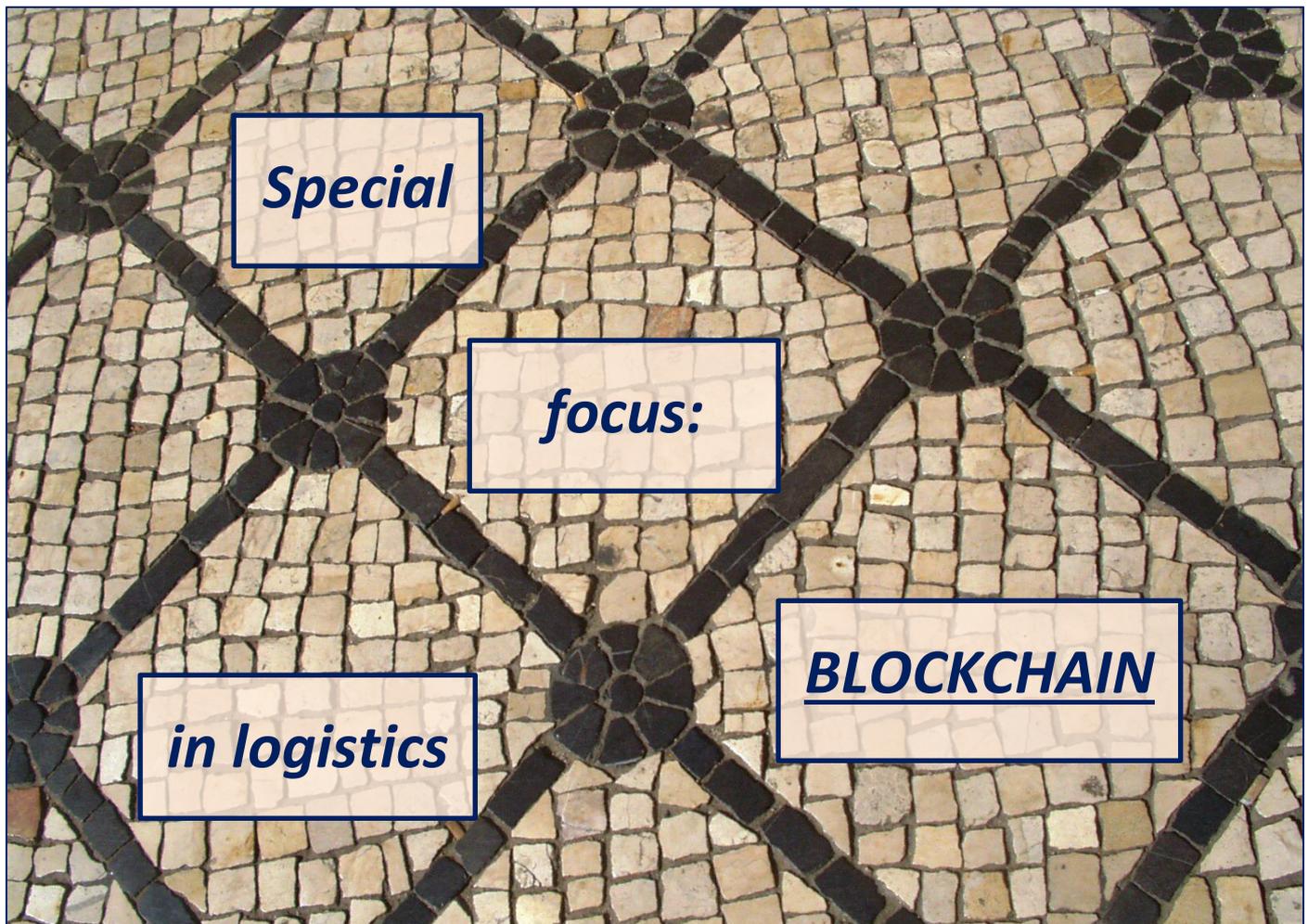


European Review of Regional Logistics

Quarterly Journal of Open ENLoCC



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- *Liège: EU-China Logistics Incubator.*
- *Urban Freight Transport migrating towards city stakeholders' consensus.*
- *Kouvola Railforum with Silk Road to Finland. E-mobility at EVS 30 in Stuttgart.*
- *Classic text: Paul Theroux on "Cargo Cult" of Tanna island.*
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Cover photo (Lisbon, Martin Brandt): Distributed network architecture, resistant to modification, as blockchain symbol.

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KLOK Kooperationszentrum Logistik e.V.
Stammheimer Straße 10
D-70806 Kornwestheim
+49 7154 96500 50, info@openenlocc.net.

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Dear regional logistics experts,



This issue of the European Review of Regional Logistics deals with logistics in the regions of Europe as usual. It takes up two topics which are pursued by members of the Open ENLoCC network. The first is the use of blockchain technology in logistics. Open ENLoCC member Kouvola Innovation is working in an IT project on the subject. Mika Lammi explains the use of blockchain technology step by step, without using the current slogans, and purely referring to the logistics industry. This is why we decided to give this hot topic an unprecedented four pages.

The other hot topic is the advent of the Chinese businesses on the European market. For decades, western businesses went east, looking for cheap producers and for large markets. Now there also is a wave of Chinese investments coming to Europe, with strong and strategic political backing. Our member Logistics in Wallonia is matching the strategies.

A core topic in regional logistics is the handling of urban freight issues. Results of the NOVELOG project on dealing with conflicts on a regular base, and on balancing the interests of the private and public players, are explained in an article by Elpida Xenou of our member HIT in Thessaloniki.

The new “silk road” extends across Asia and to Europe. Its link to Finland appears logical when viewed on a globe rather than under the distortions of a two-dimensional map. It thus was not only debated at the Kouvola Rail Forum, but actually got started by now. Another issue of increasing relevance, electric transport, is covered by the “EVS 30” symposium and exhibition, held in Stuttgart this autumn.

For the first time, the “classic text” in this issue is from a living author: Paul Theroux has travelled the world for most of his life, and became what perhaps is the foremost authority in travel writing. On one of his journeys he observed a society that organizes itself around the belief that cargo will be delivered to them aplenty. And no, we are not talking about some “amazon” tribe, but about the cargo cult of Tanna island in Melanesia.

We wish you all good reading!

Martin Brandt

Editor

KLOK logistics cooperation centre, Germany

News



10 years of MOBI reflected at annual conference

The Open ENLoCC member VUB-MOBI's annual conference in 2017 celebrated "10 years of MOBI" on October 26 in Brussels. MOBI, the Mobility, Logistics and Automotive Technology Research Centre, is leader in defining the state-of-the-art in Electromobility and Socio-Economic Evaluations for sustainable mobility and logistics. It is jointly led by Professor Cathy Macharis and Professor Joeri Van Mierlo.

As typical for MOBI, the lectures bridged technology and science, and were held by people from academic research as well as from industry. Keynotes at the annual conference were by Ralph De Jong (Launch Manager at MaaS-Global, Finland), "Mobility as a Service", and by Cathy Macharis, "The Human City". The seminar had a series of parallel sessions, regarding "The city of the future", chaired by André Céron (Director Logistics at Dreamland, Dreambaby, Collishop – Group Colruyt), "Citizens Science", chaired by Imre Keserü (Senior Researcher & Team Leader Urban Mobility at MOBI, and "Technology 2.0", chaired by Jan Vliegen (Senior Vice President at Umicore). Debate and anniversary reception rounded off the event.

Of specific regional impact may be the finding of Sara Verlinde (MOBI), that "crowd logistics" (everybody can pick up someone else's cargo along his/her way and deliver it) did not yet replace freight transport miles, but 70% of those trips are simply additional trips to get revenue.

Another figure shows that parcel delivery of a larger express service in central London for 68% of the time and 40% of the distance is done on foot, so actually the delivery van functions as a "micro hub" for the driver who in fact most of the time is out of his van and walking.

