

Editorial

Like many other things in life, logistics, too, is about doing the right thing at the right moment. According to one definition, logistics means providing the “right” quantity and quality of the “right” goods at the “right” moment in the “right” place for the “right”, optimal price. In this edition’s *centrope.news* interview, the area manager for South-eastern Europe of Kühne + Nagel, Friedrich Macher, expresses his belief that CENTROPE is the “right” region to develop an outstanding logistics profile. Moreover, the Danube, too, has the “right” potential to become an efficient logistics hub for goods transport from and to Central, Southern and Eastern Europe – if existing weak spots, such as the river section between Bratislava and Vienna, are eliminated.

The quarterly newsletter *centrope.news* offers information about selected topics of interest to CENTROPE. The focus of this fourth edition is on “logistics in CENTROPE”.

Please send an e-mail to the CENTROPE Project Secretariat if you want to receive *centrope.news* on a regular basis.

We wish you a relaxing summer and a pleasant read!
Your CENTROPE Working Group

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Between high tech“ und „high touch

The logistics industry of CENTROPE is attributed a potential going far beyond current capabilities. In a talk with Friedrich Macher, area manager for South-eastern Europe for Kühne + Nagel, we have addressed strengths, weaknesses and challenges.

centrope.news: The logistics industry is often referred to as a big beneficiary of the Eastern enlargement of the EU. Does this assumption tally with your observations?

Macher: Yes, our industry has certainly benefited from EU enlargement in Eastern Europe, although traffic and transport are an area where policy omissions of past decades have resulted in palpable, massive disadvantages.

In any case, Kühne + Nagel South-eastern Europe was able to make positive use of these impulses and continues to grow. We want to double our staff – which currently is composed of slightly over 2,000 employees – over the next two or three years; the same goes for our turnover, which is to grow from approx. Euro 500 million today to approx. Euro 1 billion. This growth is based on two pillars. One is classic-style international forwarding, both riverine freight and air cargo, which were characterised by a massive backlog. In the first field, we have managed to attain substantial growth in container transport via our multi-modal centre in Enns (Lower Austria) and in fact are the top player in this segment. In the area of air cargo, too, the market continues to expand rapidly. Vienna International Airport functions as a hub, i.e. our neighbouring countries are integrated into a tightly knit concept that concentrates air cargo shipments in Vienna.

The second important growth segment is contract logistics, which means that we handle the whole range of goods management services for industrial and commercial clients in countries like Croatia, Serbia, Macedonia and Albania, where logistics providers mostly still “fear to tread”, as it were. We organise supplies from the clients’ production plants, prepare order packages and handle distribution. We make sure that shelves are always brimming with goods and never stocked-out. In this segment, too, it is our objective to become the absolute leader in South-eastern Europe over the next two or three years.

centrope.news: How would you characterise the logistics industry of the CENTROPE region? What are the specifics of the four countries?

Macher: CENTROPE is definitely a booming market for us. A particularly interesting feature is the automotive cluster in Slovakia, Hungary and the eastern part of Austria, where around 3.5 million cars are produced. We are involved in several projects to provide services to automotive industry suppliers, which generates key impulses for the entire region. At the

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moment, the most strongly booming market is Slovakia, not only because of the automotive industry – the demand for logistics solutions to supply the domestic market with consumer goods is equally massive. In Hungary, too, we enjoy a solid market position. A special situation used to apply in the Czech Republic, where the former state-owned forwarders ČSAD and Čechofracht were snatched up more or less by one sole player, i.e. Deutsche Post. This prevented the emergence of any real competition, and the monopoly continued for awhile. The first pioneering push only dates back to about five years after the Eastern markets began to open up. With EU accession, these countries attained maturity status and hence hardly differ from Western European countries anymore.

centrope.news: Does CENTROPE have the makings of a Central European logistics hub?

Macher: As has often become apparent in tenders by international groups, Poland is gaining in popularity as an international distribution centre, and the same goes for Slovakia as well. From the angle of international logistics, the Czech Republic is already a high-wage country. Slovakia has a lot to offer regarding know-how and staff. However, the whole momentum in that region is shifting eastward, in the direction of Košice, which is currently the most booming market.

