

## International forum for logistics theory and practice



Open discussions during the ISSL 2012

➔ **International Scientific Symposium on Logistics** BVL International will be staging its 7th “International Scientific Symposium on Logistics” (ISSL) on June 4 and 5, 2014 at the “Wolkenburg” (literally “Castle in the Clouds”) in the centre of Cologne. The theme of the symposium is “Logistics in the Networked Industry”, and this year’s event will be more international than ever before, further underlined by the choice of English as symposium language for the second time.

The ISSL motto “Logistics in the Networked Industry” reflects the megatrends of “networking” and “complexity”. The high efficiency of logistics processes is of paramount importance to ensure continued success in such an environment; and support from research and development experts is also essential in the logistics field in order to master ever-increasing complexity in a targeted manner. Two of the key factors for successful collaboration between logistics and science are close cooperation with real-world logistics actors on the

one hand and the interdisciplinary thrust of key projects on the other. It is at this interface that logistics research has developed into an important scientific discipline in recent years. Since the first ISSL in 2002, it has become something of a tradition for BVL to stage its core event for the scientific community at a different centre of science and research every two years— with the support of highly reputed professors and institutes “on the ground”. The first symposium was held in Magdeburg in 2002, followed by Berlin in 2004, Dortmund in 2006, Munich in 2008, Darmstadt in 2010 and Hamburg in 2012.

The full programme of the ISSL 2014 is available on the website [www.bvl.de/issl](http://www.bvl.de/issl). The registration process for the event is also open. On day one of the ISSL, there will be a PhD Candidates Workshop, and the programme contains detailed information on the workshop. If you have any questions on the ISSL, please contact Pierre Knieß at BVL Head Office in Bremen at [kniess@bvl.de](mailto:kniess@bvl.de). ... [more](#)

## More space for content on the BVL website

➔ **BVL Online** The BVL website was relaunched in a new and bigger format at the end of February, creating more space and a more logical layout for facts, figures, images and text. In its new format, the website is now optimised for the display resolution of the majority of online visitors. Another new feature is the footer menu at the bottom of

the site which acts as an additional navigation option. The proven structure and functionality of the website are unchanged. As the new features will be implemented during the second quarter, there may be some temporary and minor distortion in the display of images, graphics or tables - as always, your feedback is highly appreciated. [To the site www.bvl.de/en](http://www.bvl.de/en)

## EDITORIAL

The first quarter in 2014 was a damper on the upturn in the German and European logistics sector. Although the signs still all point clearly to expansion, the climate in the German logistics sector is slightly less optimistic in the first quarter of 2014. This is the key finding of the most recent poll for the Logistics Indicator, computed for BVL by the Institute for the World Economy in Kiel. The first three months have therefore not delivered on the promise shown in Q4 2013.

The first large-scale event of BVL this year was the Forum Automotive Logistics in Frankfurt, which was extremely popular with around 530 participants. The next expert forum in Germany is the Forum Chemical Logistics, also in Frankfurt. Furthermore, preparations for the international Supply Chain Day on April 10 are in full swing; in addition to the programme in Germany, events will be held in Europe, the Middle East and Asia.

The international publications of the BVL include the Report of the Board 2013 and the second issue of the BVL International Literature Series.

The invitation for entries for the German Award for SCM 2014 has also been issued – and BVL is looking forward to receiving entries from all over the world.

**Béatrice Cécé**

Head of International Relations

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## DHL and BVL Campus launch “Cala 4.0”, a new automotive logistics academy

**⇒ Advanced Training** Together with BVL Campus, DHL Global Forwarding has developed the Corporate Automotive Logistics Academy 4.0 (CALA 4.0) Future Workshop, which offers a unique concept in cooperative, interactive knowledge creation as well as knowledge transfer and management information for all areas and levels of global automotive logistics. The academy is a key training venue for the automotive industry

and is aimed at manufacturers, suppliers and customers of DHL Global Forwarding Germany.

