



Dear Members and Friends,

The assembly of large commercial airplanes is not only a technological masterpiece but also a logistics challenge. We see components, manufactured in Napoli, loaded on board of a special airplane, to be integrated into the newest generation of jets in Toulouse or Hamburg. An example of a logistic chain which connects Europe to ensure world-wide competitiveness.

In early 2015, the European Network of Regional Logistics Competence Centers "Open ENLoCC" is pleased to send out a new version of its Newsletter. As always, there is plenty of news:

- ALICE recommendations for the Horizon 2020 work program.
- Presentation of member "Logistics in Wallonia".
- Network News from Open ENLoCC partners and their projects.
- New member NewRail from Newcastle.
- Next dates.

Best regards

Martin Brandt
Secretary "Open ENLoCC"

ALICE Recommendations to H2020 Work Programs 2016-2017, December 2014

ALICE, Alliance for Logistics Innovation through Collaboration in Europe, is the **European Technology Platform for Logistics**, launched on June 11, 2013, and receiving official recognition from the EC in July 2013. It has been set-up to develop a comprehensive strategy for research, innovation and market deployment of logistics and supply chain management innovation in Europe. Following its mandate, ALICE is providing recommendations for the next Horizon 2020 Work Program 2016-2017 of the European Union.

After a process of consensus building, the ALICE platform came out with **recommendations** in the following fields:

Program Section: Smart, Green and Integrated Transport

Logistics

1. Identifying opportunities of the Physical Internet (2016).
Very High Priority.
2. Improved Transshipment Points (terminals, city-hubs, ports) (2016).
Very high Priority.
3. Towards the Physical Internet: Corridors and hubs (2017).
High Priority.
4. Network of flexible and collaborative supply chains integrating the opportunities of manufacturing technologies (2017). High Priority.
5. Information Systems Supporting cost and environmental impact reduction (2016). High Priority.
6. Harmonized and accessible data for competitive and sustainable supply chains (2017). Medium Priority.
7. Tools supporting broader and harmonized carbon footprint measurement in logistics and supply chains. (2016). Medium Priority.
8. A research, simulation and testing infrastructure for supply chains in Europe (2017). Priority not discussed by Steering Group.

Urban Mobility/Freight

9. New governance models for urban logistics and Improving synergies between urban freight and passengers transport services (2016).
High Priority.
10. Better adapting vehicles and load units (standardization and modularization) for urban distribution (2016). High Priority.
11. Freight data collection for decision support in urban mobility planning (2017). Priority not discussed by Steering Group.

Program Section: Secure societies

12. Compliance in global supply chains. High Priority.

13. Collaborative chain control strategies for advanced supply chain risk management and resilience. High Priority.

Program Section: Climate Action, Environment, Resource Efficiency and Raw Materials/Waste.

14. Efficient reverse logistics networks. High Priority.

Together with many other institutions, several Open ENLoCC members were individually involved in the discussion process. Open ENLoCC is part of the ALICE mirror group. The recommendations can be downloaded in full from www.etp-alice.eu.

NiKRASA



Our report about introduction of methods to handle non-craneable trailers for intermodal transport like NiKRASA (see Open ENLoCC newsletter III/2014) has caused some debate. The main question was:

“Instead of developing new and rather complex technological solutions, would it not be easier to pass EU legislation which demands all trailers to be craneable?”

However,

- any new legislation takes some years of debate and some more time before it becomes effective,
- it would then take about five more years until a significant number of new trailers becomes available, and five further years until they really become ubiquitous,
- and each of the new trailers would weigh about 400 kg more than today's non-craneable trailers, reducing the maximum payload,
- while even in case of greatest success only a small fraction of all road trips would be substituted by trailers on rail.

Therefore, to the opinion of the editor, an interface technology makes good sense, at least as long as it is somehow economically feasible. A follow up of the debate is most welcome.

Presentation of Open ENLoCC member “Logistics in Wallonia”

- **What is “Logistics in Wallonia”?**



Logistics in Wallonia is one of the six Competitiveness Clusters set up by the Government of Wallonia and committed to a partnership-based approach intended to generate synergies in relation to common projects of an innovative nature. Logistics in Wallonia strive to be the privileged interlocutor for all the actors of Mobility and Logistics in the Region. To do so Logistics in Wallonia structures the partnerships around determined potentials of market and their related technological and scientific fields.