In my opinion, an enormous opportunity for CENTROPE would lie in the idea of creating added value through logistics. Austria has long neglected the fact that logistics is a high-level industry-related service business which, while not generating its own production volume and merely acting as the “servant” of manufacturing industries, is still a key partner of industry. For example, in excess of 20 percent of the Dutch GDP are generated by logistics services; the Port of Rotterdam directly or indirectly creates jobs for over 500,000 workers. Germany tries to follow this trend; logistics services in Germany already account for over 10 percent of the GDP. In Austria, though, value creation through logistics is still far below 10 percent. CENTROPE could certainly become active within a radius of 300 to 400 kilometres eastward and perform logistics services in a regional space, although I do not expect a true boom. Romania, Bulgaria, Macedonia, Albania, Serbia and the northern part of Greece are likewise potentially promising markets.

However, if infrastructure measures were undertaken, e.g. extending the Eastern European broad-gauge railway, CENTROPE could indeed acquire a vital hub function; the twin city region Vienna-Bratislava could become a gateway for the booming trade with Asia and the “-stan” countries (the former central Asian Soviet Republics such as Aserbaijan, Kazakhstan etc., editorial comment). After all, the Transsib route harbours enormous potential for the future. Every year, the difference in containers hauled from East to West compared to those

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travelling in the opposite direction is around five million. This imbalance of commodity flows between the Far East and Europe must be harmonised. The opportunities existing in our region to hook up to the system should be made use of, e.g. by means of smart goods distribution centres or multi-modal hubs in Bratislava or Košice. In this way, high-quality logistics services could be provided, creating added value and interesting jobs in the region.

centrope.news: The Danube as a waterway is undoubtedly another potential of CENTROPE with respect to traffic, transport and logistics. What should be done to render the Danube more attractive for goods transportation?

Macher: In my mind, it is imperative to further enlarge the capacity of the Danube as a waterway between Vienna and Bratislava while obviously taking care not to damage the ecology so that the Danube Floodplains National Park will not be negatively impacted. An objective must lie in triggering a multi-modal overall system that allows for year-round goods transportation. Thus an immersion depth of 2.30 metres must be attained under any weather and water level conditions.

centrope.news: The current logistics boom is also reflected in a wealth of logistics curricula. You hold teaching assignments at Vienna University of Economics and Business Administration, Danube University Krems and Innsbruck University of Applied Sciences. What key know-how do you communicate to the logistics experts of tomorrow?

Macher: Logistics is increasingly assuming strategic importance for enterprises and is also quickly becoming a key competition asset. It is thus essential to understand the drivers of logistics, to be able to correctly assess such developments as EU Eastern enlargement, globalisation, the increasingly pronounced division of labour, etc. Logistics is both high-tech and high-touch – high-tech with respect to IT, transportation technology or warehousing equipment and high-touch with regard to client contacts or co-operation throughout the value-creation chain. This is what I try to communicate to my students.

centrope.news: In your opinion, what are the upcoming challenges for the logistics business in CENTROPE in the next few years?

Macher: Above all, the infrastructure frame conditions must be improved. Logistics must be able to draw on all means of transport. We need waterways to organise multi-modal systems along the lower reaches of the Danube and for the Rhine-Main-Danube Canal. We need railways; for high-quality, time-sensitive products, we need aircraft; and we need lorries for the “first and last mile”, as the saying goes. For this reason, it does not make sense to play off one carrier against the other. Rather, we must integrate logistics-oriented thinking into

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location planning. The region harbours more than enough possibilities to create added value through logistics – the magic word is perseverance.

centrope.news: Thank you very much for this interview!

Friedrich Macher is director general of Kühne + Nagel Austria and area manager for South-eastern Europe. He holds teaching assignments at Vienna University of Economics and Business Administration, Danube University Krems and Innsbruck University of Applied Sciences and serves as president of the Austrian Central Association of Forwarders and Logistics Companies and as honorary president of the Austrian Federal Logistics Association.

The Danube as a logistics hub

The level of economic growth within CENTROPE is markedly above the EU average. Yet this positive development not only boosts the turnover of enterprises and the purchasing power of the population but engenders an equally rapid growth of goods traffic as well. As compared to the figures for 1999, experts expect an increase of 781 percent by 2015 for road goods transport from Slovakia to Austria. This not only entails ecological problems but also poses new challenges for the region's logistics industry.

