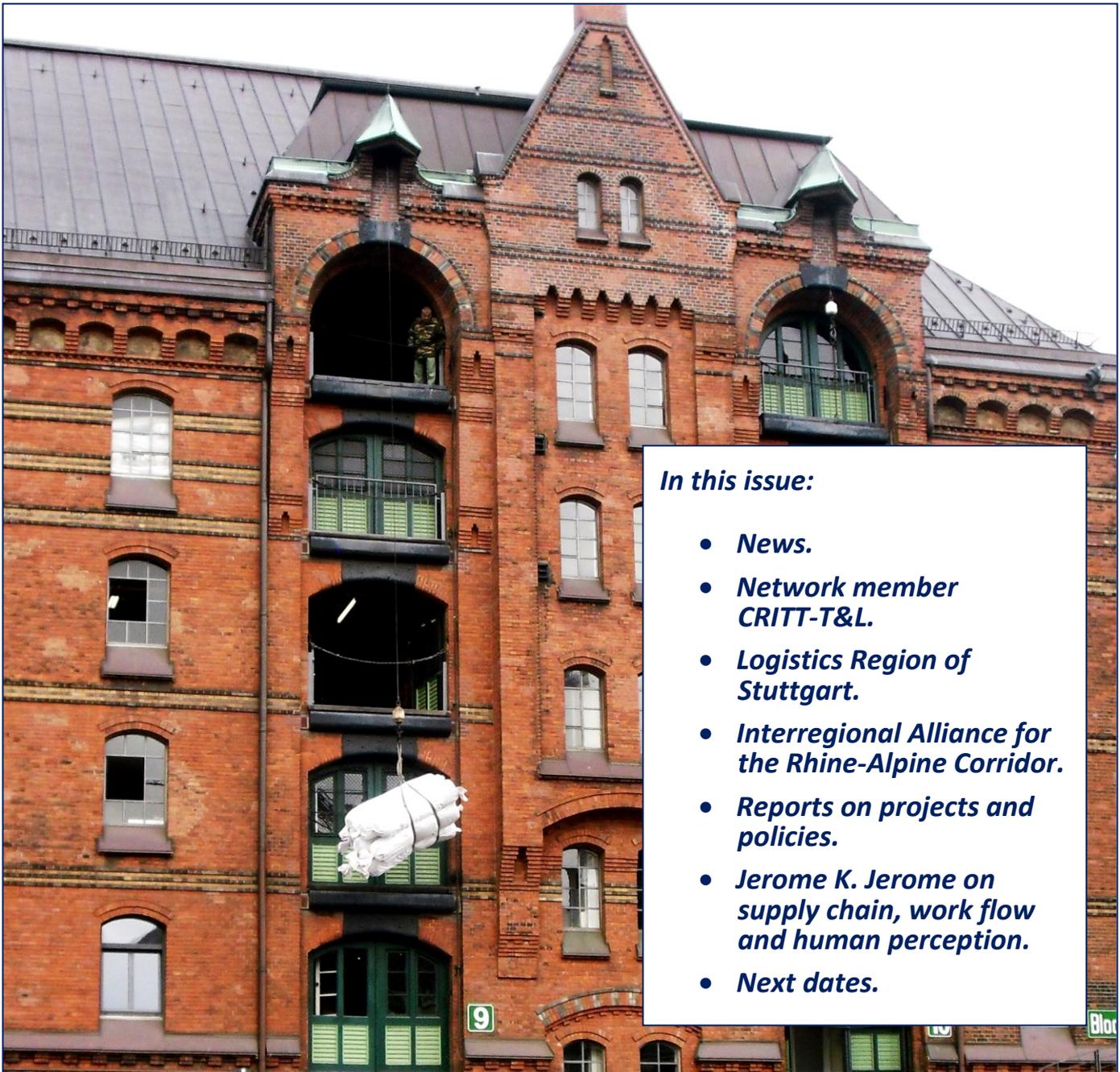


# European Review of Regional Logistics

*Quarterly Newsletter of Open ENLoCC*



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Cover photo: “Please hold the line!” – Traditional warehousing in Hamburg’s “Speicherstadt”. Martin Brandt



## Editorial

Open ENLoCC, the European Network of Regional Logistics Competence Centers, presents another issue of its “European Review of Regional Logistics”, with information about the logistics trends and initiatives around Europe, with specific hindsight to their consequences for the regions of Europe. The “Review” is a keen follower of European projects and policies in the sector, and debates their results from a regional standpoint.

In this issue, we present a wide range of projects that have an impact on logistics in the regions of Europe. Many of our readers are working at or close to interfaces between science, economy and administration. We therefore highlight an approach of the “Interregional Alliance for the Rhine-Alpine Corridor”, which was founded under European law as a so called “EGTC”.

We also present a scientific magazine that is of relevance to our field. Furthermore, we collected interesting news for you, plus a range of dates that may be of relevance.

Of our members, the CRITT-T&L in Le Havre, France, is featured. CRITT T&L is one of the specialized French Regional Centers of Innovation and Transfers of Technologies, with its focus on logistics. Furthermore, Stuttgart Region, home of our members KLOK and WRS, is portrayed with regards to its role in logistics. You can read more about our members in the newly available member presentation brochure, see page 6.

One definition of business logistics speaks of “having the right item in the right quantity at the right time at the right place for the right price in the right condition to the right customer.” This issue’s classic text, from the novel “Three Men in a Boat”, with a twinkling eye clearly shows the enormous potential for optimization, as well as the human factor that may remain in the perception of both the problem and the solution. To be successful, logistics must therefore be understood as a social science.

We, the members of the Open ENLoCC network, invite the readers to give feedback and generally to exchange ideas regarding the field of regional logistics with the network and its members.

**Alberto Preti**

*President “Open ENLoCC”*

December 2015

## Debate

### Open ENLoCC in Social Media

An open debate group “European Review of Regional Logistics” has been founded by Open ENLoCC within the leading social network of professionals, “LinkedIn”: <https://www.linkedin.com/groups/8358374>. Just register and join the debate.

### Low representation of goods transport at ITS Bordeaux

Interesting is the low representation of the freight and logistics sector at the recent ITS World Congress, held October 5 to 9 in Bordeaux (see “News” section), compared to the ITS for passenger mobility. The freight transport sector, despite its so important margins for reducing nuisances and optimizing operations, apparently has to yet discover the opportunities of ITS solutions. Initiated by the sustainable development and transports ministry (MEDDE), France has in 2015 launched an official ‘ITS sector’ whose first actions will be to provide a White Paper (the one presented at the event), catalogue the relevant actors of the sector, create a specific ITS item in the official professional nomenclature and structure the sector on national and regional levels.

