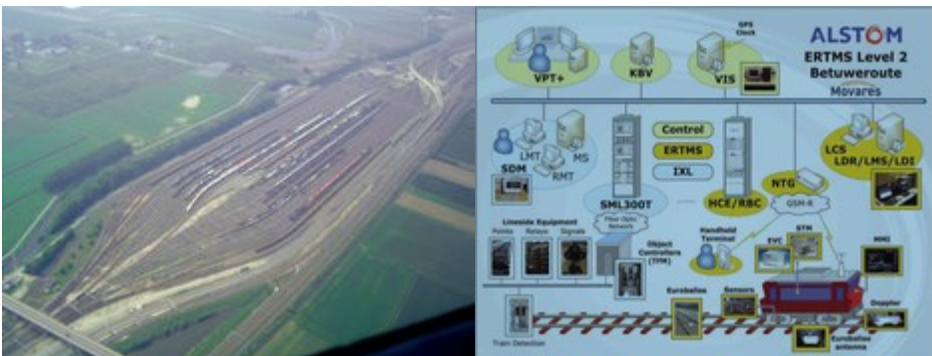


Projects Dr. Jaap M. Vleugel – Highlights

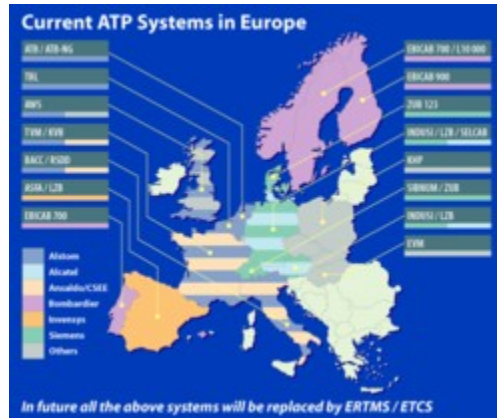
Railways

2006-2011 - EU Sixth Framework Programme for Research and Technological Development (FP6), project CREAM “Customer driven Rail-freight services on a European mega-corridor based on Advanced business and operating Models”; [final activity report](#). Main goal of the project was to improve west-south-east rail freight transport in a quite wide corridor involving rail, truck (ROLA) and short sea legs.

Dr. Jaap Vleugel was the Dutch project manager and carried out 95% of the research. In close cooperation with Keyrail, he authored reports about Rotterdam’s Port Line (transition to ERTMS/25 KV) and the development and technical installations of the Betuweroute dedicated freight line; [Research RA 5.1](#), [Demonstration DA 5.1](#), [Training TA 5.1](#). OTB’s share was around 550 KE. Project managers were Hacon and KombiConsult.



2007 - Tweede Kamer der Staten-Generaal, Onderzoeks- en Verificatiebureau, [HSL beveiliging ERTMS; press 1](#), [press 2](#). Main goal of the project was to analyse the technical, organisational and political context and issues during the implementation of ERTMS (level 1, 2) on the HSL-South passenger railway connecting Schiphol with Antwerpen and, based on that suggest some lessons for future ERTMS implementations. Dr. Jaap Vleugel was responsible for most of the research work. Dr. ir. John Baggen and he were the main authors of the final report. Project leader was safety expert prof. dr. ir. John Stoop.



2006 - EU Committee of the Regions (CoR), Natural cross-border barriers to the development of Trans-European Transport Networks ([non published version](#)). The main goal of this project was to analyse specific bottlenecks in passenger and freight corridors in Europe. Dr. Jaap Vleugel was project leader and main author and editor.

Example bottleneck (2006): Single track railway bridge near the French (Strasbourg) - German (Kehl) border.



City logistics

Dr. Jaap Vleugel was involved in several projects in a period when the discussion about the last mile was evolving, but sustainable mobility was hampered by a lack of available technology. How the situation has changed in more than a decade.

2006 - Bestufs 2. An international cooperation between European research institutes specialized in freight transport and logistics. A [report](#) about the Dutch state-of-the-art. Regarding modeling, the situation has changed favourably. However, the lack of data is still a problem in many of these projects.

2003-2005 - Verklaring Stedelijke Distributie (VSD) projects (Dutch) by TRAIL for Connekt. These projects were directed at the analysis of the city logistic process in several Dutch cities, including Amsterdam and Utrecht. For each of these, a so-called delivery profile was to be developed. While we could benefit from the cooperation with DHV Consultants for the field work, there was a considerable lack of dedicated information about actual logistic decision-making and operational logistics (on the road). There is a lot we don't know. A few case studies cannot be generalized to represent a full city; [report](#). On the positive side, there is a continuous need for research into operational and tactical decision-making in logistics and freight transport. The quest for sustainability has only deepened this need in recent years. This explains my involvement as supervisor of many logistic (design and thesis) student projects and my own, albeit small, research agenda.