The modular programme has been developed in cooperation with BVL Campus, the educational institution of BVL, and aims to turn participants into experts in automotive logistics. It adopts a modular approach: In the first training course, attendees learn about current trends and strategies in auto-

otive logistics. Each module encompasses one day of classes and workshops, and is backed up by an online platform providing further learning options. Upon completing all modules, participants are presented with a certificate. Starting in Germany in 2014, DHL Global Forwarding intends to expand the training programme and in future to offer it on a global scale.

[... more](#)

## International Logistics Management and Leadership programme at BVL Campus

**⇒ Leadership Training** BVL Campus and Germany-based logistics service provider Hellmann Logistics offer a purpose-developed International Logistics Management and Leadership Programme (ILM) for Hellmann employees, and the second year of participants graduated from the programme at the end of February this year. The ILM seminars are aimed at selected (future) management personnel in the company who are responsible for logistics processes, who are active in the logistics field on behalf of the

company and who also implement targeted measures and specialised customer requirements for Hellmann at logistics interfaces on international level. The aim of the programme is to provide global, hands-on and innovative training for employees to prepare them for new duties and responsibilities in an international environment. The four ten-day face-to-face modules spread over a period of two years were held in English and took place in Europe, North America and Asia.



The graduates of the second Hellmann Leadership Programme

## Supply Chain Day

**⇒ Logistics connect** On 10. April 2014 logistic and supply chain companies from the industrial, trading and services sectors are going to take interested visitors behind the scenes - free of charge and for the seventh year in a row. 2014 marks another milestone in the internationalisation of the day of action: for the first time the Supply Chain Day takes place under the umbrella of the European Logistics Association ELA and more countries than ever before participate. Events take place outside of Germany in:

- Austria
- China
- Czech Republic
- Finland
- France
- Greece
- Hungary
- Lithuania
- Luxembourg
- Mongolia
- Russia
- Turkey
- United Arab Emirates
- Vietnam

[To the site](#)



## Save the dates: BVL events in Q2 and Q3

With the events it stages, BVL promotes networking and the transfer of know-how and ideas between people interested in logistics and supply chain management. The main events scheduled to date for international members in 2014 are:

- International Supply Chain Day, April 10, worldwide
- Forum Chemical Logistics, May 8, Frankfurt
- BVL Panels at the CeMAT 2014, May 19-23, Hannover
- Members' Meeting to outline BVL policy for 2014 and 2015, May 22, Hannover
- BVL Panels at transport logistic China, June 17-19, Shanghai

[An overview of BVL International's main events](#)

## Target market Turkey: Busy West-East logistics interface

In its geographic location between the continents of Europe and Asia, Turkey plays a key strategic role for logistics. As a transit country, it acts as an international hub and an important gateway to the markets of the CIS states, the Middle East and North Africa with around 1.5 billion consumers. In addition, Turkey also serves as a natural link to and from the Mediterranean region, a link that is ever more important for East-West and North-South trade. The Turkish government has not only recognised this geostrategic role for global trade but is also well aware of the importance of an efficient infrastructure for future economic growth.

### Well-developed infrastructure by 2023

2023 is an anniversary year for Turkey, the year in which the country will celebrate the centennial of its foundation. In the period up to this anniversary year, the state will be investing roughly 30.5 billion euros in improving the country's infrastructure. Over half of this money will spent on rail infrastructure alone, which has been neglected for decades. The goal of the expansion measures is to increase the share of rail freight transport to 20 percent and the share of passenger transport to 15 percent by 2023. There are also plans to add a further 15,000 kilometres to the existing 11,000 km of rail tracks, more than doubling the length of the overall rail network.

Turkey borders on three oceans and two straits, and maritime freight therefore plays a very special role in the country's trade, with over 50 percent of exports leaving Turkey by sea. 156 ports are located on Turkey's 8,333-km coastal border. Like the rail network, however, the coastal infrastructure is also in need of improvement and development. The Turkish government is promoting "BOT" (Build Operate Transfer) in order to create the necessary capacities, and around 184 million euros were already invested in the country's port infrastructure in the period from 2001 to 2010. Roads remain the most important transport and traffic routes in Turkey, accounting for over 90 percent of all in-country goods transport and 95 percent of all passenger transport. At the same time,



The Bosphorus Bridge connects the European and Asian sides of Istanbul (picture (cc) Tinou Bao / flickr.com CC-BY-2.0)

roughly 40 percent of exports and 23 percent of all imports use the national road network. Turkey has more than 350,000 km of dual carriageways, but only 2,127 km of these roads are motorways - which means there is a huge need for development.

