Despite frequent complaints about competition through cheaper labour from other nations, the initiative is currently supported by many German mid-size logistics operators, most of them close to the French and Swiss borders. Among the further supporters is Open ENLoCC member KLOK.

Munich logistics fair: VSL Managing Director Andrea Marongiu (left) and President Karlhubert Dischinger (right), founding the initiative „Logistics for Europe“.



„The Reading“ – symbolic photo
of former “Reading Railroad”
coach by Martin Brandt



Reading Company

“Tell the same story as your data!”

- *National Academies of Sciences, Engineering, and Medicine; Transportation Research Board; National Cooperative Highway Research Program; Nathan Higgins; Ronald Basile; Samuel Van Hecke; Joseph Zissman; Scott Gilkeson: Data Visualization Methods for Transportation Agencies.*

“The first sign that a visualization
is good is that it shows you a
problem in your data.”

Martin Wattenberg, as quoted in
the publication.

Your project generated tons of data. Arranging them in tables was a rather easy task. Unfortunately, these tables now all look more or less alike, are difficult to interpret and do not highlight the relevance of the data – let alone the relevance of your findings.

At this point, the recently published “Data Visualization Methods for Transportation Agencies” can be of enormous help to you. It is a text of just 75 pages, half of them dedicated to good examples. The other half is a systematic exploration of many types of visualization: What can they tell the reader, and how to do it?

The greatest risk from using the suggested good visualization is that the author or, later, the reader, becomes aware that the figures do not really support the story the author wants to tell. Not without reason, throughout their text the authors again and again urge the reader: “Tell the same story as your data!”

Most interesting to all logistics competence centers. Free download via <http://nap.edu/24755>.

Guide for Conducting Benefit-Cost Analyses of Multi-modal, Multijurisdictional Freight Corridor Investments

- *National Academies of Sciences, Engineering, and Medicine; Transportation Research Board; National Cooperative Freight Research Program; Sharada Vadali; C. James Kruse; Kenneth Kuhn; Anne Goodchild: Guide for Conducting Benefit-Cost Analyses of Multi-modal, Multijurisdictional Freight Corridor Investments (2017).*

A benefit-cost analysis (BCA) is an analytical framework used to evaluate public investment decisions including transportation investments.

“There are no commonly accepted methodologies or modeling tools available to quantify the benefits and costs of alternative multimodal

freight projects in multijurisdictional national corridors. For example, local communities often object to the noise, air pollution, or other negative aspects of trucks and trains as they pass through their neighborhoods with little local benefit, as contrasted with the potentially large benefits on national and regional economies from improved freight flows. There is often limited understanding of such factors as

- (1) how to appropriately calculate net benefits in the presence of interregional transfers and how to include national and regional perspectives;
- (2) proper inclusion and exclusion of categories of benefits and costs;
- (3) how to avoid double counting of benefits and costs;
- (4) valuation of time, reliability, resilience, flexibility, risk, and externalities;
- (5) how to incorporate both public and private perspectives in the same benefit-cost analysis; and
- (6) how to address equity and distributional issues.”

This explanation from the foreword by William C. Rogers, Staff Officer of the Transportation Research Board, indicates both purpose and scope of the publication, which serves the reader with suggestions of methods for specific realistically complex cases.

Electric vehicles charging infrastructure location: a genetic algorithm approach

- *Efthymiou D, Chrysostomou K, Morfoulaki M, Aifantopoulou G in: Eur. Transp. Res. Rev. (2017) 9:27. DOI 10.1007/s12544-017-0239-7*

This article, by authors from new Open ENLoCC member Hellenic Institute of Transport in Thessaloniki (GR), deals with an algorithm that allows to find the optimum distribution of chargers under the assumption of a given service level. It works for urban areas and conurbations and is valuable in a situation where the density of electric vehicles as well as of charging infrastructure is low. In this case, optimum placement of charging stations can help to reduce the risk of drivers running out of electricity. The authors explicitly intend to further develop the tool – for urban planning it would be helpful to allow distinguishing between an existing set of stations (that can't be moved) and additional stations to be inserted at optimum additional locations.