Workshop "Logistics Cluster" at French embassy Berlin

At December 4, a colloquium and workshop "Logistics Cluster – realities, challenges and limits, a European perspective" was held at the French embassy in Berlin. It was jointly organized by UPVD, DLR, IFSTTAR, Université de Cergy-Pontoise, KIT and the Institute of Transport Logistics at TU Dortmund University. Among the presenters were Laetitia Dabanc, Laurent Guihery and Gernot Liedtke from the organizing institutions, plus Sophie Masson of Université de Perpignan, Markus Hesse of University of Luxembourg and Michel Savy of Université Paris Est.

Logistics sprawl has reached an area up to 100 km around the center of an agglomeration. This results in longer trips and thus adds significantly to the transport volume. The large logistics hub now are so far from inner cities that there now evolves an additional need not only for micro depots, but generally for additional depots for inner urban areas.

The presenters agreed that most of the logistics development is not done in "freight villages" or similar local clusters, and that mutual proximity is not much of an advantage for logistics providers. However, they also agreed that logistics development does not just happen just anywhere,



Prof. Cathy Macharis addressing the audience.

Photo: Martin Brandt

but almost always in proximity to other economic activities. Therefore, there usually is some relevant clustering of logistics activities, but typically within a larger environment of diverse economic activities.

SULPiTER webinar on Freight Quality Partnership

The SULPiTER project (“Sustainable Logistics Planning To Enhance Regional freight transport”), supported by the EU Interreg Central program and active in seven regions across the program area under the “lead partnership” of Open ENLoCC member ITL in Bologna, has invited institutions which are not members of the consortium to join experience and to learn from the SULPiTER project.

In this context, on November 28 a training webinar on Freight Quality Partnership was held, hosted by Professor Michael Browne of Gothenburg University. The key question was how to set up and organize a Freight Quality Partnership (often labelled “FQP”), which is a group of transport operators and local authorities, plus other stakeholders from associations and the larger public, that come together to deal with matters of freight access and deliveries in a particular location.

The idea behind an FQP is to formalize the engagement and meet regularly, handling a relevant agenda. This needs careful management of the partnership, in order to achieve results which improve freight delivery both from the point of view of the transport industry and the shippers/recipients of the goods, including the general public. With his pioneering work in London, Michael Browne is one of the foremost experts in the field.

The webinar presentation can be downloaded via the project website.

4th Conference on Transport and Research in the Danube Region



Dr Fedor Cerne, Slovenian Ministry of Infrastructure; **Prof. Mark Robinson**, NewRail; **Prof. Stane Bozicnik**, University of Maribor (left to right).

The 4th conference on Transport and Research in the Danube Region - "Let the Future In" was held on 6th and 7th November 2017 in Ljubljana, Slovenia. The Conference continued the previous tradition of having an Information Day and a Brokerage event as well as aiming specifically at two topics: 1. opening the floor for proposals, ideas and other suggestions concerning transport research in the Danube region for the next EU framework programme and; 2. Opening the discussion on future new jobs as generated by recent transport research.

Professor Mark Robinson, Director of NewRail gave a Keynote speech "Skills and competences needed by the Transport workforce of the future." He used the outputs from the SKILLFUL and the Deliverable led by Dr Evangelos Bekiaris of the Hellenic Institute of Transport.

He reported on the identification of Future Trends/Needs & Best Practices which includes the identification of future trends and the impact on jobs that are likely to affect the European Transportation system and lays the necessary foundations for the implementation of the appropriate educational/training programmes and relevant curricula, methodologies and tools for configuring their wider context.

Reading Company

The “European Transport Research Review”, an open access publication featuring original scientific research, in its Volume 9 Number 4 has three articles dealing with aspects of urban goods mobility (see below). Two guidebooks dealing with diverse aspects of transport logistics are issued by the US National Academies of Science.

Towards a decision-support procedure to foster stakeholder involvement and acceptability of urban freight transport policies

- *Le Pira M, Marcucc E, Gatta V et al. in: Eur. Transp. Res. Rev. (2017) 9: 54. <https://doi.org/10.1007/s12544-017-0268-2>*

The article gives an overview of the decision support models and evaluates them in detail, with hindsight to their role in supporting a participatory approach and stakeholder involvement. The authors then suggest their own procedure. This may be important consideration when preparing such a process in a certain region, perhaps even as a benchmark when going for a less formal approach.

Plan for sustainable urban logistics – comparing between Scandinavian and UK practices

- *Fossheim K, Andersen J in: Eur. Transp. Res. Rev. (2017) 9: 52. <https://doi.org/10.1007/s12544-017-0270-8>*

A systematic literature review that may be rewarding to read not only for its results, but specifically for the detailed overview of the urban logistics plans and the proposed measures.

Data stories from urban loading bays

- *Dalla Chiara G, Cheah L in: Eur. Transp. Res. Rev. (2017) 9: 50. <https://doi.org/10.1007/s12544-017-0267-3>*

In urban logistics, we understand the need of loading bays. This article analyses the actual use of those bays, as it was observed on the spot in Singapore malls: Arriving rate, duration, influencing factors, queuing time, and drivers’ choice of location.

Guidebook for Quantifying Airport Ground Access Vehicle Activity for Emissions Modeling

- *Kenney M, Fowler C, Castelli L, Marcucci A; Airport Cooperative Research Program; Transportation Research Board; National Academies of Sciences, Engineering, and Medicine. 48 pages. ISBN 978-0-309-44664-8*

One might be surprised to learn how much of the air transport activities is actually happening not in the air, but in airports on the ground. Since every region at least has a regional airport, understanding the various types of ground access vehicles as well as their typical emissions can lay the ground to cleaner transportation, at relevant scale.

Guide to Deploying Clean Truck Freight Strategies

- *Browning L, Sheehy P, Ang-Olson J, O'Rourke L, Choe J, and Tunnell M; National Cooperative Highway Research Program; Transportation Research Board; National Academies of Sciences, Engineering, and Medicine. 72 pages. ISBN 978-0-309-44666-2*

The publication states in its agenda: "Truck freight movements generate a significant amount of greenhouse gases and particulate emissions. States, metropolitan planning organizations (MPOs), and cities will need to look more closely at reducing truck freight emissions through fuel- and emissions-reduction technologies, operational changes, and infrastructure investments in order to meet new air quality standards. In addition, large freight-generating facilities such as medical centers, universities, airports, and convention centers need to understand how they can conduct their activities in ways that can mitigate the negative impacts of truck freight on air quality. Understanding the emissions- and fuel-reduction technologies available, the challenges to wider adoption of these technologies, where these technologies best fit diverse geography and efficient supply-chain needs, and the potential emissions reductions, could have significant impacts on truck freight emissions and fuel usage."

People

Prof. dr. Cathy Macharis and Manu Claeys of Open ENLoCC member VUB-MOBI were awarded the Georges Allaert Personality Prize. This prize is awarded every year by the MoRO foundation to the laureates upon their contributions to the interaction between mobility and spatial planning.

Maciej Tumaszczyk, former staff member of Open ENLoCC members ILiM and NewRail, currently became Business Development Manager at TeslaWynajem. TESLAWYNAJEM is a Polish company helping people to experience TESLA - the car, the ride, the innovation, the philosophy.

Dr Paulus Aditjandra CMIHT, MCILT, Research Associate and Teaching Fellow at Open ENLoCC member NewRail, has moved on from NewRail and is now working for Newcastle University on the VALUMICS project.

A member of a regional political delegation these days arrived at Brussels airport without his luggage. It turned out that upon departure he had mistaken the security scan for the baggage dropoff and had simply proceeded to the gate in good faith without his trolley. This may be a reminder specifically to people dealing with logistics: Whatever "we" take for granted as a routine may be completely beyond imagination for many, perhaps even for a majority. /MB



Photo: Martin Brandt



SmartLog is a research and proof of concept project to reduce over-all cargo unit transport times in the TEN-T transport corridors Scandinavian-Mediterranean and North Sea-Baltic.

