

European Review of Regional Logistics

Quarterly Journal of Open ENLoCC



- *Genoa: The collapse of a bridge and regional logistics*
- *Fundación Valenciaport, an innovation tool*
- *Facing weaknesses of Vocational Education and Training*
- *Standard Operational Procedures for maritime chemical incidents*
- *Logistics of setting up the Stuttgart Wine Village*
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Dear members and friends of the Open ENLoCC network



“Regional logistics” – what is it? City logistics, intermodal transport, optimum delivery services, optimum locations for logistics businesses? Well, we learned that it is a lot more. Actually, it is among the key functions that keep an agglomeration alive. Struggling with the aftermath of the tragedy in Genoa proves it. See our article.

But not all logistics is that dramatic. Much is done with low visibility, although it represents large flows of goods. Setting up a regular festival is among those topics, and therefore we feature the Stuttgart Wine Village in this issue.

Project results from cooperation across Europe include vocational education and training, as well as rescue routines in the case of chemical accidents at sea. Quite a variety of topics, which reflects the broad range of competence of our members and their project partners.

The Open ENLoCC network is growing. For the first time, the Open ENLoCC network has a Spanish member. We welcome Fundación Valenciaport and feature it on the pages of this “Review”.

The classic text has been chosen with hindsight to the actual political situation regarding international relations and trade. Alexis de Tocqueville in 1835 made some remarks about the institutional aspects of such debates in democratic nations, and about the inherent risks of the political system. The analytical framework appears to be worth reading even today, after almost 200 years.

Our news section this time is much influenced by the bi-annual innotrans fair in Berlin, which is about rail innovation. There seems to be quite some innovation going on around the world.

We also have some internal news: The “European Review of Regional Logistics” is now issued by the Stuttgart Regional Development Corporation (WRS) for the Open ENLoCC network. The editorial board remains the same.

We wish you all good reading!

Martin Brandt
Editor

News

Berlin: InnoTrans 2018



Presentation of the „innovative goods wagon“ on InnoTrans fair.
Photo: Martin Brandt

The bi-annual InnoTrans fair was held in Berlin from September 18-21. It is Europe's leading fair in railroad technology. Much of that is not exactly "regional logistics", but given the size of the fair, quite a number of topics appeared which may be of interest to the readers of the "Review".

While we often view the European rail freight sector as troubled by low margins and strong competition, on a world-wide scale the rail sector is booming, and this includes rail freight. A study by unife and Roland Berger estimates the yearly rail technology market at € 163.2 billion. The study is available for € 2.700, which in itself speaks volumes. More and more, Chinese companies strive for technological leadership, as a result of the size of their home market and the speed of rail modernization in China.

Chinese study for fast freight train

On the InnoTrans, the Chinese company CRRC, the world's largest rolling stock supplier, presented a study for a superfast freight train. The train is derived from a fast passenger train, with a maximum speed of 350 kph. The length of 200 meters is half the length of a typical long distance passenger train platform. In Europe this would allow coupling 2 such trains and running them within the restrictions of the passenger network, 3 such trains combined would be the length of a mainline freight train.

An individual train with a loading capacity of 120 tons and a cargo volume of 820 m³ would offer about the dimensions of a wide-bodied aircraft. Apparently, it is designed for the same type of lightweight goods that is typical for air cargo.

In Europe, it has been assumed decades ago that such trains would be the norm for fast freight, but very few services have been established in the past. For successful operation, the trains need not only a network of long distance fast track, but also specific loading infrastructure on both ends of each train run.

Reutlingen: New warning sign delivered



Photo: StaRT – Stadtmarketing und Tourismus Reutlingen GmbH

Changes in behaviour can create new risks. In the past, acquaintance with motorized traffic has been one reason for the reduction of accident rates in industrialized countries, despite growth in traffic. But these days the smartphone apparently is the first tool that is more fascinating than traffic or driving, and thus results in dangerous distraction. A warning sign one day appeared in the town of Reutlingen, near Stuttgart in southern Germany.

While the photo of the unofficial (and illegal) sign went viral, adding some more stares at social media accounts, the city of Reutlingen was in no specific hurry to take it away. When they finally went for it, it was already gone. The designer remained anonymous.



Frankfurt tram / Fine dust – a particular matter also in Frankfurt.
Photos: Philipp Gross (above),
Martin Brandt (below)



Frankfurt: “Logistiktram”

A new approach on cargo trams is under testing in Frankfurt/Main, in combination with e-bikes. The tram brings rather large containers (“micro depots”) to various points in the city, where they are loaded on special e-bike trailers for further distribution of their content. For e-bike size, that would be yet another dimension.

Many specialists are sceptical about the added value of such a system, quoting congestion on tram routes: Unloading time at several stops soon adds up. On typical tram routes there is no chance for other trams to bypass. This would soon lead to congestion. Furthermore, the available trams usually are busy through peak hours. Tram dimensions and seat arrangement limit the available space for cargo containers.

However, in a certain way Frankfurt may be an exception to the rule: The specific advantage of Frankfurt is that most of its downtown tram lines now run underground. The remaining surface track in the inner city typically sees no more than one tram in four minutes per average, even in peak hours, which is much less than the utilization of downtown trunk lines in other big systems. On the other hand, at such big cities there always is a chance to set aside an old tram that no longer fits for passenger transport but can continue for many years in the low-mileage service of goods distribution. In this case it would even make sense to remove the seats.

Remains the question of how to work simultaneously for competing distribution services, which may be a larger challenge. /MB

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

“Dear Colleagues,

Climate change, urban air quality, and dependency on crude oil are important societal challenges. In the transportation sector, especially, clean and energy efficient technologies must be developed. Electric Vehicles (EVs) and Plug-in Hybrid Electric Vehicles (PHEVs) have gained a growing interest in vehicle industry. Nowadays, the commercialization of EVs and PHEVs has been possible in different applications (i.e., light duty, medium duty, and heavy duty vehicles) thanks to the advances in energy-storage systems, power electronics converters (incl. DC/DC converters, DC/AC inverters and battery charging systems), electric machines, and energy efficient power flow control strategies.

This Special Issue is focused on the recent advances in electric vehicles and plug-in electric vehicles that address the new powertrain developments and go beyond the state-of-the-art (SOTA).

Topics of interest include novel propulsion systems, emerging power electronics and their control algorithms, emerging electric machines and control techniques, energy storage systems, including BMS, efficient energy management strategies for hybrid propulsion systems, vehicle-to-grid

(V2G), vehicle-to-home (V2H), grid-to-vehicle (G2V) technologies and wireless power transfer systems (WPTs)."

Prof. Dr. ir. Joeri Van Mierlo

Guest Editor, "Applied Science" journal

Manuscripts should be submitted online at www.mdpi.com by registering and logging in to this website. Manuscripts can be submitted until the 31st of December 2018. All papers will be peer-reviewed. Research articles, review articles as well as short communications are invited.

LCA LOGISTIK CENTER Austria Süd GmbH joined Open ENLoCC

The LCA LOGISTIK CENTER Austria Süd GmbH in Fürnitz (Carinthia) has recently joined the Open ENLoCC network. It is located close to the Austrian logistics hotspot of Villach and promotes the large logistics area and "dry port" in Fürnitz, while at the same time engaging in logistics projects. Open ENLoCC members know the managing director Udo Tarmann from previous Open ENLoCC member "Entwicklungsagentur Kärnten". A more detailed description of LCA will follow in a future issue of the "Review".

