Towards a Shared European Logistics Intelligent Information Space

SELIS Newsletter
Living Lab 3 Workshop
"Share the Results and Learnings"

On June 11th Roberta Desiderà, Zanardo welcomed everyone to the SELIS workshop in Treviso, Italy to share the learnings from Living Lab 3. Stephen Rinsler from ELUPEG then gave a summary of SELIS; an EU Project (No 690588) designed to build and test the ability to accept supply chain data from the commercial systems of companies: orders, product data files, etc. often available in different formats and translate the data streams such that data transfer between players in the supply chain is fast, safe and flawless. The SELIS goal is to provide the translation algorithms, database and data analysis tools to increase collaboration within the SELIS communities.
The Research and Development was provided to a series of Living Labs where Use Cases of the same logistics' type could test the solutions.
Living Lab 3 focuses on SME sustainable urban freight transport. Urban logistics is essential for the viability and economic competitiveness of the cities, but it is also a source of multiple side-effects, both on social, environmental and economic levels. Even if it represents only 11% of the total traffic in the urban area, it is responsible for 25% of GHG emissions, 30% of nitrate oxides, 40% of noise pollution and energy consumption and 50% of fine particles. This last mile consumes up to one third of logistics costs even though it only represents 1% of the total transport distance.
The LL3 Urban Logistics Platform has been applied in three different locations/use cases; Brussels, Venice and Athens - described below.

Information sharing hub: Use Case 1 (Italy)

Roberta Desiderà, ZSL explained its aims were to integrate its existing IT systems into SCN to create a Sharing Hub, which enhanced supply chain visibility on real-time information about the trucks' status. They also provided software analysis in the hub using geocoder and routing optimization API's. This has been implemented and has enabled better planning and better Customer Service by normalizing data through the SCN to permit easy data sharing. In particular, the hub showed data about the delivery status from ZSL to the Customer but also reported ATA, incidents and the truck's spare capacity. This will improve transport optimization and thus reduce waste of resources, costs and CO2 emissions.

The group has seen increases in the Truck Load Factor: 2% to 95% and a fall in empty running from 24% to 21%. Given the model does not involve any collaboration these changes are still significant. They can incorporate 3PL and other freight.

Collaborative Planning for synchronised urban mobility (Belgium)

Use case 1: Collaborative order management

Hinde Boulbayem, Sumy, Belgium explained that collaboration was being hampered by the lack of shared data, the low level of data reliability and transfer reliability. There was also the problem of night deliveries and how the systems could help ensure that a delivery was being made whilst no-one was there. (The UK Post office works by ensuring a bar-code is read at the point of post-delivery or post pick-up). The biggest problem seen whilst trying to get order data moved shared is that the delivery address was not always known; often the address on the order was the payment address, or Head Office, not the delivery point.

Once cleansed there was adequate and good data to be shared for route bundling using ISPC.

The 552 drops per day, delivered 3 times a day to the same location if needed was a large manual task, now automated. The manual task was so large that they had not reviewed their routes for some time. This better resourced, better informed daily review has saved some 8 routes, 19% of KMs driven, 13% reduction in CO2. They had used the SCN to integrate their planning software with their order acceptance software. In future they wish to integrate their WMS.

Use case 2: Operational monitoring of transport execution

Lander Mareels, Pharma Belgium-belmedis explained for their deliveries they had no

track and trace, no evaluation of routes and efficiency of planning/delivery, inefficient communications and the ePOD was not accurate. Again, base data, such a delivery addresses was not good enough. It was clear that the use of the SCN does not improve delivery addresses, but it provides an excuse to correct the legacy data. A Tom Tom solution was used for the PDA and for the ePODs but it also helped with geo-positioning reporting of the truck.

Use case 3: Strategic monitoring of collaboration value and risk

Fabien Girard, Mapotempo explained their review of electric vehicles, their advantages: Low local emissions: particulates, CO2, noise and their disadvantages: battery technology still rudimentary, journey length without charging not yet high enough, few charging points and a worry about active cooling being difficult (but it is not legally necessary for now nor probably needed) and payload concerns. The ELUPEG NexTrust pilot in London was discussed. This successfully used a 10 year old experimental electric truck and its payload was very reasonable (5tn). It managed 80-90Km round trips before recharging and two trips a day.

Collaborative Planning for synchronised Regional mobility (Greece)

Use Case 1: Collaborative information sharing

Toai Truong provided a sketch of the Sarmed company: 2.3m order lines, 26m boxes, 39,500 SKUs and 600,000m3. However, to deliver this Sarmed used 100% LSPs (Logistic Service Providers). They had restricted access to the Greek Islands in terms of shipping slots, the Regional Agents were very independent and administration very slow, PODs took 48 hours minimum.

Use case 2: Optimized Regional Agent's deliveries

A preliminary review of the collaborative planning and route bundling shows a 12.5% gain for Sarmed and this will be pursued

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