The project is funded through European Union's Interreg Central Baltic program, from September 2016 to the summer of 2019. Idea and concept were greatly improved through extensive talks and sparring discussions with **John Cohn**, IBM Fellow and Chief Scientist at Watson IoT headquarters in Munich (*below left, with author **Mika Lammi** in Kouvola*).



Project SmartLog: blockchain in logistics

A **blockchain** is a distributed database that is used to maintain a continuously growing list of records, called **blocks**. Each block contains a timestamp and a link to a previous block. A blockchain is typically managed by a peer-to-peer network collectively adhering to a protocol for validating new blocks. By design, blockchains are inherently resistant to modification of the data. Once recorded, the data in any given block cannot be altered retroactively without the alteration of all subsequent blocks and a collusion of the network majority. Functionally, a blockchain can serve as an open, distributed ledger that can record transactions between parties efficiently and in a verifiable and permanent way. The ledger itself can also be programmed to trigger transactions automatically.

Blockchains are secure and an example of a distributed computing system with high fault tolerance. Decentralized consensus has therefore been achieved with a blockchain. This makes blockchains very suitable for the recording of events, medical records, and other record management activities, such as identity management, transaction processing, and documenting provenance. [Source: Wikipedia]

Currently, the number of blockchains in the wild is exploding, largely due to the maturity of the development frameworks and general business application interest.

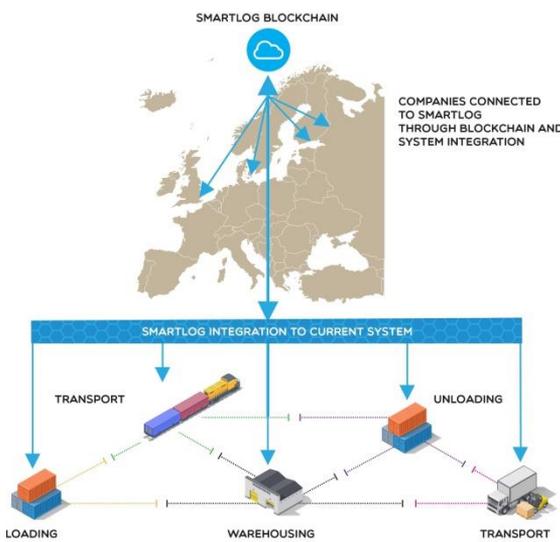
Industry-wide problem

The industry problem we framed in the early concept stage is, simply put, the **lack of communication and information sharing between the logistics companies**. Cargo units are moving as efficiently as the surrounding infrastructure allows them to move. Little can be done to make them move faster, apart from investing into new infrastructures. The information pertaining to the moving of the units, as we discovered, is moving very much less efficiently, and can be affected very much less costly and time consuming.

There are several different communication channels and standards in use: Phone calls, text messages, structured and unstructured emails, fax, and the various information management systems which are in use – not only per company, but very often numerous ones inside an organization. In addition, EDI messaging dialects and conventions, and competing standards of all the companies using them create far too many potential combinations. This leads to a situation where all the vital information is already out there, but siloed away into small fragments hosted by individual companies with no incentive to share.

Connecting the dots

The industry's problem comes back to the root cause of not sharing transaction-based information efficiently enough. Blockchain technology excels precisely here. The project is about creating a blockchain that can store logistics and supply chain related transactions, more specifically



SmartLog concept

transactions which describe the movements and status of individual intermodal containers. This information is then processed and secured in a way which makes it possible to share it with the parties to whom it is relevant – and hide it from the parties to whose business it is irrelevant.

Each party in the SmartLog blockchain will have their own copy of the transaction log, and interfaces and tools required to access it. They can see every container in existence which will have relevance to their operations, until the container has passed the supply chain operative company's scope of operations. The length of the supply chain measured in participating organizations along the way correlates directly to the efficiency boost the SmartLog blockchain approach brings about.

Sharing, updating and reacting on information types of activities can be almost instantly automated to a high degree. The key here is that once you can trust the integrity of the information, you can start acting on it without a too much amount of human intervention or supervision.

SmartLog as a message relaying platform

With regard to the platform, what we are trying to accomplish is to create an application logic which will accept native UBL 2.1 formatted messages primarily describing the status changes of intermodal containers during transit in supply chain, and write them into the blockchain. The messages will be encrypted before the writing process initiates, in order to preserve the information security of the stakeholders involved. Any parties with no relevance to the message in question will not even be aware of its existence.

We will also set up a conversion service component for messaging in EDI compliant format. The conversion will be done after the message source has been authenticated, and the converted UBL structured message will then be entered as a submission to the blockchain.

Hyperledger Fabric base architecture

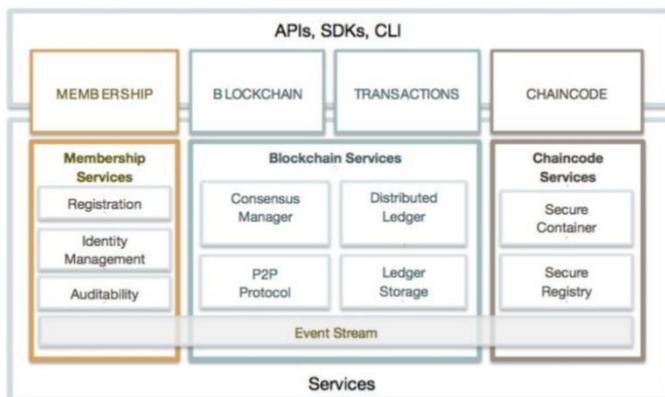
Fabric's understanding of consensus is broad and encompasses the whole transaction flow, from proposing a transaction to committing it to the ledger. Furthermore, nodes assume different roles and tasks in the process of reaching consensus.

Within Fabric, nodes are differentiated based on whether they are clients, peers or orderers. A client acts on behalf of an end-user and creates and thereby invokes transactions. Clients communicate with both peers and orderers. Peers maintain the ledger and receive ordered update messages from orderers for committing new transactions to the ledger. Endorsers are a special type of peer, whereas their task is to endorse a transaction by checking whether they fulfill necessary and sufficient conditions (e.g. the provision of required signatures). Orderers provide a communication channel through which messages containing transactions can be broadcasted, ensuring that all connected peers are delivered exactly the same messages in exactly the same logical order.

With many mutually untrusting orderers, the problem of faults in the delivery of messages arises. As a consequence, a consensus algorithm has to be used to reach consensus despite faults, e.g. inconsistent order of messages, thus making the replication of the distributed ledger faults tolerant. With Fabric, the algorithm employed is “pluggable”, meaning that depending on application-specific requirements various algorithms can be used. Furthermore, since clients only see the messages and associated transactions of the channels they are connected to, access to transactions is restricted to involved parties, so that consensus has only to be reached at transaction level.

The roles of nodes outlined above are now described in the context of the transaction flow: A client sends a transaction to connected endorsers in order to initiate an update of the ledger. All endorsers have to agree upon the proposed transaction. The client now successively collects approval of all endorsers. The approved transaction is now sent to connected orderers who again reach consensus. Subsequently, the transaction is forwarded to peers holding the ledger for committing the transaction. [Source: Philipp Sandner]

Hyperledger Fabric chaincode



Hyperledger service architecture

Smart contract code simply denotes software written in a programming language. It acts as a software agent or delegate of the party that employed it with the intention that it fulfills certain obligations, exercises rights and may take automated control of assets within a distributed ledger. Thus, it takes on tasks and responsibilities in the distributed ledger world by executing code that models or emulates contract logic in the real world, though its legal justification may be unclear. [Source: Philipp Sandner]

Hyperledger features smart contracting capabilities, just as any other framework currently in development and distribution. The Hyperledger terminology for this capability is ‘chaincode’, which can be used interchangeably in place of the term ‘smart contract’.

