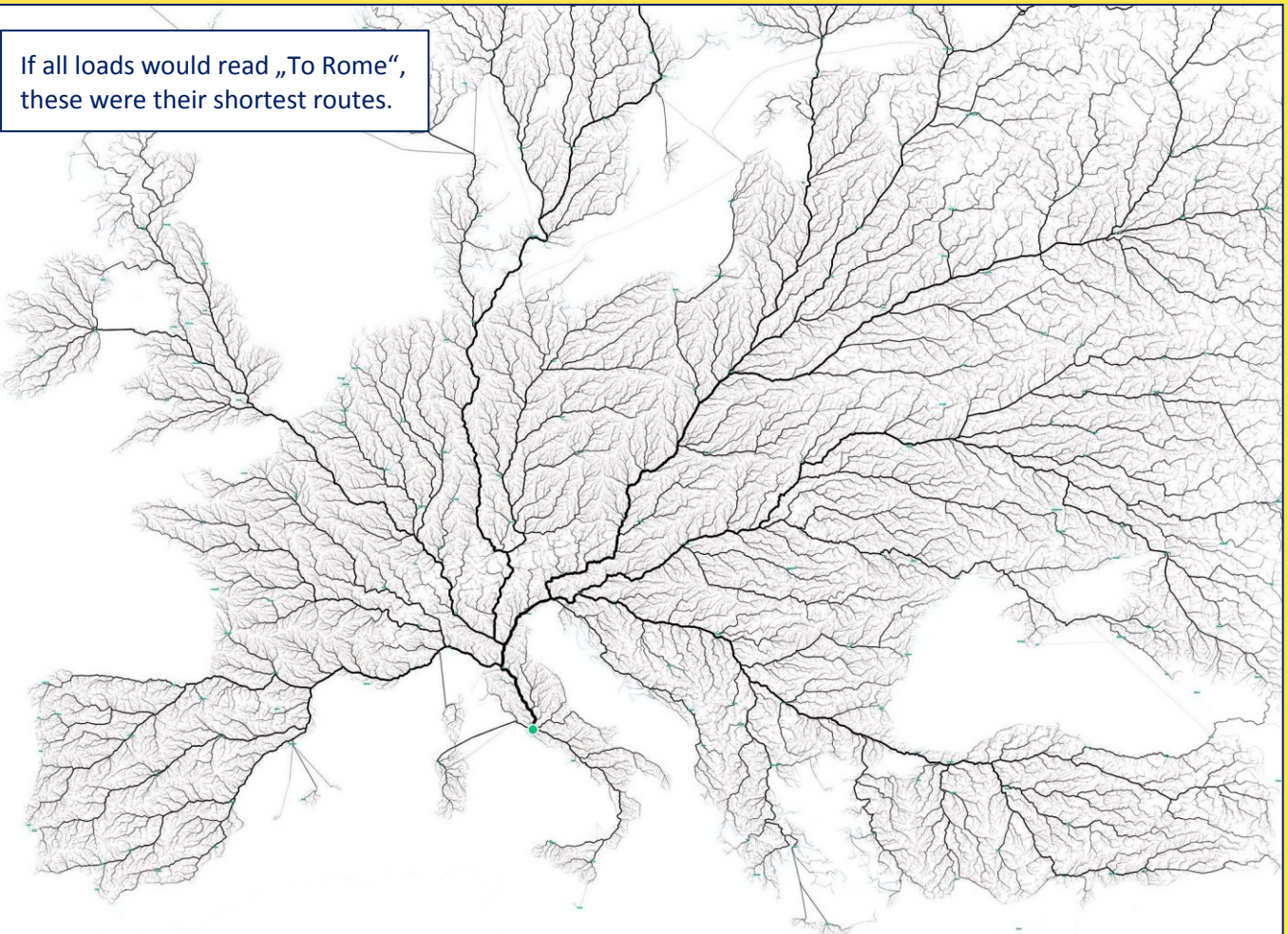


European Review of Regional Logistics

Quarterly Journal of Open ENLoCC

If all loads would read „To Rome“,
these were their shortest routes.



- **News.**
- **Network member CTL Roma. Kouvola Railgate Finland.**
- **Comprehensive debate of Urban logistics. Open ENLoCC General Assembly.**
- **Reports on projects and policies. “Mir Transporta.”**
- **Classic texts: “Shipwrecked between the Continent and London.”
By Laurence Sterne (“Tristram Shandy”) and the former Duke of Wuerttemberg.**

Table of Content

Editorial	3
<i>by Giuseppe Luppino, President of Open ENLoCC.</i>	
News from partners and logistics	4
<i>Title Graphic "To Rome", Stuttgart introduces „Urban Freight Manager“, Open ENLoCC member MOBI's new projects, MOBI now Associate Research Center of The Center of Excellence for Sustainable Urban Freight Systems, Polish Logistics Congress, European Maritime Day hosted by Turku, NewRail at WCRR 2016, Baltic Sea Region Forum, European Transport Research Review invites to submit manuscripts, SULPiTER project approved and kicking off, TRA2016 was held in Warsaw, Gotthard tunnel officially open, will take traffic from December, People.</i>	
Open ENLoCC member CTL	8
<i>Learn about the specific competences of CTL, Sapienza University of Rome.</i>	
Kouvola Railgate Finland	10
<i>A Connector Node between the EU and Asia.</i>	
Comprehensive debate of Urban Freight at Novelog meeting, Bologna	12
<i>Urban logistics toolkit, construction supply chain and material freight logistics in urban areas, multi-actor-multi-criteria approach</i>	
Open ENLoCC General Assembly 2016	14
<i>Debates and decisions at the Bologna meeting.</i>	
EU communication on decarbonising the transport sector – a roadmap	15
<i>Excerpt, related to goods mobility.</i>	
World of Transport and Transportation (Mir Transporta) Journal	17
<i>Leading transport and logistics journal by Moscow State University of Railway Engineering (MIIT).</i>	
Classic texts: "Shipwrecked between Paris and London"	18
<i>Shaking excerpts from Laurence Sterne's "Tristram Shandy" and from the travel diaries of the former Duke of Wuerttemberg.</i>	
Next dates	20
Open ENLoCC – the network and its members	23
Past issues	24

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Editorial

As new President of Open ENLoCC, it is my pleasure to present you the current issue of the “European Review of Regional Logistics”, the quarterly journal of our network of regional logistics competence centers across Europe. We watch trends and developments in logistics from a regional point of view and contribute to the debate, among other things by issuing the “Review”.

At this year’s General Assembly, Open ENLoCC has confirmed two institutions as new members: The Centre for Transport and Logistics CTL of the University of Rome La Sapienza, and KINNO, the Kouvola Innovation Oy, a regional development agency with a strong specialization in logistics, of Kouvola town in Eastern Finland. Both institutions present their work in this issue of the “Review”.

The General Assembly of Open ENLoCC was held in Bologna, together with an event of the project “Novelog”. At this event, planning strategies for the public sector dealing with logistics questions were intensely debated, which is why we give you an excerpt of the deliberations.

The policy of the European Union shapes our life and our work to quite some degree. On April 7, 2016 the EU has issued a roadmap “Communication on decarbonizing the transport sector.” We consider the topic so important that we publish an excerpt in this issue.

Furthermore we include a presentation of the Russian bi-lingual “World of Transport and Transportation (Mir Transporta)”, by the Professor Dr. Boris A. Lievin, rector of Moscow’s MIIT University and editor-in-chief. It is important to understand the technical and organizational issues of transport and logistics not only in Russia, but also in other “broad gauge” countries as well as aspects of the land bridge to China.

With Europe in troubled waters these days, we have prepared this issue’s classic texts to show passages across the Channel, which resulted in difficult communication even centuries ago. Today it should be said that the Open ENLoCC network, while founded within the European Union, covers Europe as a continent.

We, the members of the Open ENLoCC network, invite the readers to contribute, to give feedback, and generally to exchange ideas regarding the field of regional logistics with the network and its members. Last, but certainly not least, I already use this opportunity to invite you to the 10th anniversary of the Open ENLoCC network, which we will celebrate with a meeting on regional logistics in Brussels on the afternoon of November 17, including a get-together with people from related institutions and initiatives.

Giuseppe Luppino

President “Open ENLoCC”

Institute for Transport and Logistics (ITL), Bologna

June 2016

News

Title Graphic “To Rome”

The title graphic of this issue was originally published by moovel Group to demonstrate the use of available data in transport. The moovel Group is a multimodal passenger mobility platform. In Germany, it combines services of public transport, car sharing, taxi and Deutsche Bahn via the moovel app. Regional public transport tickets can be booked via moovel in the Stuttgart area since last November, and now also in the Hamburg area.