Firmly convinced companies, relevant networking events and activities as well as creative spirits integrating research and innovation are the main components for building an efficient network. Together oriented to the priorities consisting in collaboration, concrete common projects and regional and international visibility, they must enable to develop a virtuous circle of growth.

To achieve its goal Logistics in Wallonia is concretely organized around a Board of Directors composed of business and institutions representatives as well as an 8 persons operational cell.

- **What kinds of members compose Logistics in Wallonia's network?**

With almost 300 members (mainly SMEs) the Cluster achieves the critical mass needed for ensuring competitiveness and international visibility to Logistics in Wallonia's business community, which is composed of:

- transport and logistics companies,
- logistics services providers,
- suppliers which configure the sectors and generally demand innovative approaches from their logistics services providers,
- training and education institutions such as universities and high schools,
- related manufacturers and services providers, offering services and competencies in traceability, safety and security, intelligent transport systems, additional performances (packaging, cool chain...etc.), incl. research centers,
- infrastructure managers,
- and, in addition, several companies developing business in various fields of activities, not specifically linked to mobility and logistics but which can bring a specific added-value to the value chains represented in Logistics in Wallonia's network.

- **How do you bring your members together?**

The activities of the Cluster are numerous and wide-ranging, so as to be able to offer the members places to meet and share knowledge and experiences amongst fellow players in Mobility and Logistics.

Logistics in Wallonia organize more than 30 networking activities a year, including conferences, workshops, company visits, project presentations etc. In 2013 they gathered around 1000 participants from more than 400 companies and institutions.

- **What kind of projects do you do with your members?**

The daily work of Logistics in Wallonia involves organizing a network of dozens of players within the R&D domain, focusing on mobility and logistics issues. The Cluster encourages innovation thanks to a continuous process backed up by a precise methodology oriented towards 'results'!

Before the start of innovative projects, Logistics in Wallonia assists members to identify the needs of the sector in terms of Innovation.

Those which have a high market potential are exploited within concrete projects. Logistics in Wallonia also assists those companies which introduce projects, helping to structure them by finding partners or financing.

Now further down the line. Logistics in Wallonia have also been developing a strong expertise in helping the project instigators and their partners in undertaking their project through the whole of the process. Once a project has been accepted and financed, Logistics in Wallonia supports their team until, once the process has finished, concrete highlighting and promotion of the results the project has generated.

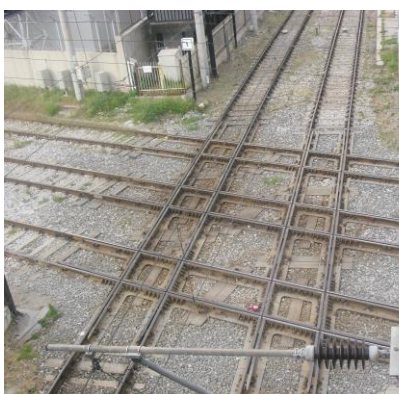
At Logistics in Wallonia we consider Innovation to be a total and integrated process, from the first idea to generating value. It is within this perspective that we support our partners through the various key stages of their development work.

Here are, in a few words, **some examples of granted projects:**

URBANZEN proposes a collaborative solution which will contribute to decongesting urban traffic. It is based on centralizing information from the twin sources of the drivers themselves and communal authorities.

This solution aims to obtain an indication of the existence of black spots from transporters, via a simple and unobtrusive information transmission mechanism, and to put this information alongside computerized communal mobility plans updated in real time by the communal authorities.

GIR: The objective of the GIR project is to provide enterprises, and more specifically safety advisors within the domain of the transport of hazardous goods, with a tool capable of verifying compliance with requirements for the transport of hazardous goods, whichever mode or combination of modes of transport are envisaged. The application will in particular be capable of automatically generating transport documents, safety protocols, packaging labels and the annual activities report, compulsory and on which safety advisors currently spend much time, time which cannot, therefore, be dedicated to safety and security on the ground.