Chaincode resides in the node structure of the Fabric, and it is used for both operating the administrative peer structure tasks, which are essential for the Fabric’s operation, and for the application specific programmatic logic, such as retrieving information from the ledger or performing an initial filtering on the results. It can be applied either generically so that each executing peer contains an identical copy of the chaincode in question, or peer specifically so that a peer’s client can invoke organization specific application logic – for example, notification of an automated billing process, based on another chaincode execution event.

Distributing the SmartLog platform

Hyperledger Fabric has adopted another open source project’s technology, “Docker”. Docker is a digital container as a service, which enables for running program code in an environment agnostic way – the same code

will run exactly in the same way, not dependent on the environment or infrastructure it is installed in.

A “container image” in this sense is a lightweight, stand-alone, executable package of a piece of software that includes everything needed to run it: code, runtime, system tools, system libraries, settings. Available for both Linux and Windows based apps, containerized software will always run the same and help reduce conflicts between teams running different software on the same infrastructure.

Virtual machines (VMs) are an abstraction of physical hardware turning one server into many servers. The hypervisor allows multiple VMs to run on a single machine. Each VM includes a full copy of an operating system, one or more apps, necessary binaries and libraries - taking up tens of GBs. VMs can also be slow to boot.

Containers are an abstraction at the app layer that packages code and dependencies together. Multiple containers can run on the same machine and share the OS kernel with other containers, each running as isolated processes in user space. Containers take up less space than VMs (container images are typically tens of MBs in size), and start almost instantly.

This enables us to deliver the SmartLog platform in virtually any infrastructure, and maintain the codebase much more efficiently than with environment specific compilation and conversion model. The solution we are now testing appears to be 100 % scalable, in the sense that when the mass of transaction data starts to grow exponentially, the main load of processing can be divided amongst the participants in a fair ratio, so no one would expend any resources without incurring added value.

Conclusion

Presently, it seems that the blockchain can provide greatly enhanced visibility and potential for process automation to the logistics and supply chains industry. In the near future, there is plenty of room for follow-up projects. Firstly, the level of automation which can be brought on top of data that is trusted is significant. This type of automation is called, in blockchain terms, “smart contracts”, and it means simply that when certain conditions in the data are met, predetermined actions can be triggered. Secondly, the sheer mass of data will mean that using human analytics is impossible. Artificial intelligence techniques and technologies are the only viable approaches.

The future of the logistics industry seems to be very much ripe for a large scale digital disruption. The only question each one of the actors in the field must ask and answer is, do we want to be a part of it or do we let it happen to us?



Mika Lammi, Head of
IoT Business Development
Kouvola Innovation Oy
+358 20 615 6624
mika.lammi@kinno.fi

The SmartLog consortium includes Open ENLoCC member Kouvola Innovation Oy from Finland as lead partner, Tallinn University of Technology, Valga County development agency and Sensei OÜ from Estonia, Örebro Region from Sweden and Transport and Telecommunications Institute from Latvia.

The project includes: Blockchain software development and eventual implementation in the pilot company context. Gathering data from the companies and from the SmartLog blockchain itself. Formulating the conclusions on how exactly this technology, implemented in this way, will affect the operative and business processes of the pilot companies. Identifying, contacting and working with the logistics industry companies in the target geographical area, and ensuring that the solution offered corresponds to the real problem.

“EU-China Logistics Incubator” set up by “Logistics in Wallonia”



Wallonia in logistics terms is centrally located in the heart of Europe, right next to the two major markets France and Germany. Two thirds of Europe's purchasing power can be found within a radius of 500 km around Wallonia. According to different international studies, Wallonia is the best location in Europe to establish logistics and distribution activities. In the last 15 years, many players have confirmed this by setting up their own distribution centers in the Region: TNT (which is now part of FedEx), H&M, Johnson & Johnson, Dow Corning, Skechers, Baxter, Farnell, Scott Sports (to name a few) have established, and many have also expanded, their logistics activities in Wallonia creating more than 5000 direct jobs.

On an international level, Logistics in Wallonia has been present and active on the Chinese market for many years. Several close relationships have been established especially in the region of Shenzhen and Guangzhou through a regular presence at “China International Logistics Fair (CILF)” in Shenzhen, one of the most important fair for the logistic sector in Asia. Besides, cross border e-commerce is rapidly growing in China.



Dongqing Zhang, Manager

张冬晴 总经理

EU-CHINA LOGISTICS

中欧物流园

Liege Airport Business Park
Rue de l'Aéroport 52 box 9
B-4460 Grâce-Hollogne (Belgium)

M: +32 (0)485 81 51 05

Wechat: dongqingeuchina

T: +32 (0)4 235 81 73

dzhang@euchinalogistics.com

The consistent activity of Logistics in Wallonia (with the strong support of AWEX, the Walloon Export and FDI agency and Liege Airport, the 8th largest cargo airport in Europe) allowed the region to identify major Chinese players. These three actors decided to join forces with the creation of “EU-China Logistics Incubator”. This innovative approach is the first of this kind in Europe. The main aim is to provide to Chinese partners an environment where they can feel at home as they pay a lot of attention to relations and personal approach. Led by native Chinese manager Dongqing Zhang, the incubator provides the following services:

- Providing free office space and postal address for starting of the new logistics business,
- Assistance in finding a warehouse (bonded warehouse) at the best suitable location,
- Matching with the right local logistics partner,
- Helping the investors to understand the benefit and incentive provided by the government,
- Easier access to all public sectors and government department in charge of economic development,
- Access to the network of companies within AWEX, Liege Airport and Logistics in Wallonia,
- Assistance in setting up investment and employment aid files.

After less than 6 months of activity, the first results are promising as more than 20 Chinese companies already visited the region and took contact for a first analysis of their project. Moreover, during the last edition of the CILF, two large e-commerce associations located in Guangzhou and in Shenzhen (gathering respectively 2000 and 1600 members) confirmed their interest to set up a representation office in Belgium through the services of the Incubator.

More information:

<http://www.eu-chinalogistics.com>





Bernard Piette
General Manager
Logistics in Wallonia
Liege Airport Business Park
Rue de l'Aéroport 52 b10
B-4460 Grâce-Hollogne (Belgium)
T: +32 4 225 50 61
www.logisticsinwallonia.be

“Review”: Bernard, what gave you the idea of a China Logistics Incubator?

Bernard Piette: Everybody goes to China as it is still a booming market. We decided nearly 10 years ago to focus on Shenzhen as it is a region where not everybody goes and where many local companies are present. We started participation at the China International Logistics Fair (CILF), held every year in October. We also developed a good relation with the Shenzhen Logistics and Supply Chain Management Association.

In the last 4 years, we noticed that many Chinese companies want to expand abroad but most of the time, they are not well informed even if they handle huge volumes of goods. We also learned that Chinese people pay a lot of attention to details and also to personal relations.

“Review”: What makes Wallonia unique for the kind of business you are seeking ?

Bernard Piette: I think we have some assets that make our region quite unique. I would mention some of them:

- We have a central location in the very center of the Blue Banana; the lead times from our region to the main European economic powerhouses are limited and represent the best balance between the different countries.
- We have an airport which is fully dedicated to cargo (Liege Airport) which is already not only the 8th largest in Europe but which is also open 24/7 (no curfew) and with a masterplan to develop more than 450 ha of land in the coming years.
- Our cultural mindset makes us a weird combination of latin, germanic and anglo-saxon cultures; this means that we can easily adapt ourselves to our counterparts and we also pay attention to personal relations. This fits quite well with the Chinese approach.

Our aim on this project is not to invest in assets. We only want to make the right link between the Chinese company and the local ecosystem. We have plenty of good local and small companies that can benefit from the arrival of foreign actors that will act as leverage for scaling up our local actors.