Stuttgart introduces „Urban Freight Manager“

The city of Stuttgart has named Martin Armbruster, member of the town's economic development team, as its first Urban Freight Manager („Wirtschaftsverkehrsbeauftragter“).

In larger cities, the goods transport and logistics related questions are handled in different and often unrelated departments, among them “urban planning”, “urban transport” and “economic development.” As a result, the departments often are not aware of the consequences of their actions for goods transport and logistics, and the industry usually meets partners in the administration who respond only within the boundaries of their respective competences. The position of an urban freight manager for Stuttgart as an interface between the administration and the logistics sector has therefore in the past years been proposed by logistics experts and e.g. the C-Liege project (co-funded by the EU Intelligent Energy programme), as well as by the regional Stuttgart Chamber of Commerce.

Open ENLoCC member MOBI's new projects

MOBI, the Mobility, Logistics and Automotive Technology Research Group of Vrije Universiteit Brussel, has started several new projects:

- ORCA: MOBI receives over 2 million euro EU funding for battery and powertrain research in heavy duty vehicles.
- FUTURE-RADAR: This project will support the European Technology Platform ERTRAC (the European Road Transport Research Advisory Council) and the European Green Vehicle Initiative PPP to create and implement the needed research and innovation strategies for a sustainable and competitive European road transport system.
- MOBILITY4EU: The project will deliver a vision for the European transport system in 2030 and an action plan including a roadmap to implement that vision.
- EAFO: With the European Alternative Fuels Observatory (EAFO), the European Commission intends to provide one central point of reference for data, information and news about alternative fuels in Europe.

MOBI now Associate Research Center of The Center of Excellence for Sustainable Urban Freight Systems

The Center of Excellence for Sustainable Urban Freight Systems (CoE-SUFS) is dedicated to investigating new ways of infusing sustainability and efficiency into the way businesses send and receive goods. The new \$4 million center, recognized as a Volvo Research and Educational Foundations (VREF) Center of Excellence, is funded by the VREF through its Future Urban Transport research program.

Recently CoE-SUFS invited MOBI-VUB to become an Associate Research Center. Through collaboration between its research and industry partners across six continents, CoE-SUFS has been developing a holistic, integrated suite of

technologies, regulations, and incentives to help shape a new paradigm of freight transportation systems that are more cost efficient, more energy efficient, and less disruptive to commuter traffic in urban centers.

Polish Logistics Congress



Jos Marinus (above), President of ELA, the European Logistics Association, addressing the audience of the LOGISTIC 2016 (below).

On 18-20 May 2016, Poznań became again a venue for meetings of logisticians from all over Poland. The 13th edition of the Polish Logistics Congress LOGISTICS 2016 has also gained a European dimension, as it was organised jointly with the European Logistics Congress EUROLOG 2016. Over 820 participants, 75 presentations, 61 exhibitors, a large group of partners and sponsors of the previous edition characterise the congress as the greatest and the most important event integrating the logistics industry in this part of Europe. For the second time, the European Logistics Association expressed its appreciation for the high level and broad range of the congresses.

The rich formula of the congress, including lectures by experts and market leaders, sessions and thematic debates, workshops, visits to companies and the "Logistics Market" exhibition, makes the congress an excellent platform for the exchange of knowledge and experiences, presentation of achievements and a linking place for every participant from a production company, distribution company, a service provider or a scholar.

The leitmotif of the congress was "Logistics in a digital world". It creates new challenges for logistics (e.g. in terms of an increasing share of the so-called omnichannel trade) and conditions for better implementation of logistic processes by means of developing and publishing complex IT and communication tools. It refers both to the sphere of shopping, production, distribution and trade, as well as to logistic services including transport and storage.



Apart from the technical aspect of presented solutions, the discussions tackled the matter of cooperation between business partners in a scope essential to ensure successful implementations. Examples of partnerships between business and science, which is of key significance to the development of new, innovative solutions, were also presented. The topics were also included in the programme of the ELA Research Day conference (Friday, May 20) accompanying the Congress and organised under the auspices of the European Logistics Association.

European Maritime Day hosted by Turku, Finland

Turku hosted the most significant maritime conference in Europe together with the European Commission and the Finnish State the 18th and 19th of May. The European Maritime Day Conference (EMD) brought approximately a thousand experts and decision makers who work with maritime matters from all around Europe to Turku.

The theme of EMD was Investing in competitive Blue Growth – smart and sustainable solutions. The thematic sessions all had implications for logistics: Investing in blue growth, Improving ocean governance, Boosting skills development, Harnessing clean energy, Facilitating joint roadmaps

The Centre for Maritime Studies (CMS, an Open ENLoCC member) participated actively in the conference, Navigate Maritime Expo and other maritime related activities that were arranged during the week in Turku. CMS provided speakers, panelists and various presentations of R&D and education projects.

The aim of the annual Maritime Day is to emphasize the great importance of the maritime environment and the maritime economic activity for Europe. The European Maritime day, or EMD, has been held since 2008 always around May 20 based on the decision of the European Parliament and the Council of the European Union.

NewRail at WCRR 2016

The 11th World Congress on Railway Research was held in Milan, Italy, from 29 May to 2 June 2016. Theme was 'promoting the value and benefits of railway research, technical innovation and development, worldwide cooperation and sharing of technological know-how in the railway field'. Open ENLoCC member NewRail had a stand at the associated exhibition, showcasing its skills in university research, education, strategy and consultancy and all aspects of rail, including freight and logistics.

Among the Conference papers presented by NewRail were:

- WAGON, TRAIN, HUB AND BUSINESS MODELS FOR FUTURE RAIL FREIGHT SERVICES FOR LOW DENSITY HIGH VALUE GOODS IN EUROPE – FINDINGS FROM A GAP ANALYSIS, by T.H. Zunder, R. Jackson, D.M.Z. Islam.
- PHYSICAL INTERNET CONCEPT FOR DESIGNING THE RAIL FREIGHT INTERCHANGE OF THE FUTURE, by R. Kling David, M. Marinov.

Baltic Sea Region Forum

The ninth Baltic Sea Region Forum was arranged right after the EMD in University of Turku under the theme "Maritime cluster in the Baltic Sea region and beyond". The focus of the Forum was on maritime transport (including arctic shipping), shipbuilding and marine cluster. Open ENLoCC member CMS was chairing one of the sessions ("Marine cluster in Finland").

European Transport Research Review invites to submit manuscripts

The open access journal "European Transport Research Review" (see European Review of Regional Logistics 1/2016, p. 16) is launching three new topical collections and invites to submit manuscripts.

- Smart cities and transport infrastructures: This topical collection is to provide an updated perspective on the stakes, the consequences, and the shapes of smart cities related to all types of transport infrastructure.
- Accommodating urban freight in city planning: This topical collection focuses on the requirements to achieve safe and efficient freight transport operations in early phases of urban development.
- Understanding the benefits and implications of vehicle and road automation: The aim of this topical collection is to provide an overview of the latest research findings in vehicle and road automation, focusing on the impacts on road safety, traffic flow and transport-related emissions.

SULPiTER project approved and kicking off

Policy makers in Bologna, Budapest, Poznan, Brescia, Stuttgart and Rijeka, which are representative of typical Central Europe Functional Urban Areas, will engage in SULPiTER, which brings together policy makers and top ranked technical partners, as well as a high level Scientific Committee condensing the best global expertise in urban freight: Rensselaer Polytechnic Institute (NY – USA), University of Melbourne (Australia), Kyoto University (Japan), Newcastle University (UK), Sapienza University (Italy), Hellenic Institute of Transport (Greece), University of Westminster (UK) and IFSTTAR (France).

SULPiTER works on three levels:

- Improving capacities of authorities in policy making via better knowledge, skills and tools, built in a transnational dialogue and local understanding of city logistics phenomena.
- Building a permanent dialogue among authorities and between authorities and businesses to shape future urban freight policies in a low carbon perspective.

- Defining the long-term vision & freight transport policy actions of Authorities with a territorial & cross-sectorial integrated perspective in the participating cities & in Central Europe.

The project (previously announced under acronym: "SLURP") is supported by the Interreg Central Europe programme of the EU and will last from June 2016 to May 2019. The consortium is lead by Open ENLoCC member ITL; a total of seven Open ENLoCC member institutions are involved.

TRA2016 was held in Warsaw

The 2016 edition of the Transport Research Arena (TRA2016) was held in Warsaw from 18-21st April 2016. Some 2,400 participants from 62 countries from all around the world attended this event, the sixth of its kind, along with some 60 exhibitors.