People

Tomas Ambra, FWO PhD fellow Sustainable Logistics under guidance of prof. dr. Cathy Macharis from Open ENLoCC member MOBI of Brussels Free University, won the first prize for young researchers at TRA VISIONS 2018. The prizes were awarded at the end of the opening ceremony of the Transport Research Arena (TRA 2018) in Vienna. (synchronization model for Belgian inland transport), a computer model that combines features of geographic information systems, agent-based modelling and discrete event simulations to optimize synchro-modal transport. The first prize was awarded by Violeta Bulc, European Commissioner for Transport. Congratulations to all the laureates! You can find an overview of all the winning articles in the TRA VISIONS 2018 press release.

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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

Open Access journal on electric vehicles

- *World Electric Vehicle Journal*

The World Electric Vehicle Journal is the first peer-reviewed international scientific journal that covers all studies related to battery, hybrid and fuel cell electric vehicles comprehensively. It features more than 700 interesting articles about e-mobility.

The World Electric Vehicle Journal is published periodically in conjunction with EVS, with Joeri Van Mierlo of Open ENLoCC member MOBI of Brussels Free University as editor in chief.

Exploring the relationship between urban freight demand and the purchasing behaviour of a University

- *Aditjandra P, Zunder T, in: European Transport Research Review (2018), 10:1, 1-12*

Instead of dealing with many receivers across a downtown area, why not start city logistics with a large institution? The authors find for the campus of Newcastle University “that training within specific staff roles would benefit the University’s urban freight coordination and management. We can also see that a very small core of people raise most of the orders and that, through them, it should be possible to influence the majority of orders. Lastly, demonstrating to the University’s Executive that employee views on private purchasing directly influence the practice, has convinced the board that changing purchasing behaviour towards freight efficiency is a feasible option for a sustainable institutional organisation.”

Topical collection on the role of planning towards sustainable urban mobility

- *Brůhová Foltýnová H, Maria Attard M, Melo S, in: European Transport Research Review (2018) 10:38*

“In Europe, 74% of the population live and work in cities with more than 50,000 inhabitants. Furthermore, the share of urban population is expected to grow further up to 82% by 2050” (quote from the article). The article gives an overview on publications on planning towards sustainable urban mobility.

The collection covers not just the mobility of people, but also of goods: “Four of the papers presented in this issue focus on urban logistics and the other three deal with personal transport in urban areas. Geographically, this collection covers examples from the EU, USA and Israel. The papers contribute to the actual planning practice and decision-making at the city and institutional level, using different approaches.”

Fundación Valenciaport, an innovation tool for the regional port-logistics cluster



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As it is known, a port's competitiveness does not depend solely on its own growth, but rather on the overall performance of all cluster stakeholders, and this is where an "active" innovation policy is key. This role was perfectly assumed by the Fundación Valenciaport, created in 2004 by the Port Authority of Valencia, in collaboration with various other associations, companies and institutions, as a research and training centre acting as implementation tool for the innovation policy in the cluster.

Since then, more than 450 companies have worked during these fourteen years with the Fundación Valenciaport's team on the different areas of expertise demanded by the market. The Fundación was conceived with a clear service-oriented intention to a cluster that has consolidated over time, leading projects that have positioned companies from the Valencian port logistics sector and the whole cluster on the front line.

Over these years, Fundación Valenciaport has been actively involved in or has managed more than 200 European initiatives, in addition to providing technical assistance on 15 occasions to Latin American countries, as well as several initiatives carried out for the Port Authority of Valencia (PAV).

More than 60% of all the projects undertaken by Fundación Valenciaport could be classified as pure innovation (focusing on the development of prototypes or pilot testing) and deployment, rather than the standard research studies. This high percentage attests to the commitment of Fundación Valenciaport to be at the service of the cluster, in addition to its clear intent to continue to be the instrument to implement improvements and innovation to both the infrastructures and the technologies used in its areas of business.

Fundación Valenciaport operates in a broad spectrum of areas:

- Logistics and intermodality.
- Information technologies.
- Sustainability.
- Security and protection.
- Port planning.

Similarly, the collaborating companies come from across the entire transport chain, from exporters, to road transport operators, railway services operators, freight forwarders and logistics operators, shipping agencies, diverse types of terminals, technical-nautical services, customs, other governmental organisations and international institutions.

With regard to training, it highlights the excellent performance of the Master's in Port Management and Intermodal Transport, which is now well into its 27th edition and which, year after year, consolidates its position as the number one Spanish-speaking training programme in Trade, Transport, Logistics and Ports, with a growing international prestige, receiving very positive feedback from professionals and young post-graduates not only in Spain but also in the rest of Europe and in Latin America.



In particular, the logistics and intermodality programme expands the field of expertise of the Fundació Valenciaport far beyond the purely port-related ones, providing it with a comprehensive vision of the logistics infrastructures and chain. The comprehensive design of the logistics system is necessary to be able to deal with the present and future situation in a globalized world where logistics has become an essential part of competitiveness and where ports set themselves up as key elements of the logistics chain. Container logistics, the connection of ports with their hinterland, maritime and rail integration, logistics nodes and inter-modal logistics platforms, the integration and competitiveness of the port logistics cluster or urban

logistics are just some of the fields where we have continued to work from a strategic perspective and of planning from an operational optimization perspective and improvements to efficiency.

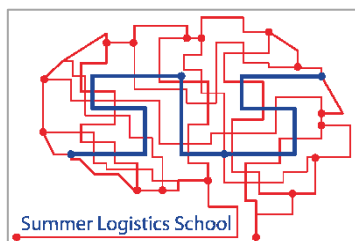
Looking ahead, Fundació Valenciaport has set several challenges for the coming years, including strengthening the areas where it already enjoys a prominent position, such as energy efficiency, with the incorporation of hydrogen fuel cells; the services associated with new fuels; the implementation of technologies linked to concepts such as the Internet of Things, wearables or big data, to improve port services and procedures; fostering cruise ship business and encouraging new facilities to improve railway interconnection; as well as sustaining the levels achieved in international co-operation in Latin America.

Fundació Valenciaport has been working with members of the Open ENLoCC network for many years. It decided in December 2017 to join Open ENLoCC Network as its experience and its challenges fits perfectly with the objective of Open ENLoCC) in order to exchange the experience and knowledge in logistic and promote the cooperation with other European institutions.

Photos: Fundació Valenciaport



Summer Logistics School / Simultra project: **Facing weaknesses of Vocational Education and Training (VET)**



A relevant evolution and in certain ways and certain places even a revolution of Vocational Education and Training is ongoing in Europe. This has been generated by very different factors and trends of the European and Global economic, political and industrial system.

In a number of countries an updating and renewing of the VET system was urgent because of the bad conditions of the labour market, e. g. in Italy and Spain. Here, the Dual System of German inspiration was largely introduced but has led to difficulties in the acceptance and launch of a similar methodology. In countries where this system is new, schools are not ready to organize large internship periods, while learners do not own the necessary social and technical skills and companies are not always willing to welcome students for short internship periods where the benefits are lower than the effort.

At the same time, the increasing deploying of a European Labour Market led to the need and the will of the countries and the Union to enhance the mobility of workers, as well as of learners, in order to promote the exchange of competences and best practices, and as a consequence, increasing the competitiveness of the overall European industrial and training system. Moreover, the social and cultural value of such process must be mentioned: It does not only consist in an exchange of skills, but also of culture and lifestyles, a basic aspect for creating one single Europe.