“Review”: What knowledge do Chinese businesses need to seek for in Europe?

Bernard Piette: The Chinese companies we met so far have very different background information about Europe and the way it works. Most of them consider Europe as a whole but first look at Germany and UK as they are the biggest markets in the EU. But once they are active, they can face some difficulties, for instance, lead times from the airport of Leipzig to the rest of Europe. The Germans also have a strict legal approach: the law is the law! And this may be a problem for Chinese companies looking for flexible (and legal!) solutions. Finally, Brexit raises many uncertainties, and business people hate uncertainties.



Urban Freight Transport: migrating from a city authority's issue to a city stakeholders' consensus



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This article is based on the scientific paper *"Understanding UFT: moving from the 'city's authority' issue of today to an integrated 'city's stakeholders' consideration"*, authored by A. Stathacopoulos, G. Ayfantopoulou, E. Gagatsi, E. Xenou, M. Vassilantonakis and presented at the Volvo Research and Educational Foundation (VREF) Conference on Urban Freight (Gothenburg, October 17-19, 2016)



Elpida Xenou

Research Associate
CERTH/HIT

+302310498440

elpixenou@certh.gr

6th Km Charilaou-Thermi Rd.,
57001 Thermi, Thessaloniki,
Greece

www.hit.certh.gr

Urban freight transport (UFT) is a fundamental component of city life. UFT operations are characterized by a vast range of activities resulting from relationships among a variety of actors with different needs and goals and by a number of negative environmental and social effects. The lack of information and data impedes the understanding of the freight flows and results in inefficient urban operations and short-term-focused solutions to the urban freight problems. This lack of awareness can be considered as a serious obstacle hindering sustainability as well as policy implementation and strategic planning.

Various initiatives have recommended the establishment of **Multi-Stakeholder Platforms** including all the involved actors in the decision making process of a city in relation to UFT. Four main drivers have been identified as being critical for increasing the use of such platforms: **1) Enhancement of understanding:** paving the way for the stakeholders to express their needs, priorities and views to the local authorities and recognize the value of the policies and understand the objectives of the local authorities. **2) Knowledge increase:** a great opportunity to fill in the knowledge gaps of the local authorities on urban logistics issues through their exposure to the practicalities of freight transport problems. **3) Best practices exchange:** a great chance towards the development of sustainable service-based agreements between the stakeholders that share common interests on 'win-win' strategies and for exchange of experiences and good practices.

However, past experiences have revealed that **many risks** appear during the operation of such platforms. Some of these risks are result of the necessity of physical representation by the participants, in order for the platform to be considered operational. For example, the absence of important stakeholders or public authorities from the meetings, due to their tight time schedule, has led to lack of physical outcomes and eventually lower stakeholder engagement while other past experiences have shown that the physical meetings can become easily talking shops preventing this way the platform's consensus building processes.

To overcome some of these barriers, the EU funded project **NOVELOG** (*New Cooperative Business Models and Guidance for Sustainable City Logistics*) has developed an online consensus building mechanism, as a complementary tool to the consensus building actions of a multi-stakeholders platform, called the 'Understanding the Cities Tool (UCT)'. The UCT has been validated and used within NOVELOG in 12 pilot cities and case studies

The UCT incorporates **four main functions** which aim to facilitate the interaction and consensus building among the various stakeholders simplifying in this way the understanding of the UFT environment and presenting the results in an easy to understand way.

Through these function, the UCT aims to support its users in:

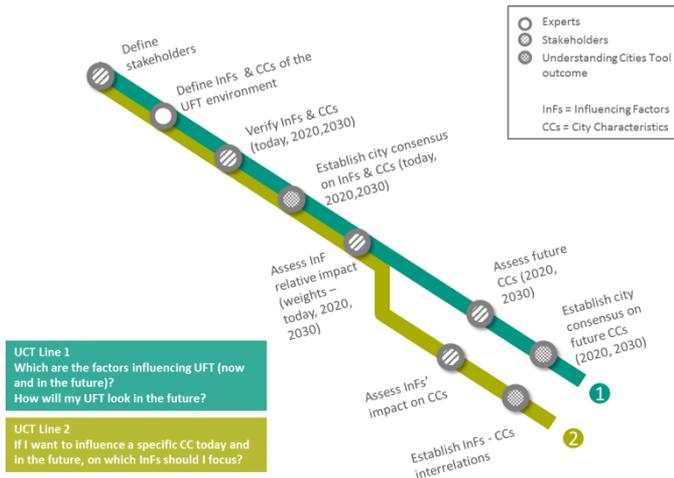
- identifying which are the **key influencing factors** of their UFT environment;
- **assessing the current** and exploring the **future** state of their UFT characteristics;
- identifying the main factors that influence the key UFT **city characteristics**.

More importantly though, the UCT aims at serving as an **ongoing participatory platform** on UFT issues.

Implementation experience from the NOVELOG pilots shows that besides the required stakeholders training, there is a **need for a strong management body** overseeing the consensus processes in order to avoid any distorted input from the users and provide help if it is needed. The most appropriate entity for the role of such a UCT moderator is considered to be the City Authority, as it can ensure: (a) the political involvement of all related actors, and (b) that the UCT's output will be fed into the local stakeholders' platform and will enrich the policy actions to follow.

The **main benefits** of incorporating a web-based tool in the consensus building mechanisms of a multi-stakeholder's platform are: **1) equal involvement** of all the stakeholders in the consensus building process **2) facilitation of a large number of participants**. **3) More efficient consensus building processes** by documenting stakeholder opinions and facilitating the provision of specific results **4) improved 'ownership & accountability' of results** among stakeholders.

The UCT is part of the NOVELOG tools' platform, available at <http://www.noveologtool.imet.gr/>. The final project results will be released in May 2018.



Understanding the Cities Tool's Functions

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Kouvola Railforum 2017

Delivering the welcoming speech at Railforum 2017, Kouvola Mayor Marita Toikka remarked that the new route to/from Asia will provide a “new logistics concept” that is both flexible and fast. Anne Berner, Minister of Transport and Communications, echoed that sentiment by commenting that, in the global context, rail creates vitality and the new connection between Asia and Finland is “most welcome”.

Silk Road to Finland



Nancy Li, General Director, Scand-China International Link, Finland.

In her presentation, Nancy Li, General Director, Scand-China International Link, Finland, showed that Xi’an, one-time capital of China, is an inland port brimming with potential. With a population of more than 8 million people, Xi’an was actually the eastern starting point of the original Silk Road trading route.

Xi’an has an important role in the Chinese “One Belt, One Road” agenda, specifically with regards to One Belt: according to the strategy, the land-based “belt” stretches from China to Europe, while the sea “road” links maritime traffic. Li commented that Xi’an is poised to “connect east and west” as the new route provides both reliability and efficiency.

Great investments have also been made both in Kazakhstan and Russia to make this all work. Murat Nurtleuov, the Kazakhstan ambassador to Finland, said that the state has made infrastructure investments to the tune of 26 billion USD, with 6 billion more to materialize by 2020. Yana Kuzina, Vice President, Freight Village Russia, commented that by working together it is possible for all the stakeholders to be successful and expand their business.

Chen Si, Director at Hellman Worldwide Logistics, says that the more efficient utilisation of the Eurasian land bridge makes perfect sense. “Multi-modal services are now better able to support industries such as automotive, fashion or retail.” Just one example: chemical industries can take advantage of the service providers’ containment tanks which are fully temperature controlled.

According to a Hellmann study, industry players taking freight to/from China are interested in e.g. reliable lead times, simple customs, flexibility and – of course – competitive prices. As infrastructure and terminals keep developing, Si expects that there will be a lot of action along the tracks. “We believe that the Eurasian land bridge will be utilised more and more in the future.”