To judge the importance of goods mobility within the agenda, its share among the 11 "EC Success stories" presented at TRA2016 may be an indicator. Almost all of them introduce a step forward in technology or in transport organization that can also be applied to cargo transport. One of these success stories ("FAROS") explicitly deals predominantly with cargo transport and logistics, namely with the safety of RoPax and Tanker ships.

"A Digital Era for Transport – New Solutions for Society, Economy and Environment" will be the theme of the next TRA2018 that will be held in Vienna, Austria from April 16 – 19, 2018.

Gotthard tunnel officially open, will take traffic from December

After the recent opening ceremony of the Gotthard base tunnel, regular traffic will stay on the old route, while tests are performed on the base tunnel. From December 11, trains will mainly run through the base tunnel. Its full capacity on trans-Alpine traffic will be utilized after the Mt. Ceneri tunnel will open in 2020, and the connecting rail lines will be improved across Switzerland, Italy and Germany in the coming decades. Open ENLoCC member NewRail's Roberto Palacin was interviewed by Le Figaro about the benefits of the new construction. The article can be found at <http://www.ncl.ac.uk/newrail/news/index.htm>.

People



Pallet decoration: Restaurant Linde, Stuttgart-Botnang

Three researchers of Open ENLoCC member MOBI successfully defended their PhD: On 5 January Dr. Dries Meers, 'From mental to modal shift –Decision support for intermodal transport', two weeks later, on 20 January, Dr. Javier Sanf  lix Forner, 'Multiregional Input-Output Life Cycle Analysis of a Battery Pack for Electric Vehicle Applications', on 21 March Dr. Philippe Lebeau, 'Towards the Electrification of City Logistics'. A MOBI PhD student, Egi Nazeraj, won the European PhD school poster award 2016 out of 100 PhD students in power electronics. He presented the paper entitled "Optimal design of Multiport DC/DC Converters for Hybrid Systems".

Maciej Tumas  , member of NewRail's freight team since 2012 working on successful research proposals and projects such as BESTFACT and SMARSET, leaves us at the end of June. Maciej in a former job at ILiM was one of the founders of Open ENLoCC. He will continue to partner with NewRail via his consultancy company - Keep Movin'.

Claas Tatje, former Brussels correspondent of the German weekly „Die Zeit“, and now commuting daily between Hannover and Hamburg, describes his travel experience in his article "Berufsnomade im Proseccodunst" of June 6, 2016 ("Zeit Online"): "The way from home to the editorial office I experience as if in a tunnel. At the track I do not look at the car position indicator, but I search for the professor of logistics instead, who always stands where the doors of the rail comfort waggon open."



University of Rome La Sapienza:
Monument "Sapienza" and
Rectorate.

Open ENLoCC member CTL

What is CTL?

The Centre for Transport and Logistics CTL was founded in 2003 with support from the Italian Ministry of Education University and Research. It is dedicated to research and development, consultancy, education, and training. CTL's activities encompass both contributions to basic research on transport systems and logistics and practical applications for government and industry. The main sectors of activity are: urban transport, logistics and freight transport, road safety, and innovative transport systems. CTL's research takes a multidisciplinary approach and integrates different competencies. Five departments are affiliated with the Centre through participation in its education, research, and outreach programs: Civil Engineering (Transport), Electronics and Telecommunications, Information Science, Energy and Mechanics, Electrical Engineering.

CTL works with academic, corporate, and public-sector partners in Italy and abroad. The continuous exchange of information and ideas among academic faculty and experts from industry makes CTL a dynamic research centre. This makes possible logistics studies and applications in Italy and Europe in such diverse sectors as freight transportation, public transport, air space, ports, railways, telecommunications, innovative vehicles, and food supply chain. Research and consultancy on transport and logistics at CTL covers all the transport modes, passenger and freight, public and private, together with innovations in the fields of telecommunications, computer systems, vehicle mechanics and supply chain management.

CTL is a research centre of Sapienza University of Rome located in the Engineering Faculty. With over 700 years of history and 145,000 students Sapienza is the first University in Rome and also the largest University in Europe. In Sapienza there are over 4,500 professors and 5,000 administrative and technical staff. Sapienza offers a wide choice of courses including over 300 degree programs and 250 first and second level specialised qualifications. The students coming from other regions are over 30,000 and the foreign students are over 7,000. Incoming and outgoing Erasmus students are about 1,000 per year. 23 faculties, 111 departments and 30 Research Centres are devoted to scientific research. The PhDs programmes are presently over 150 in all fields of knowledge.

Areas of competence

Research and consultancy on transport and logistics at CTL covers all the transport modes, passenger and freight, public and private, together with innovations in the fields of telecommunications, computer systems, vehicle mechanics and supply chain management. CTL's activities, both theoretical and experimental, are structured in three main areas: strategic, company, and technological. The strategic area explores the understanding of the large-scale themes of globalization, sustainability, technological development, and economic growth and their effects on freight transport and logistics. The company area is aimed at fostering utilisation of logistics knowledge by enterprises. Technological area addresses the set of external and internal transport modes, the activities

Engineering Faculty. View of
Renaissance cloister inside
faculty premises



connected with transshipment, warehousing, packing, and ITS and ICT applications.

The main fields of expertise are:

- Mobility planning, including all the transport modes and concerning all the territorial levels.
- Road safety monitoring and planning.
- Benchmarking of transport and logistics systems.
- Innovative vehicles, vehicle automation and sustainable vehicles.
- ICT for transport and logistics.
- Performance monitoring of transport systems through fleet management systems.
- Urban logistics analysis and design.
- Logistics and transport infrastructure design.

CTL for city logistics

In about ten years, CTL conducted several studies on urban freight distribution in different Italian cities, with the aim to understand current criticalities and propose city logistics solutions. CTL co-elaborated the Urban Freight Study for the European Commission (DG MOVE, 2012) and conducted from 2012 to 2015 experiments of city logistics measures including last-mile electric vehicles, urban consolidation centres and business models. As for city logistics, CTL offers: data collection, surveys and demand analysis; monitoring of vehicles and performance analysis; design and assessment of city logistics solutions; public-private approach to city logistics; technology development.



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CTL for regional planning

CTL has been realizing local, regional and national plans on transport and logistics. The most recent is the Regional Mobility Plan of the Lazio Region. On behalf of the regional government the plan includes both passengers and freight transport and elaborates a long-term strategy for the development of sustainable and adequate mobility in the regional territory. As for regional planning CTL can offer: demand analysis, capacity analysis, performance simulation, infrastructural design, impact assessment.

CTL for innovative logistics

CTL investigated and tested innovative technologies for warehouse logistics, specifically for picking, from RFID to voice picking. Recently, a prototype of augmented reality device for picking has been designed and tested in collaboration with a logistics operator. Also reverse logistics models have been studied and tested for a network of enterprises at regional level.

CTL for sustainable and innovative mobility

CTL developed a fleet management system tool, complemented by business intelligence applications to monitor and assess vehicle performances at energy and environmental level. By means of this tool several LEV have been tested and evaluated in real field conditions, both for passengers and freight transport. The system has also been adapted to measure vehicle behavior in processes of city logistics planning and evaluation.



1st of June 2016: The study of DGG (Deutsche GVZ-Gesellschaft) on Freight Villages in Europe ranked Kouvola Railgate Finland Terminal as the 32nd best Freight Village in Europe. Kouvola's ranking is the best among the terminals in the Nordic Countries and it is the only terminal having DGG ranking in Finland.

Read more from <http://www.gvz-org.de/index.php?id=190&L=1>

Kouvola Railgate Finland – a Connector Node between the EU and Asia

Kouvola is labelled as the only railway core inland node in the European TEN-T network in Finland and it also functions as the Eastern nodal end point of the TEN-T Scandinavian – Mediterranean core network corridor. Because of the geographical location of Kouvola in the South-East Finland, it is highly important node for the transport and logistics sector's on-going development, since it is a real connector terminal between the EU TEN-T core network and Eastern main corridors for Russia, Kazakhstan and China. The Kouvola Rail Road terminal's (RRT) development is targeted to improve the connection of corridors' end-points. The direct corridor connections between the EU and Far East destinations in Asia and the Arctic area will be a very important factor for the fluent logistics and transportation system in Europe and world-wide. It will remarkably affect the sustainable economic development, new business possibilities and prosperity in the wider area.

Connector Node between corridors

- Transit time between Shanghai and Finland is 10-15 days by train (35-50 days by sea vessel from Shanghai to Finland).
- Distance between Shanghai and Scandinavian-Mediterranean core network corridor is 7100 km.
- The aim is that at least 25 % of the whole global rail transportation volume between Asia and Europe would be transported through Khorgos (located on the border of Kazakhstan and China).
- Kazakhstan has invested around 2.1 billion dollars in logistics center located in Khorgos to improve the border-crossing rail transportation (a similar logistics center is being built also on Chinese side of the border).
- There is only one rail gauge change on the whole rail transportation leg between Finland and China.
- There is possibility to use the Trans-Siberian railway corridor.
- Rail connection to Khorgos opens access to railway network of Turkey and Iran for Finnish export industry.
- The proposed rail transport corridor is based on similar hub-and-spoke system, which e.g. Finnair utilizes in air transportation (Helsinki Airport is the main hub).
- The countries in northern Europe will gain the highest benefits from the transport corridor.