I-Fret is specifically active in the structuration of the Nord-Pas de Calais & Picardie regions (soon to become one region) and as a freight specialist active beyond the regional borders. On that account, i-Fret is currently preparing a paper on ‘Interoperability of IT: a competitiveness issue for the freight & logistics sector’ for the annual ITS France Days in January 2016.

#### Anna Melsen

*Coordinatrice de la Plateforme d’Innovation i-Fret,  
Dunkerque, FRANCE*

## News

### ALICE Mirror Group: “Through the Looking-Glass”

The “Mirror Group” of ALICE, the European Technology Platform on Logistics, met again on November 4 outside Lille on the premises of Euralogistic. Euralogistic runs the largest intermodal terminal in northern France, a large freight village on a former coal mining site, plus training and educational activities.

The ALICE mirror group represents about 30 regional institutions in the otherwise industry-driven platform, mostly regional clusters, but also government institutions.

Upon suggestion of the ALICE management, the mirror group members elected three representatives as contact persons with the ALICE work groups. The members expressed the desire that the actual work results would be made available to them before the next meetings, so they could mirror it from their regional and institutional point of view. The next meeting of the mirror group is planned for the summer of 2016.



*Photo: Joffrey Zamba, Euralogistic / ALICE*

### **ITS World Congress Bordeaux**

From the 5th to the 9th of October Bordeaux hosted the 22nd World ITS Congress. This annual event brought together over 10 000 professionals from about 100 different countries to exchange about the challenges, innovations and opportunities in the domain of intelligent transport systems (ITS). The vast program of conferences and round tables was completed by an exhibition on some 25 000 m<sup>2</sup> as well as real-life demonstrations.

In the exhibition the French ITS scene was united under the banner of the newly appointed head association 'ATEC ITS France'. 40 of their members were present: start-ups, expert cabinets, public authorities, associations, universities/schools, SMEs and big groups. Among them was also Open ENLoCC member i-Trans. The i-Trans competitiveness cluster labeled collaborative innovation projects in the domain of intelligent land transports and thus is called upon to accompany ITS-related projects.

One highlight of the Congress, linked to i-Trans action perimeter, was the presentation of the French White Paper for smart mobility and the consequent action program. Another one was the signing, by some 30 national transport ministers, of a manifesto 'ITS against climate change', to be included in the process of the COP21 in Paris in December. /AM

### **Survey on EU financial support to sustainable urban mobility**

The EU Commission has launched a public consultation regarding "Ex-post evaluation of EU financial support to sustainable urban mobility and to the use of alternative fuels in EU urban areas." This includes both passenger and freight issues.

Many if not most Open ENLoCC members have extensive work experience in the field of urban mobility, including EU-funded projects. However, Open ENLoCC will not participate in the survey as an institution. Instead, the members as well as the readers are strongly encouraged to participate and to give their individual and probably most diverse experiences.

It is possible to download the questionnaire as a pdf. This helps in understanding how the questions are linked, so you will know which part of your expertise best gives an answer to which question. Deadline is February 19, 2016. /Ed.

[http://ec.europa.eu/transport/themes/urban/consultations/2015-10-financial-support-to-sustainable-urban-mobility\\_en.htm](http://ec.europa.eu/transport/themes/urban/consultations/2015-10-financial-support-to-sustainable-urban-mobility_en.htm)

### **New projects at Open ENLoCC member CMS, Turku**

Open ENLoCC member CMS is Lead Partner in two recently approved Baltic Sea Region INTERREG projects, ChemSAR and EnviSuM, which will start in January 2016, and also takes part in POLARCODE. [EnviSuM](#) addresses measurement and modelling strategies to assess present and future costs, and health and environmental effects of ship emissions in view of the IMO regulations that entered into force in January 2015.

ChemSAR will create uniform operational plans and procedures for maritime search and rescue, to save human lives in hazardous and noxious substances incidents. See: <http://www.utu.fi/en/units/cms/projects/chemsar/Pages/home.aspx>.

Recently started project POLARCODE focuses on preparations for the implementation of the IMO's Polar Code in Finland. For more information see a recently published NDI Newsletter: <http://www.northerndimension.info/home/50-category-eng/northern-dimension/nd-institute/activities/422-polarcode-increases-safety-in-polar-waters>

### Last mile logistics knowledge hub

The last mile logistics (LaMilo) project published its knowledge hub online, a resource centre which includes the latest research, learning and best practice for a greener transport in cities in North West Europe, e.g. 14 case studies and 35 reports. The knowledge hub has received funding from the ERDF. See <http://knowledgehub.lamiloproject.eu/>



### Open ENLoCC Member Presentation available

The 18 members of the Open ENLoCC network of regional logistics competence centers in Europe present themselves with their specific competences in research, knowledge, transfer and networking. The updated edition of this brochure can be downloaded at [www.openenlocc.net](http://www.openenlocc.net). For the first time, it is also available as a print version. With 44 pages in A5 size, it is available via the individual members or from the secretariat of Open ENLoCC.

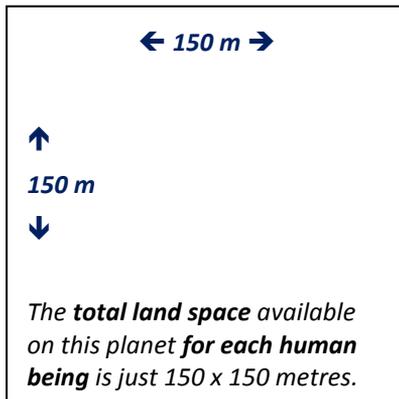
### New projects at Open ENLoCC member MOBI, Brussels

Two new projects in which Open ENLoCC member MOBI participates are confirmed: MOBILITY4EU, in which the goal is to develop a widely supported and consensus-based action plan for mobility and transport in Europe, and EMTechno, which aims to improve the total cost of ownership of energy-efficient drivetrains.

### Duisburg – Istanbul

The town of Duisburg, home of Europe's largest inland port as well as Europe's largest inland container terminal, strengthens its logistics links with Turkey. The existing mix of railway and short sea shipping connections (via Trieste) will get strengthened by harbour operator Duisport's engagement in a bimodal rail-road terminal, located on the outskirts of Istanbul agglomeration, at Gebze near the Marmara Sea.

Besides, the ECoL "Emerging Concepts of Logistic" Summer School on Resilient Urban Industrial Systems was held in Istanbul, August 17 – 22, with the intention to continue in Duisburg in 2016, under the topic "Port of the future". The Summer School is collaboratively organised by Koç University and the University of Duisburg-Essen, and is sponsored by the leading logistics companies Ekol Logistics and duisport.



### Climate strategies in transport and logistics

If all our planet's land mass would be evenly distributed among humans, each person would receive a share of just about 150 x 150 metres. This includes the person's share in deserts, forest, grasslands, agricultural area, housing and industry, as well as transport systems and other infrastructure. Obviously, human behaviour must have a huge influence on the biosphere.