Another aspect to be taken into account, and that has partially already mentioned with reference to the Dual System's introduction, is the global economic crisis. Indeed, the crisis and the subsequent reduction of job opportunities, especially in some countries and sectors, caused an impressive growth of the youth unemployment rate, and therefore the need of facilitating their employability.

The EC strategies and projects, as well as national ones, are facing such trends and dynamics, developing solution for increasing quality, innovation and attractivity of training, such as solutions for Work-Based Learning.



Other than that, facilitating employability, a job-oriented training methodology assures efficiency during work placement and internship, allowing the companies to benefit of such initiatives thanks to the contribution provided by the trainees, as well as allowing the learner to fully adopt the role of a worker and to be part of the operational processes.

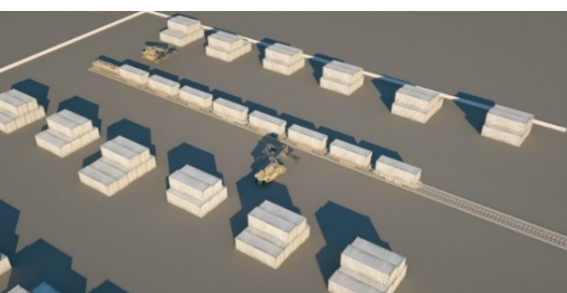
The "Erasmus+" project "Summer Logistics School" aims at organizing an innovative and attractive training course in Portorož (Slovenia), at the Maritime Faculty of the University of Ljubljana. Within the project, both a training needs analysis among companies and an analysis of the current strengths and weaknesses of the Italian, Slovenian, Croatian and French 4th EQF level curricula addressed to the Transport and Logistics sector were performed.

Illustrations: Summer Logistics School / Simultra project



On one hand, what emerges from the training needs analysis is a lack of skills by the learners getting the technical and vocational diploma, especially with reference to carrying out practical daily tasks. Indeed, while knowledge as well as logics are well known, the weaknesses are related to the concrete execution of the operational processes linked to the job. In particular, this is valid for the planning and organization of transport missions and the management of transport contracts and regulations, as well as the use of management systems for warehouses.

However, another aspect highlighted by the companies is probably even more relevant, as it is common to many or all the European countries, also those (such as Germany) in which VET is highly innovative and developed: the lack of social skills, or, at the least, the need to be trained on social skills, as emerging from a Seminar held by the German National Agency for Erasmus+. Importance of the job place, the way of presenting themselves, commitment in the job, resistance to stress, time pressure in some sectors such as logistics, care of the brand, tone of the voice, as well as the way of dressing, speaking and behaving, plus punctuality and respect for workers are all values that seem not to be common among the young learners and workers. Moreover, such social skills are of increasing importance in a context in which Mobility is growing and therefore learners and workers need to be ready to face other social and cultural contexts and values, in the private life as well as on the job.



On the other hand, schools complain about a lack of tools and solutions for carrying out concrete and practical exercises and case studies, which would reduce the gap between knowledge, theory and daily tasks on the job place. In some cases, another issue is lack of continuous training of teachers, who must be updated on new trends, innovations and processes within the companies. For all the above-mentioned reasons, the first edition of the Summer Logistics Schools will offer six short but specific, intensive and innovative training modules: Maritime and Intermodal Process Simulation, Warehousing and Data Processing, Transport Organization, Transport Regulation, Applying Soft Skills, “Fresh Products” Supply Chain.

Other than the University of Ljubljana, project partners are ITL – Institute for Transport and Logistics (IT), AFT - Association for the development of training in Transport (FR), the University of Zagreb (CR) and 7 secondary schools.

The training modules will be inspired by the need to enhance Work-Based Learning, one of the main objectives of the European Commission throughout the Erasmus+ programme. Indeed the methodology will lay on the practical experiences, companies’ software, real case studies and visits, plus simulations. The latter will be available thanks both to the University of Ljubljana, and to another EU project in which ITL and AFT, together with the University of Antwerp, the Centre for VET of the Aragon Region (CIFPA), the Freight Village of Parma (CePIM) and two software houses are involved (POLIEDRA, GRUB SOLUTIONS): the SIMULTRA project (Simulation of Logistics and Transport processes). Six simulators are under realization, referring to six operational processes: planning a Supply Chain and calculating the related costs, planning port equipment and resources, managing a rail-road terminal, using a Warehouse Management Software, planning a transport mission, carrying out customs procedures.



For more information:
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www.slschool.eu

Genoa: The collapse of a bridge and regional logistics



On 14 August 2018, the Polcevera viaduct in Genoa (“Genova” in Italian) collapsed during a storm, leaving 43 people dead and many more injured. The bridge connected the motorways to Milan and to Marseille and, at least equally important, links the eastern and the western part of the city. Below the bridge are streets and railway lines, among them the most important rail link to Genova port.

As a result of the collapse, all car and truck traffic either has to run through the inner city of Genova or do rather long detours. Many suburban rail links are interrupted upon further notice, forcing longer travel times and route changes upon commuters, including the use of bus services through a congested road network. Parts of the port, the largest of Italy, are not accessible by rail, heavily disrupting a number of container and bulk services.

Bad as the situation is for the people of Genova and for local as well as regional transport, the main problems are just regional, explains Walter Finkbohner, a senior traffic and transport expert consulting both from Zürich and from Genova.

Alberto Milotti supports this view. He is director of Zailog, the research institute of the large freight village (“interporto” in Italian) of Verona Quadrante. ZAILOG is member of Open ENLoCC, the European Network of Logistics Competence Centers. Milotti says: “During the first weeks, the situation was somewhat less severe because of the school holidays.

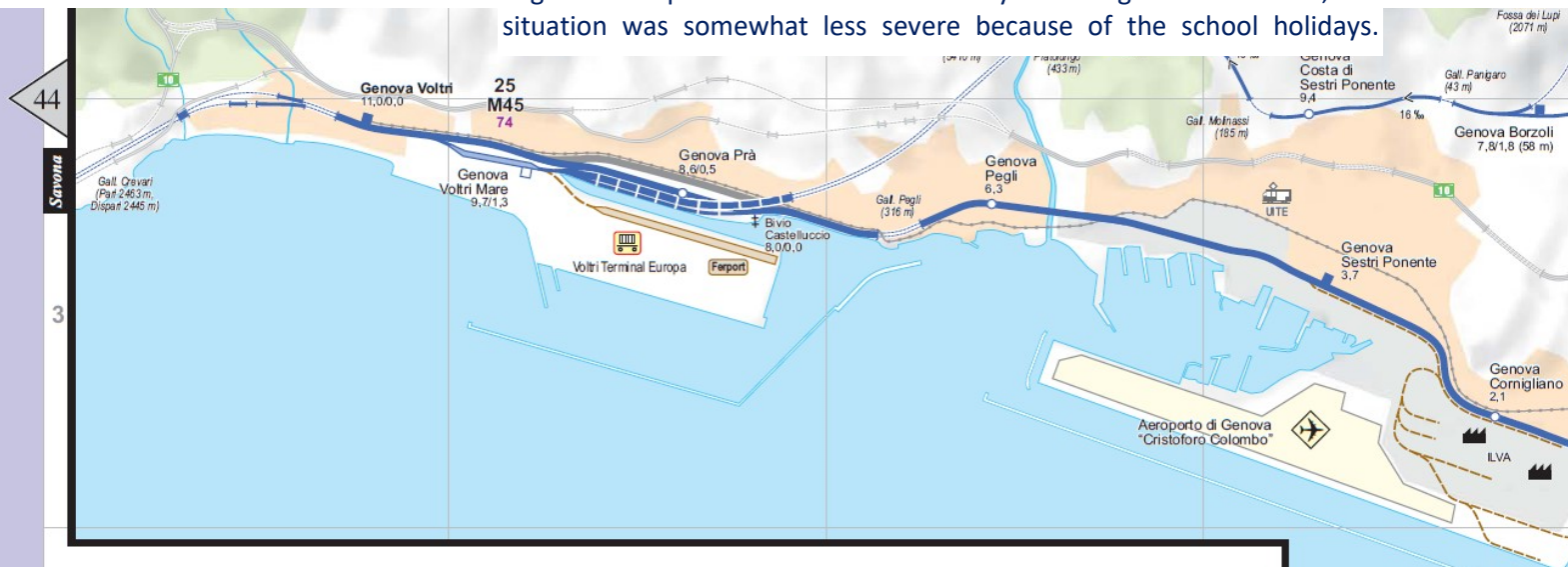
Map:

Excerpt from Schweers + Wall
“Atlante ferroviario d’Italia”,
p. 142f. © Schweers + Wall.

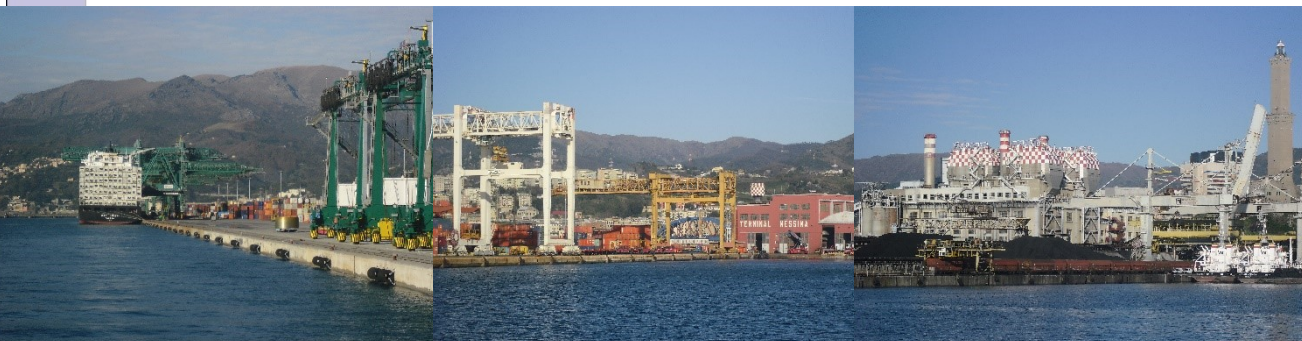
Photos:

Valery Hache/AFP/Getty Images
(above),

Martin Brandt



Rail access remains to Voltri terminal (left), but not to other container and bulk terminals.



But now that school has begun, it will get worse. Also, many people now must make detours on their way to work, have to change trains or use buses instead, on the network that already faces a situation of overload."

The long distance transport chains are affected, but can find alternatives, both specialists confirm: The ports of La Spezia and Livorno are nearby. The Adriatic ports as well as the North Sea ports also are ready to serve as interfaces for some of the long distance freight. Therefore, most of the consequences are regional.

This clearly is different from the last major infrastructure disruption, the Rastatt accident on the railway line along the upper Rhine in Germany last autumn. There, it was the other way round. While significant commuter traffic was indeed affected, the main impact had been a disruption of long distance freight traffic flows, which was very difficult to reroute.

- Which solutions can be found?

Of course, there is no way around building a new bridge in the same location. As a short term solution, a truck road via an unused industrial area within the port can connect the eastern and western parts.

"It will also be an opportunity to improve public transport", says Walter Finkbohner. "There is much that should be done anyway, and now the time has come."

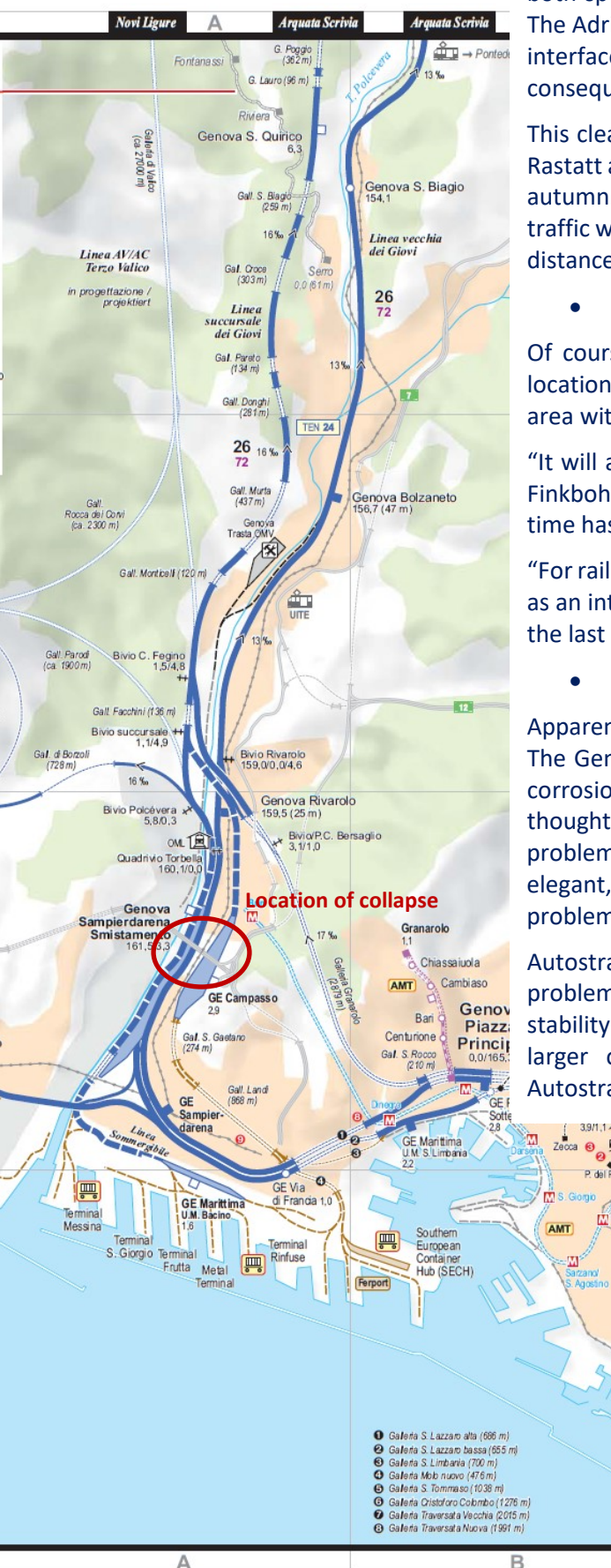
"For rail transport, an intermediate solution could be a hinterland terminal as an interface", adds Milotti. "Trains would operate from there, and only the last 50 km or so, containers would have to be trucked."

- What has caused the bridge to collapse?

Apparently, the cables of the suspension bridge were heavily corroded. The Genova bridge was designed half a century ago specifically to avoid corrosion, according to the standards of that time. Back then it was thought that covering steel cables in concrete would avoid the corrosion problem. To cover the cables, they were bundled. The result looks very elegant, but resulted in lack of redundancy. This makes maintenance a big problem.