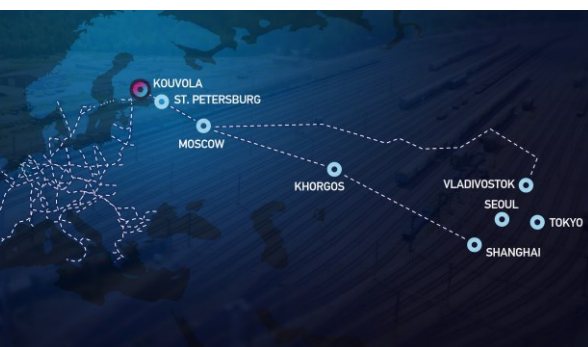
Kouvola Railgate Finland's New Functionalities

The transport terminals are in key position, when creating successful transport system and structures. The cooperation between terminals is needed, when we are targeting to improve transit times and efficiency of transportation in the constellation of autonomous business freight operators and actors. It is the terminals, which serve to interconnect transportation networks and allow the connections of different transport modes, as well as integration of fluent transportation of the last mile connection with long distance freight chains. Terminals also play an increasingly pivotal role in formation of sustainable transport modes instead of hazardous and unsustainable methods. Kouvola - as the railway logistics capital of Finland - has developed its terminal area,

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port -hinterland functionality and EU-Asia corridor functionality intensively. An on-going work is targeting to the facilities of modern intermodal open access terminal, making possible the full operations of 1100 m long containers and making available all facilities and functionalities of next the generation intermodal terminal.

Facts regarding the Functionalities:

- Consortium regarding organizations and companies near the important hubs along the transport corridor will be created and strengthened.
- A highly modern intermodal terminal will be established in the City of Kouvola. The aim is that it is fully functional in the year 2020.
- RRT terminal makes organization of full 1100 m long EU-China corridor container trains possible without splitting them.

Key Leading Logistics Business Cluster

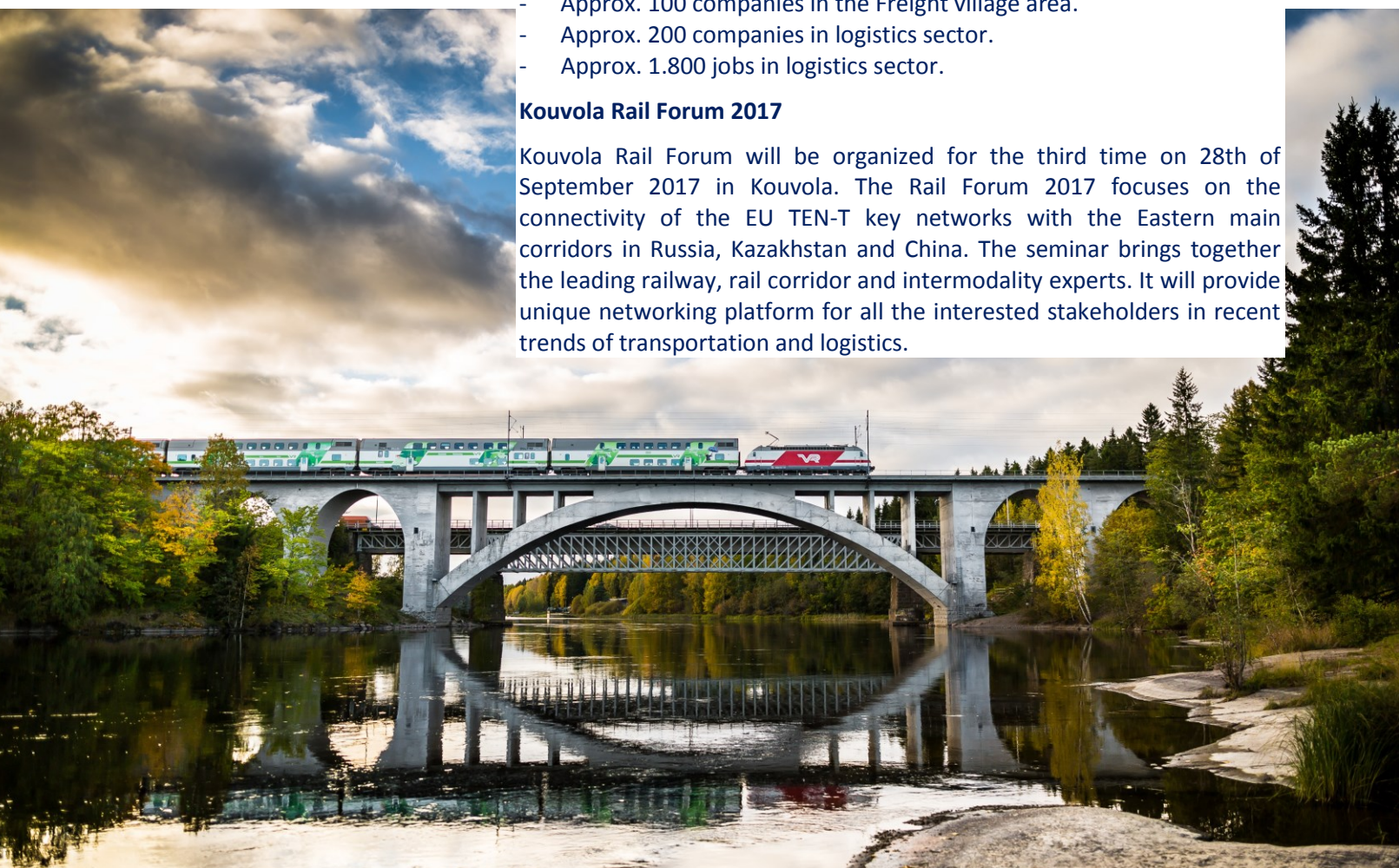
The liberalization of transportation sector has led to a rapid increase in the number of small and middle-sized enterprises taking a role in the freight and transport sector business. Also the development of EU's transport sector legislation and policy has positively impacted on these tendencies. With active international cooperation of transportation sector actors and clusters, Kouvola is targeting to the open access terminal with a very wide business cluster, guaranteeing fluent transportation and logistics all-service system and rapid networks to all directions.

Kouvola Business Cluster today

- Logistics area of 407 hectares on master plan level.
- Approx. 100 km of railroad.
- Approx. 100 companies in the Freight village area.
- Approx. 200 companies in logistics sector.
- Approx. 1.800 jobs in logistics sector.

Kouvola Rail Forum 2017

Kouvola Rail Forum will be organized for the third time on 28th of September 2017 in Kouvola. The Rail Forum 2017 focuses on the connectivity of the EU TEN-T key networks with the Eastern main corridors in Russia, Kazakhstan and China. The seminar brings together the leading railway, rail corridor and intermodality experts. It will provide unique networking platform for all the interested stakeholders in recent trends of transportation and logistics.



Comprehensive debate of Urban Freight at Novelog meeting, Bologna

NOVELOG is a three year research project, supported by the EU HORIZON 2020 Programme, focusing on gaining insight into urban freight transport (UFT) and providing guidance for implementing effective and sustainable policies and measures.

Twenty eight partners from all over Europe have joined forces to push research and innovation in urban freight and city logistics, employing a triple-helix approach: (1) evaluation framework development, data collection, and empirical analyses; (2) demonstrators and case studies; and (3) guidelines for Europe-wide take-up of the most effective policies and solutions.

The project will develop four tools, addressing essential issues related to urban logistics:

- Understanding cities (“where” and “for whom”).
- Toolkit (“what”).
- Evaluation (“why”).
- Guidance (“how”).

The project provides an active role for the participating cities during the planning phase, to raise their awareness of UFT. They will develop tests and real cases to foster the implementation of specific city logistics measures, taking into account local business and logistics needs.

There are 12 cities and regions involved in the project: Athens, Barcelona, Copenhagen, Emilia-Romagna Region, Gothenburg, Graz, London, Mechelen, Pisa, Rome, Turin, and Venice. Each of them is developing a pilot or case study in order to achieve the following results and impacts:

- Cost effective and green (non-vehicle technology based) strategies, measures and business models.
- Increased load factors and reduced vehicle movements.
- Optimised governance and stakeholder cooperation in urban distribution, through a more powerful, consensus-oriented Decision Support System (DSS).
- Strengthened capacity of local authorities & stakeholders for sustainable policy making (SUMP).

