

SUPPLY CHAINS MATTER!

**BVL<sup>7</sup>**

## We connect people in a unique network. Together we shape the logistics of the future.

### BVL ...

- ... is an open platform for people who are passionately committed to logistics and supply chain management worldwide.
- ... is a unique network bringing together specialists and leading figures from the worlds of business, science and politics.
- ... is an active community whose members “move mountains” with enthusiasm – and who learn with and from each other.
- ... is non-profit, objective and independent.
- ... does not represent special interests.
- ... promotes the exchange of knowledge and experience.
- ... communicates the importance of logistics and supply chain management.
- ... drives the ongoing development of the sector.

### BVL members can ...

- ... expand their personal network.
- ... access up-to-date knowledge:
  - market expertise
  - facts and figures
  - know-how and experience
- ... identify and evaluate trends.
- ... build contacts on both sides of the market.
- ... benchmark their standing in the market.

### Services of BVL:

Events – free and fee-based events to spread knowledge and promote networking

Knowledge – Logistics Indicator, research, Web platforms, webinars and seminars

Publications – studies, position papers, conference proceedings, guidance documents

Awards – inspiration for logistics in industry and academia

# Supply Chains matter!

## Annual Report of BVL 2022



*The Board of BVL in October 2022 (from l. to r.):  
Alexander Doll, Andreas Reutter, Kai Althoff, Andreas Schick, Stephan Wohler (Accountant), Frank Dreeke (Deputy Chairman),  
Prof. Thomas Wimmer (Chairman of the Board), Kay Schiebur, Dr. Sigrid Evelyn Nikutta, Dr.-Ing. Christian Jacobi (Chairman of the Research Council),  
Dr.-Ing. Torsten Mallée, Dorothea von Boxberg, Marcus Wollens, Christina Thurner, Prof. Kai Furmans (Chairman of the Scientific Advisory Board),  
Prof. Katja Windt, Josip T. Tomasevic (Chairman of the Advisory Board)*

*Other Board members: Marcus Dirks, Karl Gernandt, Tim Scharwath*



# Contents

## Strategy

- Strategy ..... 6
- Initiatives ..... 9
- Events and services ..... 11

## Retrospective

- International Supply Chain Conference ..... 13
- German Award for SCM 2022 ..... 16
- Forum Spare Parts Logistics | Trade Logistics Congress ..... 17
- Forum Automotive Logistics ..... 18
- Forum Chemical Logistics ..... 19
- Digital Logistics Days | International trade fair involvement ..... 20
- Focus groups ..... 21
- Press and PR activities ..... 22
- Studies and surveys ..... 23
- From the Chapters ..... 24
- Head office ..... 26
- Science and research ..... 27
- Honours and distinctions | Members' Meeting ..... 29

## BVL

- Members of the Board ..... 31
- Publishing details ..... 31

# Supply Chains matter!



Dear Members, Dear Readers,

If there were a rulebook for optimistic people, then it would probably start with the sentence “Never begin with bad news”. The truth, however, is that 2022 really didn’t start very well: there were once again no in-person events in the first quarter due to the pandemic. Then, at the end of February, we were all shocked by the Russian invasion of Ukraine – a brutal war of aggression against the population that reminds us every day just how fragile our world has become and how much this also applies to our supply chains. The geopolitical shifts – also the increasing concern over China – have in many areas of supply chain management prompted a radical process of rethinking. We are experiencing “re-globalisation”, a new order. Or, in the words of the German politicians, a turning point in history.

Our theme for the year and for our annual conference – “Supply Chains matter!” – has become even more relevant. Topics of supply chain management and BVL itself have seldom been as present in the national media, underlining the realisation that

logistics has something to say! As do we as members of BVL.

Let us focus on the positives in 2022. In the first quarter, BVL showed its strength and resilience even in times of crisis with events such as the Digital Logistics Days and a digital crisis conference on support for Ukraine. Our in-person events kicked off with the Trade Logistics Congress at the end of March, and we were able to stage further events as planned. The International Supply Chain Conference in particular was a cause for joy and once again drew around 2,000 attendees to Berlin – 700 more than in the previous year. We also achieved a milestone with the Cloud4Log project together with GS1 Germany: the digital delivery note became a reality right in time for the conference and started regular operations in November.

The handover of management and funding of the German Foreign Trade and Logistics Academy (DAV) to the SRH Group secured the survival and further development of DAV. This private university institution paves

the way for new learning concepts at DAV and opens up additional access paths for people interested in the DAV programme. The Statement of Purpose of BVL drawn up by the association’s full-time staff and honorary officials builds the bridge to the future. “We connect people in a unique network, shaping the supply chain management of the future.” In this spirit, the theme for 2023 is “Think Networks.”. This is also the theme for the International Supply Chain Conference, which will be taking place for the 40th time in 2023. The preparations for this anniversary are in full swing, and we also have a multitude of other plans for the coming year.

I look forward to our discussions and to meeting you in person! Stay healthy and optimistic – and play an active role in your BVL.

Yours

**Prof. Thomas Wimmer**  
Chairman of the Board

## Statement of Purpose: what is BVL?

A strategy meeting of the BVL Board in November 2021 kicked off a “purpose process” designed to define the core mission of BVL in concrete terms. In several workshops chaired by an external coach, the Board, the management team and the Chapter Chairs drew up fundamental formulations. These were then discussed at the Chapter Management Meeting in Nuremberg. Under the heading “Supply chains are the backbone of society”, the wording is now “We connect

people in a unique network, shaping the supply chain management of the future.

We then worked together to define a vision for BVL: We are the most significant network and foremost visionaries regarding logistics and supply chain management serving all facets of industry, commerce, politics and broader society. The aim is now to breathe life into this vision in the coming years. BVL as an association is already under-

going change. It aims to become younger and more female – and to position itself and focus its content more strongly on issues such as digitalization and decarbonisation. The objective is for BVL to make its own contribution to the sustainable future of logistics. This was also abundantly clear at the conference. Moreover, new event formats like the LogTech Festival are a visible sign of this change process.

## Focus and integration

When BVL.digital was founded several years ago as an additional brand and an independent company, the goal was to promote the agile development of digital business models.

BVL has since made good progress in the area of digitalization; we offer digital or hybrid events, further training courses and services. BVL.digital has been integrated in the classic BVL organisation, as has BVL Seminars.

In 2022, it was decided to completely relaunch the BVL website. The aim is to make the site more modern and user-friendly, to present events like the International Supply Chain Conference more attractively, and to offer a booking experi-

ence in tune with the times. The idea is also to focus more strongly on the association and membership – by creating an appealing “Members’ Section”. Work on the new website will begin in early 2023.

The German Foreign Trade and Logistics Academy (DAV) is now operating under a new umbrella: on August 1, 2022, the SRH-Hochschule Nordrhein-Westfalen GmbH company took on academic and financial responsibility for DAV. The DAV campus in Bremen remains in use and will in future also play a part in the development of the SRH universities. BVL had been responsible for DAV since 2007. In the words of Prof. Thomas Wimmer, “the need for exception-

ally qualified specialists and management personnel has continued to increase in recent years. The DAV academy at the BVL Campus in Bremen has actively supported companies for 15 years in the practice-focused and targeted further education of their young recruits. The education market has seen major changes in recent years, however as a specialised independent further education institution, DAV is too small; it can only function effectively as part of a university network. We are therefore delighted to have found in the SRH Group a partner who will continue the important work of DAV. Not only that; the SRH Group is also an excellent cultural fit for DAV.”



*DAV Head of Studies Thomas Zink, Prof. Claus Wilke, Vice Rector for Research and Transfer at the SRH University in North Rhine-Westphalia, Mike Holtkamp, Managing Director of BVL, and Prof. Lars Rickmann, Head of the Bachelor programme for Business Engineering and Business Administration/Intra-logistics and Materials Management at the SRH University in North Rhine-Westphalia*

# BVL in times of pandemic and war

Shortly after BVL had gradually begun to overcome the effects of the pandemic with the successful hybrid International Supply Chain Conference at the end of 2021, the world was shaken once again by Russia's attack on Ukraine. BVL then did what it does best: it promoted dialogue among members and functioned as a network. It used the BVL website and LOG.Mail to provide information on the aid activities of members and launched donation campaigns. All the relevant information and links were collated and made available on the page [www.bvl.de/dossiers/ukraine-krise](http://www.bvl.de/dossiers/ukraine-krise).

In April, BVL staged two online events on the Ukraine crisis together with Deutscher Verkehrs-Verlag (DVV, which publishes, among other journals, the DVZ Deutsche Verkehrs-Zeitung). The first part looked at the overall consequences for supply chains, the second part at the effects on operational logistics. The Digital Logistics Days at the end of March were supplemented ad hoc by three morning kick-off presentations in which representatives of aid organisations reported on the logistics of their aid transports.