### Trendsetting projects generate stimuli for logistics

Turkey is relying heavily on private capital to fund many of its major infrastructure projects. Numerous large-scale projects with a volume of around 200 million euros are currently at the planning stage or already under construction, and some of these projects can justifiably be described as trendsetting. One such project designed to relieve traffic congestion in Istanbul is the construction of a third bridge across the Bosphorus. The bridge is to be primarily used by long-distance traffic with the aim of routing the big trucks away from the centre of Istanbul. The cost of this project is estimated at around 3.5 billion euros.

Things are also being set in motion below ground in Istanbul. The Marmaray project, completed at the beginning of October 2013, connects the European and Asian parts of Istanbul via a rail tunnel, creating a standard-gauge rail link between the continents for the first time so that freight trains can travel non-stop between Europe and the Orient. Construction work on the world's biggest airport is scheduled to begin this year to the north of Istanbul. The city's two existing

international airports - one on the European and one on the Asian side - have long since reached the limits of their capacity. The new airport is to have six take-off and landing runways and will be able to handle around 150 million passengers a year.

The green light has also been given this year for the construction of canal with a length of roughly 50 kilometres to connect the Black Sea and the Aegean, helping to reduce the burden on the Bosphorus Strait - still the only link between the two seas. The new canal is designed to handle 160 ship passages daily and, with a depth of 25 metres and a width of 150 metres, will even allow supertankers to pass through. The budgeted costs are in the region of 6 to 8.5 billion euros.

### At a glance

Investments in the expansion of infrastructure up to 2023

- 30.5 billion euros

Transport and traffic routes

- Road network: 350,000 kilometres (20.20 km per 100 km<sup>2</sup>)
- Rail network: 11,000 kilometres (rail density: 1.2 km per 100 km<sup>2</sup>)
- Waterways: 1,200 kilometres (waterway density: 1.2 km per 100 km<sup>2</sup>)

BVL International in Turkey

- [Chapter in Istanbul](#)

## Second issue of English language Literature Series out now

### Information for decision makers

Whereas the first issue in this series focused on trends and strategies in supply chain management, the second issue with the emphasis on “network orchestration” targets all managers who want to secure the profitability of their company by investing in non-traditional markets. These investments are usually followed by new problems, some of which are well known and are part and parcel of expansion. Other problems depend

on project-specific factors, such as price variability, political instability or rising maintenance costs.

The new BVL Literature Series is a free service for all members of BVL and offers you the opportunity to learn more about international supply chain management. We hope that the series is of interest for you and that you will regard it as a useful service.

[... more](#)



## BVL publishes whitepaper to mark new German parliament

**Economic policy** At the start of the term in office of the new German government, BVL has published a new whitepaper outlining 10 key ideas and recommendations for action entitled “Logistik verbindet nachhaltig: Impulse – Ideen – Innovationen” (Logistics creates sustainable connections: Inspiration - Ideas - Innovation). In the new whitepaper, BVL calls for the public recognition of logistics expertise as one of the strengths of the German economy and for political decisions that underpin and expand this expertise. The

implementation of the recommendations for action is key to the success of German companies at home and abroad, for continued employment growth in the logistics sector and, ultimately, for future prosperity.

The whitepaper will be translated into English in Q2 and will be available free of charge. Find out more about the recommendations and key issues of the whitepaper and get your free download on the BVL website.

[...more](#)



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## English Report of the Board 2013 now available

**Corporate Accountability** Every year BVL issues a “Report of the Board” to look back on the preceding year, to reflect on the association’s activities and to provide a brief outlook for the current year. Last year was a double anniversary year for BVL: the association celebrated its 35th birthday and the International Supply Chain Conference took place in Berlin for the 30th time. The theme for the year and the conference was “Inspiration, Ideas, Innovation”. 2013 deliberately focused on themes connected to the future and the benefit of members, helping them to obtain information, creating platforms and providing wide-ranging support.

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