On April 14, an Open Training Workshop was held in Bologna, to which partners from other projects as well as from Open ENLoCC also contributed.



Presentation: The SUCCESS PROJECT

The European project SUCCESS – Sustainable Urban Consolidation Centres for construction – funded by the Horizon 2020 programme and part of the CIVITAS initiative, aims to explore, find and test green and efficient solutions regarding various issues in Construction Supply Chain and material freight logistics in urban areas. It was presented by Professor Mauro Dell’Amico from En&Tech research Centre (UNIMORE).

With 11 partners from Spain, France, Italy and Luxembourg, the different solutions will be tested in four pilot sites in the partner countries, Valencia, Paris, Verona and Luxembourg City. The concrete ambitions of the project are the following:

- Reduction in the cost and transit time of construction materials.
- Decrease in the number of journeys and/or the number of kilometres per vehicle in order to reduce the GHG emissions.
- Increase in the number of “fully charged” vehicles, as well as the reliability and the flexibility regarding delivery of supplies to construction sites.

Presentation: Multi-actor-multi-criteria approach (“MAMCA”)

Organisations use decision-making models to make faster and better decisions. However, the existing models do not offer the possibility of involving stakeholders during the whole decision-making process.

The Multi-Actor Multi-Criteria Analysis (MAMCA©) is a decision-making model developed by Prof. Dr. Cathy Macharis to enable the simultaneous evaluation of alternative policy measures, scenarios, technologies, etc. while explicitly including different stakeholders’ opinions at an early stage of the decision-making process. The trick is, as MOBI researcher Tom van Lier explained on the conference, that groups of stakeholders do not only differ in their rating of a criterion, they may (and often do) differ in choosing certain criteria at all, they may define them in different ways or give them different weight.

Understanding this process can greatly improve the insight into the way the alternatives score with different groups of stakeholders. This is so important in negotiating acceptable political compromises that it will be featured more in detail in a future issue of the “Review”.

Professor Russell G. Thompson (University of Melbourne), Research Partner of the Center of Excellence for Sustainable Urban Freight Systems, in debate with the Deputy Director of the Hellenic Institute for Transport, Dr. Georgia Ayfantopoulou, Novelog Coordinator.



Open ENLoCC General Assembly 2016

Once a year, representatives of the member institutions of Open ENLoCC meet for their General Assembly. This year, the meeting was held on April 14 and 15 at Open ENLoCC member ITL in Bologna, in conjunction with the Novelog project meeting.

The work report of Open ENLoCC shows an upswing of activities during 2015 and the beginning of 2016: The former newsletter of Open ENLoCC, distributed as pdf among members and some partner institutions, was shaped into the quarterly "European Review of Regional Logistics", now including a print edition and a much wider circulation throughout the regions of Europe. Member institutions now present themselves to the larger public in a joint brochure, and for the specialists of regional logistics there also is a brochure that elaborates on their specific project experience of the Open ENLoCC members. These activities will be continued and kept up to date.

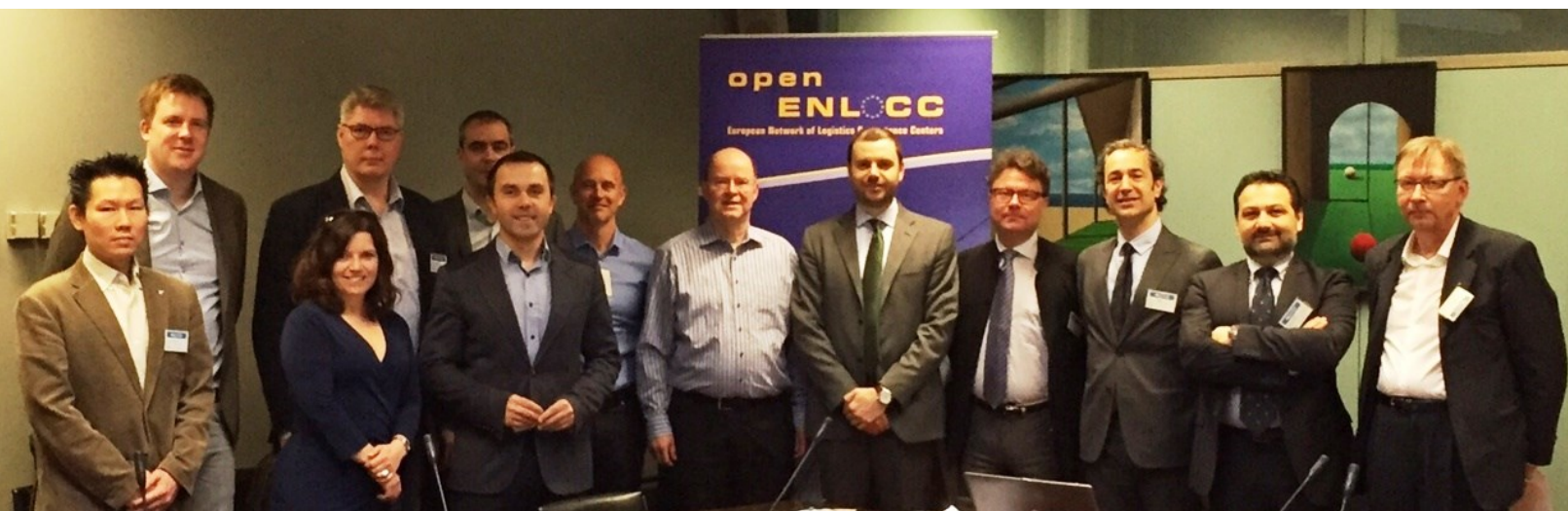
New members were introduced to the group. Andrea Campagna, from the Centre for Transport and Logistics of the University of Rome La Sapienza, introduced the members to their work in the field of mobility and mobility planning. Simo Päivinen of KINNO, Kouvola Innovation Oy, from the town of Kouvola in south-eastern Finland, presented the locational advantage of Kouvola as a logistics hub for Finland as well as for long-distance transport.

However, the main part of the General Assembly is the mutual exchange of ongoing work and project ideas. A round of project suggestions and ideas for partner search was a core activity of this year's meeting.

For the 10th anniversary of Open ENLoCC on November 17, a meeting in Brussels was scheduled to debate and celebrate with Open ENLoCC members. The core will be a series of "Pecha Kucha" presentations (i.e. 20 powerpoint slides, each presented for just 20 seconds), in which each institution will present itself and its relation to regional logistics.

In 2017 the General Assembly will be held at Kassel (Germany) on June 22 and 23. New members are welcome!

Participants (from left): Paulus Aditjandra, NewRail Newcastle; Markus Oeste, MoWiN Kassel; Ingrid Eibner, LCS Augsburg; Sakari Kajander, CMS Turku; Robin Poté, CRITT T&L Le Havre; Piotr Nowak, ILiM Poznań; Tom van Lier, VUB-MOBI Brussels; Martin Brandt, KLOK Kornwestheim / Stuttgart; Giuseppe Luppino, ITL Bologna; Carl-Magnus Carlsson, Malmö University; Andrea Bardi, ITL Bologna; Andrea Campagna, CTL Roma; Simo Päivinen, KINNO Kouvola.



EU communication on decarbonising the transport sector – a roadmap

On April 7, 2016 the EU has issued a roadmap “Communication on decarbonizing the transport sector.” It is an indicative roadmap, “provided for information purposes only and can be subject to change. It does not prejudge the final decision of the Commission on whether this initiative will be pursued or on its final content and structure.”

However, the plans will work into the regions in many ways. It is therefore presented here as an excerpt (the text in black), so that the reader can get a first idea about its relevance for goods mobility:

The text in black is quoted verbatim but abbreviated and not necessarily in sequence. While most parts do affect goods transport, the measures explicitly targeted at goods mobility are **highlighted by the editor**.