Blockchain reinvents rail

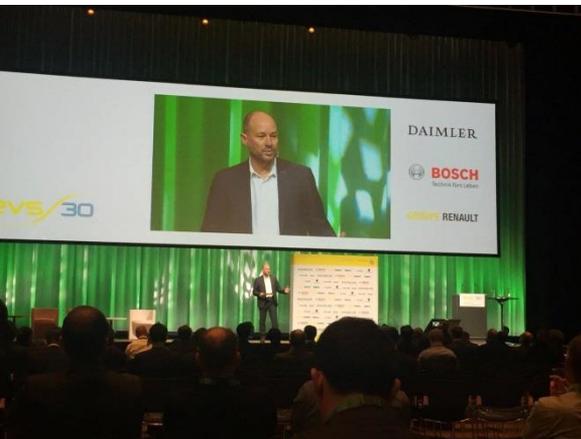
IBM Fellow John Cohn believes that blockchain technology is set to revolutionize rail traffic – and Kouvola will be in the thick of it. Appearing at RailForum 2017, Cohn called blockchain the digital disruption that rail has been waiting for.

If anyone has a handle on emerging new tech such as blockchain, it is John Cohn. He has been with IBM for 35 years, achieving the designation ‘IBM Fellow’ a decade ago. IBM Fellow is the highest technical rank within IBM. Cohn is also the Chief Scientist for all things IoT and “Chief Agitator” at the company.

John Cohn, IBM Fellow and Chief Scientist at Watson IoT headquarters in Munich, addressing the Kouvola Rail Forum 2017.



Electric Vehicle Symposium & Exhibition in Stuttgart (D)



Prof. dr. ir. **Joeri Van Mierlo** of Open ENLoCC member VUB-MOBI hosting the closing ceremony of the symposium.

From 9 – 11 October, the 30th Electric Vehicle Symposium & Exhibition (EVS30) took part in Stuttgart. EVS is organized in turn by the world's three leading umbrella organizations on electromobility, covering North America, Europe and Asia respectively. As a yearly exhibition, EVS rotates among the three regions.

The symposium has developed into the world's leading congress on exchange about all issues of electromobility, visited by scientists as well as by engineers and mobility organizers. The scientific committee was jointly lead by Professor Hans-Christian Reuss, Managing Board of the Research Institute for Automotive Engineering and Vehicle Engines FKFS (Stuttgart) and Professor Joeri Van Mierlo of Open ENLoCC member VUB-MOBI (Brussels). It covered all topics around the field of electromobility, drawing a worldwide audience.

Several hundred exhibitors filled the main hall of Stuttgart fairground during the symposium, reflecting Stuttgart's strength in the automotive industry.

The commitments from Daimler, Bosch and Mahle represent another milestone for EVS30. "The mobility of the future at Mercedes-Benz is based on four pillars: Connected, Autonomous, Shared/Services and Electric," states Dr. Dieter Zetsche, CEO of Daimler AG and Head of Mercedes Benz Cars. "Our focus here is primarily on the intelligent combination of these innovative areas. In the area of drive technologies we are consistently going down the road of emissions-free driving and investing heavily here. By 2025 we will have 10 purely battery-electric models on the road. Our new brand EQ extends well beyond the mere vehicle. We are pooling our entire know-how and expertise on electric mobility into an integrated eco system of services, technologies and innovations."

Dr. Volkmar Denner, Chairman of the Board of Robert Bosch GmbH, is also convinced that electric mobility is a future-oriented topic: "We are contributing our knowledge and substantial financial resources in order to achieve a breakthrough in electric mobility." The company expects that a mass market for electric mobility will develop by 2020. Bosch has already realised over 30 series projects on electric mobility with customers.

Wolf-Henning Scheider, Chairman of the Board of the Mahle Group, is also optimistic about the event in Stuttgart: "The gradual electrification of the vehicle drives will shape the mobility of the future. With its products Mahle already covers all stages of electrification and will expand its activities even further. For Mahle, EVS30 in Stuttgart is an important platform, and at the same time is a strong signal that future drive concepts will also come from the birthplace of the car."

EVS 31 will be held in Kobe, Japan.

Perhaps for the first time, the electric vehicles in the exhibition now looked "mainstream" – a car builder had decided to present truck diesels as well, under the slogan that there will be future potential for diesel engines, too. Be that as it may, in this environment the motors looked like a mix of a dinosaur and a steam engine, i.e. exotic. No longer was it the other way round. /MB

Classic text – Paul Theroux: The “Cargo Cult” of Tanna island



Paul Theroux (*1941) is an American novelist and travel writer, whose best-known works are “The Great Railway Bazaar” (1975) and “The Mosquito Coast” (1981, with Harrison Ford and Helen Mirren starring in the 1986 movie).
Photo: Yingyong Un-Anongrak

In his book “The Happy Isles of Oceania” (1992), Paul Theroux describes a journey across the islands of the Pacific Ocean. From Tanna island in Vanuatu, he reports firsthand experience about the local “Cargo Cult” and its prophet Jon Frum, which since World War II has stunned travellers and scientists alike. The text below is a somewhat shortened excerpt from Chapter 11 “The Oddest Island in Vanuatu.”

Imanaka, wreathed in smoke from cooking fires, was in the woods, on a stony hillside, behind a broken fence, at the end of a muddy track. It was easy to see how such a hard-up village would take to the idea of deliverance and develop faith in the idea that one day an immense amount of material goods would come their way, courtesy of Jon Frum, only if they believed in him and danced and sang his praises. But it was also an article of faith that Jon Frum villages had to neglect their gardens and throw their money away: when Jon Frum returned he would provide everything. [...]

I wondered about the prayer houses, in which certain Jon Frum prophets, called “messengers,” knelt and had visions of their benefactor. I asked the chief about this.

“Old fella talk to him,” he said, “but me no talk.”

The crucial question – crucial for the Vanuatu government, at any rate – was the extent to which the Jon Frum Movement displayed American paraphernalia. The most egregious aspect, from the government’s point of view, was whether these villages flew the American flag. The notion was that since Jon Frum was an American, the cargo would come from America, and mixed up in this iconography of the red cross and the mysterious vanishing American was the Stars and Stripes. In some villages the American flag was flown often; in others, every February. The Vanuatu government frequently lost patience with the Jon Frum people and actively persecuted them, jailing them or confiscating their American paraphernalia. [...]

“How did Jon Frum get to Tanna?”

“In a plane. There was no airstrip. He landed his plane in the tops of trees.”

“Where was this?”

“At Green Point.”

Examining the map, I saw that if I had a lift past this rocky part of the coast, where there was no break in the reef, I could launch my Kayak and paddle to Green Point. [...]

It was not until I was at the point of leaving (I had been procrastinating, because there was so much paddling ahead of me) that I ran into a man. He asked me the usual questions about my boat. Where did it come from? How much did it cost? How had I brought it here?

The man’s name was Esrick – at least that was what it sounded like. He was a teacher at one of the schools in Tanna. He was presently on vacation. He said he neither believed nor disbelieved in Jon Frum.

THE HAPPY ISLES OF OCEANIA
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...gemeinsam mehr bewegen

Verband Spedition und Logistik
Baden-Württemberg e.V.

Paraphernalia: miscellaneous articles.

Egregious: extraordinary, but in a negative way.

Redeemer: Person who gets something (back) as compensation.

“I think he was one of our old speerits appearing in the shape of an American white man.”

“Why would one of your spirits want to come back and visit you?” I asked.

“Because at that time Presbyterianism was very strong. So he appeared at the right time, because the foreign missionaries had banned kava drinking, magic stones, and dancing. Jon Frum said, ‘Destroy what the missionaries gave you. I will give you goods.’”