It was noticeable that many BVL members did not want to make a big fuss about their efforts. The few exceptions were nevertheless helpful as role models and for the image of logistics. The Ukraine trains operated by DB Cargo or the free transport runs by many freight forwarders were well received in the public sphere.

BVL also proved its worth as a network in this crisis and is continuing with its efforts. As Thomas Wimmer says: "We have made contacts and used our connections to clarify questions such as "Who has 400 storage cells in a temperature-controlled warehouse in Poland close to the Ukrainian border that can be used for the interim storage of medications?"; 'How can we get an urgently needed shipment by truck from Ukraine to Hungary?' or 'How effective is the rail con-



The Federal Agency for Technical Relief (THW) also provides humanitarian assistance to people in Ukraine.



Departure of a freight train from Berlin western port carrying aid for Ukraine

nection on the Silk Road?." Much has been made – and is still being made – possible in dialogue with members from trade, industry and logistics services, with German federations, with the European Logistics Association, the Ukrainian logistics organisation and the Federal Ministry of Transport. Even if the supply chains have meanwhile been

adapted, the economic effects of the war are still being felt and will likely become even more serious during the course of 2023. Persisting high inflation and noticeable consumer restraint could even result in a recession and a genuine economic crisis.

BVL would like to thank all members for their great willingness to provide help and support.

## Ukraine-Krisenkonferenz

Worauf sich die Logistik jetzt einstellen muss!  
Experten reden Klartext!

Lassen Sie uns darüber reden, was uns sprachlos macht!  
Ihre Teilnahmegebühren werden an die Ukraine-Hilfe gespendet.

DIGITAL

-> 21.4.2022

-> 28.4.2022

Eine Kooperation von

DVZ BVL

## Attracting new members and the work of the chapters

It was difficult for BVL to attract new members during the pandemic due to the limited range of contact opportunities. Moreover, many guest memberships have expired without new ones being signed in the usual way at our in-person events. BVL therefore drew up a series of measures in 2022 with the aim of attracting new members. One important change is that the new fee structure now permits many companies to name a higher number of contact persons – but not all of them have yet made use of this option. We are now taking targeted communication measures to ensure that these companies are made aware of the new option.

The campaign to attract new members has also picked up pace. The new face at head office for this purpose is Marc-Benjamin Fellbusch, who talks to non-members at events, follows up with phone calls and draws up campaign ideas for the channels of the association. The BVL Lounge at the International Supply Chain Conference served as a point of contact for interested persons and a new info flyer summarises the services offered by BVL. Another new idea is the trial membership that

permits people to take advantage of all BVL services for a defined period of time free of charge and then to transition to regular membership.

BVL members have shown that they stand together in times of crisis. After the corona restrictions were introduced, the Chapters were quick to switch their events to digital formats and also came to value these types of event – not least due to the fact that online formats pave the way for networking far beyond the geographic confines of the Chap-

ters. Nevertheless, BVL has also seen a growing desire for personal interaction within the network. Accordingly, more and more events have been held in in-person format this year as the restrictions have been gradually lifted.

The international chapters came together regularly at their meet-ups to talk about their activities. The Russia Chapter has become the new Eurasia Chapter to reflect the growth of business relationships with countries bordering on Russia as well as to distance ourselves from the war of aggression in Ukraine.

*The BVL Lounge at the International Supply Chain Conference was the key point of contact for interested persons*



## Campaigns to combat the skill shortage

The initiative “Die Wirtschaftsmacher”, i.e. Business Makers, have made it their mission to interest above all young people in a career in Germany’s third-largest economic sector, and they made good progress in this endeavour in 2022. The initiative greatly expanded its reach with numerous campaigns and marketing activities. “We are extremely proud of what we have achieved for logistics overall together with our participants”, says “Die Wirtschaftsmacher” Chair Frauke Heistermann. The roughly 130 videos on the YouTube channel of the initiative have meanwhile recorded more than 215,000 vis-

its, and “Die Wirtschaftsmacher” have around 15,000 followers on Facebook and Instagram (plus 26 percent) as well as 3,400 newsletter subscribers (plus 75 percent). The initiative addresses topics and content contributed by the participating individuals and companies. This applies not only to the 50-plus videos on the topic of “Logistics fans” shared via the channels of “Die Wirtschaftsmacher” but also to the three special-topic magazines that can be downloaded free of charge. The initiative also fared well when it comes to presence in the media, with business magazine “brand eins” (among others) reporting on lateral entrants to the logistics sector.



*Oliver Luksic, Parliamentary State Secretary at the Federal Ministry of Digital Affairs and Transport (3rd from l.), with the initiators of the “Business Makers”*

“In view of the dramatic skill shortage, we will be focusing in 2023 even more strongly on logistics as an attractive field of employment”, says Frauke Heistermann, looking ahead. All activities are therefore being summarised under the heading “Your future in logistics. Makes sense!”. Among other things, there are plans to intensify cooperation with state employment agencies, schools and job posting boards. A further idea is that interested persons can find specific job offers of the participating companies on the campaign website [die-wirtschaftsmacher.de](http://die-wirtschaftsmacher.de). Video campaigns, a photo shoot, participation in Supply Chain Day and involvement in the transport logistic fair are also planned – as is a second edition of “BÄM-Camp”, a conference focusing on marketing in logistics.

You can find more information on the Internet at [die-wirtschaftsmacher.de](http://die-wirtschaftsmacher.de)



## Manufacturing Excellence with new live event series

Following the enforced break due to the corona pandemic, the Manufacturing Excellence initiative hit the ground running this year. The new “MX Dialogue @ Shopfloor” live event series with the motto “Learn from MX Champions – Shape the Future of Production” offers a plant tour of the category and overall winners of the MX Award. At these events, the participants review the various award categories and enter the results in a SWOT analysis. This benefits not only the guests, who are better able to reflect on what they have seen, but also the presenting companies, who receive

feedback on prospects, risks and weaknesses. The hosts this year were Engelbert Strauss and Rohde & Schwarz, who provided insights into interconnected production and explained best practices – such as the just-in-sequence provision of tools by autonomous transport systems or the handling method for lean and 5S projects.

The registration deadline for the MX Award was extended until mid-May in response to the greatly increased interest. Five companies qualified for the business reviews conducted in August and September under

the supervision of 22 assessors. The overall results based on the self-assessment audit and the business review were submitted to the MX Jury in November, and the award ceremony is scheduled for January 2023. MX has begun with the implementation of a new platform for self-assessments that will make it even easier to submit entries in future. This platform will also include a benchmarking and best practice section for member companies to drive the exchange of knowledge even further.



## Supply Chain Day under new management

Supply Chain Day was staged under the lead, management of agencies Mainblick and Teamtosse for the first time this year and boasted 156 events – one third of which were in-person – and 5,740 participants. On-site events were organised by, among others, BEHALA in Berlin, gaming machine producer Merkur, various Contargo terminals, Duisport and the Dematic Imagination & Tech Center. The day of action was once again an international affair, with events in Greece, Lithuania, Poland, Switzerland, Slovenia, Spain, Turkey, Ukraine and Hungary. At the digital press conference for Supply

Chain Day, BVL Board Chairman Prof. Thomas Wimmer said: “To ensure dependable processes today and tomorrow, we need specialists who are open minded and who are happy to engage the topics of technology and sustainability!” At the Logistics Lunch, the central online event, around 280 interested visitors obtained information on education and careers, supply functions in major conurbations and rural regions, resource planning, automation and modern technical labour-saving tools. The day of action also featured an expert talk, interviews and live feeds to Ama-

zon and Hellmann. The participants in the live feeds included Oliver Luksic, Parliamentary State Secretary at the Federal Ministry of Digital Affairs and Transport (BMDV) and coordinator of the German government for freight transport and logistics. “Strong logistics is hugely important for an exporting nation like Germany located at the heart of Europe. If we want to remain the leading logistics location in future, then we need well-trained specialists. These high performers will continue to pave the way for supply reliability and effective value added”, said Luksic.

## Content, expertise and dependability

Personal interaction does people good and helps them to develop – also in terms of their field of expertise. Which makes it all the more pleasant to report that all BVL events once again took place in person this year. The occurrences of recent months have changed the world – and therefore also the logistics sector: The pressure to innovate has increasingly come to the fore, as has the skill shortage issue. BVL is also responding to these changes, whether it be in its event formats, its communication channels, its content or its target groups.

This also meant that attendees at the International Supply Chain Conference were able to experience some new formats and topics. Alongside the classic presentations, there were also numerous interactive formats. In addition, masterclasses and innovation pitches showcased new technologies close-up, and attendees had the opportunity to talk directly with the producers and providers. There was also a greater overall focus on start-ups as a target group, with the Friday of the conference devoted entirely to the topics of start-ups, logtech and eCommerce.