Autostrada, the operator of the bridge, was generally aware of the problems. Only in spring had they asked for a check of the bridge's stability. The result had been alarming, and by the time of the collapse a larger overhaul was in the process of being tendered. However, Autostrada did not publicly consider closing the bridge.

Downtown port: Ferry terminals and historical port have no rail link.



Relatively little research has been done on infrastructure maintenance, finds Walter Finkbohner. “This is a general problem. Here in Genova, there also is the proximity of the sea, with high humidity and varying temperatures. That may be an additional factor just for this bridge, given its style of construction.”

Another factor may be the sheer volume of today’s traffic. When the bridge was built, the number of heavy trucks was much lower than what it is today. Furthermore, there is the question of the weight limit. “That is not much a question for the logistics industry”, says Alberto Milotti. “The logisticians know the weight of their loads, for example of the containers.” And most of its cargo is relatively lightweight anyway. But what about, for example, the trucks that carry excavated earth from construction sites? They tend to be loaded up to the weight limit, to say the very least.

There are a few points to learn from the tragedy:

- The infrastructures of the industrial age are ageing all across Europe. Bridges may be the most vulnerable part. There probably are thousands of bridges that need attention. Some designs stand the test of time better than others. But whatever, logically there must always be one design that fails first, and this does not mean that all other designs are much safer.
- We learned the hard way that some of the infrastructure already is no longer safe. Before the collapse, any person or institution that would have demanded a closure of the bridge would have been made responsible for the resulting traffic breakdown in Genova, which would have ended political and management careers. Now we know that such warnings may be well founded.
- We also learned that our infrastructure is not very redundant. Actually, the less redundant a new infrastructure is going to be, the more easily it gets funded, since as such it results in the highest productivity gains. We may have to have a second look at this principle and need to put more emphasis on establishing potential alternatives.

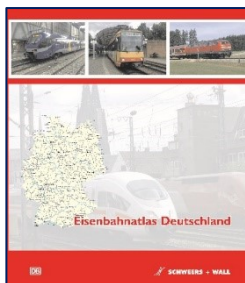
On the other hand, there is the pragmatism of the key players in a major port. If necessary, much can suddenly be achieved at short notice. There even is a surprising prospect: “The construction of a modern suspension bridge can be done within six months”, says Alberto Milotti. “Add the time for planning and tendering, and the total time may be a year and a half. Compare that to the usual decade long struggle for planning and financing a new motorway or railway line.”

“Miracles are possible in Italy”, adds Walter Finkbohner. “I would definitely not rule that out, if all partners are dedicated.” Walter Finkbohner helps organizing a public congress about the consequences of the bridge collapse, held by the City of Genova on 10 October.

Text: Martin Brandt

Breaking News, September 26: Eduardo Rixi, Member of Parliament for Genoa and since September 13 Italian Vice-Minister of Infrastructure and Transport, has announced the re-opening of the rail link to the port for October 4.

Railway atlases for Europe

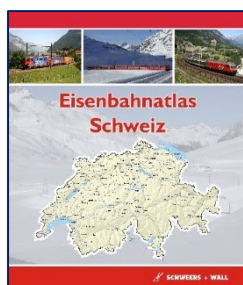


Some national railway infrastructure operators issue rather good atlases of their system. In other nations, trying to understand the details of their rail network can be a rather awkward problem. That is where rail atlases come handy. One of the publishers of such information is “Schweers + Wall” in Cologne (D).

A good example of these maps can be found on the previous pages: An excerpt from the “Genova 1:50,000” pages of the atlas for Italy, here slightly adjusted in scale for layout reasons, and reprinted with friendly permission of the publisher.

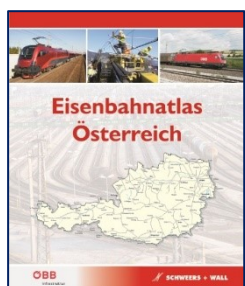
The following editions are available:

- Atlas ferroviaire de la France Tome I NORD (2015)
- Eisenbahnatlas Deutschland (10th edition, 2017)
- Eisenbahnatlas Schweiz (2nd edition, 2012)
- Eisenbahnatlas Österreich (2nd edition, 2010)
- Atlante ferroviario d'Italia e Slovenia (currently out of print)
- Eisenbahnatlas EU (2nd edition, 2017)
- Coming soon: Eisenbahnatlas Griechenland (scheduled for November 2018)



The author of this article is well known among his colleagues to carry the appropriate “Schweers + Wall” along whenever he is to debate questions of rail links within and between regions. He has used them for the following questions, among others:

- How is a container terminal linked to the main rail lines?
- Are there other terminals nearby?
- How is a certain region linked to the European rail network?
- Are there alternative lines nearby and what is their likely capacity?
- Are there former rail lines that may still be visible in the landscape and could be used as bicycle paths?



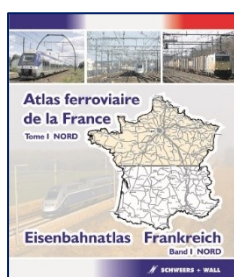
And indeed, the author has in the past used the atlas for Italy in Genova port (among other places), which helped a lot e.g. in understanding the port layout while taking the photos on the previous pages, some years ago.

Of course, the atlas just helps with first questions, and answers usually cannot be found in the maps alone. But it is important to know what to ask. It is hard to imagine how basic the questions about rail infrastructure can be, and how difficult they are to be answered without maps. Even rail professionals often have little understanding of the network outside their own region or off the relations they serve.

And while probably all information also can be found somewhere on the internet, the kind of overview gained from these traditional maps cannot be gained from screen.

All information is given at least in German and English, plus of course the language of the nation covered. Prices are well within the range of typical reference books.

Text: Martin Brandt



ChemSAR project's Standard Operational Procedures for maritime chemical incidents piloted in an international exercise



Chemical divers leaving from the Finnish Border Guard OPV Turva towards the distressed vessel and the scene of the incident, transported by an Estonian helicopter.

The Standard Operational Procedures created by the ChemSAR project to save human lives in maritime incidents involving hazardous and noxious substances were tested in an international exercise on 13 September 2018 in Estonia. The exercise was a joint operation between several authorities from different Baltic Sea Region countries.

The project's two-year development work got its culmination when the created Standard Operational Procedures (SOP) were put to test in the international ChemSAR live exercise at sea. However, the aim of the exercise was not only to test the SOPs but also other project outcome, namely the SOP checklists, and the chemical databank, as well as to enhance the cross border co-operation and coordination of resources between the neighbouring countries.

The rescue exercise took place in Paldiski, Estonia, on 13 September as a cooperation of several project partners and external organisations. Vessels from four different organisations were involved, namely from the Estonian Police and Border Guard Board, Finnish Border Guard, Swedish Coast Guard, and Tallink Shipping Company, the latter of which offered its M/V Regal Star to be the distressed vessel of the whole exercise.

In addition to the obvious outcome of the exercise, testing feasibility of the SOPs in a chemical incident, one can say that

it offered a good learning opportunity to all involved. The participating units got, for example, a chance to learn about their own operational capacities and co-operation in international exercises.

ChemSAR project has developed the Standard Operational Procedures to enhance the maritime search and rescue operations in cases of maritime hazardous and noxious substances incidents as currently no common guidelines or procedures exist in the region. Large quantities of different chemicals are being transported by sea every day and the risk of accidents exists. If a demanding accident ever happened in the region, no country alone would be able to tackle it.

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).