Just in time for the climate summit in Paris, the book 'Decarbonization in the European Union, internal policies and external strategies' is published, edited by Claire Dupont and Sebastian Oberthür of Vrije Universiteit Brussel, with a chapter on transport written by Open ENLoCC member MOBI's Cathy Macharis and Tom van Lier.

### Rail industry needs change in talent hunting

Dr Marin Marinov and Phil Mortimer ( T r u c k T r a i n Developments), on behalf of RailUniNet - Global Network of Railway Universities, put together an article titled "A strong candidate" where they described the need for change in the way railway industry hunts for and retains talents. The article was published in Rail Professional magazine (October 2015) with the aim of sharing RailUniNet's perspectives on rail education and training and how the Network can be of help. Full version of the article is available online: [http://issuu.com/railpro/docs/october\\_issue](http://issuu.com/railpro/docs/october_issue).

### TIDE Policy Guideline

TIDE ("Transport Innovation Deployment for Europe"), a Coordination Action funded by the European Commission's DG Research and Innovation under the 7th Framework Programme for Research and Development, organized by the POLIS network, has issued a set of "Guidelines for Implementers" on mobility topics. No. 7 is about "Clean City Logistics" It gives examples on topics and on how to start regional cooperation about them. Download these and other results here: <http://www.tide-innovation.eu/en/Results/Overview/>.



Pallets for winter decoration:  
Restaurant Linde, Stuttgart-Botnang

### People

Udo Tarmann, until recently logistics expert at Open ENLoCC member Economic Development Agency of Carinthia EAK, in his new job at KWF Kärntner Wirtschaftsförderungsfonds in Klagenfurt (Austria) has been appointed by the State Government as logistics coordinator for Carinthia.

Dr Marin Marinov of Open ENLoCC member NewRail accepted with pleasure an invitation to join the Editorial Board of Railways 2016 (The Third International Conference on Railway Technology: Research, Development and Maintenance), to be held in Cagliari, Sardinia, Italy, 5-8 April 2016.

Dr Marin Marinov has received an appreciation from METRANS, US-based Transportation Center, where he acted as a reviewer. Details: [www.metrans.org](http://www.metrans.org).



## Open ENLoCC member CRITT-T&L.

Open ENLoCC member CRITT-T&L in Le Havre, France, is one of the specialized French Regional Centers of Innovation and Transfers of Technologies.

- **What is CRITT-T&L?**

CRITT T&L is a regional center specialized in Transport and Logistics, which facilitates links between transport and Logistics private users, territorial public bodies and research centres in order to stimulate economic development.

**CRITT's main objective** is to contribute to the development of the Upper-Normandy Region through 3 main fields of expertise:



Work session at CRITT-T&L during Open ENLoCC General Assembly 2013. Photo: Jürgen Schultheis

- ⇒ **We bring expertise and resources in logistics and transfers of technologies** to small and medium-sized companies on the Seine axis.
- ⇒ **We manage innovation projects for industrial and logistics providers** (e.g. feasibility studies, collaborative projects...). We accompany companies and public organisations in finding new innovative projects, in analyzing their feasibility and in implementing them at operational level.
- ⇒ **We experiment with new logistical concepts at European level:**
  - Management or participation in European projects,
  - Financial management of EU projects,
  - Transport and Logistics studies (e.g. infrastructures, flows, port activities...),
  - Benchmarking (cost, transit time, customs...),
  - Modeling, analysis, visualisation and optimisation of all kind of processes through the Flexim simulation software.

- **What networking do you do in your region?**

We work in close collaboration with several regional partners like LSN (Logistique Seine-Normandie), NOVALOG, SEINARI (Innovation agency in Upper-Normandy Region) and IDIT (Institute of Transport International Laws) which allows us to cover a large territory in Upper-Normandy.

We are also developing several projects with Port of Le Havre and Port of Rouen.

We try to enhance collaboration between research centers and SMEs so we are networking with these specific stakeholders in our region.

- **What kind of projects do you do?**

Some examples of projects that CRITT is developing in its main areas of expertise :



Photo: CRITT T&L

### Technology transfer in the integration of traceability solutions

**KUSMI Tea:** Process standardization of the brands and relocation of its warehouse. In this project, CRITT T&L is responsible for defining the optimal process set up in the new warehouse and interactions with the production, for writing the specifications of the WMS (warehouse management software), for launching the tender and for modelling and optimizing critical processes.

### Project management in Research Development Logistics

**RORO Max:** Supported by the State and the Region Haute-Normandie, RORO Max is an innovative project aiming at increasing the competitiveness and development of the roll on-roll off traffic terminal in Le Havre. This collaborative approach to quality improvement is to optimize the overall activities of the roll on-roll off terminal: better management of physical flows at the terminal and administrative process, offering new services to customers, use of innovative technologies, management and reorganization of infrastructure.

### Consulting in logistics optimization (mapping tools, 3D simulation)

**WEASTFLOWS** (co-financed by the Interreg IVB NWE programme) has explored ways of improving freight logistics operations to help address the growing issues of traffic congestion, bottlenecks and available capacity in North West Europe. It has been approved by the INTERREG Programme as a Strategic Initiative to lobby at high policy level, raise awareness and disseminate project outcomes and key messages to influence future thinking and policy orientations.

In particular, the project has undertaken:

- ICT and telematics demonstrators to encourage modal shift of freight from road to more sustainable modes including rail, short sea and inland waterways.
- Extensive mapping work about all transport infrastructures in the North-West Europe area for all modes of transport.
- Development of an interactive GIS webmapping platform that includes details of existing freight transport infrastructure and planned upgrades across all modes.
- Development of a Sustainable Gateway concept and Guidelines and demonstration of this concept through the added value of collaboration within key players in the freight and logistics communities.



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#### • What do you expect from your Open ENLoCC membership?

Being a member of Open ENLoCC gives us the opportunity to make contacts with other stakeholders with an expertise in transport and logistics and exchange information, knowledge and best practices. It also allows us to meet potential partners and exchange on opportunities to develop and submit EU projects. Finally, it is a great opportunity for CRITT to lobby at high-level and be more visible to the European Commission.



*Automotive past and present:  
The Daimler Museum.*

## The Stuttgart Logistics Region

Situated at the heart of the federal state of Baden-Württemberg in the southwest of Germany, the Stuttgart Region comprises the City of Stuttgart (the state capital) and its five surrounding districts. With a population of 2.7 million, the area boasts a highly advanced industrial infrastructure and enjoys a well-earned reputation for its economic strength, cutting-edge technology, and exceptionally high quality of life.

The Stuttgart Region is the birthplace and home of Gottlieb Daimler, who invented the motor car at the end of the 19th century. Even today, vehicle design and production as well as engineering in general are a vital part of the region's economy. Besides its traditional strengths, the Stuttgart Region is also well known for its strong creative industries and its enthusiasm for research and development.