For this “theme day”, BVL created a separate ticket at a greatly reduced price for the first time which also included the After-Work Hangout on Thursday evening. This also made participation affordable for young start-up founders. Then there was the tandem ticket, which enabled attendees to bring young talents with them to Berlin for half the price.

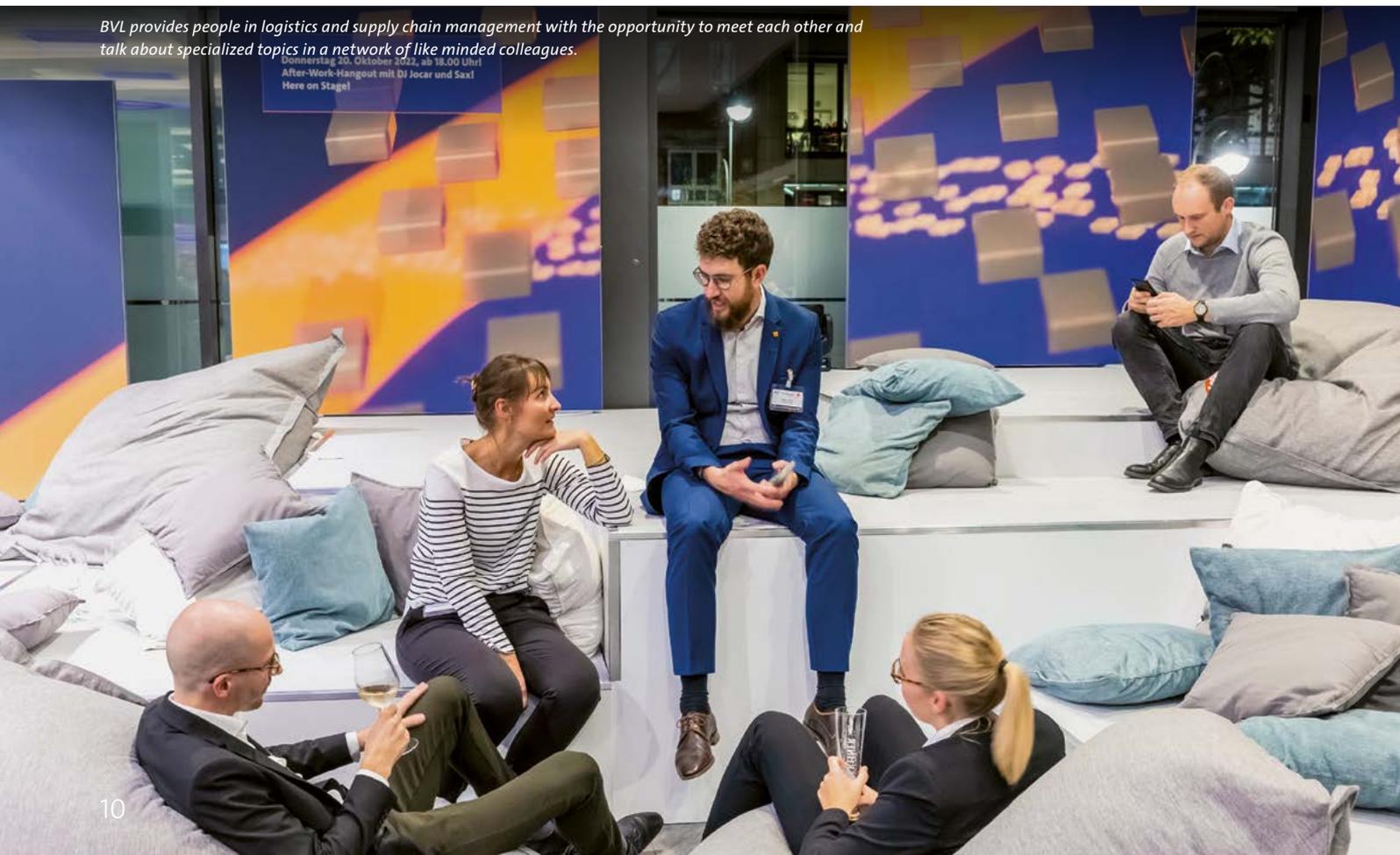
The LogTech Festival on June 29, 2023 will be fully focused on start-ups and new technologies. The relaxed setting of the Edelfettwerk entertainment venue in Hamburg will host succinct pitches in a lounge-type atmosphere as well as networking on football table machines but will also feature more in-depth presentations on specialist topics.

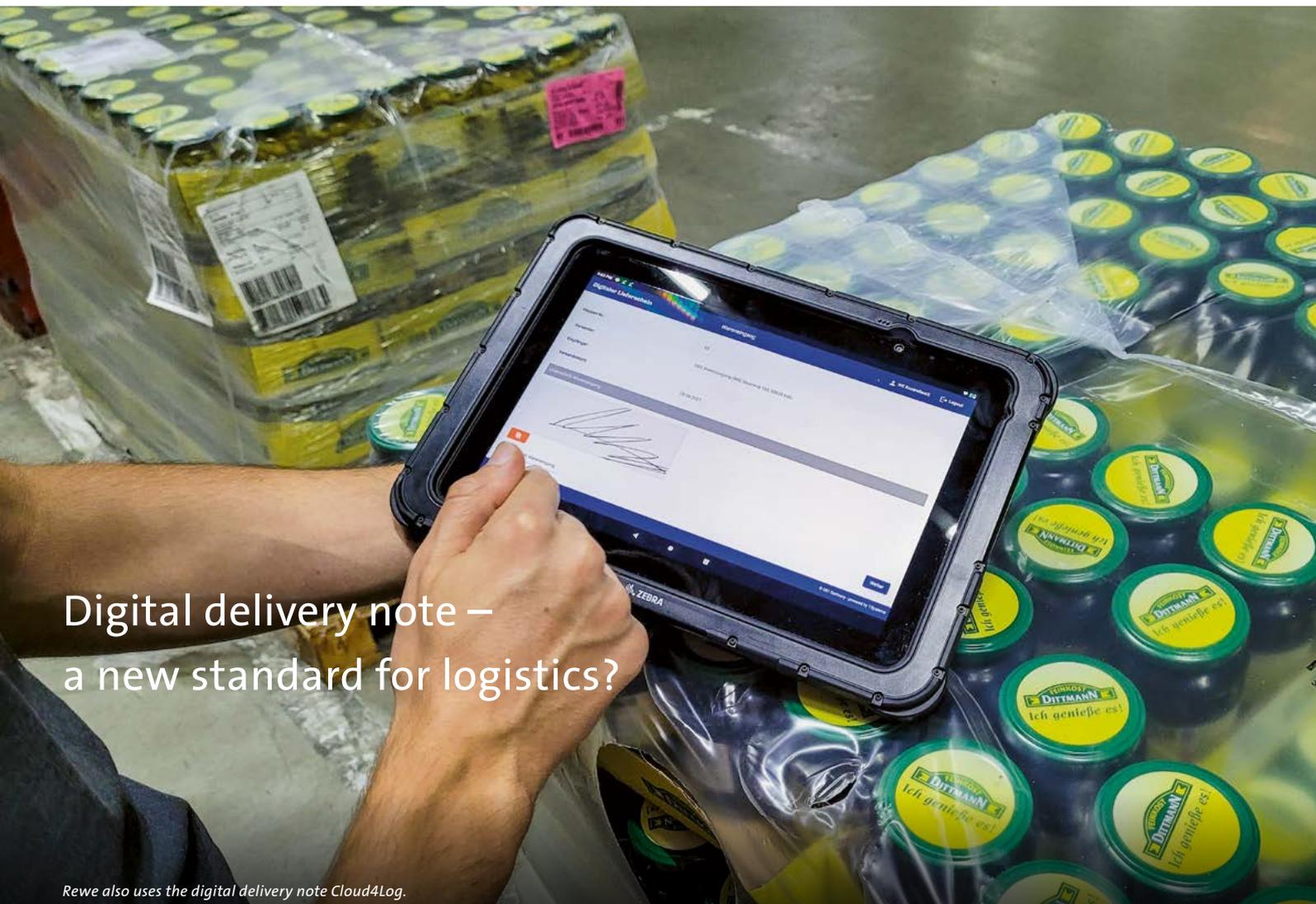
With the Supply Chain Forum Southwest – which will kick off the 2023 event year on February 9 – BVL will underline the importance of logistics and supply chain management for machine construction in the inspiring surroundings of the Bosch Service & Supply Chain Campus in Stuttgart; the limited number of participants will have the opportunity to engage in an exclusive exchange between the two disciplines.

The weekly LOG.Mail email newsletter, the LOG.Letter news website and the quarterly BVL Magazin make up the information cascade via which BVL provides its community with knowledge, news and stories from the network outside of the regular events. This package is supplemented by the BVL podcast featuring exciting interview partners from the world of logistics and supply chain management.