GREENRAIL 2 (research subsidies: 2,776,482.00 EUR): In a context of increasing demand for rail transport in Europe, it is clear that the networks will reach a level of use which is difficult to manage, as is the case in Belgium. This saturation has a negative impact on punctuality, on the smoother running of the traffic and on the quality of service to users. The social climate within rail companies also suffers from this. Ensuring that the traffic runs more smoothly and improving punctuality with a constant concern for energy efficiency thus appear to be crucial for operators. Satisfying this need via the ERTMS standard is thus logical and, above all, profitable in the short term. It is within this framework that Greenrail 2 is taking part in the development of integrated management for rail transport, an innovative concept which covers several criteria such as making the traffic run more smoothly, increasing capacity and managing conflicts with a concern for energy efficiency and interoperability.

- **What do you expect from your membership in Open ENLoCC?**

Open ENLoCC is for Logistics in Wallonia:

- a way to be visible in an international scale and to have access to relevant information related to our specific field of activity.
- a good opportunity to share experiences, practices and knowledge with partners, especially in the view of developing a better expertise on how to fulfill our cluster mission efficiently.
- a way of expressing our need in collaborating and show to our network our preoccupation in spreading Logistics in Wallonia's network abroad.

You want to know more about Logistics in Wallonia's business community and projects? See www.logisticsinwallonia.be

Network News

Open ENLoCC Activities

- **Steering Committee prepares network vision**

The Open ENLoCC Steering Committee has scheduled its next meeting in Frankfurt, hosted by HOLM on March 19. The Steering Committee will in particular work on the preparation of the network vision for the next years to be presented and discussed at the next General Assembly.

- **General Assembly**

The next General Assembly of Open ENLoCC will be held in Portoroz (Slovenia) on May 21/22 upon invitation of University of Maribor and in cooperation with the CO-EFFICIENT project. Please note that Portoroz is located at the Slovenian Adriatic coast.

CRITT-TL

- **WEASTFLOWS:
Discussing innovation for smart and sustainable freight logistics**



Over 120 policy leaders, industry representatives and academics from across the freight logistics sector gathered at a one day conference in Brussels, Belgium on 12 February to discuss solutions to make freight transport more efficient and sustainable.

Hosted by Open ENLoCC member CRITT TL and the Institute for Sustainability, the 'Delivering freight: better, smarter and more sustainably' conference enabled representatives from the logistics industry and public sector organisations to debate delivering sustainable logistics in practice, how ICT technologies can enable better, smarter and more sustainable freight transport, and how policy can support this across NWE and beyond. The conference also marked the end of the four year EU-funded project, Weastflows (West and East freight flows).



Christel Préterre, Weastflows Project Manager, CRITT-TL;
Lord Tony Berkeley, Chairman of the Rail Freight Group;
Astrid Schlewing, Head of Sector Logistics DG-MOVE;
Ed Metcalfe, Research Director, Institute for Sustainability.

Astrid Schlewing, Head of Sector Logistics at DG-MOVE opened the event by outlining the challenges and opportunities for logistics in future policy and how important it is to implement efficient and innovative transport logistics services, at the same time environmentally friendly and socially responsible.

Weastflows, an Interreg IVB NWE project part-funded by the European Regional Development Fund, has brought together 22 partner organisations from the private and public sectors as well as researchers to undertake a range of innovative trials and pilots, which are demonstrating in practice how the industry can improve its environmental footprint while maintaining competitiveness, and sustainable economic growth.

At the conference, the project's results were shared with industry organisations, private sector businesses and transport authorities to help inform and influence the direction of future freight and logistics policy at the European level.

To see the presentations from the conference and find out more about the Weastflows project click <http://www.weastflows.eu/events/>.

HOLM

- **Logistics Business Cooperation with India**



The Fraunhofer Institute for Material Flow and Logistics (IML) and the Indian Business Consultant JCurve jointly established the basis for a future business cooperation in the presence of the Indian Consul (Economic) Sh. Surender Kumar. Prof. Dr. Uwe Clausen, Director of the Fraunhofer IML and Dr. Torsten Fischer, Country Director for Germany for JCurve, signed a Memorandum of Understanding in the Frankfurt House of Logistics and Mobility (HOLM).