Transport policy planning in Germany – An analysis of political programs and investment masterplans

- *Fichert F in: Eur. Transp. Res. Rev. (2017) 9:28. DOI 10.1007/s12544-017-0247-7*

This short article of just ten pages is about the framework of transport policy planning in Germany, which is located centrally in Europe and perhaps has Europe's most complex system of government and administration, not least in the transport sector. Thus, understanding the German approach can serve the reader as a benchmark for reviewing and judging the agenda at home – as well as vice versa, of course.

Evaluating the impacts of using cargo cycles on urban logistics: integrating traffic, environmental and operational boundaries

- Melo S, Baptista P in: *Eur. Transp. Res. Rev.* (2017) 9:30. DOI 10.1007/s12544-017-0246-8

The authors did a simulation of substituting vans by e-cargo bicycles in the Portuguese town of Porto, which can stand for many other midsize towns across Europe. Their result is that a moderate substitution (up to 10% of van moves) not only lowers emissions, but also has a (small) positive effect on traffic flows, mainly because the bicycles are easier to bypass than vans. For higher substitution rates, the overall outcome may be negative. However, substituting 10% of urban van traffic by a single new mode of transport would already be a significant move, so the authors claim that cargo cycles do play an important role in future environmentally friendly urban goods traffic.

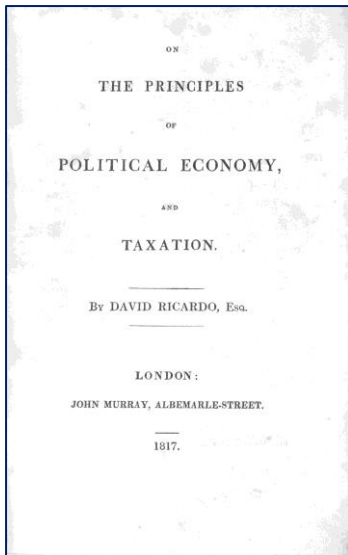
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Classic text – David Ricardo: Benefits of “comparative advantage” through trade



David Ricardo (1772 – 1823) was a British classical economist. As Member of Parliament, he supported free trade and voted against import duties. His main work is “**On the Principles of Political Economy and Taxation**”, published 200 years ago (19 April 1817). The excerpt to the right is from chapter VI “On Foreign Trade”.

Ricardo is often found “difficult to read”, and his main idea of “comparative advantage” is declared “counterintuitive”. However, much of the difficulty may be caused by his choice of an example. It reads confusingly like a report about real countries and goods. Instead, it is best understood to be just a **fictional model of countries**, named “Portugal” and “England”, which **for the sake of the argument each can produce two goods** (here: the “commodities” “wine” and “clothes”). Ricardo then argues that **national specialization** in one of the two commodities **makes sense for all**, even under the assumption that one country (here: “Portugal”) could produce both commodities at lower costs (i.e. with less labour input) than the other (here: “England”).

Under a system of perfectly free commerce, each country naturally devotes its capital and labour to such employments as are most beneficial to each. This pursuit of individual advantage is admirably connected with the universal good of the whole. By stimulating industry, by rewarding ingenuity, and by using most efficaciously the peculiar powers bestowed by nature, it distributes labour most effectively and most economically: while, by increasing the general mass of productions, it diffuses general benefit, and binds together by one common tie of interest and intercourse, the universal society of nations throughout the civilized world. It is this principle which determines that wine shall be made in France and Portugal, that corn shall be grown in America and Poland, and that hardware and other goods shall be manufactured in England.

In one and the same country, profits are, generally speaking, always on the same level; or differ only as the employment of capital may be more or less secure and agreeable. It is not so between different countries. If the profits of capital employed in Yorkshire, should exceed those of capital employed in London, capital would speedily move from London to Yorkshire, and an equality of profits would be effected; but if in consequence of the diminished rate of production in the lands of England, from the increase of capital and population, wages should rise, and profits fall, it would not follow that capital and population would necessarily move from England to Holland, or Spain, or Russia, where profits might be higher.

If Portugal had no commercial connexion with other countries, instead of employing a great part of her capital and industry in the production of wines, with which she purchases for her own use the cloth and hardware of other countries, she would be obliged to devote a part of that capital to the manufacture of those commodities, which she would thus obtain probably inferior in quality as well as quantity.