It was a fortuitous visitation. Just when Protestantism had taken hold of the islanders and the missionaries had begun to write their *Cannibalism Conquered* and *Cannibals Won for Christ* memoirs, the strange little man with piercing eyes had popped up here at Green Point and said: Lose those Bibles. He urged the people to revive the important traditions – kava-drinking, dancing, and the swapping of women for sexual purposes. About three years after Jon Frum’s first appearance in 1938, half the island had abandoned Christianity.

“They forsook Christianity,” Esrick said. “Because he said he would be back with plenty of goods if they went back to their old ways.”

I said, “So when do you think this will happen?”

He laughed at me. “It has already happened! In spirit! Jon Frum’s spirit is everywhere. He is in every village.”

“But you said you didn’t believe in him.”

He accused me of being literal minded, without using that expression.

“You see,” Esrick explained, as though speaking to a moron, or one of his schoolkids, “he has come back in the form of development and progress. We have goods now. Go to the shops. Go to Vila. You will see that we have what we want. We have kava. We have dancing. He is back in spirit. He knows he has won!”

Was Jon Frum a friendly American pilot who had brought supplies here and shared them around? And perhaps he had said, *I am John from America*. And then had the war convinced the villagers on Tanna how wealthy America was?

It hardly mattered now. The dogma of the movement seemed to suggest that Jon Frum was a sort of John the Baptist, preceding the savior, who was a redeemer in the form of cargo – every nice and useful object imaginable. And the important aspect was that it had come to the island directly, without the help of missionaries or interpreters. No money, no tithing was involved; no Ten Commandments, no Heaven or Hell. No priests, nor any imperialism. It was a Second Coming, but it enabled the villagers to rid themselves of missionaries and live their lives as they had before. It seemed to me a wonderfully foxy way of doing exactly as they pleased.

This is not a scientific text and it doesn’t claim to be one. Theroux reports apparent travel experiences and simply gives us an interpretation of the “Cargo Cult” by a local teacher, which he thinks is worthwhile to report. But the idea that the Cargo Cult is meant at least in part to be symbolic, today can also be found in scientific explanations.

Worshippers have been shown factories as the true origin of “cargo”. They responded that obviously the ownership of the goods was taken away from its producers by the magic of our society, and in return it cannot be wrong to pray for cargo to be magically delivered to the worshippers. Perhaps the very idea of cargo has symbolic connotations that can be interpreted as a cult. /MB

Next Dates



Photo: Martin Brandt

January 2018

Washington (DC/USA), January 7-11

The Transportation Research Board (TRB) 97th 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. Spotlight theme: Transportation: Moving the Economy of the Future.

Mumbai (IND), January 23-24

Cargo Transport Logistics (CTL)

Sales of logistics services in India reached a figure that was the equivalent of US\$ 320 billion in 2016, equalling 14% of GDP.

Mauritius (MS), January 24-25

Indian Ocean Ports & Logistics

12th Indian Ocean Ports and Logistics Exhibition and Conference is a 2 days event on Transportation, Logistics, Freight Forwarding, Maritime Transportation, Containers, Container Port Equipment, Container Trade and Freight Transport matters. More than 500 colleagues expected.

Lagos (NGR), January 23-25

Multimodal West Africa (MMWA)

International transport, logistics and supply chain management exhibition with more than 3,000 cargo owners searching for efficient, innovative Solutions in the field of Freight Transport Systems, Services for freight transport and logistics, Intra-logistics, warehouse management systems, auto ID and packaging, IT/telematics, e-business, telecommunications.

Verona (I), January 31 – February 3

Eurocarne

37th international biennial exhibition for the meat-processing industry mainly visited by decision-makers of the branch, also concerning packaging and logistics.

February 2018

Helsinki (FIN), February 6

ChemSAR Midterm Conference

ChemSAR project creates uniform operational plans and standard operational procedures for the Baltic Sea Region to

be used in rescue operations in maritime HNS incidents. The aim of Conference is to offer a forum for specialists to participate in the development process of the ChemSAR outcomes.

Hamburg (D), February 9

Logistiktag der Kühne-Stiftung

This year's theme is the consideration of successful strategies for innovation and competitiveness of big Global-Players in times of digital changes.

The conference language is German. A simultaneous English translation is available.

Kalkar (D), February 20-21

Trans-Log-Intermodal 2018

Regional Trade Fair with international charisma, especially for intermodal transport and logistics, IT-Solutions, services and products in the field of Supply Chain Management. Supported by business development.

Bremen (D), February 20-22

International Conference on Dynamics in Logistics

The conference addresses scientists in logistics, operations research, production engineering and computer science, aiming flexible, trendsetting solutions for new challenges of the branch. Huge range of topics: modelling, planning, process-monitoring, supply chain management, maritime logistics, innovative technologies, robotic applications for cyber-physical production and logistic systems.

Montreal (CDN), February 21-22

Arctic Shipping Summit

The conference will bring together various key industry stake-holders including Ship-owners, Ship-mangers & associated solution providers, fuel solutions, IT & data associations, consultants & technology providers. Topics are current regulations and requirements, commercial aspects, changes in cruise operations and insurance.

Brussels (B), February 22-24

Mobility of the Future

An interactive summit about the transforming world of mobility, introducing visitors to the newest technology and innovative start-ups during the Experience Fair. The Hackaton, focused on co-creating the world of mobility, is running continuously, while the presentations and lectures during the Conference are split between a Student Day (22/02) and a Professional Day (23/02).

Kuala Lumpur / Subang Java (MAL), February 26-28

CILT Asean Forum

Exhibition and conference considering issues, challenges, solutions and innovations in the supply chain. More than 250 senior government officials as well as operators from air, rail, road and sea divisions of the industry expected.

March 2018

Kassel (D), March 1

Nordhessisches Kooperationsforum

Model of success: 4th speed-dating for business contacts is open to a wide range of businesses, explicitly including logistics. Highlight: Crowded Solutions Workshop. Open ENLOCC partner MoWiN.net is co-organizer of the forum.

Chennai (IND), March 1-3

Shipping & Logistics India

Organized by the Confederation of Indian Industries the conference aims to identify and strengthen the industrial role in the economic development as well as to support the efforts on quality, environment, energy management, and consumer protection.

Amsterdam (NL), March 6-7

Annual Logistics CIO Forum

The European Logistics CIO Summit is for executives in digitalization/IT and advanced technologies/robotic in the field of logistics. Business models, strategies and changes in the Branch.

Sydney (AUS), March 6-8

ALC Forum 2018

The Australian Logistics Council Forum is the largest and most influential gathering of leaders and key policy makers in the Australian logistics industry, debating and discussing the critical issues impacting the efficiency and safety of Australia's supply chains.

Bratislava (SK), March 13-14

Forum Of Rail Transport

Annual Conference of international railway sector representing the European institutions, railway companies and infrastructure managers, ministries and academia from V4 countries and others members of the EU states.

Space for exchange of professional views and experiences on development, investments and innovations in railway and urban rail transport, as well as the possibility of finding solutions in relation to needs of municipalities, cities, districts and regions in integrating and cross-border coordination of transport.

Stuttgart (D), March 13-15

LogiMAT

The International Trade Fair for Intralogistics Solutions and Process Management, sets new standards as the biggest annual intralogistics exhibition in Europe. This is the leading international trade fair that provides a comprehensive market overview and competent knowledge-transfer. The focus will be on innovative products, solutions and systems for procurement, warehouse, production and distribution logistics.

Geneva (CH), March 13-15

European Battery, Hybrid and Fuel Cell Electric Vehicle Congress

The European Electric & Hybrid Vehicle Congress strengthens its position as global platform to foster exchange of views between the R&D, the industry, the authorities, the end-users and the NGO's actors, so to develop synergies in the field of e-mobility. The congress is held during the Geneva International Motor show.

Singapore (SGP), March 15-16

Last Mile Fulfilment Asia

The Conference and Exhibition will focus on addressing the needs of e-commerce businesses and retailers – by providing globalised and glocalised end to end solutions and opportunities. Over 100 speakers, 2,500 attendees and 100 exhibitors from across the retail, ecommerce, parcel and logistics industries expected.