With this MoU, both partners are aiming at jointly creating research projects for the benefit of the Traffic and Logistics Infrastructure in India. The Fraunhofer IML is widely renowned as a prime institute for research in all domains related to micro and macro logistics. 190 researchers and 250 doctoral and graduating students are employed in the laboratories and service units of the Institute. Fraunhofer IML also disposes of various references in the planning of logistical and production centers, airports, harbors as well as road-/ rail terminals including the development of effective structure for borderpassing trade and logistics. Since January 2015 the Fraunhofer IML has also started operating from the recently inaugurated Center for Logistics and Mobility at the HOLM, in order to do research in projects on Sales, Logistics, Supply chain Management, Aviation and Mobility.

JCurve and Fraunhofer will have a special focus on mega projects in India such as the "Industrial Corridors" (being developed between megacities such as Mumbai and Delhi as well as Bangalore and Chennai), 100 "Smart Cities" planned by the Modi Government in the near future, "Inland Waterways" development and "Ganga Rejuvenation".

KLOK / LCS

- **LogiMAT**

Open ENLoCC members KLOK, by its Logistics Network Baden-Württemberg, and LCS each had booths on the LogiMAT fair in Stuttgart from February 10 – 12. The intralogistics fair LogiMAT has grown from a regional fair in south-west Germany, serving what probably is the world's largest cluster of intralogistics industry, into a main European event. This year's LogiMAT covered 85,000 m² and had more than 35,000 visitors from the industry. No wonder that LCS and KLOK were not the only exhibitors to claim lively business at their booths.

LCS

- **Management change New cluster manager at LCS**



*Robert Schoenberger handing over
LCS management to Ingrid Eibner*

Since February 2015, Ingrid Eibner is the new manager of the Logistics Cluster Swabia (LCS). Eibner previously worked for over seven years at Open ENLoCC member KLOK and its Logistics Network Baden-Württemberg. Therefore she brings her extensive knowledge of the branch and her vast network of personal contacts to LCS.

Ingrid Eibner took over her tasks from Robert Schoenberger, who managed LCS since its founding in 2011. Mr. Schoenberger became project team leader at Messe München, the host organization of the “transport logistic” fair.

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NewRail

- **NewRail new member of Open ENLoCC**

NewRail, the Centre for Railway Research at Newcastle University, recently became member of Open ENLoCC. Many of you already know Freight and Logistics Research Manager Tom Zunder and also Research Associate Maciej Tumas, who in fact was a founder of Open ENLoCC during his time at the Institute of Logistics and Warehousing (ILiM) in Poznań and is now again working in Newcastle upon Tyne.

- **BESTFACT Workshop – Milan**

NewRail and Gruppo Clas together hosted a workshop arising from the BESTFACT project's Cluster 2 – Green Logistics & Co-modality. (Open ENLoCC member University of Maribor is also partner in the project, www.bestfact.net) Held on December 4 at the Palazzo Stelline in Milan,

"Sustainable and efficient supply strategies and practices for food and consumer goods" attracted an audience of more than 50, from 10 countries.

Moderated by NewRail's Maciej Tumas, the event opened with an address from Marcel Huschebeck of PTV and an institutional speech from Ms. Adriana Pontecorvo, from Assolombarda - the Industry Association of Lombardy. Local expert Enrico Verga then gave a fascinating insight into the geopolitical background to current industry developments.

The morning session took the shippers' perspective on the logistics of high volume FMCG goods, with examples from Tesco, P&G and L'Oreal proving that intermodal solutions can be good not only for the environment, but also for profits - underlining the multi-dimensional aspect of sustainability. Experiences, from rail-based beverages, to a 'green' train carrying 'red' sauce through Italy, were presented against the background of a road-dominated market.

The afternoon brought an academic perspective, with an interesting resumé of trends changing the shape of FMCG networks. Representatives from the Logistics industry showed best practice cases that clearly contribute to the 'greening' of transport operations by increasing the share of rail and barge modes, as well as the latest ICT solutions to support the transfer of food and other time- or temperature- sensitive products.

The workshop concluded with a round table, moderated by Prof. Lanfranco Senn, of Bocconi University, who encouraged a more extended discussion. There was general consensus that environmental sustainability is here to stay and is a perceived value for customers and businesses alike.

