Towards a Shared European Logistics Intelligent Information Space

SELIS Newsletter - Living Lab 1 Workshop "Share the Results and Learnings"

On 19th June in Zaragoza, Spain, a SELIS workshop was held to present the outcomes from SELIS Living Lab 1 **"DHL multi-option service provision utilising customer specific SELIS nodes"** and to receive constructive comments and feedback from the meeting attendees. The hosts Beatriz Royo and Carolina Cipres from Zaragoza Logistics Centre opened the meeting and introduced the agenda.

Brian Bolam of ELUPEG gave a presentation of the SELIS project principally for those non consortium members present but also as a refresher to all participants regarding the vision, objectives and the deliverables. In particular he focussed on the vision of a single Pan-European network of SELIS Nodes (SN). The proposed Shared European Logistics Intelligent Information Space, SELIS, is a network of logistic communities' specific shared intelligent information spaces termed SELIS Community Nodes (SCN). SCNs are constructed by individual logistics communities to facilitate the next generation of collaborative, responsive and agile green transportation chains. SCNs link with their participants' existing systems through a secure infrastructure and provide shared information and tools for data acquisition and use, according to a 'cooperation agreement'. Connected nodes, provide a distributed common communication and navigation platform for Pan European logistics applications. Each Node decides what information it wishes to publish and what information it wants to subscribe to.

Javier Rivas from DHL is the leader of Living Lab 1 and he gave a presentation outlining the progress and the perceived benefits to DHL Iberia. DHL has 6 business units in Iberia covering major sectors such as; Retail, Industrial, Energy, Automotive and High Tech. Across the business there are 9 TMS systems (some legacy inherited/mandated by customers). The LL1 use case sought to normalize the data from these multiple systems such that a single data format could be submitted to and from a SELIS Node (SN). The normalisation engine could be automated and could suggest potential matches, however this functionality has not been developed at this stage and it is left to operators to make best use of assets. The benefits when totalled from the various categories such as: reduction in hours of manual entry, improved efficiency of vehicle loading (yet to be implemented but data available and visible), improvements in customer services, would in total be in the range of 15-18%. It has been calculated that 93% of DHL data could be normalized and sent to the SCN. This process of data normalisation was restricted to DHL Iberia and there are no current plans to seek to commercialise outside of DHL Iberia. After the presentation there was a lively Q&A session focussing on the benefits of the LL1 to DHL followed by Professor Jan Fransoo, Professor of Operations Management & Logistics at Kuehne Logistics University, Hamburg presenting on “Decision Making in Logistics: “Humans, Models and AI”. The lecture explained the juxtaposition of current practice along with Digitalisation opportunities using AI & ML.

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