

Minutes of Meeting

Date: 02.09.2021
 Time: 0830 – 1200 CET
 Place: Teams
 Participants: Participants enrolled in the conference

Dialogue Conference on Last Mile services, parcel logistics and home delivery of goods

Presenter	What
Ruter	<p>Welcome and agenda The following was presented:</p> <ul style="list-style-type: none"> • Background for the conference and introduction to agenda • A brief introduction to Ruter's vision, how Ruters works with Radical Innovation and Ruter's initial thoughts on the subject of Last Mile services, parcel logistics and home delivery of goods
CityQ Morten Rynning	<p>CITYQ - A NORDIC E-MOBILITY COMPANY SUSTAINABLE LAST MILE TRANSPORT</p> <p>CityQ provides electrical Cargo bikes designed for sustainable last-mile transportation. Compared to van deliveries CityQ enables significant reduction in emission and increased efficiency. Available in different configuration for multiple purposes.</p> <p>Questions</p>
Alstom Didier Lapaus	<p>Alstom offers a complete range of equipment and services, from high-speed trains, metros, trams and e-buses to integrated systems, customised services, infrastructure, signalling and digital mobility solutions.</p> <p>Alstom is continuously focusing on innovation within green mobility and smart mobility solutions.</p> <p>Alstom has previously conducted test using Trams for parcel logistics outside of peak hours. Findings reveal that low frequency solutions are unattractive as urban logistics demands high frequency. Alstom then presented development I parcel logistics which shows:</p>



	<ul style="list-style-type: none">- 50% increase in parcels in 2020- 94% of parcels > 5kg- Expected increase in congestion, Vehicles and emission as a result in increased last mile demand- <p>Alstom suggest using existing public transportation capacity and combine with parcel transportation as a mean to get parcels from hub to “mini-hub” or to parcel lockers. Digital management and control of capacity and needs to be combined. Alstom showed their Mastria system which can combine digital management and flow of traffic, people and goods.</p> <p>-</p>
Zoopit <i>Bryan Quinn</i>	<p>Zoopit connect all parts in the value chain, we automate many processes and most of all: we provide customers the smoothest delivery experience. Zoopit provides a real-time dynamic planning and routing tool, enabling optimal route planning and control of the delivery value chain.</p> <p>Using machine learning and data analytics, Zoopit optimizes on-time delivery performance and increases overall efficiency compared to traditional route planning.</p>
Yandex <i>Teimur Bagirov</i>	<p>Yandex is one of the largest tech companies in Europe, providing a multitude of digital services and solutions.</p> <p>Yandex presented some of their relevant logistical solutions and their application:</p> <ul style="list-style-type: none">- Routing: SaaS last-mile optimization and planning. 60-70K daily orders with 98% accuracy. 85% in house delivery- Yandex.Market/Ecosystem. Online marketplace with 15-20 min delivery from nearby dark stores. Implemented in 10 cities in Russia as well as in London, Paris and Isreal- Yandex fleet control. Monitoring of performance and safety- Self-driving: Rovers and cars for autonomous transport
Pick-App <i>Pelin Smines</i>	<p>Pick-App is an online market place providing home delivery of what you need and when you need it. Pick-App enables users to order from a multitude of local stores and markets via their online platform, and offers home-delivery of ordered items via their delivery partners.</p> <p>By connecting stores, customers and delivery drivers, Pick-App enables a decentralized solution that can offer home-delivery coverage in the most rural areas. Pick-App presented a pilot they have executed I Norefjell successfully demonstrating the ability to use platform I rural areas and provide sustainable solutions, using existing driving routes.</p>
Schibsted Distribusjon <i>Janicke Asakskogen</i>	<p>In 2014 Schibsted took the brand helt hjem (meaning all the way to your home) to develop and sell e-commerce products, based on the existing newspaper delivery network. By building on already existing networks no extra cars or vans is on the roads and highways.</p> <p>Helt Hjem delivers a multitude of services and offers parcel home delivery and pick-up, as well as distributing for Schibsteds own Morgenlevering brand.</p> <p>Schibsted Is constantly looking for new opportunities to expand and take advantage of their network.</p>