The quantity of wine which she shall give in exchange for the cloth of England, is not determined by the respective quantities of labour devoted to the production of each, as it would be, if both commodities were manufactured in England, or both in Portugal.

England may be so circumstanced, that to produce the cloth may require the labour of 100 men for one year ; and if she attempted to make the wine, it might require the labour of 120 men for the same time. England

would therefore find it her interest to import wine, and to purchase it by the exportation of cloth.

To produce the wine in Portugal, might require only the labour of eighty men for one year, and to produce the cloth in the same country, might require the labour of ninety men for the same time. It would therefore be advantageous for her to export wine in exchange for cloth. This exchange might even take place, notwithstanding that the commodity imported by Portugal could be produced there with less labour than in England. Though she could make the cloth with the labour of ninety men, she would import it from a country where it required the labour of 100 men to produce it, because it would be advantageous to her rather to employ her capital in the production of wine, for which she would obtain more cloth from England, than she could produce by diverting a portion of her capital from the cultivation of vines to the manufacture of cloth.

Thus, England would give the produce of the labour of 100 men for the produce of the labour of 80. Such an exchange could not take place between the individuals of the same country. The labour of 100 English men cannot be given for that of 80 English men, but the produce of the labour of 100 Englishmen may be given for the produce of the labour of 80 Portuguese, 60 Russians, or 120 East Indians. The difference in this respect, between a single country and many, is easily accounted for, by considering the difficulty with which capital moves from one country to another, to seek a more profitable employment, and the activity with which it invariably passes from one province to another in the same country.

It would undoubtedly be advantageous to the capitalists of England, and to the consumers in both countries, that under such circumstances, the wine and the cloth should both be made in Portugal, and therefore that the capital and labour of England employed in making cloth, should be removed to Portugal for that purpose. In that case, the relative value of these commodities would be regulated by the same principle, as if one were the produce of Yorkshire, and the other of London; and in every other case, if capital freely flowed towards those countries where it could be most profitably employed, there could be no difference in the rate of profit, and no other difference in the real or labour price of commodities, than the additional quantity of labour required to convey them to the various markets where they were to be sold.

Experience however shews, that the fancied or real insecurity of capital, when not under the immediate control of its owner, together with the natural disinclination which every man has to quit the country of his birth and connexions, and intrust himself with all his habits fixed, to a strange government and new laws, check the emigration of capital. These feelings, which I should be sorry to see weakened, induce most men of property to be satisfied with a low rate of profits in their own country, rather than seek a more advantageous employment for their wealth in foreign nations.

Limitations of the Ricardo model

In today's world, the model no longer fits: Technology transfer (related to, but not identical with capital flows) makes it possible to be similarly efficient anywhere, at least in terms of labour use. Capital and production migrate much more easily, supervised by a class of middle managers, who have their "habits fixed" to laptop work in airport lounges. Today, one country can surpass another through trade, while under the Ricardo model both countries would find just relative advantages. Desirable? A matter of perspective. /MB

Next Dates

July 2017

4th International Physical Internet Conference

Highlights of the program will be sessions and workshops dealing with: Retail and e-commerce, IT and digitalization, Synchromodality and horizontal collaboration, Intralogistics and hub design, Physical Internet fundamentals, City logistics, Supply chain and Industry 4.0, Distribution networks.

Graz (A), July 4-6.

Air Transport Research Society World Conference

This four-day event will allow presentation and discussion of on the one hand completed research in air transportation and on the other hand research in process. Also PhD researchers will receive the opportunity to present their work.

Antwerp (B), July 5-8.

1st Iran International Logistics & Transportation Forum

Held by Iran Logistics and Transportation Federation and Iranian Inc., with full support & collaboration of Iran Ministry of Road & Urban Development, Iran Chamber of Commerce, Industries, Mines and Agriculture and other relevant organizations. Forum Topics: Transportation Applications and Logistics Experiences, Trading Logistics and Transit, Logistics and different Industries, Transportation Economy, Transportation & Logistics empowerment.

Tehran (IR), July 15-16.