The interested reader is seriously encouraged to **check the excerpt against the full document!** MB

The Roadmap for the Energy Union, sets out a number of transport actions to be carried out at EU level:

- Review of Regulations setting emission performance standards to establish post-2020 targets for cars and vans. As the largest source of road greenhouse gas emissions, **car and light commercial vehicle efficiency measures will have the largest impact on overall energy consumption and emissions.**
- **Establishing a monitoring and reporting system for heavy duty vehicles (trucks and buses) with a view to improve purchaser information. Heavy duty vehicles represent the second largest source of road greenhouse gas emissions.**
- Revising the Directive relating to the availability of consumer information on fuel economy and CO₂ emissions in respect of the marketing of new passenger cars in respect of which an evaluation of existing legislation has just commenced.
- Action plan on alternative, sustainable fuels, including second and third generation biofuels. Promoting the uptake of alternative fuels (electricity, natural gas blended with biomethane, hydrogen, advanced biofuels) will have significant impacts on decreasing emissions and air pollutants, while also reducing the EU's oil dependence for transport.
- Fair and efficient pricing – revision of the Eurovignette Directive and framework to promote European electronic tolling. More systematic deployment of fair and efficient tolls based on the polluter/user pays principle will steer users to more sustainable transport choices with positive impacts on emissions.
- Inclusion of road fuel use in the EU ETS has been proposed by some stakeholders as an option. However, studies show that, either alone or as a complementary measure, this would not achieve significant emissions reduction in the transport sector since it would not address specific market failures, it may lead to relatively high carbon prices and shift the emissions reduction effort to other ETS sectors. Therefore, this option has to be considered carefully to avoid negative effects.
- **Review of market access rules for road transport.** By clarifying and simplifying rules on access to the European road haulage market and by facilitating enforcement of market access rules, the initiative to revise Regulation 1072/2009 should contribute to further

optimise road transport operations, notably by reducing the number of "empty runs", i.e. trucks returning to their Member State of establishment empty after an international operation, and in this way help reduce CO₂ emissions.

- Promoting collective bus/coach passenger transport. Progress of collective passenger transport by road is blocked today in some Member States by restrictive market access rules aimed at protecting from competition incumbents in the rail and road sectors.
- Master Plan for the deployment of Cooperative Intelligent Transport Systems. Cooperative Intelligent Transport Systems allow for communication and cooperation between vehicles and between vehicles and infrastructure.
- Review of Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles. Public procurement is a powerful instrument for pushing the uptake of more energy efficient and clean, alternative fuels in captive fleets and kick-starting their large scale deployment.

The Roadmap for the Energy Union also sets out actions on Renewables, including a new Renewable Energy Directive and bioenergy sustainability policy for 2030 and announces a Strategic transport R&I agenda.

The impact assessment for the 2030 energy and climate change framework showed that a cost-effective contribution from transport to the achievement of the 2030 targets, drawing on measures to be adopted by 2020, requires **transport emissions being reduced by 17%-20% below 2005 levels**³⁰.

The 17%-20% range was based on policy assumptions e.g. **tighter CO₂ standards for passenger cars and light commercial vehicles, measures leading to improvements in the fuel efficiency of heavy duty vehicles**, internalisation of local externalities, wide deployment of intelligent transport systems, development of infrastructure for alternative powertrains, **ambitious vehicle taxation reforms to shift to CO₂ based taxation**, the proposal for a revised Energy Taxation Directive, and other soft measures. In addition, a series of enabling conditions were assumed like e.g. the accelerated innovation in biofuels enabling strong emission reduction in transport sectors for which electrification is not possible, substantial R&D in the decade 2020-2030 allowing for the cost of batteries to decrease and great progress to make electric vehicles competitive.

Oil products would still represent about 88% of the EU transport sector needs by 2030 under current trends and adopted policies. Aviation and **heavy duty vehicles would still be highly dependent on oil**. Alternative sources such as electrification and hydrogen are not suitable for these two sectors, especially in the short term. However, advanced biofuels could contribute significantly in reducing the greenhouse gas emissions of aviation; they are the only low-CO₂ option for substituting kerosene.

Check here for the original document: http://ec.europa.eu/smart-regulation/roadmaps/docs/2016_move_046_decarbonization_of_transport_en.pdf



Mir Transporta: The larger the country, the more important the transport aspects of logistics get.

World of Transport and Transportation (Mir Transporta) Journal

World of Transport and Transportation (Mir Transporta) Journal (ISSN 1992-3252) has been published quarterly since 2003 and bimonthly since 2013 by Moscow State University of Railway Engineering (MIIT).

Scientific and review articles, as well as other publications in the Journal refer to developments in transport and transportation sectors, logistics, intermodal interaction, theoretical foundations, fundamental and applied researches, innovations, information and industrial technology advancements in Russia and worldwide in the field of transports, in engineering and economic sciences.

The Journal contains sections published under standing headings: "Theory", "Science and Engineering", "Economics", "Management, Administration and Control", "Safety and Security", "Engineering Ecology", "Education, Training and Personnel", "History's Wheel", "Biblio-Directions", and within some alternate ad hoc sections like "Development Guidelines".

The scope of authors represents different modes of transport, academia, Universities, research organizations, transport administrations and transportation businesses from different Russian regions and foreign countries.

Since 2009 each article in the Journal was followed by English contents, titles, information on the authors, their contacts, key words, and abstracts, and since Volume 13 (2015, Iss.56) each scientific article in the Journal (as well as all other publications) consists of a Russian text and an identical full and structured English text, both accompanied by abstracts, key words, references, and information about the authors.

The Journal is part of a Russian List of leading peer-reviewed scientific journals intended for publication of the results of Ph.D. and D.Sc. theses, as well as of Russian scientific citation index system.

The Journal's circulation is 1000 copies. The Journal is distributed by subscription and delivered by the editor to Russian and foreign technical and transport Universities, most Russian national and regional technical libraries, as well as to a number of foreign libraries, public administrations, transport companies. The Journal is not sold by retail; hard copies can be acquired through editorial office on demand.

The open accessed full texts of the articles (in Russian since 2009 and in English since 2015) as well as the abstracts and key information in English since 2009 are available at the Web site of the Russian scientific electronic library at <http://elibrary.ru> (upon free registration, Russian interface). The full contents of the issues from 2013 is also available at the Journal's page at the site of MIIT University http://miit.ru/portal/page/portal/en/about/media/world_of_transport/issues.

Dr. Boris A. Lievin

Professor, rector of MIIT University and editor-in-chief of World of Transport and Transportation Journal

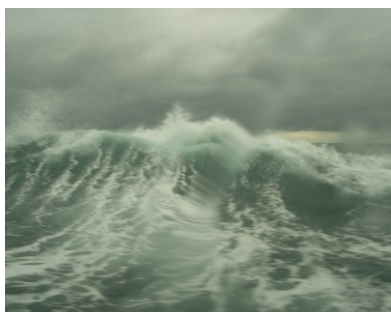
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Founded in 2003 by Moscow State University of Railway Engineering (MIIT) Editorial council: Boris A. Lievin , D.Sc. (Eng), professor of Moscow State University of Railway Engineering, chairman Boris V. Gusev , corresponding member of the Russian Academy of Sciences, deputy chairman Valentine I. Galahov , D.Sc. (Eng), professor of Moscow State University of Railway Engineering, executive secretary Ivan S. Besedin , Ph.D. (Eng) Fedor S. Gomanov , Ph.D. (Eng), professor of Moscow State University of Railway Engineering Alexander A. Gorbunov , D.Sc. (PhD), professor of Moscow State University of Railway Engineering Nikolay A. Dulno , LL.D., professor of Moscow State University of Railway Engineering Dmitry G. Evseev , D.Sc. (Eng), professor of Moscow State University of Railway Engineering Leonid A. Karpov , Ph.D. (Eng), professor of Moscow State University of Railway Engineering Vladimir I. Kolesnikov , member of the Russian Academy of Sciences, professor of Rostov State University of Railway Engineering Constantine L. Komarov , D.Sc. (Eng), professor of Siberian State University of Railway Engineering Bakytzhan M. Kuanyshov , D.Sc. (Eng), professor of Kazakh Academy of Transport and Communications Boris M. Lapidus , D.Sc. (Econ), professor Valery P. Mal'tsev , D.Sc. (Eng), professor of Moscow State University of Railway Engineering Leonid B. Minin , D.Sc. (Eng), professor of Moscow State Automobile and Road Technical University Natalia P. Tereshina , D.Sc. (Econ), professor of Moscow State University of Railway Engineering Tran Duc Suu , D.Sc. (Eng), professor of the University of Transport and Communications (Hanoi, Vietnam)	
THEORY	
<i>Vladimir V. OKREPILOV</i> Increasing Sustainability of Life Development on the Basis of Economics of Quality.....	6
<i>Peter S. ANISIMOV</i> Dynamic Features of Standard Tank Cars on Curved Track Sections.....	22
<i>Tatiana V. SHEPITKO, Grigory I. NAK</i> System Engineering Approach to Operational Reliability of a Railway.....	32
<i>Valentine V. VINOGRADOV, Yuri A. BYKOV, Nikolay I. KOVALENKO</i> Determining Parameters of Dynamic Impact in the Plate of Ballastless Track.....	38
SCIENCE AND ENGINEERING	
<i>Alexander K. GOLOVINICH</i> Conceptual Basis for Development of 3D Station Engineering Model.....	46
<i>Alexei A. LOKTEV, Valentin V. VINOGRADOV, Vitaly A. BUCHKIN</i> Models of Interaction of Wheel and Rail at High Speed.....	54
<i>Valentin I. KISELEV, Evgeny V. SLIVINSKY, Sergey Yu. RADIN</i> Modernization of Fans of Diesel Locomotives Cooling System.....	62
<i>Lyubov M. ZHURAVLEVA, Yulia A. NIKULINA, Anna C. LEBEDEVA</i> Prospects of Graphene Nanoelectronics.....	72
ECONOMICS	
<i>Valery S. LUKINSKIY, Anna V. STRIMOVSKAYA</i> Choice of Supply Chain Options in Multimodal Traffic.....	80
<i>Olga V. EFIMOVA, Dmitry I. MUREV</i> Justification of Effectiveness of the CRM System.....	90
<i>Cyril S. CHUMLYAKOV</i> Process Model for Economic Integration.....	110
<i>Valery M. KURGANOV, Vicente G. MORALES</i> Logistics of Export Shipments from Ecuador.....	120