	<p>Schibsted are eager to test new solutions and see benefits in public private partnerships. I.e.:</p> <ul style="list-style-type: none">- Buses outside of peak hours or when standing still?- Night distribution using excess or stillstanding capacity?
MixMove <i>Jan Tore Pedersen</i>	<p>MIXMOVE is a cloud solution supplementing existing infrastructure (TMS, WMS, ERP), optimising and visualising logistics processes on parcel level in a supply chain network. MixMove mixes incoming shipments to optimise capacity in order to move full truck loads towards the end point via different hubs. MixMove is established with 37 customers and a flow of +3 MIL parcels monthly.</p> <p>Making the best use of existing asset to move parcels smart, MixMove is already involved in a Public Private Partnership via the project Move21. Here Ruters hubs at Filipstad and Ski is potential test sites for the system</p>
BetaMobility <i>Johan Høgåsen-Hallesby</i>	<p>An integrated Management Consultancy and Startup Studio specializing in mobility. BetaMobility states that collaboration and common access to data is needed to kick off innovation. They presented some hypothesis and observations:</p> <ul style="list-style-type: none">- Institutional barriers are bigger than technical challenges to achieve FOT.- Standardized (open) data within logistics is still lacking and of inconsistent quality.- There is a movement towards consolidation of warehouses and more terminals for transloading at city (center) limits.- Routing becomes dynamically populated and real-time adjusted.- Exponential growth in both online shopping and expectations of same next day deliveries.- Non-optimized utilization across total fleet. <p>BetaMobility has several thoughts on how to use Ruters position and insights. Amongst those presented:</p> <ul style="list-style-type: none">- Can shared data be used to time- and place-shift deliveries to off-peaks, avoiding congestion?- Could shared data unlock potential of co-utilized fleets?- How can travel data help optimize positioning and utilization of delivery/pickup points?- Are bus-stops a potential network of multi-use mobility/pick-up points?- In the far future - how does this lay the groundwork for Autonomy and Podification in logistics? <p>Lastly BetaMobility pointed out that the potential in Public Private Partnership is great, if we can overcome the organisational hurdles and setup a good framework for cooperation</p>
iBoxen <i>Tim Jørnsen</i>	<p>iBoxen is a national, open, neutral and sustainable infrastructure for delivery, return and shipment of parcels. iBoxen are placing neutral Parcel lockers across Sweden which are open to logistics providers.</p> <p>Thus creating a sustainable solution enabling customers to retrieve their parcels easily and flexible, and reducing the total amount of km needed for delivery.</p>



	iBoxen's ambition is that in urban areas, no household should have more than 300 meters to the nearest pick-up point.
Number <i>Jon Martin</i> <i>Tafjord</i>	<p>Nimber is a matching platform that connects Senders with Bringers that have spare capacity. The main concept was built on commuters with spare capacity. The last couple of years, new concepts have been tested, some are in pilot and some have been successfully launched.</p> <p>Nimbers wish list to Ruter...</p> <p>We have:</p> <ul style="list-style-type: none">- A set of business customer with needs that can fit- Experience in how crowd shipping works- Experience with use of spare capacity- Already established hypothesis to test and verify- Flexible technical platform for concept testing- A new micro hub arriving in end of December
Trapeze Group <i>Christian</i> <i>Erikstrup</i>	<p>TrapezeGroup delivers Intelligent Planning and Optimization of Public Transport with OnDemand Resources. They combine fixed, flexible and On-Demand resources for the optimal performance.</p> <p>The solution is fully integrated and can support different mobility needs as well as supporting logistical planning and execution as well.</p>
	<p>What next?</p> <p>Sharing is caring</p> <p>All presentations will be shared at <i>kollektivanbud.no</i>. https://ruter.no/kollektivanbud/moter/dialogue-conference-on-ridesharin-and-carpooling/</p> <p>Next step</p> <p>After the conference, you might be invited to a further 1:1 dialog at Ruters discretion</p>