So while space is getting scarce on the roads of CENTROPE and new infrastructure can only be built involving huge investments, the Danube is a European transport corridor that still offers substantial unused capacity. According to estimates, only seven percent of the cargo transport potential of the Danube is made use of, although things are quickly picking up at present. Above all the economic upswing in the new EU Member States has generated a remarkable increase in goods transport on the Danube. For the next years expert expect annual growth rates from six to eight percent. The Danube-bound transport volume between Austria, Slovakia and Hungary is on an even more dramatic rise. For example, a growth of 335 percent by 2015 is expected for Austrian exports to Slovakia. Conversely, experts believe that the volume of goods export from Hungary to Austria on the Danube will increase by 114 percent.

Efficient and ecologically sustainable

Thus the Danube not only offers "lots and lots of space", as Manfred Seitz, managing director of Via Donau – the agency responsible for the maintenance and development of the Danube in Austria – comments; it is also a highly efficient and reasonably priced means of transport. Economically speaking, river navigation presents a superior cost-benefit ratio and hence has a definite edge over road and rail due to lower infrastructure-related costs.

An example: to attain the same transport performance, for every Euro spent on the waterway, Euro 1.83 has to be spent on the road, and Euro 6.57, on rails. Goods transport by waterway is not only less costly but also ecologically superior. Given the same energy consumption rate, one freight tonne can be hauled 100 km on the road; 300 km, on rails; but 370 km, on the Danube.

Even today, many enterprises must needs recur to the Danube to cope with their transport logistics tasks. Thus 3.5 million tonnes of iron ore, coal and scrap metal are annually transported via the Danube to voestalpine in Linz, while fertiliser transports from the equally Linz-based company Agrolinz Melamine International (AMI) travel in the opposite direction:

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500,000 tonnes of fertiliser annually are shipped on the Danube. During harvest period, above all agricultural products, such as grain and maize, are transported on the river from Hungary and Romania to Austria for further processing. Today, bulk and liquid shipments account for the major share of goods traffic on the Danube. Experts are convinced that additional potentials mainly lie in an improvement of logistics for container transportation, as this would render the Danube more attractive as a transport route for “higher-value“ goods produced by the chemical, construction and paper industries.

New investments and integrated logistics solutions

Danube navigation is increasing its importance. Intense efforts are currently being undertaken to eliminate weak points still impeding the stream of trade and commerce. For example, a total of 350 km of the length of the river – including the section between Vienna and Bratislava – are affected by seasonal problems of navigation due to particularly low water levels. For three years, experts in the fields of ecology, hydrology and navigation have been busy preparing a project to improve waterway conditions while at the same time taking account of the sensitive natural space in this river section.

A quantum leap for the efficiency of the Danube as a waterway was achieved by a river information system (RIS). This computer-based system is to boost the efficiency of goods transport and improve both existing transportation possibilities and river navigation safety. RIS is implemented on the Danube within the context of two INTERREG projects: *Data Warehouse for the Danube Waterway (D4D)* and the follow-up project *DANewBE Data* are concerned with the establishment of a “virtual warehouse” for geodata. These data, which e.g. provide information regarding water depth or irregular fairways, are essential for the compilation of exact electronic navigation charts. After the *D4D* project set up this essential infrastructure in Germany and Austria, *DANewBe Data* is now extending its scope to the Danube sections in Slovakia and Hungary.

The planned measures and investments safeguard optimum frame conditions to further strengthen the efficiency of the “Trans-European Corridor VII”, as the Danube is referred to by European traffic planners. For the riparian cities and regions in CENTROPE, this development harbours the opportunity of establishing themselves as logistics hubs to an even higher degree than they have achieved so far. The Danube sections crossing Austria, Slovakia and Hungary are situated at the heart of the European waterway system. Thus the port of Győr-Gönyű is located almost at half-point between Sulina on the Black Sea and Rotterdam – a position that offers great potential.

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To be able to exploit these opportunities to the full, inland navigation, rail and road transport must be efficiently integrated. By enlarging the ports of Enns, Vienna, Bratislava and Győr, the Danube cities of the CENTROPE region have already taken crucial steps to prepare for their role as European logistics hubs.