In addition, head office is also present on all the relevant social media platforms. The team from head office as well as numerous members of the association’s honorary bodies and BVL members can be contacted via these platforms and also share news and content from logistics, supply chain management and the life of the association. This social media presence also ensures that BVL members can connect with each other even more effectively. The BVL-Connect app re-launched in 2022 and focusing on events has the same goal: above all, it facilitates networking with other participants and collates all the news from BVL in an aggregated news stream.

*BVL provides people in logistics and supply chain management with the opportunity to meet each other and talk about specialized topics in a network of like minded colleagues.*





## Digital delivery note – a new standard for logistics?

*Rewe also uses the digital delivery note Cloud4Log.*

Paper delivery notes are still the standard for deliveries to wholesalers or the distribution terminals of retailers – but the introduction of the digital delivery notes using the Cloud4Log online platform can finally put an end to the time-consuming handling of the paper documents. Following successful trials, BVL and GS1 Germany – together with T-Systems and numerous companies in industry, trade and logistics services – finalised a technical solution for real-world use in 2022 and presented the solution at the International Supply Chain Conference.

The digital delivery notes are available for the duration of the delivery process and an additional ten weeks thereafter, and this renders printout, forwarding, transport and signing of paper delivery notes unnecessary. The special property of the Cloud4Log solution lies in the neutrality of the platform and the community concept. This solution ensures that the interests of all participants in the process are taken into account. The

neutral roles of BVL and GS1 Germany as provider and operator of the solution ensure low entry barriers and the availability of the service for participants in all sectors and markets. Integration of existing company or sector-specific standalone solutions for digital delivery notes is also assured. The data are processed at Cloud4Log via the Open Telekom Cloud (OTC).

The first deliveries with paperless receipt arrived at the DM drugstore in Waghäusel, the Rewe supermarket in Neu-Isenburg and the Penny discounter in Neuhausen in mid-November after being dispatched by Berief Food, Eckes-Granini and Nestlé a few days earlier. By year-end, 27 companies had already registered for the service, and a further 48 had expressed their interest and intend to register for the service in the near future. During the current introductory phase up to April 2023, the scope of delivery performance will be expanded step by step. The digital delivery note will initially be

used for direct transports with one loading and one unloading point. From January 23, it will then also accompany co-load transports and general cargo shipments with multiple loading and unloading points. “The digital delivery note is an innovative cooperation model together with numerous partners. It is an excellent starting point to achieve critical market penetration and establish a new industry standard”, explains Christian Bodi, Managing Director Logistics at the DM drugstore chain. Michael Moise, Lead ECR/EDI Management, Nestlé Deutschland, concurs: “In many years of working on committees and in projects, I have never experienced a project like this where so many companies collaborate in such a targeted manner as is the case with the development of the digital delivery note.”

# RETROSPECTIVE



## Networking and personal exchange at the International Supply Chain Conference



**Together** The crises we are still experiencing have shone a light on many things – one of which is the realisation that we as a society depend on functioning supply chains. “Supply Chains matter!” was therefore an appropriate theme for this year’s International Supply Chain Conference. Moreover, recent developments have made it abundantly clear just how important personal interaction is when it comes to addressing problems and discussing solutions – as well as for our personal well-being.

Many of those in our sector evidently felt the same way, with 1,975 attendees coming to Berlin in October to breathe renewed life into the conference and cultivate their contacts.

Special time slots were therefore also set aside in the conference programme for personal interaction and exchange. These included lengthy breaks during the exhibition and naturally the networking events on the two evenings of the conference. Following the presentation ceremony for the Ger-

man Award for SCM, attendees let their hair down at a party in the main hall lasting well into the early hours. This networking night was sponsored by Transporeon, and these kind of celebrations have been missing from the conference for a number of years now.

The atmosphere at the After-Work Hangout on Thursday evening in the exhibition area was slightly more relaxed. And, as always, the Marlene Bar was an extremely popular venue for conversations.



*BVL Board member Christina Thurner compered the programme on the main stage of the International Supply Chain Conference.*

**Topics** The conference turned the spotlight on the issue of supply chains from many different perspectives. In his opening address, BVL Board Chairman Prof. Thomas Wimmer said that “availability is the new currency, flexibility takes priority over costs, dual and multiple sourcing are the order of the day – whatever the cost, some say”. The participants in the panel discussion during the special-topic session “What is Decisive: Availability, Quality or Price?” arrived at the same conclusion: namely that the most important thing is the reliability with which transport and logistics services are provided. “We no longer talk to contractors who are not interested in long-term commitment”, said Stefan Ulrich, CEO of Simon Hegele.

Geopolitics also plays a role in the reliability of supply chains. “We not only have a supply crisis but also a supplier crisis”, said Kirsten Westphal, Executive Director at the H2Global Foundation. She added that the question now is with which countries and companies Germany can build stable partnerships. With specific reference to China, Thomas Heck from Pricewaterhouse Coopers said: “We in Germany and Europe must think about whether we are affected by one-sided dependencies that need to be reduced”, emphasising that it’s quite simply about making supply chains more resilient. On the matter of resilience, Marie Niehaus-Langer, CEO of EOS, an industrial 3D printing provider, emphasised that “we

all need a certain amount of agility in our companies and in our minds.” Whether it be company management or employees, everyone should be OK with changes, she said: “Ideally, it should all follow a plan. But that is not the reality.”

At the conference, Transport State Secretary Oliver Luksic spoke in favour of enshrining the idea of reliable infrastructure in Germany's Basic Law. "We have submitted a formulation proposal to the German Cabinet and also notified the parliamentary parties"; he said. The Transport Ministry is planning a legislation package for the autumn in order to speed up the planning and approval of major transport infrastructure projects.



*Oliver Luksic, Parliamentary State Secretary at the Federal Ministry of Digital Affairs and Transport, held a keynote at the International Supply Chain Conference.*

*The talk by greentech investor Nico Rosberg was one of the highlights of the final session.*



**Start-ups** By adopting an "outside perspective", young companies often develop new ideas and concepts. This year's conference created even more space for these new ideas. The Friday of the conference, for example, came with a new concept and was entirely focused on logtech, eCommerce and start-ups. There were also more start-ups in between the established companies in the exhibition area, and this further promoted the exchange of ideas. One particular highlight was the speech in the final session by Nico Rosberg, who after bidding farewell to his career as a Formula One driver is now an entrepreneur and investor who is totally focused on the issue of sustainability.

**Service** The BVL-Connect app was transformed into an event app in good time for the conference and offered additional services to help attendees plan their conference visit in advance even more effectively. The app also featured added services, such as "My Agenda", which enabled attendees to save individual programme items and therefore put together their own personal conference programme. Attendees who had registered as guests of the conference were able to use the app for networking purposes. There was also a site map that made it easier for attendees to find their bearings in the two conference hotels and pointed the way to the next presentation – or the next coffee lounge.





## SMS Group wins award for high-bay container storage system



Throughout the world, the ports are reaching their limits. They are too small to cater to the growth in the transport of goods, and throughput times are therefore too high. The same applies to noise and light emissions as well as energy consumption in the terminals. The Boxbay concept developed by plant manufacturer SMS Group now makes it possible to triple the storage capacity of a container terminal over the same area and renders restacking totally unnecessary. It is for this concept that Boxbay was presented with the German Award for SCM 2022.

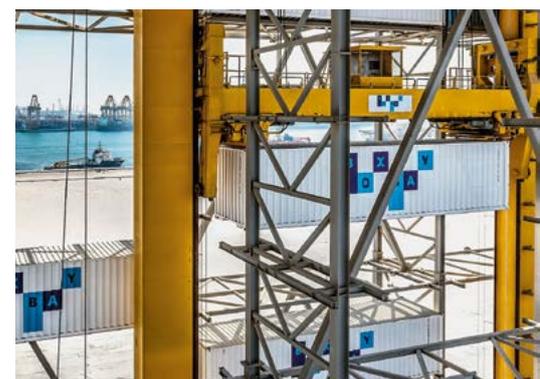
The terminals need increased buffer capacity in order to make supply chains more robust. The Boxbay concept for containers of all standard sizes works like a high-bay storage system and allows vertical stacking of up to eleven containers as opposed to the usual maximum of six. Above all, the containers are not placed directly on top of one another, which obviates the need for restacking. In January 2021, the first system of partners SMS Group und DP World went into operation in the port of Dubai as proof of concept.

Unlike many conventional systems, Boxbay is operated using electrical energy with zero emissions. The roof of the installation can be equipped with a photovoltaic system that generates the energy needed for operation and can even produce an energy surplus. Moreover, vertical gardens on the outer cladding can clean the air and lower the ambient temperature.

The jury was convinced by the Boxbay concept, which carried the day ahead of the competition. In her congratulatory speech, Jury Chairwoman Dr. Ursula Weidenfeld emphasised that the project was not only innovative but also met the new criteria for the German Award for SCM in terms of social relevance and improved resilience.