- **'Green' deliveries arrive on campus**



*Neil Addison, Head of Procurement;
Bruce Carnaby, Smartfusion Project
Manager;
Tom Zunder, Principal Research
Associate, NewRail
(left to right)*

NewRail staff are behind a new "green" initiative to consolidate on-campus goods deliveries and reduce emissions. Using the electric vehicle (pictured) to deliver goods to the campus at the University's designated nine drop-off zones, the new system will reduce the need for vans and lorries to enter University grounds. Staff will be able to track packages using a bespoke online portal giving them real-time tracking information, as well as view proof of delivery documentation.

Tom Zunder, Rail Freight & Logistics Research Group Manager in the School of Mechanical and Systems Engineering, said: "We aim to reduce vehicle usage on campus by around 25%, which will lead to a cleaner, safer environment for all our staff and students. Additionally, through a consolidated and regular delivery by electric vehicle, we aim to significantly reduce carbon emissions by up to 90 tonnes per year."

The collaboration is co-funded by the EU, Clipper Logistics, Newcastle University and other partners, as part of the Smartfusion project funded by the European Commission 7th Framework Programme.

Pannon Business Network

- **ADB Multiplatform**

The idea of the project “Adriatic - Danube - Black Sea multimodal platform” (ADB Multiplatform) is to develop and promote environmentally friendly, multimodal transport solutions from the ports in the SEE programme area of the European Union (Black Sea, Aegean, and Adriatic) to inland countries and regions along a selected pilot transnational network. This is done by developing and establishing a "multimodal transport development platform", which integrates different regions and stakeholders from the transport business.

Open ENLoCC member Pannon Business Network participates in the establishment of the multimodal transport development platform, which is integrating different regions and stakeholders from the transport business. Main activities are the assessment of existing transport standards and terminal supply, gap analysis, the development of "Corridor quality networks" and "Multimodal Development Centres", harmonisation of existing ICT tools for tracing rail transport and interface with customs, the establishment of "ADB Green Transport Agreements" and common training modules.

The project was supported by the South East Europe Transnational Cooperation Programme of the European Union. Its final conference was held on November 27 in Bari.

- **ClusterPoliSEE**

Many cluster policies and initiatives exist in the South East Europe (SEE) area. ClusterPoliSEE's main objective is to enhance the capacity of regional policy makers to confront, prevent and anticipate change, developing smart specialization strategies for cluster improvement, thus accelerating differentiation and structural change towards a knowledge-based economy. ClusterPoliSEE aims at defining, developing and implementing regional cluster policies as a corollary of the pooling of resources and integration of activities along the global value chain, matching regional competitive advantages with international synergies. The project is supported by the South East Europe Transnational Cooperation Programme of the European Union.

The Working Group “Employment and new jobs creation” sets the cluster policy framework for improving the number and quality of jobs created in clusters. Acting in a reflective and advisory manner for the whole ClusterPoliSEE partnership, the working group of Open ENLoCC member Pannon Business Network Association, Maribor Development Agency and, as coordinator, the North-East RDA Romania, developed a new policy learning mechanism capable to serve as reference on the project web platform.

EU Project Calls

- **Interreg Central Europe Programme**

The first call for project proposals is launched on Thursday, 12 February 2015, open till 13 April 2015. Many of the Open ENLoCC members are in the Programme eligible areas. The call is at two steps and there is a specific transport Priority axis (n. 4) as well as project opportunities for transport and logistics projects in other Axes. More details at: www.central2020.eu.

- **Interreg Europe Programme**

The follow up of the Interreg 4C programme has been launched in Bologna in December 2014. The first calls are expected in Spring 2015. More details at www.interreg4c.eu/interreg-europe.

- **Horizon 2020**

More information from the Bruxelles transport info day held on the February 2, 2015 and on the pending and future calls can be found at http://ec.europa.eu/research/transport/events/infoday2015/documents/programme_en.pdf.