Links

D4D, international harmonisation of European directives and standards pertaining to the Danube as a waterway: www.d4d.info

DANewBE Data, cross-border data exchange pertaining to the Danube as a waterway:
www.d4d.info/index.php?id=11

Donauhansé, network of Danube cities for economic co-operation: www.donauhansé.net

Danube Commission: www.danubecom-intern.org

Arbeitsgemeinschaft Donauländer: www.argedonau.at

via donau, Österreichische Wasserstrassen-Gesellschaft: www.via-donau.org

European Commission, Energy and Transport – Inland Waterway Transport:
www.ec.europa.eu/transport

cargo-partner networks business regions in Central Europe

cargo-partner is a market leader in the field of logistics active in Central and Eastern Europe. This medium-sized enterprise was quick to realise the potential inherent in the growing Central and South-eastern European markets. While cargo-partner has to compete almost exclusively with globally active, large-scale corporations, it does so with great success.

The network of wholly-owned cargo-partner offices in Central and Eastern Europe is particularly dense. The enterprise operates fully six branch outfits in Romania; four, in Poland; and three each, in Slovakia, the Czech Republic and Austria. The latter also is home to the company headquarters in Fischamend (Lower Austria). With offices in 21 countries worldwide (outside of Europe, cargo-partner operates overseas holdings in China, India, Taiwan and the U.S.), the company is active at key interfaces of growth zones both overseas and in (Eastern) Europe. In the air cargo and maritime freight market segments, cargo-partner is even among the top three and top five providers, respectively. "A remarkable market position for a medium-sized company with only 25 years of history behind it", as Stefan Krauter, executive chairman of the company, admits in an interview conducted with Pressburger Zeitung. The company's position as an Eastern European specialist is to be stepped up: expansion plans envisage daily aggregated shipments between most Central and Eastern European countries and their primary trade partners as well as the construction of new warehouse centres to further strengthen strategically important spots.

Slovakia as a strategic location

Slovakia is one of these "strategically important spots". In the early 1990s, it was the company's first expansion partner across Austria's borders. The potential offered by Slovakia for the transport sector was recognised at an early date, leading to the establishment of appropriate structures, as Krauter maintains vis-à-vis Pressburger Zeitung. Inter alia, Slovakia is a particularly interesting logistics site because numerous production and supply enterprises of the automotive industry have settled around Bratislava; in addition, many multinational electronics plants are likewise located here. These developments trigger a growing demand for transport and logistics services. This positive perspective for the future recently motivated cargo-partner to invest Euro 7 million in a state-of-the-art logistics centre in Bratislava.

Of course, financial success should go hand in hand with social engagement. The enterprise is well known for its active interest in the cultures of the countries in which it does business and for its commitment to social issues and problems. Thus cargo-partner e.g. supports projects for the benefit of Romanian street-children or blind youngsters in Ethiopia.

The Raaberbahn line – cross-border goods transport with a long tradition

Already since 1876, Raaberbahn AG has been an important cog of the railway transport system in the western part of Hungary and eastern Austria. Today this railway line, which is jointly owned by the Republic of Hungary, the Republic of Austria and Speditions Holding GmbH, plays a decisive role for goods traffic handling along the European freight transportation axes running from East to West and vice versa.

Every year, Raaberbahn AG (GYSEV Corporation in Hungarian) transports around six million tonnes of goods. The section between Győr and Sopron is the most frequently and heavily used transit axis of Hungary's international goods traffic. In addition, roughly four million passengers annually use the Raaberbahn services on its Hungarian and Austrian sections. The company's new lease on life dates back to the dismantling of the Iron Curtain – between 1992 and 2000, the cross-border goods traffic volume increased by 140 percent, while the passenger traffic volume grew by approx. 80 percent over the same period. Substantial amounts were invested in station buildings, rolling stock and a logistics centre in Sopron.

An alternative for goods traffic

And the train of investments shows no signs of slowing down: for example, the Raaberbahn line network is to offer a low-cost, efficient alternative for goods traffic between Vienna and Graz. By taking over the Szombathely-Körmend-Szentgotthárd section from the Hungarian State Railways in December 2006, Raaberbahn AG has created the necessary preconditions for this venture. With financial support by the owners and funds from the Cohesion Fund of the European Union, the company plans to modernise and electrify the line and introduce a central traffic guidance system including state-of-the-art safety technology. By 2010, passengers and goods are to travel on completely overhauled and renewed lines.