Text and photo: Kirsi Laitio

Logistics of setting up the Stuttgart Wine Village



Manfred Strauß, managing partner of M&S Messebau & Service GmbH, Neuhausen



Logistics to enjoy the simple things in life.

Photos: (c) Andre Brückner, Veranstalter Pro Stuttgart (bottom); Stuttgart-Marketing GmbH Christoph Düpper (below); M&S Messebau; Martin Brandt.

Throughout the year, towns and villages have multiple smaller and larger festivals. Their organization is a clear case of “regional logistics”, although not in the focus of attention. An example is the Stuttgart “Weindorf” (Wine Village), where locals on twelve days celebrate the local wine and cuisine as a social event in early September. When it comes to logistics, the Weindorf can be considered typical of many mid-size festivals. The “Review” interviewed Manfred Strauß, as managing partner of M+S-Messebau responsible for the logistics behind the event.

“Review”: Mr. Strauß, what is the scope of your job for the Weindorf?

Manfred Strauß: The Weindorf is an assembly of a good 30 stands that offer local wine and food. They are of different size. When the Weindorf was invented forty years ago, it was decided to do unified huts for all stands. We use 129 huts, each stand is composed of up to five or six of them. We set up the whole village, reassemble it after the Weindorf is over, and store the huts throughout the year.

That means to start on Saturday around 15:00, after the weekly market is gone, and to finish the construction of the stands by darkness. We use seven to eleven forklifts, some lifting platforms, and a staff of 60 people. And it takes 53 large trucks to bring the equipment into the city.

“Review”: The huts are of unified design. Does that help with logistics?

Manfred Strauß: Basically, the unified approach was a marketing idea back in 1978. But it sure helps with logistics. Otherwise we would need far more trucks.

But getting the huts into place is just part of the logistics. Every morning until 11:00, the stands get fresh food and whatever they need during the day. In the evening, after the festival closes, garbage collection starts immediately. Also, empty bottles get returned. This easily results in a hundred vans and trucks per day.

“Review”: What can the town do to improve things?

Manfred Strauß: Really important topics are water, waste water and energy. In Stuttgart, the market square will soon be modernized. We must see that these demands are taken into account, and we are in contact with the administration.

“Review”: Disassembly is also an issue?

Manfred Strauß: Indeed, it is at least as important as the assembly. Any sloppiness would result in huge costs.



Classic text – Alexis de Tocqueville: *The Example of Free Trade - Political Associations In The United States*



Alexis de Tocqueville (1805 – 1859) published his famous work „*Democracy in America*“ in 1835. He studied the American political institutions with the understanding that the time for democracy may have come, but at the same time as an outsider who, being a French aristocrat, would have something to lose in the course of events. The viewpoint of the critical outsider makes his observations so valuable.

The scope of his deliberations goes far beyond the constitutional institutions, capturing the full range of political life in the US, which at that time also stood for democracy as such. Today's reader may be stunned by his choice of just the **free trade debate** as the topic for explaining the political process.

Painting by Theodore Chasseriau, 1850.

In America the liberty of association for political purposes is unbounded. An example will show in the clearest light to what an extent this privilege is tolerated.

The question of the tariff, or of free trade, produced a great manifestation of party feeling in America; the tariff was not only a subject of debate as a matter of opinion, but it exercised a favorable or a prejudicial influence upon several very powerful interests of the States. The North attributed a great portion of its prosperity, and the South all its sufferings, to this system; insomuch that for a long time the tariff was the sole source of the political animosities which agitated the Union.

In 1831, when the dispute was raging with the utmost virulence, a private citizen of Massachusetts proposed to all the enemies of the tariff, by means of the public prints, to send delegates to Philadelphia in order to consult together upon the means which were most fitted to promote freedom of trade. This proposal circulated in a few days from Maine to New Orleans by the power of the printing-press: the opponents of the tariff adopted it with enthusiasm; meetings were formed on all sides, and delegates were named. The majority of these individuals were well known, and some of them had earned a considerable degree of celebrity. South Carolina alone, which afterwards took up arms in the same cause, sent sixty-three delegates. On October 1, 1831, this assembly, which according to the American custom had taken the name of a Convention, met at Philadelphia; it consisted of more than two hundred members. Its debates were public, and they at once assumed a legislative character; the extent of the powers of Congress, the theories of free trade, and the different clauses of the tariff, were discussed in turn. At the end of ten days' deliberation the Convention broke up, after having published an address to the American people, in which it declared:

- I. That Congress had not the right of making a tariff, and that the existing tariff was unconstitutional;
- II. That the prohibition of free trade was prejudicial to the interests of all nations, and to that of the American people in particular.

It must be acknowledged that the unrestrained liberty of political association has not hitherto produced, in the United States, those fatal consequences which might perhaps be expected from it elsewhere. The right of association was imported from England, and it has always existed in America; so that the exercise of this privilege is now amalgamated with the manners and customs of the people. At the present time the liberty of association is become a necessary guarantee against the tyranny of the majority. In the United States, as soon as a party is become preponderant, all public authority passes under its control; its private supporters occupy all the places, and have all the force of the administration at their disposal. As the most distinguished partisans of the other side of the question are unable to surmount the obstacles which exclude them from power, they require some means of establishing themselves upon their own basis, and of opposing the moral authority of the minority to the physical power which

Excerpt from "Democracy in America", Book one, Chapter XII "Political Associations in the United States", translated by Henry Reeve.

domineers over it. Thus a dangerous expedient is used to obviate a still more formidable danger.

The omnipotence of the majority appears to me to present such extreme perils to the American Republics that the dangerous measure which is used to repress it seems to be more advantageous than prejudicial. And here I am about to advance a proposition which may remind the reader of what I said before in speaking of municipal freedom: There are no countries in which associations are more needed, to prevent the despotism of faction or the arbitrary power of a prince, than those which are democratically constituted. In aristocratic nations the body of the nobles and the more opulent part of the community are in themselves natural associations, which act as checks upon the abuses of power. In countries in which these associations do not exist, if private individuals are unable to create an artificial and a temporary substitute for them, I can imagine no permanent protection against the most galling tyranny; and a great people may be oppressed by a small faction, or by a single individual, with impunity. The meeting of a great political Convention (for there are Conventions of all kinds), which may frequently become a necessary measure, is always a serious occurrence, even in America, and one which is never looked forward to, by the judicious friends of the country, without alarm. This was very perceptible in the Convention of 1831, at which the exertions of all the most distinguished members of the Assembly tended to moderate its language, and to restrain the subjects which it treated within certain limits. It is probable, in fact, that the Convention of 1831 exercised a very great influence upon the minds of the malcontents, and prepared them for the open revolt against the commercial laws of the Union which took place in 1832. [...]

Different ways in which the right of association is understood in Europe and in the United States – Different use which is made of it.

The greater part of Europeans look upon an association as a weapon which is to be hastily fashioned, and immediately tried in the conflict. A society is formed for discussion, but the idea of impending action prevails in the minds of those who constitute it: it is, in fact, an army; and the time given to parley serves to reckon up the strength and to animate the courage of the host, after which they direct their march against the enemy. Resources which lie within the bounds of the law may suggest themselves to the persons who compose it as means, but never as the only means, of success. Such, however, is not the manner in which the right of association is understood in the United States. In America the citizens who form the minority associate, in order, in the first place, to show their numerical strength, and so to diminish the moral authority of the majority; and, in the second place, to stimulate competition, and to discover those arguments which are most fitted to act upon the majority; for they always entertain hopes of drawing over their opponents to their own side, and of afterwards disposing of the supreme power in their name. Political associations in the United States are therefore peaceable in their intentions, and strictly legal in the means which they employ; and they assert with perfect truth that they only aim at success by lawful expedients.