Food for Thought: The Sulphur Question



Crude oil comes with a natural amount of sulphur, which varies a lot among regions. Oil products for use in transport, heating and industry get cleaned of most of the sulphur in the refining process. One way to deal with the **sulphur** is to concentrate it in heavy fuel oil, which is used for power plants and maritime transport. While power plants can (and do) install a SOx Scrubber, sea going vessels have so far burnt the heavy fuel oil legally, causing environmental problems. In the Baltic Sea area, from January 1, 2015, the sulphur limit in ship fuel is 0.1%. That is far below the heavy fuel oil content and even far below most unrefined crude oil content.

Finnlines, a leading short sea operator in the Baltic Sea area, announces (news 3/2014, page 4): “Every shipping company operating within the Baltic and the North Sea must choose one of the four basic options as from 2015:

- Avoid operating in the ECA area
- Switch to LNG (Liquefied natural gas, contains no sulphur)
- Switch to MGO (Marine gas oil, less than 0.1% sulphur)
- Install a Sox Scrubber and continue using HFO (Heavy fuel oil)”

While Finnlines explains that they install scrubbers, the other three options will also be used by part of the maritime traffic. As a result, less sulphur will be burnt in the Baltic Sea area. But the sulphur comes out of the ground with the crude oil. So, where does it end up now? Will heavy fuel oil simply have somewhat higher sulphur content? What are the en-

vironmental effects of that change to the other parts of the world – in the short range and in the long range?

And, to come to a judgment, are these changes of a relevant magnitude? What if more coastal areas introduce such regulation? The answer for sure is not easy.

Next Dates

February 2015



AlpStore Final Conference and Study Trip

Renewable energies provide a major contribution for a sustainable, affordable, and environmental friendly energy supply, not only for electricity but also for heat, cold and transport. Storage solutions are part of a very complex framework to be taken into account for an optimized future energy system. Castle of Bard, Municipality of Bard (Italy), February 26/27.

New Directions in Schematic Mapping

Max Roberts, designer of the “Circles of Brussels” public transport map featured in the Open ENLoCC newsletter III/2014, lectures about his design principles. Brussels, Beursschouwburg, February 27, 17:30.

March 2015

European Cluster Days

Clusters as the driving power of the European Economy. Conference held at the European Parliament in Strasbourg: International dialogue between research and practice to develop clusters and enterprises in Europe. Supporting partners are the European Parliament, the European Union and numerous organizations from France and Germany. Strasbourg, March 18/19.

6th Arctic Shipping Summit

Developments in Arctic Shipping Operations & Infrastructure. Montreal, March 18/19.

LogiMAT China

Intralogistics fair on 10,000 m², featuring materials handling and storage technology, warehousing equipment, loading technology, ICT. Nanjing, March 18 – 20.

Kick-off days for INTERREG V France – Wallonia – Flanders

The kick-off event of the INTERREG France-Wallonia-Flanders program will happen on March 30th and 31st in Mons (Belgium) with the aim of providing operators with new rules related to the application and the setting up of a project. Open ENLoCC member Logistics in Wallonia will attend the event according to its mission of informing its members who need to be supported in the application process under the frame of cross-border calls. Mons, Conference Center MCIX, March 30/31.

SITL – International Week of Transport and Logistics

With leading transport and logistics groups and SMEs and a complete offering in technology, equipment and sites dedicated to logistics, SITL Paris 2015 will be based around 3 specialised programmes: Industrial logistics, the logistics of Dis-

tribution and overseas. 24,000 professionals, 500 exhibitors and 80 countries represented.

Paris, March 31 – April 2.

Intralogistics 2015

is taking place at Paris Porte de Versailles – Pavillon 7.2. With a total surface of 10 000 m², the meeting provides the opportunity to see the latest innovations in materials handling equipment and automated systems.

Paris, March 31 – April 2 in conjunction with SITL.

April 2015

Innovation and Opportunities for Rail Freight in the 21st Century

The event will showcase the outputs of the SPECTRUM (Solutions and Processes to Enhance the Competitiveness of Transport by Rail in Unexploited Markets) project, co-ordinated and managed by Open ENLoCC member NewRail, in the context of European and global rail freight and logistics industries and research arena. It will be open to anyone wishing to attend (subject to availability) and will attract experts from Europe's rail freight and logistics industries. Two parallel sessions include capacity management, innovative vehicle designs and policy and further research plus the Shift to Rail initiative. www.spectrumrail.info.

Paris, UIC's headquarter, April 8.