The resulting railway traffic axis offers a direct link between the North Sea ports and the Adriatic via West Hungary and thus creates an alternative route in the trans-European railway network.

The Sopron logistics centre

A vital element of the success of the Raaberbahn concept was provided by the Sopron marshalling yard and terminal. To cope even more efficiently with the growing goods traffic volume, the amount of Forint 1 billion (Euro 3.9 million) was invested in the further enlargement of the Sopron logistics centre. The necessary financial resources for stepping up

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the goods transport capacity of Raaberbahn are certainly in place: already in February 2006, Austria and Hungary increased the company's capital by Euro 7 million.

Link:

Raaberbahn: <http://www.raaberbahn.com>

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CENTROPE Project News: Final event of CENTROPE's sister project „FDI - Foreign Direct Investment in CENTROPE“

The regional and national business development agencies of the CENTROPE region have cooperated in the project “FDI - Foreign Direct Investment in CENTROPE” to globally position the CENTROPE region as an internationally attractive business location. The final conference will be held on 24 July 2007 in Vienna.

The project team realized important marketing activities, like international investor seminars and press conferences in Japan and Taiwan as well as performances on international fairs during the two years project period. Furthermore 22.000 mailings have been sent to companies, situated in Germany, USA, Great Britain, Japan, France and Italy in order to inform investors about the business location CENTROPE. Marketing tools, as brochures in English, Japanese and Mandarin, a website, an image film, etc. were developed together with all international partners. An analysis of selected industries has been carried out to provide appropriate location- and market information about the business location CENTROPE for international investors and interested parties.

The project activities and results as well as information on the development of CENTROPE as a business location will be presented at the **conference “Business Location Centrepe” on 24 July 2007** from 10.00 am to 2.00 pm, Media Tower, Taborstraße 1-3, 1020 Wien.

For further information on the FDI project and the conference visit www.centrope.com

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The CENTROPE region: Newsflashes from CENTROPE

From a planned new motorway border crossing between the Czech Republic and Austria or Bratislava's environmentally friendly "velotrixis" to the CENTROPE Birdrace – this section of our newsletter is dedicated to miscellaneous newsflashes and topical information from the CENTROPE Region.

New study opportunities in the economic area between Vienna and Bratislava

Vienna's first university of tourism studies will open its doors in October 2007. The curricula will be designed for students from all over the world. In particular, however, this initiative is expected to generate new impulses for the economic area extending between Vienna and Bratislava. MODUL University Vienna will offer degrees in "Tourism and Hospitality Management" (BBA and MBA) and "Public Governance and Management" (MBA). All programmes will be taught in English and can accommodate up to 180 students per year. MODUL University, which will be domiciled on Vienna's Kahlenberg hill, aims to become one of Europe's leading private universities as well as an international centre of knowledge transfer over the next ten years.

The master programme "Business Administration in Public Governance and Management" is to communicate the workings, structure and experience of Central European administrative systems, in particular to students from the new EU Member States. Courses will be taught in blocks, thus enabling working students to complete the programme while holding down their jobs. The fee for four semesters is Euro 28,000; participants from the new EU Member States and the Central Asian countries will be offered special scholarships.

For more information:

Student Service Center of MODUL University: www.modul.ac.at

Motorway construction booms in Slovakia

Slovakia is speeding up its motorway construction effort: according to recent plans of the government and the National Motorway Company (Slovak acronym NDS), 127 kilometres of motorways and expressways are to be built over the coming four years alone. These include the motorway section Bratislava-Žilina-Košice as well as connections to the Czech and Polish motorway networks. The Slovak daily Pravda has called this venture "the fastest motorway construction push in Central Europe and in Slovak history". At the same time, this project is to

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improve the accessibility of Slovakia from abroad. On the Austrian side, the gap in the motorway route from Bratislava to Vienna is to be closed in November 2007.

Motorway connection between Czech Republic and Austria confirmed

It has been definitely confirmed that the planned motorway connection between Vienna and Brno will be extended on the Austrian side to reach the border town of Drasenhofen. Originally, the Czech Republic would have preferred to have the new border crossing installed near Postorna/Reintal, but both parties ultimately agreed on creating the planned junction at Drasenhofen/Mikulov. The new motorway will ease the traffic load in the municipalities of Mistelbach, Poysdorf and Mikulov and improve cross-border co-operation, e.g. in case of major accidents or disasters. Thus the motorway permits faster co-ordination measures between hospitals and rescue organisations on both sides of the border. Project completion is envisaged for 2011.