Other finalists for the German Award for SCM were concepts of Volkswagen Group Components in Braunschweig and Heureka Business Solutions in Mannheim. VW developed a solution for the production and logistics of battery systems for electric cars, while the Heureka entry comprised a new concept for healthcare logistics at Mannheim Hospital.

You can find more information on the German Award for SCM at [www.bvl.de/en/gascm](http://www.bvl.de/en/gascm)



## Forum Spare Parts Logistics in Nuremberg



After being cancelled in 2021 due to the corona pandemic, the Forum Spare Parts Logistics was staged once again on April 6 and 7, 2022 and attracted around 120 participants to the "Parks" venue in Nuremberg. The event focused on the topics of resilience, digitalization and sustainability, above all against the backdrop of the current geopolitical crises and the effects of the corona pandemic – such as the closing of ports and factories in Asia. In his words of welcome, BVL Advisory Board member Johannes Söllner, Managing Director of Geis, gave a succinct summary of the difficult situation: "The war in Ukraine pre-occupies us every day – in addition to all

the other crises and our day-to-day business." Speakers and participants used the forum, the special-interest exhibition and the evening event to engage in intensive discussions on how logistics can position itself effectively in this scenario. As Stefan Putzlocher from Mercedes-Benz put it in his presentation: "It is the combination of innovation and experience that makes supply chains resilient".

*Attendees had a chance to network the evening before the Forum began at the "Parks" venue in Nuremberg civic park.*



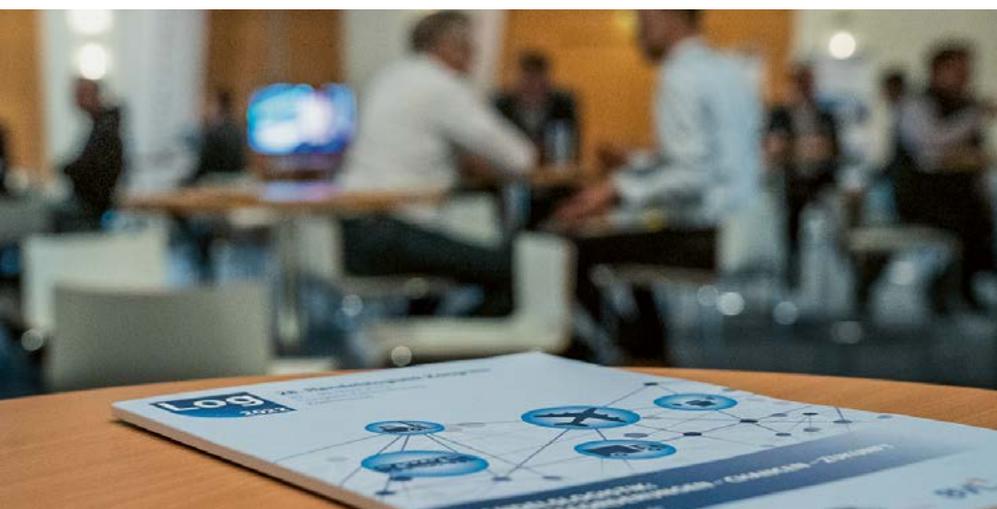
## Trade Logistics Congress Log 2022

Following a digital event in 2021, the 28th Trade Logistics Congress Log 2022 was once again held in in-person format at the Congress Centre of the Koelnmesse trade fair company. Some 330 attendees enjoyed exciting presentations and above all the return to face-to-face exchange and in-depth interaction. The stands at the parallel exhibition were also highly frequented during the networking breaks and at the evening reception.

The highlights included the presentation by live feed of Prof. Marcel Fratzscher, President of the German Institute for economic Research (DIW). He warned of the risks of the war in Ukraine and the corona pandemic – which he believes have not yet been adequately factored into the economic growth forecasts.

Stephan Wohler from Edeka and also a member of the BVL Board, reported on the "regionality" megatrend and the challenges for food logistics, while speakers including BVL Board member Christina Thurner from Loxxess expressed their pleasure at the introduction of a "Lean and Green Award" for ambitious CO2 reduction efforts.

The most moving speech was delivered by Haribo Logistics Managing Director Stefan Sorce in his presentation "The Night That Changed Everything" on the flood disaster in the Ahrtal region of Germany. The audience was deeply impressed by the exceptional level of support and assistance afforded by both the company and Sorce himself. What was also apparent is that the work in the affected areas is still a long way from being completed.



# Transparency and resilience as success factors for the future



The Forum Automotive Logistics at the Messe Friedrichshafen venue also included a special-interest exhibition.



After the Forum Automotive Logistics (FAL) had to be moved from January to May 18 and 19 due to the pandemic, the rescheduled event attracted 350 visitors to the Messe Friedrichshafen trade fair venue. The FAL evening event took place at ZF Group – which was the first time it had been hosted by an automotive supplier.

“In the current highly volatile environment, the focus is more than ever before on digitalised and resilient supply chains as the key element in shaping the future. The Forum Automotive Logistics provides us with real world-focused action models and discussion platforms for this purpose”, said ZF Management Board member Wilhelm Rehm in his keynote. In his opening address, BVL Board Chairman Prof. Thomas Wimmer also stressed that “the automotive industry is one of the sectors most seriously affected by the war and the supply chain problems. Based on what we know today, it is clear that the supply chains need to be made more resilient. This can only be achieved through digitalization, transparency and collaboration. At the same time, OEMs and suppliers must also take the necessary steps to become climate-neutral in the foreseeable future. The Forum Automotive Logistics is the ideal platform for face-to-face discussion of these key topics and for the generation of new ideas and inspiration.” There was also ample opportunity for dialogue at the special-interest exhibition where 40 companies showcased their activities. The emphasis was on personal interaction, and many



*Panel on “The ‘New Supply Chain’: How Can We Make Supply Chains More Resilient and Fit for Future?”*

attendees were able to enjoy an event of this kind for the first time in years.

It was also at the evening event that the VDA Logistics Award was presented to Continental Teves for its “Touchless Material Flow” concept. This concept is part of the “Continental Industry 4.0” initiative and a key driver of the ever-increasing competitive strength of the Continental plants. The aim is to boost efficiency and transparency in the entire in-house material flow process by using Industry 4.0 solutions in combination with lean management. With the award, the jury recognised the concept as a convincing, holistic and sustainable end-to-end solution. Second and third places went to the ZF Group and VW Navarra. Hildegard Müller, President of the German Association of the Automotive Industry (VDA), on the nominations: “In times of increasing geopolitical uncertainty and volatility, the automotive industry must make even greater efforts to find innovative ways and solutions in order to meet the challenges of the future. This award and the impressive entries show that our sector is successfully driving these ongoing development processes.”



*Discussion: “Sustainable Supply Chains and the European Green Deal”*

## Forum Chemical Logistics in Ghent

The concept for the Forum Chemical Logistics was a complete success, offering an interesting programme of presentations coupled with an exciting event venue. BVL was able to welcome almost 100 participants to the expert forum in the Belgian city of Ghent. Under a glorious blue sky, the attendees visited the North Sea Port on a boat tour with commentary at the invitation of the conference partner. The result of a merger of the ports in Ghent and the Dutch town of Teneuzen, the North Sea Port extends over a total distance of 60 kilometres, making it one of the top 10 European sea ports. Before taking to the boat, attendees had the opportunity to tour the hazardous goods warehouse with trimodal links of chemical and pharma logistics specialist H. Esser. The day was rounded off with a reception at Ghent Opera House.

One of the focal points of the presentations on day two of the event was the necessary energy transition against the backdrop of the climate crisis. The chemical industry itself has always been particularly dependent on fossil fuels. Several concrete projects to reduce CO<sub>2</sub> emissions were presented in Ghent, including the development of green hydrogen, increased production of biofuels from waste and a plan for a circular steel product economy. André Jurrees from Volt H2 Operating BV warned against over-hopeful expectations, however, emphasising that, even in the most optimistic scenario, Europe can only produce around 20 percent of the required hydrogen itself. Then

there is the need for high volumes of green electricity, which in the Netherlands at least is still a long way from being covered by renewable sources of energy. Still, said Jurrees, it is possible to achieve the levels of hydrogen production targeted by the EU for the year 2030.

Dr.-Ing. Frank Jenner from Ernst & Young presented a study on the digital transformation in the chemical industry based on a global comparison. According to the findings of the study, many currently much-discussed technologies like blockchain, 3D printing or the Metaverse will not play any major role in the near future; potential for the coming years is primarily seen in the areas of data analysis, data security, data management and smart factory applications.