All these factors make the Stuttgart Region one of the most dynamic and efficient regions in the world – innovative in approach, international in outlook.



*Industry, valleys and vineyards:  
The Stuttgart Region.*

## Regional Organisation

Founded in 1994, Verband Region Stuttgart (association of local authorities within the Stuttgart Region) works hand in hand with other institutions to ensure the area's international competitiveness, and to coordinate collaboration between local towns and districts. The region is the first in Germany to have its own directly elected parliamentary assembly, making for fast, effective decision-making on local issues.

Verband Region Stuttgart performs important future tasks in the areas of local public transport, regional planning and business development. In order to fulfil its tasks, Verband Region Stuttgart is involved in a number of different companies, such as the Stuttgart Region Economic Development Corporation.

## High-Tech economy meets international corporations

The Stuttgart Region is one of the leading economic areas of the world. The world or German headquarters of global players such as Daimler, Porsche, Bosch, IBM or Hewlett-Packard are based in the region. However, what characterizes the Stuttgart Region best is the well-balanced mix of global brands and extremely innovative, medium-sized companies. Both are highly export-oriented: in fact, the region's manufacturing companies generate more than half of their sales abroad.

The Stuttgart Region has a unique cluster of automotive manufacturers, component suppliers, engineering service providers, and research facilities. With its pioneer work in the fields of fuel cell technology, electro mobility, IT for cars, and virtual reality, the region consistently sets standards within the scientific community. Consequently, the Federal Ministry of Transport has granted the Stuttgart Region the status "Model Region for Electro Mobility".

*Electric car, Stuttgart Region.*



Stuttgart Region Economic Development Corporation (WRS) cooperates closely with universities, research establishments, and companies to promote regional economic development. Activities focus on those industrial sectors in which the region has established particular strengths.



Tri-modal links to the world:  
Terminal in Stuttgart harbor.

### Excellent transport links in the region and across Europe

The Stuttgart Region's excellent transport and telecommunications infrastructure, together with its central location, gives enterprises easy, direct access to markets in western and eastern Europe.

The Stuttgart Region has excellent links to the German motorway and European high-speed rail networks. Some 12 million people live within a 100-kilometre radius of the city. Container-loading terminals in Stuttgart and Kornwestheim provide access to Germany's and Western Europe's inland waterways.



Air cargo charter, Stuttgart airport.



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Stuttgart's international airport not only provides rapid links to the economic centres of Germany, but also to major cities in Europe and overseas. Flights depart regularly to over 120 destinations in more than 40 countries.

### Specific function of logistics

While the Stuttgart Region, due to its location and connections, like other regions in south-west Germany, in logistics makes a great central location for Europe-wide distribution, its true regional logistics function is twofold:

The industry with its world-wide connections needs supreme logistics, which results in a regional logistics cluster that is competent far beyond the needs of trade and households.

The machinery and automotive industry in the Stuttgart Region is a main supplier for the world wide logistics industry. Stuttgart and the surrounding German state of Baden-Württemberg are among the world market leaders in this field.



## Interregional Alliance for the Rhine-Alpine Corridor founded as “EGTC”

The Rhine-Alpine corridor is a main European transport axis and one of nine European “core network corridors” defined by the EU. On 24 April 2015, the “Interregional Alliance for the Rhine-Alpine-Corridor EGTC” was founded in Mannheim. Thirteen founding members from Italy, the Netherlands and Germany signed the Convention. Important logistics actors such as the Port of Rotterdam and the Port of Duisburg are counted among the members, as well as cities and regions along the Corridor. Meanwhile the Port of Antwerp, the City of Mainz and Canton Basel-Stadt have been admitted as new members.

A development strategy for the Corridor has been jointly elaborated during the project CODE24. The findings as well as the corresponding measures and actions shall now be implemented with joined forces by the EGTC, “European Grouping of Territorial Cooperation.”

### What is an “EGTC”?

“The EGTC is an European legal instrument designed to facilitate and promote cross-border, transnational and interregional cooperation. Unlike the structures which governed this kind of cooperation before 2007, the EGTC is a legal entity and as such, will enable regional and local authorities and other public bodies from different member states, to set up cooperation groupings with a legal personality. For example, an EGTC or EGTC members can be:

- Member States
- Regional or local authorities
- Associations
- Any other public body

The EGTC is unique in the sense that it enables public authorities of various Member States to team up and deliver joint services, without requiring a prior international agreement to be signed and ratified by national parliaments. Member States must however agree to the participation of potential members in their respective countries. The law applicable for the interpretation and application of the convention is that of the Member State in which the official EGTC headquarters are located.” *Source: EU commission. [http://ec.europa.eu/regional\\_policy/de/policy/cooperation/european-territorial/egtc/](http://ec.europa.eu/regional_policy/de/policy/cooperation/european-territorial/egtc/)*

*Railway junction in Upper Rhine valley: Transport infrastructure along the Rhine-Alpine corridor is heavily utilized by both passenger and freight traffic.  
Photo: Ed.*

The European Grouping of Territorial Cooperation “Interregional Alliance for the Rhine-Alpine Corridor EGTC” shall continue the strategic initiative of CODE24 for the securing of a long-term partnership and cooperation beyond the limited INTERREG project period. In order to facilitate transnational cooperation between the partners along the axis and to





The Rhine Valley is a main European transport corridor. Photo: Ed.

manage the complex challenges of this corridor development, the “Interregional Alliance for the Rhine-Alpine Corridor EGTC” was established in 2015. The common strategy for the development of the Rhine-Alpine Corridor as presented by the CODE24 partners provides the outlook for the future tasks of the EGTC.

Since the Rhine-Alpine Corridor can be looked upon as a spatially coherent axis with a multitude of common interests and interrelations between its single regional areas, there is a wide marge de manoeuvre for cooperation. A European Grouping for Territorial Cooperation (EGTC) has been chosen as the appropriate form to join forces and to speak with one voice for its members. Thus, this EGTC representing the local and regional level should be considered the elemental stakeholder contributing to the joint development of the Rhine-Alpine Corridor as part of the Trans European Network. The cooperation between the partners within the Corridor is therefore a meaningful approach for jointly tackling future challenges and developing the Corridor for the sake of its inhabitants.

### Mission: Aims and Objectives

The main objective of the EGTC is to facilitate and promote the territorial cooperation among its members and to jointly strengthen and coordinate the territorial and integrated development of the multimodal Rhine-Alpine Corridor from the regional and local perspective.

The objectives and tasks of the EGTC as agreed by the founding members are:

- Combining and focusing the joint interests of its members towards national, European and infrastructure institutions.
- Evolution of the joint development strategy for the multimodal Rhine-Alpine Corridor.
- Directing funds to corridor related activities and projects.
- Improving the visibility and promotion of the Corridor.
- Providing a central platform for mutual information, exchange of experience and encounter.