While Tocqueville uses the case of free trade as an example to highlight the role of free associations in the political process, this should not be misunderstood as an identification with the cause he describes. More realistically, it may show how important the debate about trade was back then, and how it was handled. The author's use of the words "America" and "Europe" must also be interpreted partly to stand for "Democracy" and "Aristocracy". /MB

Next Dates

September 2018

Odessa (UA), September 26-28

Trans Ukraine

The 20th international exhibition on transport, logistics «TransUkraine 2018» will take place with the international conference “Development of transport service market in Ukraine in the context of integration into the European and global transport infrastructure”.

Rome (I), September 27

Collaborative Innovation Day: Addressing challenges of e-commerce in City Logistics

Growth in e-commerce has led to increasing use of light goods vehicles for parcel deliveries in urban areas as well as a number of new solutions to deal with this growing demand. Collaborative innovation is key to address challenges and opportunities for freight transport and logistics. Objectives: Share an overview of the state of play of ecommerce implications on city logistics and related impacts. Share and discuss achievements, challenges and opportunities addressed by new and ongoing projects/initiatives and Start-ups. Discuss and agree on next steps and research and innovation needs in the application field of city logistics. Organized by alic, the European Technology Platform for logistics.

Eschwege (D), September 27

3rd regional cooperation forum

Since 2016, Open ENLOCC member MoWiN.net organizes the regional cooperation forum. This platform is an efficient way to make qualified business contacts within a short time. In up to seven 20-minute rounds of talks, company representatives, who have registered in advance and selected potential interlocutors, come together. Products and services, but also needs and requests of the participating companies are conveyed in this way to potential customers and cooperation partners. In parallel, companies can present themselves in an accompanying exhibition.

Kobe (J), September 30 – October 3

EVS 31

The 31st International Electric Vehicle Symposium & Exhibition (EVS 31) and International Electric Vehicle Technology Conference 2018 (EVTec 2018). At technical sessions, researchers from universities or companies around the world will present scientific lectures on a variety of themes, such as EV-related technologies or smart society.

October 2018

Stuttgart (D), October 8-9

Elect!

With elect! 2018, the specialist trade fair will be at the forefront. The main emphasis will be on the automotive sector incl. tiers 1 – 3 of the supplier industry, the energy sector with charging infrastructure, ITC and smart mobility solutions. On the first two days, the exhibition will be joined by the ATZ-Kongress Electrified Mobility.

Brussels (B), October 8-11

European Week of Regions and Cities 2018

Under the headline of 'For a strong EU Cohesion Policy beyond 2020', the 16th European Week of Regions and Cities will be a key platform where to gather and present the views of European regions and cities on both the budget and the

legislative proposals related to Cohesion Policy and rural development, as well as discuss the future of Europe in a regional and local perspective. One of the topics is “sustainable transport and mobility”.

Hamburg (D), October 8-11 (conference), 9-11 (exhibition)

POST-EXPO

The event in 2018 will provide the most significant opportunity for postal operators, couriers, e-fulfilment companies, cross-border shippers and delivery companies to debate current issues and form business relationships on a global scale. With more than 3,000 people attending each year from more than 100 countries, POST-EXPO is the global meeting place for the industry.

Hồ Chí Minh City (VN), October 9-12

The Freight Summit

11th TFS Global Conference.

Dublin (IRE), October 10-12

46th European Transport Conference (ETC) 2018

ETC is the annual conference of the Association for European Transport. The conference attracts transport practitioners and researchers from all over Europe where they can find in-depth presentations on policy issues, best practice and research findings across the broad spectrum of transport. The range of topics and the multi-seminar approach makes ETC unique among transport conferences and it is well established as the premier event of its type. The conference programme covers supranational issues, national and local policy and the implementation of projects at a local level.

Troisdorf (D), October 11

NexTrust regional event

The Intermodal pilot cases focus on vertical collaboration amongst railway operators, carriers and shippers. This workshop will address: Applying the trusted business model to the intermodal supply sector. Optimising intermodal rail freight services through trusted collaboration. Increasing the quantity of freight flows for an existing train connection and how to share the risk of utilisation.

Shenzhen (PRC), October 11-13

13th China International Logistics & Transport Fair (CILF 2018).

As the leading logistics and transport trade show, CILF is held for logistics service, SCM, port and shipping, transport, e-commerce, IT solutions, mobility, air cargo, material handling and beyond. Last year, with 1,861 exhibitors from over 52 countries and 134,500 visits from 81 states and regions, CILF worked as a practical platform for industrial players and buyers from worldwide to network face2face, as well as share the latest trends and news.

Gothenburg (S), October 15-16

Swedish Transportation Research Conference

The conference covers all traffic modes and all transport related questions. It welcomes contributions from all disciplines and areas covering analysis, understanding, planning and evaluation of the transportation system. The primary conference language is Swedish but abstracts and presentations may be either in Swedish or English.

Brussels (B), October 17-18

Avère e-mobility conference 2018

The AEC2018 calls itself the largest, most influential pan-European e-mobility congress, right in the heart of the European Union, Brussels. At the AEC2018, Europe's top firms, businesses, policy makers and academia are present. These are top influencers for your business and the ideal public to get your ideas spread across Europe's main business leaders and researchers.

Marseille (F), October 17-18

Top Transport Europe 2018

A conference and exhibition dedicated to Transport and Logistics Directions and problems. It brings together Logistics suppliers, Carriers, Transport and Logistics directors, Transport and Logistics decision makers and Shippers. The event includes B to B meetings between Transport and Logistics service providers and purchasers.

Berlin (D), October 17-19

35th 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. "Digitalization meets Reality" is the theme for the 2018 International Supply Chain Conference.

Gothenburg (S), October 17-19

3rd VREF Conference on Urban Freight 2018

The conference will present current issues influencing urban freight research and discuss the complexity of designing urban space and managing flows for liveable cities. It includes a series of presentations of research papers on the basis of submitted abstracts (17 October); and on the next days invited presentations, panels and break-out sessions (18-19 October) discussing innovative solutions that consider the perspectives from authorities, transport operators, retailers, architects, planners, other industry stakeholders and researchers.

Moscow (RUS), October 18-19

International Automobile Scientific Forum (IASF - 2018)

The first International Automobile Scientific Forum (IASF) took place in 2003. Over the recent years 8 scientific forums devoted to the following issues were held: Environmentally friendly transport. Energy saving and energy efficiency of vehicles and transport systems. Active and passive safety of the new generation vehicles ensuring compliance with the prospective requirements. E-transport and hybrid vehicles (vehicles with combined power plants). National R&D base development. Intelligent Transport Systems for Improvement of Energy Efficiency and Traffic Safety. The average value of attendance of the scientific forums is more than 200 participants.

Abuja (NGR), October 22-24

Transportation Growth Initiative Conference

"The role of transportation in sustainable development growth."

The Transportation Growth Initiative is an independent, non-profit and non-governmental organization established by stakeholders in the transportation and related industries for the purpose of building a unified platform for enhanced transportation efficiency in Nigeria and Africa. It is a voluntary organization which has its membership opened to all stakeholders in the transportation and related sectors, as well as interested individuals locally and internationally.

Stuttgart (D), October 23-24

14th Open ENLoCC General Assembly

The Open ENLoCC network will meet for an extraordinary General Assembly. Besides formal issues regarding the future organization of its services, there also will be a presentation of new members and the usual debate on joint projects.