*The Forum Chemical Logistics began with a boat tour through the North Sea Port.*



## Digital Logistics Days 2022: we can only succeed together

There is no future for standalone solutions. Only companies who see the big picture will be able to remain competitive in logistics and supply chain management. Companies who are still ignoring digitalization and sustainability have already lost. The logistics sector in Germany still has reserves, but they need to be used – and technologies for this purpose are readily available. The problem, however, is deployment in practice. These were the key messages from the presentations and discussions at the Digital Logistics Days, BVL's biggest streaming event on digital logistics that took place in mid-March for the second time.

Against the backdrop of current events, each day began with a short session on the topic "Humanitarian Support for the Emergency Situation in Ukraine", during which representatives of Germany's Technical Relief Agency,

the German Red Cross and the World Food Programme reported on their projects in the region and the logistical challenges – always accompanied by information on how the event guests can lend their support.

Each day was devoted to a different topic: "Commerce and Delivery", "Warehouse and Automation" and "Transport and Global". BVL Managing Director Dr. Martin Schwemmer and Boris Felgendreher, known to many from the BVL podcast, moderated the programme. In his welcome address, Oliver Luksic, Parliamentary State Secretary at the Federal Ministry of Digital Affairs and Transport, called on participants to step up cooperation. He said that digitalization is a key issue that requires us to leave well-trodden paths and to work together to develop new applications. This was also reflected in other statements

by speakers like Prof. Michael ten Hompel (Fraunhofer IML and member of the BVL Scientific Advisor Board), Angela Titzrath (HHLA and member of the BVL Advisory Board) and Wolfgang Lehmacher, business angel and former Head of Supply Chain and Transport Industries at the World Economic Forum. Lehmacher agreed to speak at the conclusion of the Digital Logistics Days at short notice, and his final thoughts were directed at the attendees: "Can't we pull ourselves together and seriously address decarbonisation and the circular economy? To secure economic success, but above all for the future of the planet and our children!"

You can find more information on the Digital Logistics Days at [bvl-digital.de/dlod/](https://bvl-digital.de/dlod/)

## transport logistics Americas: challenges on both sides of the Atlantic

As part of the partnership with the Messe München trade fair company, BVL was involved in two events in the USA during the course of 2022. First, there was the two-day "2+2 on Innovation in Logistics" conference in San Francisco from March 22 to 25, followed by a two-day trip through Silicon Valley. At the conference, BVL staged the forum "Merging Production and SCM – on a Road to Manufacturing Excellence". The availability of places on the subsequent trip were extremely limited. The target group was made up of decision-makers, who had the chance to meet the most innovative start-up founders and learn about new technologies on the tour through San Francisco

and the valley. Then, in November, there was the transport logistic Americas trade fair at Miami Beach Convention Center, held together with the air cargo forum Miami of TIACA. Despite a tropical storm, more than 5,900 management executives, specialists and young professionals from business and logistics representing 220 companies and organisations from 31 countries came together for the event. The trade fair duo comprising air cargo forum and transport logistic Americas will take place in even years and now has its firm place in the international trade fair calendar. It is the only intermodal trade fair in the United States. "The trade fair duo is becoming a working

event for international exchange and interaction – and a place where people work together to find solutions for intermodal supply chains", says Dr. Robert Schönberger, Director transport logistic Exhibitions at the Messe München trade fair company.

Blog post by  
Prof. Thomas Wimmer:

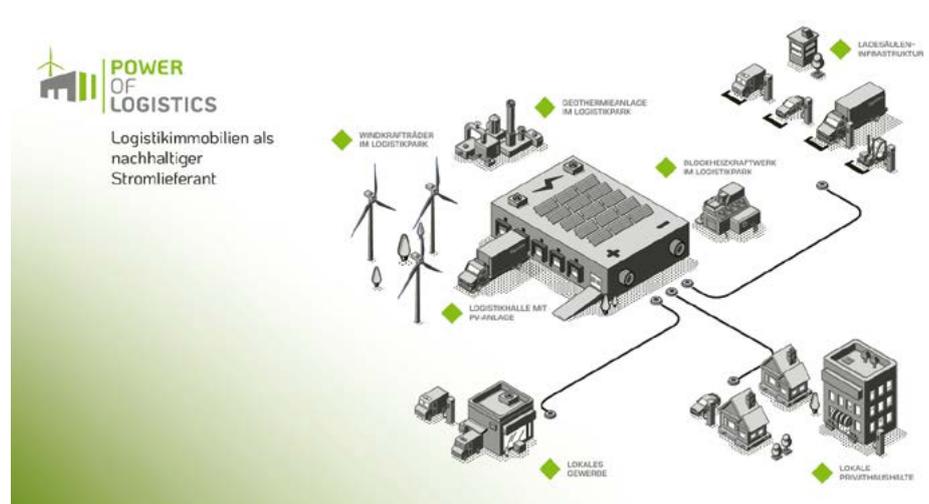


## Working on topics together

The BVL focus groups serve to facilitate contacts between companies in specific fields of expertise, thereby promoting the exchange of specialist knowledge and experience. In addition, the focus groups

develop concrete initiatives for the logistics sector and ideas to support companies in their day-to-day work. In 2022, this was particularly true of the “Logistics Properties” and “Image of Logistics” focus groups.

**“Logistics Properties” focus group** By installing solar panels on the roofs of the logistics properties that have been built in Germany in the last ten years alone, it would be possible to generate up to 2.5 terawatt hours of solar power and feed it into the public networks. This represents enormous potential, and one that the new “Power of Logistics” initiative of the “Logistics Properties” focus group intends to exploit – all the more so in view of the current energy crisis. The solar electricity generated on the roughly 30 million square metres of roof area could avoid around 960,000 tonnes of CO<sub>2</sub> -which is approximately the volume of CO<sub>2</sub> absorbed by 250,000 acres of mixed woodland every year. Photovoltaic installations on roofs is not the only option; the logistics sector could also help municipalities to become more energy-independent with wind turbines in industrial estates or with district



“Power of Logistics” hopes to exploit energy potentials.

heating plants or water heat pumps. To achieve this, logistics initiatives from all over Germany and stakeholders from the logistics industry and the logistics property

sector should be brought together to jointly address the issue of the energy transition.

**“Image of Logistics” focus group** The focus group repositioned itself after Christina Thurner, Chairwoman of Loxxess AG and BVL Board member, replaced Frauke Heistermann as the chair of this group of experts. In the medium term, the members of the group have made it their mission to collect relevant content on the topic of sustainability from the BVL network – or to create this content themselves – and to disseminate this information. The primary target group

for this content is the logistics community, but it is also designed to appeal to interested members of the public. At its three meetings each year, the focus group initiates relevant activities, campaigns and events which the members then plan and implement in individual working groups. One outcome of these efforts have been the regular posts on sustainability in the BVL blog. Work is also in progress on an activity book on tasks in logistics and supply chain manage-

ment. The biggest task in 2023 will be the complete relaunch of the BVL website. Based on the four pillars “association”, “content”, “events” and “further training”, the website will be modernised into a platform for members and interested parties that is also up to date in terms of booking and user experience. The press section was already modernised in 2022 and the former BVL.digital podcast integrated in the website as a BVL podcast.

The “Image of Logistics” focus group during its visit to Hellmann in Osnabrück in November





## Wide-ranging BVL presence in the media – intensive communication by the association

*BVL Board Chairman Prof. Thomas Wimmer being interviewed at the International Supply Chain Conference*

The theme for the year – “Supply Chains matter!” also set the overall tone for the press and PR activities of BVL in 2022. BVL was mentioned around two dozen times in national media like “Süddeutsche Zeitung”, “Handelsblatt”, Reuters, the “ZDF heute” news programme or the “brand eins” magazine, and these frequent citations were certainly also due to the increased focus on supply chains in the media. This attention mainly focused on assessments of the current situation by the Board or the Chairman as well as the findings of the Logistics Indicator determined for BVL by the ifo Institute. In order to render the theme for the year more “tangible” in the social media, BVL developed a series of graphics showing objects that underline the importance of supply chains for society – from a blood bag and a europallet to a heat pump. The graphics were published on the social media channels of BVL and reached more than 60,000 people. Dissemination of special-interest information was equally successful thanks to the close ties with the specialist logistics media – as reflected by the countless articles on an extremely diverse range of top-

ics in the context of the International Supply Chain Conference.

In spring 2022, the Press and PR unit revived its “press review” covering the most important publications of BVL and other relevant topics – and made the review available to the Board and other recipients.

The LOG.Letter providing news from the association appeared in digital-only format during the pandemic for cost reasons. It has meanwhile been comprehensively revamped; the new LOG.Letter is now even more attractive than before and can be accessed at [www.bvl.de/logletter](http://www.bvl.de/logletter). The new online format no longer has fixed publication dates but the content is continuously updated. New articles are linked in the weekly LOG.Mail and in the social media channels of BVL. As usual, the “BVL Magazin” appeared four times in 2022 and focused on the hot topics “Transparency and Resilience”, “Government Logistics”, “Climate Change” and “Supply Chains matter!”. LOG.Mail and

“BVL Magazin” are automatically sent to all members. If you haven’t been receiving them, then please contact [presse@bvl.de](mailto:presse@bvl.de).