**Jörg Saalbach**  
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#### Mr. Saalbach, why did you chose an EGTC as legal form?

For cooperation between European partners a European legal form has been judged as more appropriate than any national legal form.

#### What is your experience with this legal form? How does it operate with more than a dozen members?

It is a rather complicated procedure to set up an EGTC. But it can be stated already after a few months of existence that an EGTC is a “door opener” and it reinforces the visibility and appreciation of the organisation. There are EGTC’s with more than 100 members, so it is not a problem to cooperate in a network of the size of the “Interregional Alliance for the Rhine-Alpine-Corridor EGTC”.

#### What is your next step?

According to the EU-Regulation for EGTC, an EGTC can operate as sole applicant and beneficiary of EU-funds. Therefore the EGTC intends to prepare and submit joint projects for EU-funding.



**Paavo Lipponen**, former Prime Minister of Finland, during his opening speech.

Photo: Johannes Wiehn

## Kouvola Rail Forum 2015

The town of Kouvola, a railway city in southeastern Finland, is home of the bi-annual “Kouvola Rail Forum”, for the second time organized by Open ENLoCC member KINNO Oy and held on September 24, with 120 participants from across Europe.

The forum was moderated by Reidar Wasenius, entertainer and rail enthusiast as well as “the voice of Finnish Railways” behind the onboard announcements. It was opened by Kouvola Mayor Lauri Lamminmäki.

The former Finnish Prime Minister Paavo Lipponen in his opening speech saw Finland as an important connecting point between different networks.

His Excellency Alexander Ostrovsky, the Belarussian Ambassador to Finland, presented a set of quantitative figures about Belarus Railways to the audience. If put into context, they could help to understand the state of railroading in Belarus.

Presenters from Russia elaborated upon developments of the Russian rail system, referring also to long distance (transcontinental) services. Vladimir Spiridonov from the Russian Trade Federation estimates a return to pre-crisis trade levels within three years. Work on technical level continues, he says, with an agreement on direct connections to be ratified soon.

Martin Brandt (the undersigned) presented the idea that transcontinental rail services differ in frequency and volume from ordinary rail freight. This may add to rail infrastructure demands in those regions which are connected to such services.

It is important to proceed from patchwork to a European network that provides interoperability and quality, says Klaus-Uwe Sondermann, from German KombiConsult GmbH.

Professor Jarkko Rantala from Tampere Technical University stressed the network aspect of corridors, hubs and logistics. Bo-Lennart Nelldal, Professor Emeritus in Railway Traffic Planning at Royal Institute of Technology in Stockholm, elaborated upon missing links and visions in the Scandinavian rail network.

Jari Voutilainen, a Senior Vice President in the Finnish Metsä Group, used the occasion of talking on a rail congress to point out the importance of the customer in the creation of business models. In the end, it's about customer's time and money, Voutilainen said.

Apparently, there is a demand for a congress that can serve as an east-west interface and meeting point for rail industry, research and lobbying. The Kouvola Rail Forum could develop into the place to debate the technical, organizational and administrative issues of crossing the border between the EU and Russia.

The next Rail Forum will be held in Kouvola on September 28, 2017.

**Martin Brandt**

Secretary Open ENLoCC

*(The author was among the invited speakers.)*

Stane Božičnik and  
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## The potential role of ICT solutions in supporting the Cruise Tourism Sectors

The maritime cruise industry is nowadays recognised as an important economic activity with expected increase as worldwide expansion trends show. While ICT solutions for online booking and reservation process have been advanced in recent years, there is still a lack of solutions which would provide individual cruise passengers with customized information.

University of Maribor has analysed cruise passengers' needs, infrastructural and organizational bottlenecks in the Port of Koper (Slovenia). Analysis show that around 30% of cruise passengers disembark within organized excursions, while 60% disembark to explore the city and hinterland by themselves. The second group of disembarking passenger is not organized, nor properly informed about local attractions and activities thus causing congestion in the phase of disembarking and embarking.

Consequently, the majority of these passengers remain in the city of Koper, they do not take advantage to visit other coastal cities in the area or explore the near hinterland attractions, which negatively affects their satisfaction rate. The above mentioned pattern of behaviour of cruise passengers is not typical only for the Port of Koper, but it is similar also in all other destinations worldwide - from very small to the biggest port destinations. Apparently there is a need for suitable ICT solutions, with which cruise passengers could choose and pre-arrange their activities, according to their individual wishes, before they disembark from the ship.

Accordingly, the possibilities of new ICT solution dedicated to cruise passengers and to improvement of info mobility services were addressed within the project FUTUREMED. On the suggested web platform, passengers could easily access information on availability (offered) of services before and during the cruise trip and so plan and book them in advance allowing the service providers to adjust their offer to the predefined demands. Additionally, dynamic optimisation could be provided through use of navigation.

The proposed cruise passenger information system could not eliminate all negative effects of the cruise ships, but it could greatly benefit with arrivals planning and help effectively scatter the passengers throughout the city or region. With later achieved, passengers' experience at destination would be greatly improved, stimulating them to spend more and thus contribute more to the local economy of cruise destination.

University of Maribor is inviting all researchers and relevant stakeholders interested in collaboration, such as cruise owners, ports, transport and tourist operators, city ports, service providers etc., to further develop and test the cruise passenger information system for modelling and practical implementation level. The idea is to study new tailor made innovative information systems and business models.

*Below: "Ten thousand tourists in Tallinn today." Passenger logistics goes far beyond passenger transport. Photo: Ed.*





## European Transport Research Review (ETRR)

The “Review” you are just reading publishes trends and work results in logistics. It is basically meant to be a communication tool. However, at the base of our activities there always is original scientific work, which then gets exploited by others on a more pragmatic level. This underlying scientific model building, field research, and validation of results can be found in special publications, aiming at the publication of original scientific work. Since the fields of transport and of logistics overlap to a certain degree, the “European Transport Research Review” is one of those publications which document the progress of science in our field.

“European Transport Research Review (ETRR) is a peer-reviewed open access journal publishing original high-quality scholarly research and developments in areas related to transportation science, technologies, policy and practice. Established in 2008 by the European Conference of Transport Research Institutes (ECTRI), the Journal provides researchers and practitioners around the world with an authoritative forum for the dissemination and critical discussion of new ideas and methodologies that originate in, or are of special interest to, the European transport research community. [ ... ] European Transport Research Review is aimed at a readership including researchers, practitioners in the design and operation of transportation systems, and policymakers at the international, national, regional and local levels. While its focus is on Europe, it will be of interest to anyone wishing to learn from European experience or to develop new applications for European practice.” (<http://www.springer.com/engineering/civil+engineering/journal/12544>)

The ETRR is published four times a year. “Open Access” means that any interested person can download the articles for free. According to this business model, payment is by the authors or their institutions, upon publication. This puts specific responsibility upon the peer reviewers. But with today’s fragmentation of science, it is hard to imagine that a sufficient number of readers would pay for such a magazine as a whole, expecting a regular flow of interesting articles.