Ports & Intermodal West Africa Conference

Ministry of Transport, Ghana; Meridian Port Services, Ghana; Ghana Shippers Authority; Nigerian Ports Authority; Nigerian Maritime Administration & Safety Agency; PMAESA; AECOM; Transnet Port Terminals; Transnet National Ports Authority, and more discuss their biggest challenges and debate best-practice methodologies for financing, securing, constructing and operating ports in West Africa.

Accra (GH), July 17-19.

Public consultation on the evaluation of the Intelligent Transport Systems (ITS) Directive

By the EU commission. Tell your opinion as a specialist via https://ec.europa.eu/info/consultations_en.

Deadline: July 28.

September 2017

The 22nd Annual Conference of The Chartered Institute of Logistics and Transport, Logistics Research Network (LRN) →

Planning for Uncertainty – Creating Supply Chain and Logistics Systems Resilient to Global Change With the sea change in global politics resulting from Brexit and the US presidential election, the 2017 Conference theme will focus on the uncertainty for international trade and the ramifications for supply chain management and logistics.

The LRN is an informal network of academics, researchers, practitioners and other interested individuals working in the area of logistics, supply chain management and operations management.

Southampton (GB), September 6-8.

Baltic Ports Conference 2017

The conference in 2016 focused on topics concerned with sustainable solutions for ports, ship owners in pursuit of zero emissions and Baltic environmental regulations, the state of the economy and trade in the Baltic Sea area, as well as the shipping and port market. Agenda for 2017 to be announced.

Trelleborg (S), September 7-8

Public consultation on road infrastructure and tunnel safety

By the EU commission. Tell your opinion as a specialist via https://ec.europa.eu/info/consultations_en.

Deadline: September 10

European Mobility Week

Local authorities register to organize activities for their citizens based upon a particular topic. This year the topic is "sharing".

Europe, September 16-22.

2017 IEEE International Conference on Service Operations and Logistics, and Informatics

Topics regarding regional logistics include: Intelligent transportation and distribution systems; Automatic and intelligent control applications in logistics systems at the factory, warehouse, transportation or supply chain levels; System-level approaches to cooperative logistics; Normative, legal, security and privacy issues in logistics and their impact on logistics system design and control; Warehouses, distribution centres, and transport terminals; Freight transportation systems (seaports, railroads, trucking systems, package express); Smart logistics for smart cities; Logistics for Healthcare Systems; Internet of Things applications in logistics and intelligent transportation systems; Physical Internet for logistics and intelligent transportation systems.

Bari (I), September 18-20

Parking and behaviour

Polis, CROW and EPA organize a workshop on parking and behavior in Rotterdam. Parking policy is an important part of the traffic and transport policy and greatly affects the livability, accessibility and vitality of

our cities and villages. Parking policy is one of the most effective means of influencing mobility behavior. For this, numerous measures are possible, one more effective than the other, depending on the context. This afternoon is organized for urban parking professionals.

Rotterdam (NL), September 19.

18th EPA Congress and Exhibition

The EPA Congress and Exhibition, hosted by the European Parking Association, has established itself to Europe's most important congress with exhibition for the parking industry. The event covers the entire spectrum of planning, construction and operating of parking areas and offers an unique platform for inspiring discussions and great networking possibilities with experts of the industry.

Rotterdam (NL), September 20-22.

5th Cluster Matchmaking Conference

Interactive programme with short presentations, cluster matchmaking and lots of interaction between the participants. For cluster managers and key cluster staff from clusters with at least a bronze label according to the European Cluster Excellence Initiative (ECEI) or with a proven international track-record or listed in the Baden-Württemberg cluster database.

Stuttgart (D), September 21-22

3rd Interdisciplinary Conference on Production, Logistics and Traffic (ICPLT)

The 3rd ICPLT is jointly hosted by TU Darmstadt and TU Dortmund and will take place at TU Darmstadt in 2017: "The objective of the 3rd ICPLT, on the one hand, is to identify trends, synergies and challenges between these different disciplines in order to explore new and innovative solutions for complex scientific, technical and real-world problems. On the other hand, the conference aims to achieving a better understanding of the manifold interdependencies between these research fields".