Laurence Sterne (1713 – 1768) was an Irish novelist and an Anglican clergyman. He is best known for his novels *The Life and Opinions of Tristram Shandy, Gentleman* and *A Sentimental Journey Through France and Italy*; but he also published many sermons, wrote memoirs, and was involved in local politics. (Wikipedia)

Portrait by Joshua Reynolds.

Photos (2, on location):
Martin Brandt



Classic text – Laurence Sterne (*“Tristram Shandy”, 1765*): **Crossing from Dover to Calais**

Pray captain, quoth I, as I was going down into the cabin, is a man never overtaken by *Death* in this passage?

Why, there is not time for a man to be sick in it, replied he---What a cursed lyar! for I am sick as a horse, quoth I, already---what a brain!---upside down!---hey dey ! the cells are broke loose into one another, and the blood, and the lymph, and the nervous juices, with the fix'd and volatile salts, are all jumbled into one mass---good g--! every thing turns round in it like a thousand whirlpools---I'd give a shilling to know if I shan't write the clearer for it---

Sick ! sick ! sick ! sick !---

--When shall we get to land ? captain---they have hearts like stones---O I am deadly sick !---reach me that thing, boy---'tis the most discomforting sickness---I wish I was at the bottom---Madam ! how is it with you ? Undone ! undone ! un--- O ! undone! sir---What the first time?---No, 'tis the second, third, sixth, tenth time, sir,--hey-day---what a trampling overhead !--hollo ! cabin boy ! what's the matter---

The wind chopp'd about ! s'Death !---then I shall meet him full in the face.

What luck !---'tis chopp'd about again, master---O the devil chop it---

Captain, quoth she, for heaven's sake, let us get ashore.

CHAP. III.

It is a great inconvenience to a man in haste, that there are three distinct roads between Calais and Paris, in behalf of which there is so much to be said by the several deputies from the towns which lie along them, that half a day is easily lost in settling which you'll take.

First, the road by Lille and Arras, which is the most about---but most interesting, and instructing.

The second that by Amiens, which you may go, if you would see Chantilly---

And that by Beauvais, which you may go, if you will.

For this reason a great many chuse to go by Beauvais.

“The Life and Opinions of Tristram Shandy, Gentleman”, VOL. VII, (excerpt from chapter II, chapter III), London MDCCCLXV (1765). Subtitle: “Non enim excursus hic ejus, sed opus ipsum est.” (Plin; “For this is not a digression from it, but the work itself.”)

The novel, experimental in style, pretends to be an autobiography. It digresses into anything the author mentions. Vol. VII mocks the then popular travel writings.



Carl Eugen, Duke of Württemberg (1728 – 1793), was a long-term autocratic ruler of the mid-size German State of Württemberg, reigning from Ludwigsburg and Stuttgart. Often at odds with parliament and administration, he certainly wrote his extensive travel diary with future readers in mind.

The travel diary was first published in 1968 by Wunderlich Verlag (*"Tagebücher seiner Rayßen..."*), edited by Robert Uhlend.

Portrait at Ludwigsburg Castle.



Carl Eugen, Duke of Württemberg ("Travel Diaries", 1789): From Paris to London via Calais and Dover

Saturday, the 21st of February.

Our set departure for London was at 6 o'clock in the morning. We took the usual route on the major country road, had lunch in Clermont and arrived in Amiens in good time in the evening. Supper was taken at 7 o'clock and then we retired for the night.

Sunday, the 22nd of February.

At half past 5 in the morning we settled into the carriage, ate lunch in Montreuil sur Mer and safely arrived in Calais at 8 o'clock in the evening. The necessary arrangements for tomorrow's journey to Douvre were made, we had an early supper and went to bed.

Monday, the 23rd of February.

Early in the morning the ship's captain came and announced that the departure would be at 9 o'clock. The Duchess and I were on board precisely at the announced time of departure. The embarking occurred in a fine breeze and good weather. Apart from the fact that the Duchess soon started to suffer from seasickness, we sailed smoothly for the first two hours. Soon thereafter a storm-like gale came up; the weather became stormy and caused the ship to roll to one side again and again. This unpleasant sensation made me and most of the other passengers very sick to our stomachs, which continued until we entered the harbour of Douvre. Danger lurked on the very passage into the harbour, the story of which was as follows. The heavy storm chased our ship at great speed. The captain made the mistake to judge the waters in the harbour deeper than they really were, navigated the ship with great force onto a sandbank, thus causing damage to it. Since the ship was stuck on this sandbank, the storm pushed the strong waves across the ship, forcing most of it under water. At the same time, and against the crew members' will, the sails pushed the ship against the pier with such force that it suffered serious damages anew. The ship's captain and the rest of the crew lost their heads, and so we were abandoned to our fate for quite a while until the crew members finally regained composure, row-boats were sent out to the ship, we hurriedly climbed in and were taken ashore. Some time later the ship sunk yet no one was hurt and none of the equipage was lost.

I begged the Duchess, whose fate was most dear to me due to the tender feelings I harbour for her, to leave the ship as soon as possible. Though she was awfully ill, she followed so quickly that she threw herself into the bark the same way she had got out of bed, i.e. she forgot to get dressed.

At two o'clock we arrived at the inn in Douvre. The first thing to do was to get dry and change clothes. In the early evening hours I sent a note to Stuttgart so that they would not be shocked by a false alarm. At 6 o'clock we ate supper and went to bed, thanking God for having saved us so blessedly from these evident hazards.

Tuesday, the 24th of February.

At 6 o'clock we departed, ate something for lunch in Rogester and arrived safely in London at 4 o'clock in the afternoon.

Next Dates

June 2016

Workshop on maritime transport: North Sea vs. Mediterranean ports

Sestante (Confindustria Ravenna) organizes this public workshop in Stuttgart with Open ENLoCC members ITL and KLOK.
Stuttgart/Kornwestheim, June 29.

Maritime Transport Conference

The Maritime Transport Conference, organized by the Universitat Politècnica de Catalunya BarcelonaTech will cover areas like Ships and Navigation, Maritime Education and Training, Human Element, Shipping Business, Ports.
Barcelona, June 27-29.

July 2016

World Conference on Transport Research

The World Conference on Transport Research has been held every three years since 1977. The aims of the conference are to offer a unique opportunity to bring together experts in all aspects of transport research, from all parts of the world and to stimulate the exchange of ideas in the broad field of transport research. Topics include: Transport Modes – General; Freight Transport and Logistics; Traffic Management, Operations and Control; Activity and Transport Demand; Transport Economics and Finance; Transport, Land-use and Sustainability; Transport Planning and Policy; Transport in Developing and Emerging Countries.
Tongji University, Shanghai, China, July 10-15.

ALICE Mirror Group

The group meets once or twice per year to mirror the work of ALICE, the European Technology Platform (“ETP”) on transport.
Milton Keynes, United Kingdom, July 06/07.

August 2016

Transporteffektivitätsdagen

Keynotes in English by Lauri Ojala, Professor of Logistics (Turku School of Economics) and Cathy Macharis, Professor of Transport and Logistics (Vrije Universiteit Brussel).
Gothenburg, August 25.

September 2016

Electric Vehicles for Freight

Study visit of FREVUE project at Transport for London. Participation via POLIS network (gbarrera@polisnetwork.eu).
London, September 7-8.

21st Logistics and Research Network (LRN) Annual Conference

The 2016 LRN conference focuses on work involving ethical issues in relation to supply chain management and logistics operations. The conference aims to demonstrate the current, promising research work within the theme in terms of its trends, challenges, and opportunities, so as to discover and explore new research directions for the research community and the practitioners.
Hull (UK), September 7-9.