International conference on maritime transport and logistics

Conference within the EASYCONNECTING IPA Adriatic project, with a focus on the North Adriatic scenarios. Organized by Open ENLoCC member ITL.

Ravenna, April 28/29.

Transport & Logistique Liège 2015

After a successful introduction in 2013, Transport & Logistics Liège became the fair where quantity of services providers, suppliers and technologies providers from across Belgium meet. The Transport & Logistics Fair of Liège is today an inescapable appointment for the logistics sector in Benelux. This 2015 edition will focus on Wallonia as the economic lever of Euregio. In the frame of its partnership with Easyfairs, Open ENLoCC member Logistics in Wallonia will propose a specific program very soon.

Halles des Foires de Liège, April 29/30.

SMILE Final conference

City logistics, urban freight modelling and piloting in Mediterranean cities. Open ENLoCC member ITL is partner of the project.

Valencia, April 2015.

May 2015

transport logistic

The leading international exhibition for Logistics, Mobility, IT and Supply Chain Management presents the entire value chain and the major international market leaders out of the transport and logistics sector. 52.000 trade visitors, 110,000 m² exhibition space and 2,013 exhibitors from 63 countries. Simultaneous events include both Air Cargo Europe and mariLOG.

Most Open ENLoCC members will be present either as exhibitors or as visitors. The Emilia-Romagna intermodal platforms system will be present with an exhibition stand, organized by the Open ENLoCC member ITL. Open ENLoCC member

KLOK will organize the booth of the Logistic Network Baden-Württemberg (LogBW).

München, May 5 – 8.

iCargo Final Event

The European Union Research Project “Intelligent Cargo in Efficient and Sustainable Global Logistics Operations” (iCargo) comes to its end. This session presents the research outcomes including business, technical and pilot demonstration, by world’s leading organizations as DHL, Unilever, ATOS, CGI, etc.

Open ENLoCC member ILiM is partner of the iCargo consortium.

München, transport logistic fair, May 6.

The Port and Maritime Sector: Key Developments and Challenges

The Special Interest Group A2 (Ports and Maritime) of the World Conference on Transport Research Society (WCTRS), co-chaired by Prof. Eddy Van de Voorde (Department of Transport and Regional Economics - University of Antwerp / TransportNET) and Prof. Enrico Musso (Department of Quantitative Methods - University of Genova / TransportNET), will host a two-day international conference.

University of Antwerp, Department of Transport and Regional Economics, May 11/12.

FUTUREMED Final conference

The conference is dedicated to enhancing the competitiveness of port-hinterland systems of the Mediterranean Area with a focus on freight, passenger and tourist traffic. Co-organized by the Open ENLoCC member ITL. Open ENLoCC member University of Maribor is project partner.

Civitavecchia (Italy), May 20.

CO-EFFICIENT conference

CO-EFFICIENT is aiming to advance innovation and already available technologies for energy efficiency and use of renewable resources in operations and production processes of Mediterranean SMEs. Project partners and Open ENLoCC members ITL of Bologna and University of Maribor add the aspects of logistics and transport.

Portoroz (Slovenia), May 21.

10th Open ENLoCC General Assembly

As every year, the Open ENLoCC General Assembly serves as a creative hotspot for presentation and debate of topics and ideas by its members. Besides the Open ENLoCC members, all interested parties are invited by the organizers, hosted by the University of Maribor.

Portoroz (Slovenia), May 21/22, with CO-EFFICIENT conference. Portoroz is located at the Slovenian Adriatic coast.

June 2015

Baltic Logistics Conference

Rostock-Warnemünde, Hotel Neptun, June 11.

The 6th China International Logistics Equipment & Technology Exhibition

Vehicle, Forklift, Internet of things, Automation, Storage systems. With 850 exhibitors on 55,000 m², the fair claims 100,000 visitors.

Guangzhou (“Canton”), June 16 – 18.

The Open ENLoCC newsletter and the Open ENLoCC website depend on your contributions.
Just send your own newsletters, project news and conference invitations to the Secretariat.
The next Open ENLoCC newsletter is scheduled for **June/July 2015**.

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Open ENLoCC is the European Network of Logistics Competence Centres, www.openenlocc.net.

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