Darmstadt (D), September 25-26.

EXCHaNGE – The Supply Chainers' Conference 2017

Links new trends with the core functions of the supply chain - practically. Real exchange among real experts. With topics that challenge and continue. With leading representatives from companies and academia. On the agenda of EXCHANGE 2017: Supply Chain Practices, Resiliency, Culture and Digital Transformation, Sustainable Management, Open Innovation, Digital Sovereignty, Supply Chain Management Award 2017 and much more.

Frankfurt am Main (D), September 26-27.

3rd Annual Port Infrastructure Development Summit

The largest event dedicated to port infrastructure development. Increasing vessel size, ageing infrastructure, commercial demands and climate change are all factors that are influencing the ways global ports are evolving in the present day: Results of a

survey of those working in and around Ports from across the world.

Rotterdam (NL), September 27-29.

2nd eCommerce Logistik-Day

As last year, the processes of logistics in e-commerce and multi-channel marketing will be closely examined.

Vienna (A), September 28.

Railforum 2017

The RAILFORUM 2017 seminar brings together experts of railway logistics from all over the world. The day is about high-class speeches, fresh aspects, useful contacts and investment possibilities in the field. It is focused on the themes: Railway hubs and corridors from Asia to Europe; Intermodal and smart logistics.

Kouvola (FIN), September 28.

[See advertising on back cover!](#)

October 2017

The Freight Summit

10th TFS Global Forwarders Meeting.

Kuala Lumpur (MAL), October 2-5

European Transport Conference 2017

A forum for the coming together of research, policy and practice in transport, the Association for European Transport is committed to providing a meeting place for transport practitioners and researchers from all parts of the world, from new entrants to the profession to established senior figures. Speakers are asked to draw out the policy implications of research – not to only concentrate on the design and operation of a model, for example. Equally, practitioners and policy makers are encouraged to relate their presentations to the research behind the implementation of schemes and policies.

Barcelona (E), October 4-6.

4. Deutscher Mobilitätskongress

German Mobility Congress, central forum for debate between science, economy and politics, across all means of transport.

Frankfurt am Main (D), October 4-6.

International Electric Vehicle Symposium & Exhibition – EVS30

The EVS30 symposium will be a place of sharing latest technology advances and a forum to discuss how electromobility and new mobility technologies can contribute to the solution of recent challenges. The exhibition shows all areas of electric power transmission, special vehicles from the construction sector, agriculture and logistics. At EVS30 manufacturers and providers of charging infrastructure, energy management systems, as well as software solutions for networked and autonomous driving will show their innovations.

Stuttgart (D), October 9-11.

European Week of Regions and Cities 2017

Under the main headline of 'Regions and Cities working for a better future', the event will focus on three sub-themes: Building resilient regions and cities, regions and cities as change agents, and sharing knowledge to deliver results. In many topics, goods transport, warehousing and logistics can be an issue even if not explicitly named in the agenda.

Brussels (B), October 9-12.

12th China International Logistics and Transportation Fair

As the leading logistics and Transport Expo in Asia, the CILF2016 received 1598 exhibitors from 51 countries and regions, and 122,000 visits from 80 countries and regions, set a new record trade show attendance.

Shenzhen (PRC), October 12-14.

2017 Antwerp Transport & Logistics

Transport & Logistics brings together suppliers and buyers of multimodal transport and logistics solutions as the platform for all professionals active in: transport, logistics, distribution, warehouse & handling, data communication and software.

Antwerp (B), October 17-19.

7th International Urban Freight Conference (I-NUF)

The International Urban Freight Conference 2017 will be the premier venue for multidisciplinary urban freight research. A global network of scholars will share research and the best practices with the research community, government, and the private sector. I-NUF 2017 is jointly organised by METRANS and the MetroFreight Center of Excellence on urban freight.

Long Beach (USA), October 17-20.

"Sustainable freight in the city - consolidation a solution?"

What can municipal goods consolidation learn from private and what can private goods consolidation learn from municipal? Is there a Best Practice? Which are the success-factors? This year, the conference FEKIS, organized by the Swedish Business Administration Economists, will be held at Malmö University. Theme of the Conference is "Business Administrations in Urban Development". More information is available at <http://www.fekis2017.se/>

Malmö (S), October 18-19.