Of all the social media channels, LinkedIn remains the most important communication medium for BVL, topping 20,000 followers in autumn 2022. Changes to the algorithms and the general debate over the future of Twitter meant that we did not succeed in growing our reach there. BVL has taken the precaution of setting up an account on the similar Mastodon service. The Instagram channel of BVL was taken over by two young professionals ahead of the International Supply Chain Conference, enabling it to reach new target groups. The idea of a separate LinkedIn channel for marketing of the International Supply Chain Conference that also permits references to sponsors, exhibitors and speakers has also proven its worth. Posts on the conference were displayed to LinkedIn members more than 260,000 times – a massive increase of 100,000 on the previous year.

## Sustainability in transport logistics – preference for hydrogen

# Hydrogen

BVL, DHL and locational data and technology company Here Technologies joined forces to conduct a survey of over 100 companies in trade, industry and logistics services. The aim was to determine which measures they prioritise for CO2 reduction and what role alternative drive systems play in transport fleet development.

When asked about their preferred drive technologies for their truck fleets in the coming years, most companies voiced a preference for hydrogen, followed by electromobility and conventional diesel engines.

The respondents agree that there will be a major reduction in the use of diesel engines. Changeovers are currently hampered primarily by lack of availability of both alternative drive systems and charging or filling points.

Only 35 percent of surveyed companies have already defined a point in time by which they intend to have a climate-neutral transport fleet – and it is conspicuous that the logistics service providers have more ambitious targets than trade and industry: while the latter intend to be climate-neutral by

2035 on average, the logistics service providers want to achieve this goal by 2033.

What is of concern is that while sustainability and emissions are seen as being relatively important, these factors are still at the end of the list of criteria for awarding contracts.

You can find the study results at [www.bvl-digital.de/sustainability-in-transport-logistics/](http://www.bvl-digital.de/sustainability-in-transport-logistics/)

## Act on Corporate Due Diligence Obligations in Supply Chains (LkSG): scope for improvement in terms of implementation

The directive applies to companies with 3,000 or more employees as of the beginning of the new year and requires companies to also ensure compliance with human rights in their transactions with indirect suppliers, specifying documentation obligations for this purpose. In summer 2022, Oracle and BVL asked companies of different sizes in all sectors about the central aspects of this legislation.

At the time of the survey, 63 percent of companies were unaware of the stipulations of this law – among them a particularly high

number of transport and logistics providers as well as many small companies across all sectors (55 percent). Irrespective of sector, only few companies had already addressed the question of implementation. According to the respondents, the biggest challenges are organisational handling (69 percent), data integration (67 percent), certification of suppliers (44 percent) and costs (43 percent).

In terms of implementation, 52 percent said that data integration was the biggest concern of users. It was above all in the area of IT solutions that companies saw the greatest

chance of meeting the various challenges. Companies in the consumer goods sector and pharmaceutical industry in particular saw the major benefits of these IT solutions. Implementation, on the other hand, was still on the back burner in many companies: only 16 of 115 polled companies were already using a software solution that they hoped would support them in the process.

You can find the study results at [go.oracle.com](http://go.oracle.com)

# From the Chapters



There was a clear desire in the chapters to meet in person once again. And after two years of restrictions, there were more and more face-to-face events – first and foremost the Chapter Management Meeting, for which Franconia Chapter Chairs Michael Mehldau, Sophie Nehring and Johannes Rebelein put together an interesting and varied programme with the support of Katja Wiedemann from BVL head office. This year, the event featured groups working in line

with the open space principle: participants drew up twelve topics in a group setting, and the corresponding working groups discussed these topics before presenting their findings to the full meeting. Majority votes resulted in the definition of four initiatives with the goal of pursuing the specified goals and deciding on targeted measures. The four initiatives are entitled “Sustainable Young BVL”, “Virtual Chapter Events”, “Sustainability” and “BVL in the World”.

It was once again possible to hold the traditional “Captain’s Day” in-person, which meant it was also possible to finally welcome the new honorary officials to an event at BVL head office.



*On Captain’s Day, honorary officials of BVL visited head office in Bremen in 2022 for the first time in years.*



*In an open space workshop at the Chapter Management Meeting, the honorary Chapter Chairs discussed ideas for the future development of BVL.*

**Chapter events** The events of the BVL Chapters featured a varied range of topics and many of them once again took place on site in a hands-on format. The Hamburg Chapter, for example, visited Ingenics AG, where the focus was on lean management. The participants were particularly impressed by the office kanban system, which permits re-ordering of working tools by kanban card when a defined threshold is reached.

The Rhine/Neckar Chapter had the opportunity to experience the Autostore system live at Cyber-Wear Heidelberg GmbH and the participants were able to gain a far more realistic impression of the system than would have been possible through a virtual visit.



Participants at an event of the Weser-Ems Chapter in a ship simulator

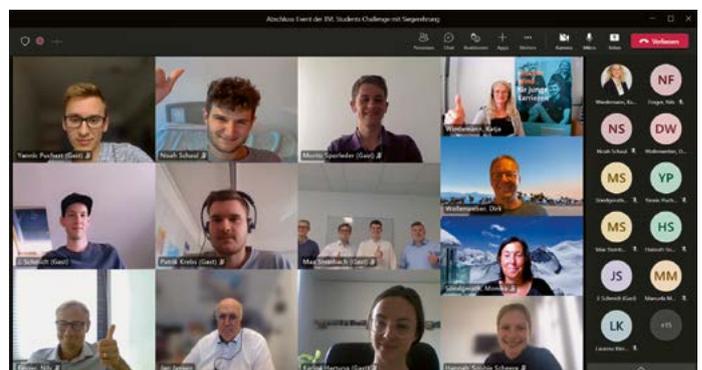
**Students Challenge** Over a period of four weeks, eight student teams played the role of an imaginary eBike manufacturer in the business simulation game entitled “The Blue Connection”.

The Students Challenge was designed to appeal to the student members of BVL and was a joint project in cooperation with Inchange B.V., the provider of the business game, and CBS International Business School – under the lead management of Prof. Nils Finger, Chair of the BVL Rhine Chapter, and Prof. Dirk Wollenweber. The objective of the challenge was for the students to familiarise themselves with the circular economy, assuming the roles of VP Finance, VP Purchasing, VP Supply Chain and VP Sales of an eBike manufacturer in the game. The final assessment of the team results took account of both economic sustainability in terms of ROI and ecological sustainability in the form of the circularity index (CI). The recipe for success of the winning team of Hannah-Sophie Scheerer and Jürgen Schmidt was the high level

The South Baden/Upper Rhine Chapter learned how Dachser in Freiburg intends to make deliveries with low emissions. The participants were even able to drive a battery-driven 16-tonne truck across the plant site, naturally in the accompaniment of a truck driver.

The Weser/Ems Chapter visited a virtual ship’s bridge to find out more about innovation and digitalization – and identified major untapped potential for the front-to-end digitalization of international transport chains.

The Main-Franconia Chapter visited the logistics centre of ZF Aftermarket in Schweinfurt to learn about the role of electromobility in the transition of the transport sector, and this resulted in a lively discussion on the topic of eMobility employing hydrogen drive systems.



of customer differentiation on which decisions in all departments were based. This made it possible to keep promises to customers – and this was rewarded by the market, exactly as it should be!

## Two BVL “veterans” bid farewell



*Convivial party for Conny Pintat in the beer garden on the Weser river*

This year, two employees who had become “institutions” at BVL head office left the association to enjoy a well-earned retirement. Cornelia Pintat had her last working day in the summer after more than 30 years as a full-time employee with BVL. She spent the lion’s share of this time in Member Services, which is why she will be missed not only by her colleagues at head office. But Conny was not confined to one task: she helped out wherever help was needed and lent her support to many projects ranging from the International Supply Chain Conference and various forums through to the initiative “Die Wirtschaftsmacher”.



*On his last day of work, the team at head office surprised Dieter Severin with a farewell breakfast.*

Dieter Severin also retired after 22 years at BVL. He was responsible for finance and accounting, and for procuring and distributing consumables as well as for some personnel administration tasks. Dieter always kept a watchful eye on the expenditures of head office. He also kept office materials under lock and key, while ensuring that all the things that were needed were always available.