Baltic Ports Conference 2016

The conference will focus on topics concerned with sustainable solutions for ports, shipowners in pursuit of zero emissions and Baltic environmental regulations. Another key point to be discussed at the event is the strengthening of regional cooperation

in the Baltic region. Furthermore, the participants will examine the state of the economy and trade in the Baltic Sea area, as well as the shipping and port market. Topics of comprehensive ports and port regulations will also be featured.
Helsinki, September 08/09.

2nd International BME/VDV Intermodal Congress

Development of world trade, management of hinterland transport, positioning of sea ports, importance of rail connections to sea ports, size of needed terminals, and more.
Hamburg, September 15/16.

Innotrans 2016

InnoTrans is the leading international trade fair for transport technology and takes places every two years in Berlin. Sub-divided into the five segments Railway Technology, Railway Infrastructure, Public Transport, Interiors and Tunnel Construction, InnoTrans occupies all 41 halls available at Berlin Exhibition Grounds. The InnoTrans Convention, the event's top-level supporting programme, complements the fair.
Berlin, September 20-23.

2nd Annual Egypt Ports & Waterways Summit

This event targets at issues around maritime transport in Egypt. Since the Suez Canal is a main artery of the European economy, it may be interesting to learn how these questions are viewed on the spot. The agenda can be downloaded via the event's web site at <http://www.egyptportsandwaterways.com>.
Cairo, 20-22 September

Development Trends in Transport Systems

The conference is devoted first of all to considering complex problems and revealing innovative trends which are common for most modes of transport. With hindsight to goods transport and logistics, the panels and round tables include: Innovations in transport – main sectors of research and interaction between science and business, Logistics and transport interaction, Intelligent transport systems and digital technologies, Economic and non-economic transport effect, and many others.
Moscow State University of Railway Engineering (MIIT), September 26/27.

Shortsea 2016

European Conference. Topics are: Shortsea Shipping Markets, Shortsea Shipping Demand, European Environmental Regulations, Transport Policies and Financing, Training Activities.
Port of Barcelona, September 29/30.

October 2016

44. European Transport Conference

The European Transport Conference, organized by the Association for European Transport will cover areas like Urban Mobility, the challenges posed by increasing examples of extreme weather conditions, planning for the safety and security of transport infrastructure and of interchanges, equity in transport, the role of ICT on spatial and transportation patterns, what is the future for the accessibility and connectivity of rural areas?, developments in large-scale models and databases, national travel surveys, developments in electric vehicles and car-sharing and transport and tourism.
Barcelona, October 5-7.

OPEN DAYS 2016

187 regions and cities from 28 countries, grouped in 22 regional partnerships, with 6000 participants, are joining forces to contribute to the European Week of Regions and Cities programme. The majority of the 22 regional workshops will focus this year on 'sustained and sustainable economic growth' (Theme 1). In addition, 38 workshops will be held at the meeting place (organised by the European Committee of the

Regions, other partner institutions, networks and associations) and about 65 set up by the European Commission.

In 2015 there was no explicit urban warehousing, freight distribution or goods transport theme, but in many topics this could (or perhaps should) be an issue.

Brussels, October 10-13.

11th China (Shenzhen) International Logistics and Transportation Fair

China (Shenzhen) International Logistics and Transportation Fair (CILF) is the leading logistics and transport expo in Asia for logistics service, SCM, port and shipping, transport, IT solutions, mobility, air cargo, material handling and beyond, with expected 1,400 exhibitors from over 40 countries and 110,000 visits from more than 70 states and regions.

Shenzhen, October 12-14.

Annual MOBI seminar on transport indicators

The mantra “to measure is to know” is repeatedly used in the context of scientific research. From a policy viewpoint, this translates in “what gets measured, gets managed”. However, as practice demonstrates, developing applicable indicators can prove to be quite challenging in the context of sustainable mobility and logistics. MOBI will explore the challenges involved in developing transport indicators and illustrate how indicators can be used to measure a variety of aspects within the transport system. From dashboards to monitor urban freight transport solutions, over tools that allow to empower citizens to measure indicators on sustainable mobility, to indicators for electromobility policy in Flanders and Brussels.

Brussels, October 13.

33rd International Supply Chain Conference (“BVL-Kongress”)

Driving Change – a fundamental idea behind the International Supply Chain Conference is and was to disseminate publicly logistics knowledge of experts to the general public. From the start, establishing a platform for making business contacts and initiating business deals played an important role. Furthermore, a multiplicity of meeting points and corporate lounges enrich the possibilities to do and see.

Berlin, October 19-21.

Trans Ukraine

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

Odessa, October 19-21.

November 2016

FERRMED CONFERENCE: Trans-Eurasian Railway Connections and Multimodal Links in EU and Neighbouring Countries

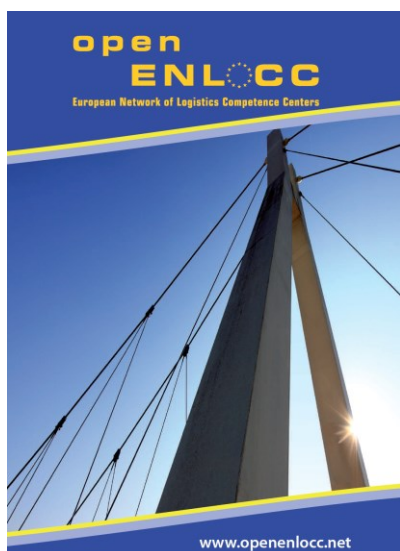
The focus of this Conference will be the socio-economic development of the Eurasian Vector, through the enhancement of the Railway transportation system from China to Western Europe, including the required multimodal links. Recommendations of most suitable EU Corridors to be adapted to Trans-Sib requirements and Eurasian flows competitiveness will be presented. Key experts from all over the world will examine these matters in depth.

Brussels, November 12.

10 years of Open ENLoCC

Afternoon meeting debate and celebrate with Open ENLoCC members. The core will be a series of “Pecha Kucha” presentations (i.e. 20 powerpoint slides, each presented for just 20 seconds), in which each institution will present itself and its relation to regional logistics.

Brussels, November 17.



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 the international exchange of experience and knowledge between its participants and the 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. The dissemination of the results from network activities and of the the best practices take place on a wide scale.

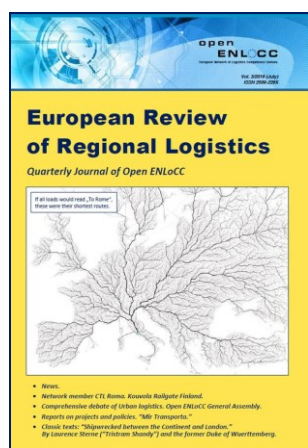
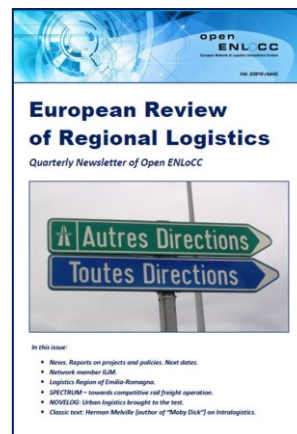
As per March 2016, the European network of regional logistics competence centers Open ENLoCC has the following members:

- CMS, Centre for Maritime Studies of Brahea Centre at the University of Turku, Finland.
- CRITT Transport et Logistique, Le Havre, France.
- CTL, Centre for Transport and Logistics of the University of Rome La Sapienza, Roma, Italy.
- Amt der Kärntner Landesregierung, Klagenfurt, Austria, for former member Entwicklungsagentur Kärnten, EAK.
- i-Fret, Innovation platform i-Fret for freight logistics, Dunkerque, France.
- ILiM, Institute of Logistics and Warehousing, Poznan, Poland.
- ITL, Institute for Transport and Logistics Foundation, Bologna, Italy.
- KINNO, Kouvola Innovation Oy, Kouvola, Finland.
- KLOK Kooperationszentrum Logistik e.V., Kornwestheim / Stuttgart, Germany.
- LCS, Logistik-Cluster Schwaben (LCS) e.V., Augsburg, Germany.
- Logistics in Wallonia, Liege, Belgium.
- Mah, Malmö University, Department of Urban Studies/Transport Management, Malmö, Sweden.
- MOBI, Vrije Universiteit Brussel – MOBI (Mobility, Logistics and Automotive Technology Research Group) Brussels, Belgium.
- MoWiN.net e.V., Kassel, Germany.
- NewRail, Newcastle University, Great Britain.
- UM, University of Maribor, Faculty of Civil Engineering – Transport Economics Centre, Maribor, Slovenia.
- WRS, Wirtschaftsförderung Region Stuttgart GmbH, Stuttgart, Germany.

Contact persons:

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



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