Istanbul (TR), March 15-18

CeMAT EURASIA

CeMAT Eurasia is part of the Fair stage WIN Eurasia Automation with over 70,000 visitors from over 35 countries. Exhibi-

tors from around the world present innovative logistics systems, cranes and forklift trucks, packaging technologies, shelving systems, logistics IT and electronic in intralogistics.

Budapest (H), March 16-17

International Academic Conference on Transport, Logistics, Tourism and Sport Science (IAC-TLTS)

Important international gathering of scholars, educators and PhD students. Not previously published academic papers and technologies will be presented.

Paris Nord Villepinte (F), March 20-23

SITL

SITL Europe brings together all areas of transport and logistics, decompartmentalising them for an end-to-end multimodal viewpoint. All specialisms are represented, via thematic conference sessions and business meeting areas. Jointly held with Intralogistics Europe there's a high concentration of logistics providers, and transport users from industry, trade and distribution. Expected are 40,500 professionals, 800 exhibitors and 100 conferences.

Paris Nord Villepinte (F), March 20-23

Intralogistics Europe

Intralogistics Europe covers all automated handling systems and equipment for managing and streamlining physical supply chain, production and distribution flows. It's focused on the needs of industry and distribution professionals.

Kinston (NC/USA), March 20

Unmanned Cargo Aircraft Conference (UCA)

The Conference aims to bring together manufacturers, operators, knowledge institutes, consultants, shippers and government organizations active in the upcoming field of unmanned cargo aircraft.

UCA offer the potential to transport loads of 1 to 10 tons or more over both short and long distances, on routes that are unfeasible or uneconomical for other modes of transport. During the conference, internationally renowned speakers will introduce UCA development projects and potential applications.

Mexico City (MEX), March 21-22

Logistic Summit & Expo

This exhibition is the most important gathering for Logistics and Supply Chain in Central America. More than 300 products and 35 workshops, conferences and training programs will provide alternative solutions, strategies and best practices.

Parma (I), March 22-24

Logistica

Logistica is an international exhibition of machinery, equipment and systems for industrial logistics. It delivers the whole view that the Italian market offers for logistics, transport, handling, supply chain management, lean manufacturing, automatic identification etc.

Jakarta (RI), March 22-24

Transport & Logistics Indonesia 2018

Because of the geographical circumstances of the Indonesian archipelago logistics is faced with extraordinary challenges. Domestic demand and global investment drive manufacturing activities and boost logistics demand. The exhibition for Transport, Logistics and Warehousing expects 450 exhibitors and 5,000 visitors from 15 countries. It's targeted to export/import forwarders of all transportation systems focused on Southeast Asian Area. Together with Railway-Tech Indonesia, IIBT and INAPA.

Nice (F), March 26-28

PPRS Nice

There's currently a wide consensus among participants, users, contractors, both from the industry and the public sector, to stress the necessity of preventing roads from an irreversible degradation. The objective of this 2nd PPRS Congress is to analyse and examine the state-of-the-art on road maintenance and modernisation, to identify best practices (in terms of policy, economy, finance, techniques and the environment) and to highlight opportunities offered by innovative technologies and the new related services provided by the roads and streets.

Bilbao (E), March 27-31

World Maritime Week

Maritime Meeting which hosts 4 International Congresses with exhibition area: International Shipbuilding, FuturePort Bilbao, eurofishing, Marine Renewable Energy.

Beira (MOC), March 27-29

Intermodal Africa

The 19th Intermodal Africa 2018 brings together senior executive delegates from the world's leading cargo owners, shippers, shipping lines, importers / exporters, logistics companies, freight forwarders, terminal operating companies, ports, port equipment, railway operators and services suppliers.

April 2018

Newcastle (GB), April 10-11

13th Open ENLoCC General Assembly

Once a year, the members of the Open ENLoCC network gather to exchange knowledge and project ideas, and to get to know not only each other's specific strengths and contributions in the field, but also to exchange their points of view.

This year's meeting is held at partner NewRail in Newcastle. Open ENLoCC welcomes institutions that are willing to join the network of regional logistics competence centers, to widen the scale and the scope of the exchange.

Zurich (CH), April 11-12

Logistics & Distribution 2018

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

Vienna (A), April 16-19

TRA 2018

Under the heading of "A digital Era for Transport", the Transport Research Arena 2018 will explore, discuss and demonstrate the major paradigm shifts specifically directed at important areas of our life, such as transport, mobility, logistics and industrial production.

Moscow (RUS), April 17-19

Trans Russia/TransLogistica

The largest exhibition of transport and logistics services and technologies in Russia. 345 companies from Russia and around the world took part in the 2017 edition. 14,745 industry professionals attended from 76 Russian Regions. Following the audit conducted by the Chamber of Commerce and Industry of the Russian Federation and the Russian Union of Exhibitions and Fairs, TransRussia has been declared the best in the line "Transport, Shipment, Warehousing, and Logistics" in all the categories: "Professional Interest", "Exhibition Area", "International Recognition" and "Market Coverage".

Tacoma (WA/USA), April 17-19

Green Transportation Summit & Expo

The Green Transportation Summit & Expo (GTSE) is the region's premier fleet modernization and alternative fuels event offering a combination of information-packed sessions, prominent national and regional speakers, and the latest technologies from industry leaders.

Goyang-si (ROK), April 17-20

KOREA MAT 2018

Korea's biggest logistics exhibition covering material handling & logistics services. KOREA MAT is a platform to initiate or expand your market share in Asia-Pacific Region.

Livorno (I), April 18-19

6th Med Ports 2018

A two days Conference dedicated to Shipping, Container Ports and Transport Logistics for the Mediterranean ports and shipping markets.

Brussels (B), April 23-24

CIVITAS Urban Freight Conference

NOVELOG, CITYLAB, SUCCESS and U-TURN, all members of the CIVITAS initiative, are organizing a joint final conference, to deliver a rich and consistent set of results on freight distribution and service trips. It will be an interactive event, with presentations, breakout and poster sessions, workshops and awards.

Germany (D), April 19

Tag der Logistik / Supply Chain Day

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

New York (NY/USA), April 19-20

Supply & Command

A two day conference hosted by New York University's Department of Media, Culture, and Communication attending scholars, writers, artists, and activists to submit talks organized around the logic of the supply chain from the perspective of communication and media studies, media history, and media anthropology.

Dubai (UAE), April 23-25

Middle East & North Africa Transport Congress & Exhibition (MENA)

Most attended public transport event in the Middle East and North Africa region. The 2018 theme of MENA, 'pioneering for customer happiness', recognises the customer as the core of public transport service and incorporates happiness not only satisfaction.

Sosnowiec (PL), April 24-25

Transportex

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

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



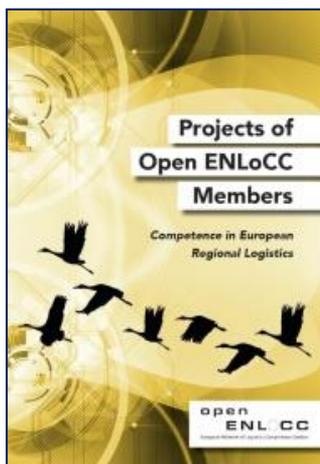
Open ENLoCC (European Network of Logistics Competence Centers) is an open network of regional competence centers in the field of logistics, run by public authorities or similar bodies. It was established as a follow up of the “ENLoCC”-project (from 2004 to 2007), then co-financed by the EU under the Interreg IIC 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 December 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).
- 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).
- Fundación Valenciaport, Valencia (E). **NEW**
- WRS, Wirtschaftsförderung Region Stuttgart GmbH, Stuttgart (D).
- Consorzio ZAILOG, Verona (I).



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.

