

Strategic view on a futureproof logistic concept towards 2030

What's going on and what to do?

LEADERSHIP

Do!



The future
depends on what
you do today.

Mahatma Gandhi

START

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Ministry of Infrastructure
and Water Management

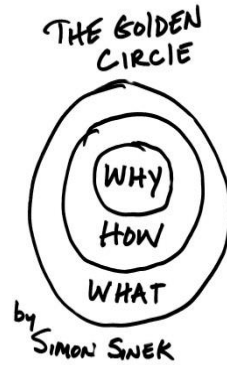


**The real voyage of discovery
consists not in seeking new
landscapes, but in **having
new eyes.****

– *Marcel Proust*

AZ QUOTES

AGENDA



- 1) My dream
- 2) The facts
- 3) What to do to achieve our 2030-goals
- 4) Connection with city distribution
- 5) Use data/digitalization
- 6) A few conclusions



GREAT HONOUR



Honour to share my dreams.

Man of the practice (getting it done): in Powerpoint everything is possible.

- Can't solve our problems with the same way of thinking we used when we created them (Albert Einstein) – if I had an hour to solve a problem, spend 55m thinking about the problem → think big – act small – start now!
- Not about HCT, not about SEC/Duo trailer, about a future-proof transport system: sustainable, smart, save, efficient and executable – all the modalities – and in which the nature of goods is dominant in the choice of the right modality.
- A discussion for a view of the facts (less emotions) – implementing our 2030 of 2040 ambitions, using the EU-scale (TEN-T corridors) → to implement a lot of innovations → reduction of complexity!
- Use of technique (ICT) absolutely crucial (datasharing, intelligent access).
- Road authorities control the logistic flow – time frame/corridor.

EXPERIENCE IN LOGISTICS

- In the autumn of my career – 2 decades consultancy (IBM/Deloitte), 2 decades ‘civil servant’
- Network leadership – connection/link between government/logistic sector - appeal on responsibility
- Relevant experience since 2015:



creating
next generation mobility

EU
2016



INNOVATIE
CENTRALE



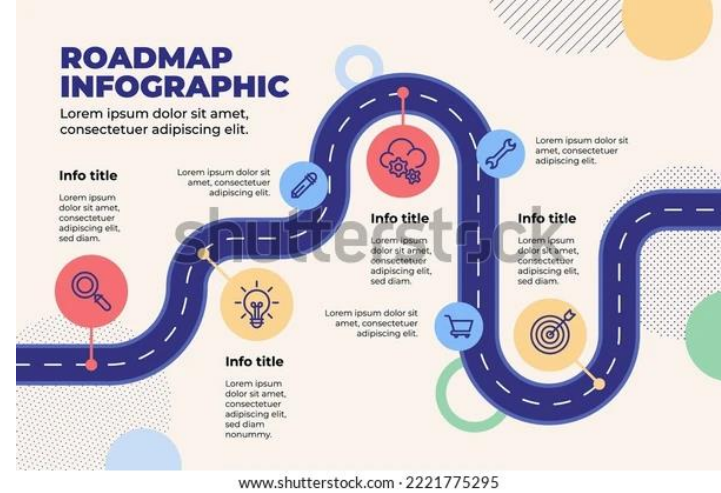
THE FACTS



We have a serious problem:

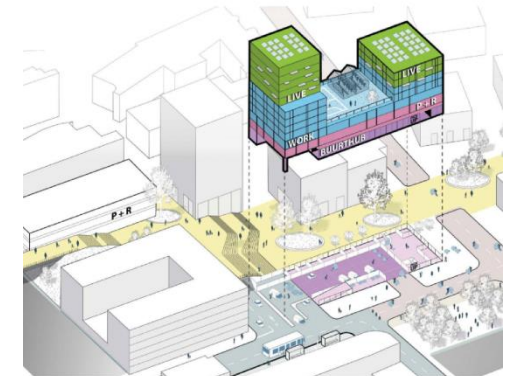
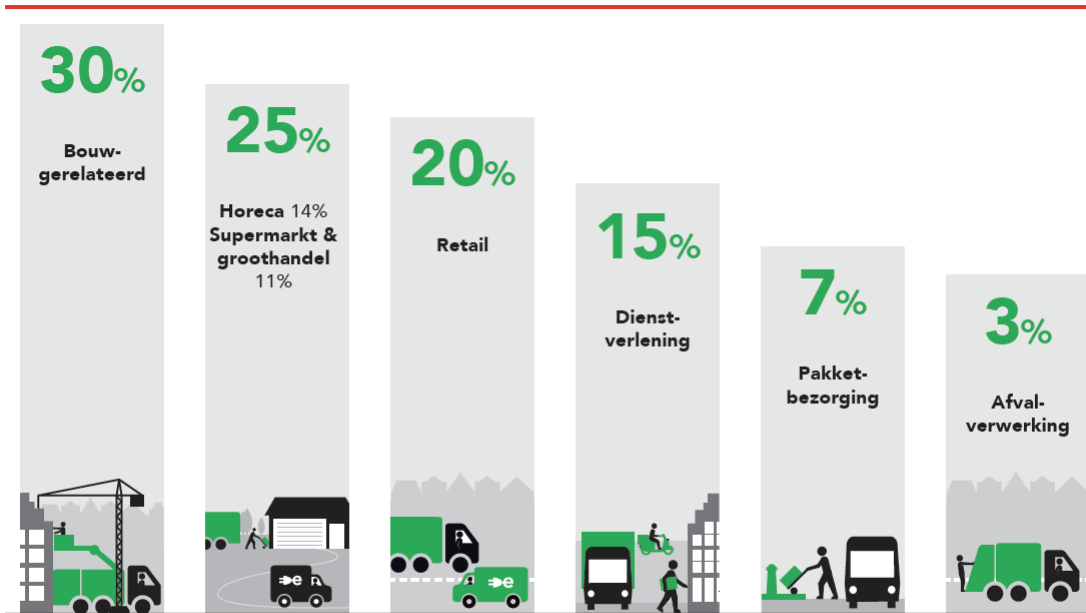
- In EU: 70% by road, 1/3 of trucks move air.
- Fit for 55 → 55% less emissions (2030) → this is only possible if there will be no competition between modalities – and an approach where the nature of the flow of goods is leading.
- Driver shortage now 25% → growing to 40% (2030).
- Maintenance costs infrastructure (NL) now €1,25billion – if we do nothing that will rise 3 to 4 times in 2040!
- Safety: goals towards 2030 (halve the numbers of traffic fatalities) and 2050 ambitions.
- In NL we have since 2019 ‘logistic agenda 2050’ (a strategic frame), still working on a roadmap for coming 3 to 5 years.
- Intermediate results of the Sustainable Development Goals UN – 193 countries (2015-2030): used half of the time, only 12% progress.