Parcel delivery services: CENTROPE becomes a hub for Central and Eastern Europe

For express delivery services, the Eastern enlargement of the EU ushered in a new era. At the border crossings between Austria, the Czech Republic, Slovakia and Hungary, the formerly protracted customs formalities have been simplified all round, and lorries now travel markedly faster to their destinations across borders. As a rule, this may save one full workday. The EU accession of Romania and Bulgaria in 2007 added another two countries considered as particularly interesting markets by CENTROPE business circles. Already today, more and more enterprises establish production plants in Eastern European neighbouring states – a trend that is bound to continue for quite some time. For the region's logistics service providers this creates further business opportunities. The positive development has also motivated internationally active parcel delivery services to invest in appropriate infrastructure facilities. For example, TNT Express is evolving its Viennese branch into a major transshipment centre for Central and Eastern Europe. The Austrian postal service provider Österreichische Post AG is likewise steering a course towards the East by building a new, modern distribution centre in Vienna-Inzersdorf. And parcel service providers such as DPD and GLS are discovering Vienna and CENTROPE as an ideal location to ensure stronger market presence in the new EU Member States Poland, the Czech and Slovak Republics and Hungary.

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Tricycling through Bratislava

Both visitors and residents of Bratislava may nowadays hire tricycles for a ride through the city. Since mid-June 2007, five of these “velotrixis”, as they are called, have been travelling the streets of the Slovak capital. The environmentally friendly tricycles were manufactured in Germany and are equipped with a motor that, however, assists drivers only when starting the vehicle or driving uphill. The “velotrixis” attain a maximum speed of 25 km/h and may transport up to two passengers in addition to the driver. Depending on its length, a trip costs between SKK 100 or Euro 3.5 (for 15 minutes) and SKK 270 or Euro 8 (for 45 minutes).

CENTROPE Birdrace: 149 bird species in 24 hours

“Sighting as many bird species as possible over a 24-hour span” was the motto of the CENTROPE Birdrace held in May 2007 in the Austrian-Czech-Slovak March-Thaya/Morava-Dyje wetlands and adjoining zones. Ten teams participated in this competition; some of them spent over 20 hours out in the open. One central condition was to forgo the use of cars. Participants thus had to walk, use a bike or travel by public transport. 149 bird species were identified by the amateur ornithologists, including such rarities as the knot, a shorebird that evidently likes to interrupt its journey back home in the far north for a stopover in CENTROPE.

The event constituted an important contribution to the nature conservation project “vogel.schau.plätze Hohenau-Ringelsdorf”. It may certainly be expected that this successful first round of what is to become an annual staple will lead to further exciting and assiduously frequented competitions – but above all satisfactory bird sightings – over the years to come.

For more information:

CENTROPE Birdrace: www.bird.at/Report-1st-Centrope-Birdrace.90.0.html

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Appointments, tips and links

As for every newsletter, we have again compiled a number of exciting events and links, this time dealing with logistics-related issues.

International Fair for Transport and Logistics in Brno

1 to 5 October 2007

In 2007, the International Fair for Transport and Logistics (Transport a Logistika) will take place for the fourth time at the Brno Exhibition Centre. The biggest industry trade fair of the region, it is organised every other year and meets with growing acclaim, attracting 210 companies from 17 countries in 2005. The international trade fair presents the entire range of transport and logistics technologies and services. The interest in this fourth "edition" is extremely vivid – traditional, established exhibitors as well as a number of new companies, above all from the areas of information systems for logistics and business process control, will be represented.

For more information: <http://www.bvv.cz/translog-gb>

International Logistics Forum Vienna

13 to 14 November 2007

The International Logistics Forum Vienna is organised by the economic magazine CASH in co-operation with the Austrian Federal Logistics Association, the Austrian daily DIE PRESSE and the Press and Information Services of the City of Vienna.