For logistics, specifically from a regional point of view, usually one or two articles in each issue are of specific interest. In the current issue 4/2015, that could be the article “Consideration of transport logistics hubs in freight transport demand models” by Stefan Huber, Jens Klauenberg and Carina Thaller.

Among the authors of the previous issue 3/2015 were e.g. Dries Meers and Cathy Macharis of Open ENLoCC member MOBI, with their article “Prioritization in modal shift: determining a region’s most suitable freight flows” and Dewan Md Zahurul Islam, Ross Jackson, Thomas Hagen Zunder of Open ENLoCC member NewRail with Arnaud Burgess of PANTEIA, with their article “Assessing the impact of the 2011 EU Transport White Paper - a rail freight demand forecast up to 2050 for the EU27.”

NB: Springer Science+Business Media is a leading publisher in many fields of science. It is in no way related to the Axel Springer SE, a leading publisher in the field of newspapers and magazines. [www.springer.com](http://www.springer.com).

## Results of “iCargo” project

The iCargo project (2011 – 2015) aimed at advancing and extending the use of ICT to support new logistics services that synchronize vehicle movements and logistics operations across various modes and actors to lower CO2 emissions, adapt to changing conditions through dynamic planning methods involving intelligent cargo, vehicle and infrastructure systems, and combine services, resources and information from different stakeholders, taking part in an open freight management ecosystem.

iCargo involved representatives of the main stakeholders in three main areas of activity: Research and technological development, involving leading ICT companies and institutes to integrate the necessary technology components, and to develop innovative approaches and business models for co-modal transport environmental optimization and dynamic planning. Implementation, demonstration and validation of pilots in end-to-end multi-actor intermodal chains. Extensive dissemination of research results, demonstration and pilot cases validation activities, aimed at transferring iCargo results to the international transport logistics community.

Among the partners was Open ENLoCC member ILiM Institute of Logistics and Warehousing, Poznań. This project was co-funded by the 7th Framework Programme of the EC.

iCargo ICT innovations include improved interpretation of data, use of new semantic web technologies and the standardized messages (Common Framework), better accessibility of data, provides seamless connectivity with a secure and controlled access.

iCargo business innovations include collaborative planning, logistic chain composition based on specific needs and conditions, re-planning of logistic chains, optimisation of the use of the resources in the logistic chain, monitoring of the shipment status, deviations and environmental footprint.

In order to validate the project assumptions, iCargo Eco-system has been tested by 3 demonstrators:

### **Sea-City-Air-Rail (SCAR) door-to-door service**

The SCAR pilot showed simplified and more energy-efficient management of freight flows in transnational Rail/Multimodal corridors.

### **Green Corridor between Sweden and the European Continent**

The “Green Corridor” pilot demonstrated e-services to integrate motorways of the sea with competitive hinterland co-modal offerings, making these an alternative over-the-road transport in terms of rational use of resources and hence “greenness”.

### **Logistics Services Providers – Shippers cooperation**

The Logistics Services Providers – Shippers cooperation pilot demonstrated how to improve the sustainability of supply chain through cooperative planning and execution solutions.

The DHL business case in iCargo is presented in this video: <http://i-cargo.eu/content/dhl-business-case-%E2%80%93-applying-mixmovematch>.

iCargo proposes to improve the integration of small and medium sized transport & logistics service providers into efficient digital supply chains, allowing clients to make more informed choices regarding the planning and execution of transport & logistics services.

To learn more about the project visit:  
<http://www.i-cargo.eu>

*One definition of business logistics speaks of "having the right item in the right quantity at the right time at the right place for the right price in the right condition to the right customer."*

*However, this excerpt from the classic novel "Three Men in a Boat" (1889) clearly shows not only the enormous potential for optimization, but also the human factor in the perception of both the problem and the solution.*

Classic text – Jerome K. Jerome:

### **"How the elderly, family-man puts up a picture."**

You never saw such a commotion up and down a house, in all your life, as when my Uncle Podger undertook to do a job. A picture would have come home from the frame-maker's, and be standing in the dining-room, waiting to be put up; and Aunt Podger would ask what was to be done with it, and Uncle Podger would say:

"Oh, you leave that to me. Don't you, any of you, worry yourselves about that. I do all that."

And then he would take off his coat, and begin. He would send the girl out for sixpen'orth of nails, and then one of the boys after her to tell her what size to get; and, from that, he would gradually work down, and start the whole house.

"Now you go and get me my hammer, Will," he would shout; "and you bring me the rule, Tom; and I shall want the step-ladder, and I had better have a kitchen-chair, too; and, Jim! you run round to Mr. Goggles, and tell him, 'Pa's kind regards, and hopes his leg's better; and will he lend him his spirit-level?' And don't you go, Maria, because I shall want somebody to hold me the light; and when the girl comes back, she must go out again for a bit of picture-cord; and Tom! — where's Tom? — Tom, you come here; I shall want you to hand me up the picture."

And then he would lift up the picture, and drop it, and it would come out of the frame, and he would try to save the glass, and cut himself; and then he would spring round the room, looking for his handkerchief. He could not find his handkerchief, because it was in the pocket of the coat he had taken off, and he did not know where he had put the coat, and all the house had to leave off looking for his tools, and start looking for his coat; while he would dance round and hinder them.

"Doesn't anybody in the whole house know where my coat is? I never came across such a set in all my life — upon my word I didn't. Six of you! — and you can't find a coat that I put down not five minutes ago! Well, of all the —"

Then he'd get up, and find that he had been sitting on it, and would call out:

"Oh, you can give it up! I've found it myself now. Might just as well ask the cat to find anything as expect you people to find it."

And, when half an hour had been spent in tying up his finger, and a new glass had been got, and the tools, and the ladder, and the chair, and the candle had been brought, he would have another go, the whole family, including the girl and the charwoman, standing round in a semi-circle, ready to help. Two people would have to hold the chair, and a third would help him up on it, and hold him there, and a fourth would hand him a nail, and a fifth would pass him up the hammer, and he would take hold of the nail, and drop it.

"There!" he would say, in an injured tone, "now the nail's gone."

And we would all have to go down on our knees and grovel for it, while he would stand on the chair, and grunt, and want to know if he was to be kept there all the evening.

The nail would be found at last, but by that time he would have lost the hammer.

“Where’s the hammer? What did I do with the hammer? Great heavens! Seven of you, gaping round there, and you don’t know what I did with the hammer!”

