

MONOCLE

A BRIEFING ON GLOBAL AFFAIRS, BUSINESS, CULTURE & DESIGN

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Design
Directory
Part 02



Build a better life: meet the world's new homemakers

Stop dreaming, start digging! From brick to bath, a 48-page guide to good houses, cosy rooms and well-planned projects – a **MONOCLE SPECIAL**

- A AFFAIRS** Bonn voyage: why Berlin civil servants still shuttle back to the former capital
- B BUSINESS** Engines of change: the future of rail revealed
- C CULTURE** French diplomatic outpost gets très cool!
- D DESIGN** Can the Aga Khan's museum be a Muslim soft-power player? He thinks so
- E EDITS** Gay Talese's Last Meal, a snippy British success story and where to set up in Warsaw



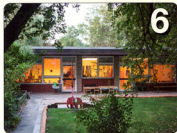
OSLO CITY SURVEY:

Our 32-page guide to the best things happening between fjord and forest



NEW YORK:

Running guide, part 3



DESIGN DIRECTORY

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BULLET TIME —Berlin

Preface

The romance of the rails captures the imagination but travellers still demand efficiency and comfort on the move. Monocle visits industry fair InnoTrans for the latest technologies and innovations keeping the transport on track.

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A rail yard is usually a fallow zone; a place for trains not running or working but "dwelling", in industry speak. But the 145 vehicles parked in the outdoor display area at InnoTrans – Berlin's biennial rail industry trade fair, which celebrated its 10th edition in September – are doing much more than dwelling. These shiny trams, monorails, double-decker regional trains and locomotives are the prize products of exhibitors here to launch the newest technologies and innovations in rail transport.

With nearly 3,000 exhibitors from 55 countries showing across 200,000 sq m of space, InnoTrans is larger than ever; in fact it has not stopped expanding since its launch in 1996. "This is the most important trade fair for this industry in the world; there's nothing that comes close to it," says Jeanette Bowden of Canada-based transport company Bombardier.

On the fair's first day, well-heeled viewers stood in a long line to see the interior of the sharp-nosed Frecciarossa 1000: the sexy new-generation bullet train that Bombardier and AnsaldoBreda



01 Testing CSR's
tram-driving simulator
02 Model for a new
Chinese high-speed
vehicle



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European Railway Industry, unveiled the results of a study it commissioned from strategy consultants Roland Berger that forecast the sector's next five years. Amazingly, rail supply's most mature market, western Europe, is holding a steady lead. Latin America, Asia Pacific and North America were revealed as high-potential regional markets, in part because Brazil, Colombia, the US and China (whose showing at this InnoTrans was the biggest ever, with 28 companies) are investing heavily in new projects.

Both Africa and the Middle East have seen explosive growth in recent years that they are likely to maintain. "Despite the crisis a lot of countries are still going through, this industry is resilient to economic ups and downs. And alternative financing tools like public-private partnership will gain in importance," says Citroën, pointing out that the total global rail market is forecast to increase 2.7 per cent each year to approximately €176bn a year between 2017 and 2019.

How this will happen is unclear: rail expansion in the global east has the potential to overtake the west, with Europe's stability perhaps flagging in the face of ageing infrastructure and the need to compete for customers with new service-based products and routes. North America lags some distance in terms of investment as well, especially in passenger travel.

Still, after touring InnoTrans 2014's gleaming display trains, set to roll out on urban and long-haul rails around the world, it's not difficult to imagine many smooth rides into the future. — (M)



- 02 Jeanette Bowden from Bombardier
- 03 Potential clients test new seating
- 04 Superlight bogie
- 05 Designer Gerhardt Kellermann
- 06 Frecciarossa 1000's conference room

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Rail's future

The Future Mobility Park lounge made its first appearance at the show, providing a space to present ideas for the future of rail travel. Munich-based industrial designer Gerhardt Kellermann displayed what he calls "add-ons." "Taking the Deutsche Bahn's ICE, we came up with ideas to improve the train experience [that were] realistic and not too far into the future," he says. Kellermann's office came up with an induction charger for smartphones and other devices on each tray table; a firmer, moldable headrest; and best of all, since high-speed trains no longer allow passengers to open windows, a "panorama" train carriage with standing tables, floor ventilation allowing fresh air in and windows that wrap around most of the coach.

gerhardtkellermann.com



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