Düsseldorf (D), October 29-31

3PL & Supply Chain Summit: Europe

Europe's annual meeting of the leading C-level 3PL executives and their supply chain counterparts. Over 450 senior supply chain and logistics executives will be attending.

November 2018

Rotterdam (NL), November 6-8

Intermodal Europe 2018

Intermodal Europe is the world-leading exhibition and conference for companies associated with the container and intermodal industries and covers all areas of container transport and logistics across road, rail and sea. The event provides an invaluable industry forum, bringing together bringing together 6,500 global attendees over three days, with high-quality speakers and key exhibitors.

Warsaw (PL), November 6-8

Trans Poland 2018

An exhibition that presents products and services such as: Road, rail, air and maritime transport; Trucks and trailers production; Road and rail carriers; Air transport services and production; Rolling stock production; Parts and components in transport; Inland and deep-sea transport; Road and rail infrastructure; Supplies in transport; Intermodal transport; Cargo loading and reloading systems; Means of intermodal transport (rail cars and trailers); Ports and terminals; Containers and cargo; Intermodal freight forwarding and logistics; Intermodal carriers; Intelligent transport systems; Software for transport and logistics; IT Systems; Communication in transport; GPS, tracking and monitoring; Logistics, intra-logistics and warehousing; Internal transport devices and IT systems; Freight forwarders and logistic services; Distribution centres and warehouses; Warehouse equipment; Associations, institutions and media; Transport related services; Financing; Insurances; Customs services.

Brussels (B), November 13

TUCTE 18 – Enabling seamless and sustainable mobility for all

The "Towards User-Centric Transport in Europe (TUCTE)" event will show the results of the Mobility4EU project with focus on the Vision and Action Plan for user-centric and cross-modal transport in Europe in 2030. The discussions and topics that the European Transport and Mobility Forum will continue to work on beyond the project will be introduced. Interactive formats will enable to gather final feedback for the action plan and invite all participants to engage in exploring and discussing pathways towards user-centric transport offers and the building of an integrated transport system.

Budapest (H), November 13-14

TRANSLOG Connect Congress

The TRANSLOG Connect Congress is the market leading cross-industrial B2B business summit for transportation, logistics and supply chain management professionals in the Central Eastern European region.

Utrecht (NL), November 13-16

Logistica

Logistica caters to the people working in the logistics, material handling and internal transport sectors. The event offers tremendous scope for development and progress in the logistics sector in Netherlands.

Istanbul (TR), November 14-16

Logitrans

International transport logistics exhibition. 13,700 participants from more than 50 nations. 150 exhibitors from 24 nations.

Stuttgart (D), November 15

Multimodalität in der Neckarregion – Status Quo und Perspektiven

After work „meet and greet“ information meeting about the perspectives of multimodal transport in the region along Neckar river in southern Germany, jointly organized by Short

Sea Promotion Center and Stuttgart Region Economic Development Corporation (WRS).

Lisbon (P), November 19-20

Light Electric Vehicle Summit

After Barcelona 2016 and Rotterdam 2017, the 3rd summit meets in Lisbon to learn from each other's experience; present their work and achievements; find partners to develop synergies & build new projects; join forces to lobby relevant authorities to get support.

Frankfurt am Main (D), November 20-21

EXCHaINGE – The Supply Chainers' Conference

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 the EXCHaINGE 2018: Start-ups, Corporates or Customers, Sustainable Supply Chains, Culture & Mindsets for Digital Transformation, Digital Disruption (Big Data, Blockchain & AI), Supply Chain Simulation, Live Presentations of the Award Finalists, Presentation of the Supply Chain Management Award 2018 and much more.

Frankfurt am Main (D), November 20-22

hypermotion

Experience an inspiring mix of interactive fair, exciting conferences and the Hypermotion-Lab as an arena for start-ups, future innovators and established entrepreneurs. More than 2,900 visitors, participants and exhibitors will make the theoretic concept of interconnected cooperation a vivid and digital ecosystem. Instead of moving only from A to B visitors, participants and exhibitors move seamlessly between the topics of the fair: traffic, mobility, logistics, Supply Chain Management and infrastructures.

Manchester (GB), November 22-23

Annual POLIS conference

The 2018 Annual Polis Conference 'Innovation in transport for sustainable cities and regions' will take place in Manchester United Old Trafford Stadium, Manchester, United Kingdom. It is the POLIS network's annual flagship event. It provides a unique platform to engage with representatives of cities and regions. It invites organisations and projects to showcase innovative solutions and approaches that can help to solve urban mobility challenges. More information: www.polisnetwork.eu/2018conference

December 2018

Bologna (I), December 4

Conference: Good practices for supporting the development of Sustainable Urban Mobility Plans (SUMPs)

The Interreg Europe project REFORM focuses on exchange of experience and mutual learning processes among its partners (Region Emilia-Romagna, Region of Central Macedonia, Greater Manchester and Region Parkstad Limburg). The 4 Regions (supported by partners POLIS, Institute of Transport and Logistics, and CErTH/HIT) have supported the development of SUMP as key planning tools to improve urban mobility policies. This Conference takes place at the end of the project to

promote a debate about the different policies for fostering the development and adoption of SUMP in the regions, their implementation, the results achieved and the difficulties encountered.

Hamburg (D), December 5-6

International VDI Conference - Smart Last Mile Delivery

Engage in discussions with renowned representatives from industry, science and politics. Exchange ideas and experiences with international experts. Take part in the think box session with start-ups, EU projects and new business ideas. Learn about current best practice examples.

Brussels (B), December 13

MOBI seminar "Towards sustainable mobility: Technology, policy or behavioural approaches"

How do we attain sustainable mobility? Which choices do we make and where do we put our focus? Do we put all efforts on technological advances or should policy steer us towards a sustainable mobility system? Or is up to the people to change their own behaviour? This year's MOBI seminar announces Jan Rotmans, professor in transition studies and sustainability as or keynote speaker and will hear from people in the business sector (Umicore, Toyota, Colruyt Group and more) about their views on how academic research can stimulate the transition towards sustainable mobility. Registration via MOBI event page.

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 register-ing and logging in to this website. See "News" section of this "Review", page 5.

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.

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

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

- | | |
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| <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, Fürtitz / 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). |
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Martin Brandt, Secretary of Open ENLoCC.

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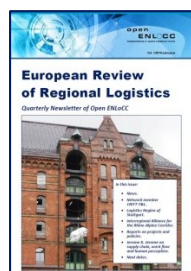
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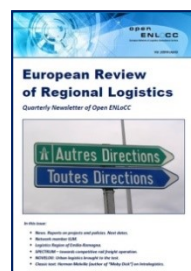
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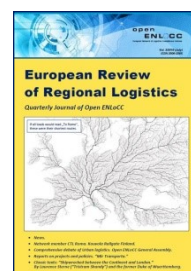
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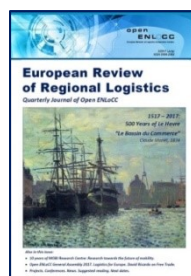
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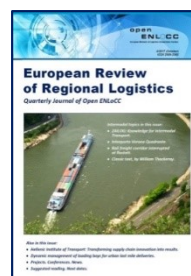
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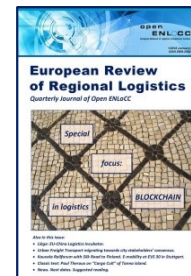
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