We would find the hammer for him, and then he would have lost sight of the mark he had made on the wall, where the nail was to go in, and each of us had to get up on the chair, beside him, and see if we could find it; and we would each discover it in a different place, and he would call us all fools, one after another, and tell us to get down. And he would take the rule, and re-measure, and find that he wanted half thirty-one and three-eighths inches from the corner, and would try to do it in his head, and go mad.

And we would all try to do it in our heads, and all arrive at different results, and sneer at one another. And in the general row, the original number would be forgotten, and Uncle Podger would have to measure it again.

He would use a bit of string this time, and at the critical moment, when the old fool was leaning over the chair at an angle of forty-five, and trying to reach a point three inches beyond what was possible for him to reach, the string would slip, and down he would slide on to the piano, a really fine musical effect being produced by the suddenness with which his head and body struck all the notes at the same time.

And Aunt Maria would say that she would not allow the children to stand round and hear such language.

At last, Uncle Podger would get the spot fixed again, and put the point of the nail on it with his left hand, and take the hammer in his right hand. And, with the first blow, he would smash his thumb, and drop the hammer, with a yell, on somebody’s toes.

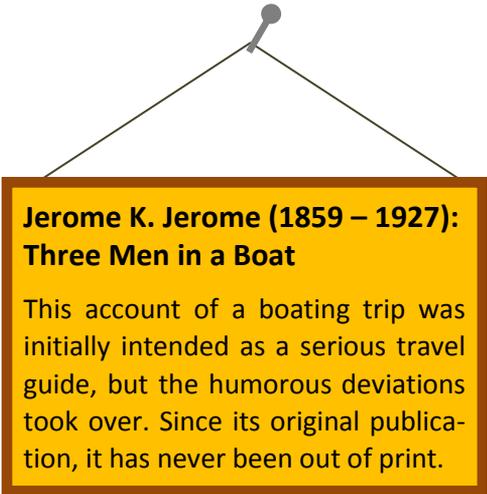
Aunt Maria would mildly observe that, next time Uncle Podger was going to hammer a nail into the wall, she hoped he’d let her know in time, so that she could make arrangements to go and spend a week with her mother while it was being done.

“Oh! you women, you make such a fuss over everything,” Uncle Podger would reply, picking himself up. “Why, I like doing a little job of this sort.”

And then he would have another try, and, at the second blow, the nail would go clean through the plaster, and half the hammer after it, and Uncle Podger be precipitated against the wall with force nearly sufficient to flatten his nose.

Then we had to find the rule and the string again, and a new hole was made; and, about midnight, the picture would be up — very crooked and insecure, the wall for yards round looking as if it had been smoothed down with a rake, and everybody dead beat and wretched — except Uncle Podger.

“There you are,” he would say, stepping heavily off the chair on to the charwoman’s corns, and surveying the mess he had made with evident pride. “Why, some people would have had a man in to do a little thing like that!”



**Jerome K. Jerome (1859 – 1927):  
Three Men in a Boat**

This account of a boating trip was initially intended as a serious travel guide, but the humorous deviations took over. Since its original publication, it has never been out of print.

## Next Dates

January 2016

### **"Challenges of CSR research in maritime transport" call for papers – deadline**

The International scientific session "Challenges of CSR (corporate social responsibility) research in maritime transport" invites researchers of maritime transport from several academic fields to submit and present scientific papers. A special scientific session will be held on May 17th, 2016 at University of Turku, Finland. Submit your abstract by January 15 to [joylpe@utu.fi](mailto:joylpe@utu.fi).

February 2016

### **Fruit Logistica**

More than 2,700 exhibitors and 65,000 visitors attend FRUIT LOGISTICA every year to realise their full business potential within the international fresh produce trade. FRUIT LOGISTICA covers every single sector of the fresh produce business and provides a complete picture of the latest innovations, products and services at every link in the international supply chain.

Berlin, February 3 – 5.

### **ICE DAY Conference**

The ICE DAY is an international conference concentrating on the particular demands of shipping in arctic conditions. It is a forum for professionals to meet and delve into the challenges and opportunities of the High North. This event is organized already for the seventh time. The conference focuses on e.g. future geopolitics of the globalized arctic, challenges caused by the sanctions, technology trends in arctic shipping, polarworthiness - legal and insurance implications, ice management, near real time estimates of arctic sea ice, thickness from satellite and the future of arctic monitoring and search and rescue in the arctic. It is organized by Open ENLoCC member CMS. Saariselkä, Lapland, Finland, Feb 11/12.

### **Nordhessisches Kooperationsforum**

This forum for business contacts has in the past been exclusively devoted to mobility and is now open to a wider range of business. Open ENLoCC partner MoWiN.net is co-organizer of the forum.

Kassel, February 12.

### **Survey on EU financial support to sustainable urban mobility – deadline**

The EU Commission has launched a public consultation regarding "Ex-post evaluation of EU financial support to sustainable urban mobility and to the use of alternative fuels in EU urban areas." This includes both passenger and freight issues. See "News" section.

Deadline February 19.

March 2016

### **Green Cities – green logistics for greener cities**

The second conference "GREEN CITIES" is focused on presentation of scientific works and research results of international institutions at the topic of sustainable urban freight transport and distribution.

Szczecin, March 02/03.

### **Urban Future**

Mobility is one of the four topics at this congress. It includes city logistics: How cities avoid total traffic gridlock with new urban logistics concepts.

Graz, Austria, March 2/3.

**LogiMAT intralogistics fair**

The LogiMAT fair in Stuttgart has in the past years developed into a leading European marketplace for trade talks.

Stuttgart New Trade Fair Centre, March 8 – 10.

**Automotive Logistics Europe Conference**

Capturing the zeitgeist of logistics - Success through technology and talent in the supply chain: "Beneath the " Sturm und Drang" of operational challenges, even those as dramatic as the disruption to VW's diesel engine production caused by the emissions scandal, careful thinking and cool heads are needed for supply chain improvements. Which is why the 2016 Automotive Logistics Europe conference will be the place to capture the zeitgeist of today's logistics; from reviewing the impact of the obvious, like 3D printing and driverless trucks, to the coming, like the internet of things, and on to revealing the hidden, including the perennial challenge of visibility in both inbound and outbound parts of the supply chain." © Ultima Media <http://automotive-logistics.media/events/europe-conference/2016-conference/overview>  
Bonn, Germany, March 15 – 17.

**SITL – International Week of Transport and Logistics**

SITL Europe brings together all the innovative products and services dedicated to the transport of goods, freight forwarding and the logistics chain. It claims to be the most complete concentration of transport and logistics users from manufacturing, retail and distribution who are searching for new service suppliers. Expected are 40 500 professionals, 800 exhibitors and 80 conferences.

Paris, March 22 – 25.