IASF 2017: Intelligent Transport Systems

The International Federation of Automotive Engineering Societies' conference is much in technical details about autonomous vehicles, but also includes development of the regulatory framework of autonomous motion and socio-economic problems of the introduction of autonomous vehicles.

Moscow (RUS), October 18-19.

NATRANS 2017

Key Themes this year will include: Technology Disruptors and Future Transportation, Preparation for Au-

tonomous Vehicles, Smart Transportation and Urban Mobility, Project Finance, Planning and Future Proofing, Road Safety in Public Engagement.

Dubai (UAE), October 25-26.

34th International Supply Chain Conference

One of Europe's leading events for logistics and supply chain management, in Germany usually referred to as "BVL-Kongress". Since it was first staged in 1983, it has developed into a wide-ranging forum attracting more than 3,000 participants from all areas of logistics. "Think different – Act digital" is the theme for the 2017 International Supply Chain Conference.

Berlin (D), October 25-27.

Trans Ukraine

The Trans Ukraine, organized by the ExpoNet Exhibition (Pvt) Ltd. will cover areas like domestic and international traffic, forwarding and logistics, ports and terminals (grain, potassium, container), elevator equipment, technology and weighing equipment, means of mechanization of loading and unloading operations (cranes, loaders, stackers, trolleys, winches, industrial scales).

Kiev (UA), October 25-27

MOBI annual seminar: "Back to the Future"

Open ENLoCC member MOBI is celebrating its 10 years of existence!

"On the 26th of October we will celebrate this birthday at our yearly MOBI seminar in which we want to look back to the future! The theme of the seminar is the Future of Urban Mobility with external keynotes by Sampo Hietanen (founder of Mobility-as-a-Service), MOBI presentations and a panel debate about how the future will look like in terms of mobility, logistics and transport technology. In the evening we organise a reception with party. We hope you will join us!"

Brussels (B), October 26.

ITS World Congress 2017: Integrated Mobility Driving Smart Cities

The ITS World Congress 2017, produced by ITS America in conjunction with ITS Canada and co-organized by ITS Europe and ITS Asia-Pacific, brings together global leaders in intelligent and transformative transportation to showcase and evaluate the latest innovative concepts, active prototypes, and live systems. Academics, researchers, policymakers, businesses, entrepreneurs, investors, implementers, and the media—thousands of people from the transport, automotive, telecommunications, and technology sectors—will engage in robust discussions and spirited debates as to how this rapidly changing and ever-expanding industry is addressing the very real challenges facing our mobile, connected societies today and in the future.

Montreal (CDN), October 29 – November 2.



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.

As per June 2017, the European network of regional logistics competence centers Open ENLoCC has the following members:

- 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).
- Amt der Kärntner Landesregierung, Klagenfurt (A), for former member Entwicklungsagentur Kärnten, EAK.
- HIT Hellenic Institute of Transport, Thessaloniki (GR). **NEW**
- 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).
- 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).
- UM, University of Maribor, Faculty of Civil Engineering – Transport Economics Centre, Maribor (SLO).
- WRS, Wirtschaftsförderung Region Stuttgart GmbH, Stuttgart (D).
- Consorzio ZAILOG, Verona (I). **NEW**



Contact persons:

Giuseppe Luppino, President of Open ENLoCC and Project Manager at the Institute for Transport and Logistics – ITL.

Martin Brandt, Secretary of Open ENLoCC and Project Manager at the logistics cooperation center KLOK in Stuttgart Region.



RAILFORUM 2017

September 28th 2017

WELCOME to the international railway seminar held in Kouvola, the logistical junction between the west and the east.

The RAILFORUM 2017 seminar brings together experts of railway logistics from all over the world. The day is about high-class speeches, fresh aspects, useful contacts and investment possibilities in the field.

The RAILFORUM is focused on the themes:
Railway hubs and corridors from Asia to Europe
Intermodal and smart logistics.

Railgate - smart connection

railforum.fi

 Co-financed by the European Union
Connecting Europe Facility



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Kouvola innovation