## Dr. Martin Schwemmer new Managing Director



There were also changes at BVL head office this year. On February 15, Dr. Martin Schwemmer joined the management team of BVL, succeeding Dr. Christian Grotemeier, who moved to the Rhine/Main University of Applied Sciences in Wiesbaden. Schwemmer wrote his PhD on the success of logistics start-ups and was most recently Senior Consultant at the Fraunhofer Working Group for Supply Chain Services SCS of the Fraunhofer IIS in Nuremberg. Since 2011 he has authored the study series “The Top 100 in Logistics”, which has become a standard work for the description and analysis of the logistics sector. In his role at the Fraunhofer SCS, Schwemmer headed a wide range of projects in the area of logistics market intelligence; he has conducted various market and potential studies, and he determines market volumes, market potentials and market trends for public-sector and industrial clients. He is also a member of the German “Summit of Logistics Experts”. “Networks are there to be built and lived. I am delighted to have this opportunity to play my role and help in shaping logistics in my job at BVL – itself the ultimate logistics network. And I want to do so authentically and with an open mind”; says the new Managing Director.

## Answers for the real world

Science and research for real-world logistics and supply chain management are becoming even more important in the times of what has become known in Germany as the “turning point”. In view of the bottlenecks in the provision of virtually all necessary resources and serious disruptions to the supply chains, the key question is how do logistics and supply chain networks need to be positioned in order to maintain control and remain functional and efficient? The mem-

bers of the Scientific Advisory Board and the Research Council help to find the answers – by making know-how available to the network, sharing relevant knowledge in the “Logistics Research” journal, initiating studies or coordinating the funding of targeted research projects. The Scientific Advisory Board plans the International Scientific Symposium on Logistics of BVL and has chosen the theme “Coping with Shortages and Disturbances” for the next ISSL in June 2023.

### Scientific Advisory Board

The Scientific Advisory Board held two meetings in 2022 – a digital meeting on May 25 and an in-person one on October 18, the day before the International Supply Chain Conference. A total of twelve articles appeared in the International scientific journal “Logistics Research” (LORE) published by BVL – alongside regular articles in the special issues “ISSL21: Logistics for a Sustainable Future – Contributions from Science” and “Supply Chain Analytics in the 2020s”. In addition to the above, the tender for the special Issue “Dynamics in Logistics – Models and Algorithms for Optimisation, Planning, and Control” was also published.

At the end of the year, members of the Scientific Advisory Board were working with McKinsey on a study on “Collaboration in the Supply Chain” scheduled for publication in 2023. In addition, preparations for the International Scientific Symposium on Logistics in Dresden in June are in full swing

### Research Council

The Research Council came together for two meetings in 2022. The first meeting was a hybrid meeting in March, the second in person in Berlin. Decisions were made on a total of 34 short applications, and BVL submitted 39 long applications to the German Federation of Industrial Research Associations (AiF) this year – 14 of which were repeat submissions, in other words revisions of initially rejected or poorly assessed applications.

Thomas Kilimann (IO-Consultants GmbH & Co. KG), Andreas Mager (4flow AG) and Prof. Joachim Schmidt (Ludwigshafen University of Applied Sciences) withdrew from the Research Council and were awarded the BVL Badge of Honour – as were Tilo Bobel (A.P. Moller-Maersk A/S), who left the body in 2021, and Dr.-Ing. Christian Büssow (Grohe AG), who, like Jörn Fontius (Beumer Group), moved from the Research Council to the Advisory Board. The new members of the Research Council are Marie Brüning (OHB Sys-

tem AG), Dustin Schöder (Deutsche Bahn) and Johannes Stemmer (Obermark).

### Changes to the IGF

The joint industrial research programme (IGF) will undergo some formal changes in 2023. The German Federation of Industrial Research Associations (AiF) currently plays a supporting role for the German government. The Federal Ministry of Economic Affairs and Climate Protection (BMWK) now intends to make use of a project funding entity in order to create a higher degree of legal certainty for the funding instrument. To this end, there will be a new funding directive from 2023 and a Europe-wide tender for the project funding role. In this process, the industry-supported research associations like BVL will remain part of the system and the current expert opinion system will also remain in place.

### GATE project: research project aims to simplify emission measurement

CO<sub>2</sub> emissions must be correctly documented and allocated if they are to be reduced effectively. Various studies in recent years have shown that SMEs in particular have a lot of ground to make up in this area. If sustainability increasingly becomes a key factor in the competitive arena, then com-

mitted SMEs must be able to collect and pass on their CO<sub>2</sub> data. Moreover, SMEs play a central role in achieving the defined climate targets, as 99 percent of the transport service providers in the European market for road freight transport fall into the SME category.

This is the starting point for the research project “Integrated Documentation of Transport Emissions of SMEs” (for which the German acronym is “GATE”), a joint project of the Institute of Business Logistics and General Management at Hamburg University of Technology (TUHH) and the Center for Sustainable Logistics and Supply Chains (CSLS) at Kühne Logistics University. This cooperation is facilitated by BVL, which acts as the link between the research establishments and the IGF as well as commissioning the work by the participating institutes. The project is funded by the Federal Ministry of Economic Affairs.

The project is headed by Wolfgang Kersten, Director of the Institute of Logistics and Corporate Management at the TUHH and a member of the Scientific Advisory Board of BVL, and Moritz Petersen, Academic Director of the CSLS at Kühne Logistics University.



Current and former members of the Research Council came together on the eve of the ISSC in Berlin.



## Science Award for SCM 2022: dissertation on eco-label for overland transports

With his work on the emission-focused management of land-based freight transport, Dr. Arne Heinold from Kiel University won through against two other finalists for the Science Award for SCM 2022. His dissertation was supervised by Prof. Frank Meisel.

Passenger and freight transport generate a large part of the emissions that are of relevance to our climate, and the level of these emissions depends on the mode of transport. Eco-labels have already become established in other sectors to provide information on the environmental impact of products and services. These labels use the colours green, yellow, orange and red to show how energy-saving the products are. Arne Heinold has been working on a comparable solution for transport services.

“Logistics service providers can use eco-labels that identify environmental quality – green for good or red for poor – to take account of customer preferences and gain a competitive edge”, says the researcher.

In his dissertation, which was part of a project of the German Research Foundation (DFG), Heinold outlines methods to determine emissions irrespective of the mode of transport and – what is new – to allocate emissions to individual shipments. To this end he reviewed allocation methods based on DIN EN standards. He analysed multi-modal transports in 27 European countries, also taking account of external factors such as topography or energy generation. His findings show that lower transport emissions often lead to longer transport times.

If logistics managers want to put a green label on their transports, then they will have to accept longer delivery times

You can find more information on the Science Award for SCM at [www.bvl.de/en/sascm](http://www.bvl.de/en/sascm)

## Distinctions in 2022

This year, BVL once again honoured people who have rendered exceptional service to the association. During the International Supply Chain Conference, honorary BVL membership was conferred on Christoph Beumer, Frauke Heistermann and Johannes Söllner. The Badge of Honour in Gold was awarded to Mirco Novak, Harald Seifert and Klemens Rethmann – the latter in summer before the conference.

[www.bvl.de/ehrungen](http://www.bvl.de/ehrungen)



*The Badges of Honour in Gold were presented at the "Berliner Abend" at the "Nolle" venue on the eve of the International Supply Chain Conference.*

## Members' Meeting once again in person

After two years in digital format due to the pandemic, it was once again possible to hold the Members' Meeting as an in-person event this year. 40 members came to the Mercatorhalle in the City-Palais in Duisburg for the 44th Ordinary Members' Meeting, while 57 members took part virtually and 46 voting proxies were assigned. The items on the agenda were the customary review and outlook, approval of the actions of the Board and the accounts auditors, approval of the

budget for 2022 and the Board elections. Andreas Schick, COO and Board member for Production, Supply Chain Management and Purchasing at Schaeffler AG, was unanimously elected as a new member of the Board with his own abstention. Eva Combach was deeply thanked and regret was expressed at her decision to leave the Board, as she is taking on a new non-logistics role at Mercedes.

Alexander Doll, Prof. Kai Furmans, Karl Gerandt, Dr. Christian Jacobi, Dr. Torsten Mällée, Andreas Reutter, Tim Scharwath, Josip T. Tomasevic, Prof. Thomas Wimmer and Stephan Wohler stood for re-election at the end of their original term and were confirmed in their posts. The special highlight was a tour of the port in Duisburg organised by Duisport AG and its CEO, BVL Advisory Board member Markus Bangen.





## BVL Board

### Chairman

**Prof. Dr.-Ing. Thomas Wimmer**  
Bundesvereinigung Logistik e. V.,  
Bremen

### Accountant

**Stephan Wohler**  
Member of the Board,  
Edeka Minden-Hannover Stiftung & Co. KG,  
Member of the Board,  
Edeka Foodservice Stiftung & Co. KG,  
Minden

### Deputy Chairman

**Frank Dreeke**  
CEO,  
BLG Logistics Group AG & Co. KG,  
Bremen

### Other Board members

**Kai Althoff**  
CEO,  
4flow AG, Berlin

**Dorothea von Boxberg**  
CEO,  
Lufthansa Cargo AG, Frankfurt

**Marcus Dirks**  
Managing Director,  
DIRKS Group, Emden

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