**Intralogistics 2016**

This year, the fair is accentuating the verticalisation of the most active sectors (e-commerce, retail, food, processing, pharmaceuticals/chemicals...) and bringing closer to the specialists in industrial property and warehouse construction to offer to the exhibitors an essential development solution.

Paris, March 22 – 25. In conjunction with SITL.

April 2016

**Railways 2016**

The Third International Conference on Railway Technology: Research, Development and Maintenance. Details of the conference are available online at: [www.civil-comp.com/conf/rw2016/rw2016.htm](http://www.civil-comp.com/conf/rw2016/rw2016.htm).

Cagliari, Sardinia, Italy, 5-8 April 5-8.

**Ulmer Logistik-Tag**

"Logistics meets Industry 4.0." In cooperation with Open ENLoCC member LCS.  
Ulm, Germany, April 7.

**Open ENLoCC General Assembly**

The next General Assembly of Open ENLoCC will be held in Bologna in April 2016, hosted by the member Institute for Transport and Logistics.

In 2016 Open ENLoCC celebrates its 10 years and a major event is being organized. The focus of the public part of the Assembly will be on city logistics, with several projects of the EU Horizon 2020 programme joining in Bologna with Open ENLoCC:

- NOVELOG,
- SUCCESS,
- CITYLAB,
- U-TURN).

Readers are invited to earmark the event. The exact dates for the event as well as for the internal Open ENLoCC meeting will be communicated in early 2016.

Bologna, April 12 – 14 (provisional dates, to be confirmed).

#### **Transport Research Arena Conference - TRA 2016**

The most important transport research event in Europe, gathering every 2 years the key stakeholders: researchers, experts, operators, industry and policy-makers. An efficient and sustainable mobility of people and goods can only be achieved by a close co-operation between research and industry. The synergy between these two fields of activity is an asset that we have to wisely use for the benefit of our citizens. TRA 2016 aims at getting science, research and industry closer to each other and pointing out challenges and opportunities they can efficiently face together. Enabling the free movement of people and goods is crucial to economic prosperity and quality of life. Warsaw, April 18 – 21.

#### **TransRussia**

21st International Exhibition for Transport and Logistics Services and Technologies. TransRussia is the largest and most comprehensive international transport, logistics and Supply Chain Management exhibition in Russia and the CIS countries, gathering the community of leading transport and logistics professionals and cargo owners every year, with 360+ exhibitors and over 13,500 attendees. Training workshops, presentations, round table discussions, press conferences and other events conducted by the exhibitors will be held.

Moscow, Crocus Expo, April 19 – 22.

#### **Focus on Maritime Safety Conference**

The international conference Focus on Maritime Safety gathers maritime safety experts from all over the world to Helsinki to discuss safety issues. The Centre for Maritime Studies of the University of Turku in Finland is organising the Conference Focus on Maritime Safety in co-operation with the International Association for Safety and Survival Training IASST and Meriturva - Maritime Safety Training Centre in Finland. The conference will focus on e.g. maritime incident group MIRG operations, training and best practices, fire on board cases, physical strain of emergency duties on board and up to date information about ice breaking and offshore operations.

Helsinki, April 25.

May 2016

#### **European Maritime Day 2016**

European Maritime Day is celebrated annually in Europe. The EMD Conference welcomes Europe's growing maritime community to discuss, debate and exchange best practices. The main themes, which will be elaborated in coming months, will be around boosting Blue Growth in Europe and worldwide, with a special focus on the High North.

Turku, Finland, May 18/19.

#### **LOGISTICS 2016 – Polish Logistics Congress**

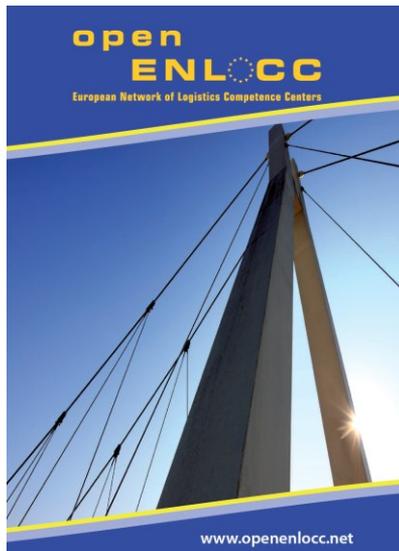
Organized by Open ENLoCC member ILiM, the bi-annual Polish Logistics Congress is the largest regular logistics congress in Poland.

Poznań, May 18 – 20.

#### **Challenges of CSR research in maritime transport**

the international and transboundary nature of maritime transport poses significant challenges in defining, measuring and reporting maritime corporate social responsibility. For “call for papers” see above (Jan 15).

University of Turku, Finland, May 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 III C 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.

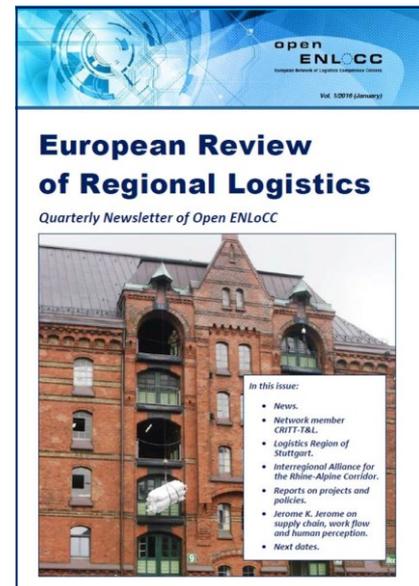
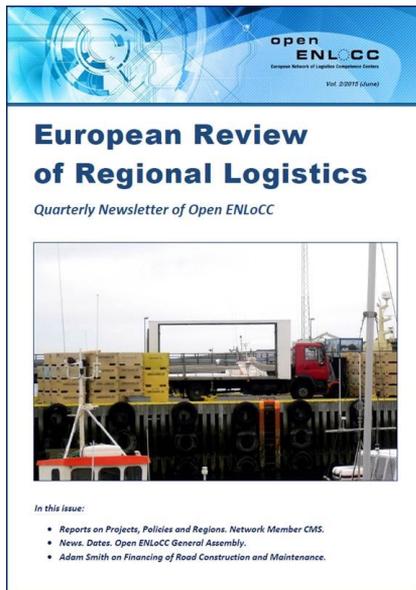
As per December 2015, the European network of regional logistics competence centers Open ENLoCC has the following members:

- 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. **NEW**
- EAK, Entwicklungsagentur Kärnten GmbH, Klagenfurt, Austria.
- 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. **NEW**
- 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.
- PBN, Pannon Business Network Association, Szombathely, Hungary.
- UM, University of Maribor, Faculty of Civil Engineering – Transport Economics Centre, Maribor, Slovenia.
- WRS, Wirtschaftsförderung Region Stuttgart GmbH, Stuttgart, Germany.

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