Details and a programme folder will soon be featured at:
<http://www.bvl.at/veranstaltungen/19,06,2007,,12,11,28,,262.htm>

A top award for top women

It is hardly a secret that women professionals are still a minority in technological industries. It is therefore all the more important to give female practitioners a moment in the limelight. This is the purpose of the Special Award for Women in Technology. 22 female technologists have been nominated for the special award "TechWoman-of-the-Year" conferred on women engineers and applied scientists. After 14 and 16 nominations, respectively, in preceding

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years, 22 nominations in 2007 seem to indicate that there are more and more women in technical professions, and that their achievements are also correspondingly recognised by their (male) peers, as the “TechWoman-of-the-Year” award requires nomination by others – women technologists cannot submit an application on their own behalf. An expert jury will decide on the final winner. The award ceremony will take place on 4 October in Linz.

For more information (in German): <http://www.leonardoaward.at/index.php?m=sp&id=7>

Read up on logistics-related news

“Logistics Journal” is an international e-journal about technical logistics (intra-logistics) and is published by the “Wissenschaftliche Gesellschaft für Technische Logistik” (WGTL). All contributions are exclusively published online: <http://www.elogistics-journal.de>

“Logistik Heute” is a specialised German journal for executives of industry, trade and the service sector. An independent editorial staff as well as scientists and practitioners offer topical information about innovative logistics concepts, new products, ideas and trends along the entire supply chain. Every month, this wide range of logistics-related topics is complemented by comprehensive market overviews and company reports (in German).

For more information: <http://www.logistik-heute.de/>

The trade publication “dispo” is Austria’s leading magazine for decision-makers in the fields of logistics, business and technology. Its online newsletter is published twice weekly and provides information about the latest industry news (in German).

For more information: http://www.dispo.co.at/front_content.php

The online edition of the Austrian daily *der Standard* contains the continuously updated section “Logistik-Spezial” (in German): <http://derstandard.at/?id=2939098>

The weekly Austrian transport journal („Österreichische Verkehrszeitung“) provides information on recent developments in the field of international transport and logistics: <http://www.oevz.com/>

Logistics glossary

Logistics is a popular contemporary buzzword that extends to all sectors of the economy. The boom in this industry has also given birth to an increasing number of terms and abbreviations, which – while familiar to insiders – frequently are quite alien even to interested laypersons. A (German-language) logistics glossary published by the Austrian Association Network

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Logistics is to contribute towards greater knowledge across company and industry aspects regarding the many facets of logistics.

Logistics glossary (in German): <http://www.logistikwoerterbuch.or.at/dictionary>
Austrian Association Network Logistics (in German): <http://www.vnl.at>

Logistics curricula

The market for curricula in the field of logistics is constantly diversifying. The catalogue of logistics curricula offers a comprehensive overview of all basic and advanced training options in the field of logistics available in Austria. The catalogue is the result of a co-operation between the Austrian Association Network Logistics (responsible for the contents), the Austrian Federal Logistics Association and Industriemagazin.

Austrian catalogue of logistics curricula (in German): <http://www.vnl.at/lbk/DE/911.html>

A master curriculum for "Industrial Engineering and Logistics" is organised by Fraunhofer IPA Slovakia, which was established in 2000 by the German Fraunhofer-Gesellschaft and Žilina University as an attractive postgraduate training option. 15 persons may participate; the application period expires on 30 July 2007. Shorter basic and advanced training programmes, too, are offered by Fraunhofer IPA Slovakia. Seminars, discussion events, workshops and training courses allow participants to expand and enlarge their skills while on the job.

For more information: http://www.ipaslovakia.sk/en/udalost_view.aspx?id_u=41

Information on curricula in the field of logistics in Hungary (in Hungarian language only):
<http://www.logsped.hu/oktat.htm>

Logistics-related links

European Logistics Association: <http://www.elalog.org>

Czech Logistics Association (CLA): www.logistika.cz

Association of Forwarding and Logistics of the Czech Republic: <http://www.sslczech.cz/en/>

Association of Logistics and Freight Forwarding of the Slovak republic: <http://www.zlz.sk/>

Hungarian Logistics Association (HLA): <http://www.mle.hu>

Hungarian Association of Logistics Purchasing and Inventory Management (HALPIM):
www.logisztika.hu

PANLOG West-pannon Logistics Cluster: www.panlogklaszter.hu



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BVL Austria (Federal Logistics Association) (in German): <http://www.bvl.at>

Austrian Association Network Logistics (in German): www.vnl.at

Automotive Cluster Vienna Region: <http://www.acvr.at>