BREAKTHROUGHS: IRREVERSIBLE STEPS



- Act from the facts, be realistic – 2030 in nearly 6 years → create in co-creation with the logistics sector practical feasible roadmaps towards 2030.
- We need all 3 modalities – no competition between them.
- The nature of the goods is dominant in the choice of the modality.
- Not only government is responsible, also the logistics partners.
- Reduction complexity → time to market of vehicle innovation.
- Road authorities: steering on logistic flows by data-sharing (license to operate on corridor/timeframe).
- Work more on a EU-scale → join forces where possible.
- Realise that transport and logistics is with 5% GNP an important asset for our future welfare!

SEC ESSENTIAL FOR IMPLEMENTING CITY DISTRIBUTION



► Dagelijks 25.000 bestelauto's en 6.000 vrachtauto's binnen de ring A10. 15% van het verkeer is logistiek.

CONNECTION BETWEEN SEPARATE ISSUES



SMART SOLUTIONS – USE CASES

Main categories of use cases



Signaling and speed advices



Information dangerous situations



Priority by smart traffic lights



Actual information



Sensor data



Municipalities data



BENEFITS OF USING DATA

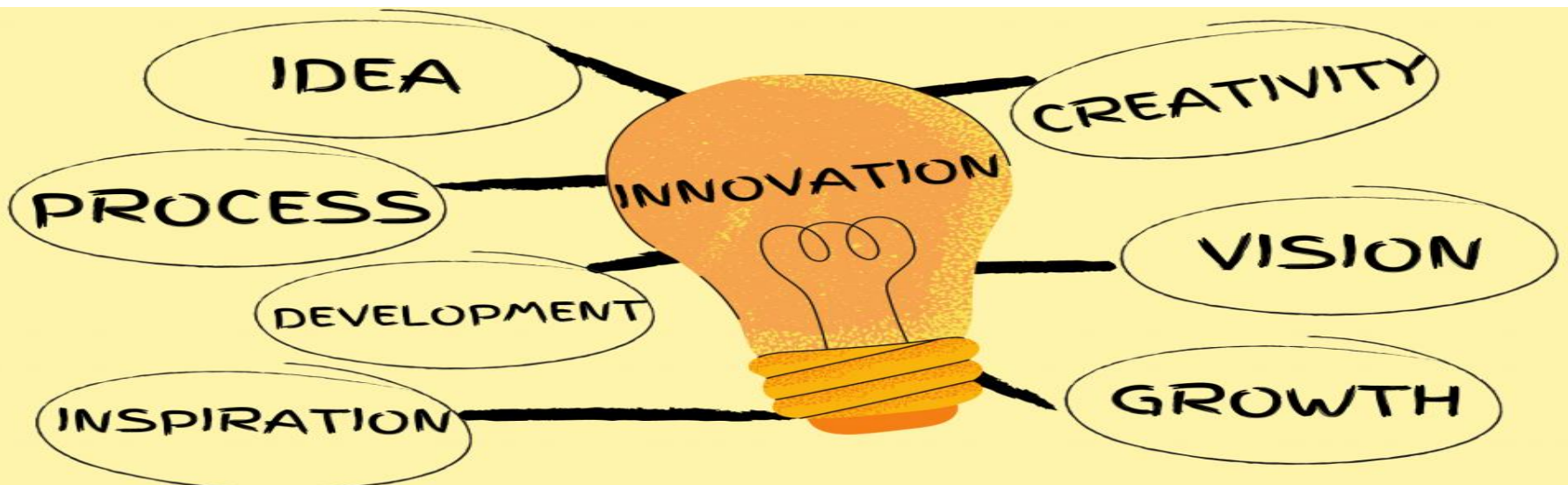
- Fuel cost savings
- Less emissions and more sustainable transport
- Less traffic accidents
- Reduction of travel time and better accessibility
- Alerts by danger, like low tyre pressure
- More accurate estimates for time of arrivals
- Allowing for better and tighter planning
- Reduction of stops at traffic lights
- Better informed and relaxed drivers

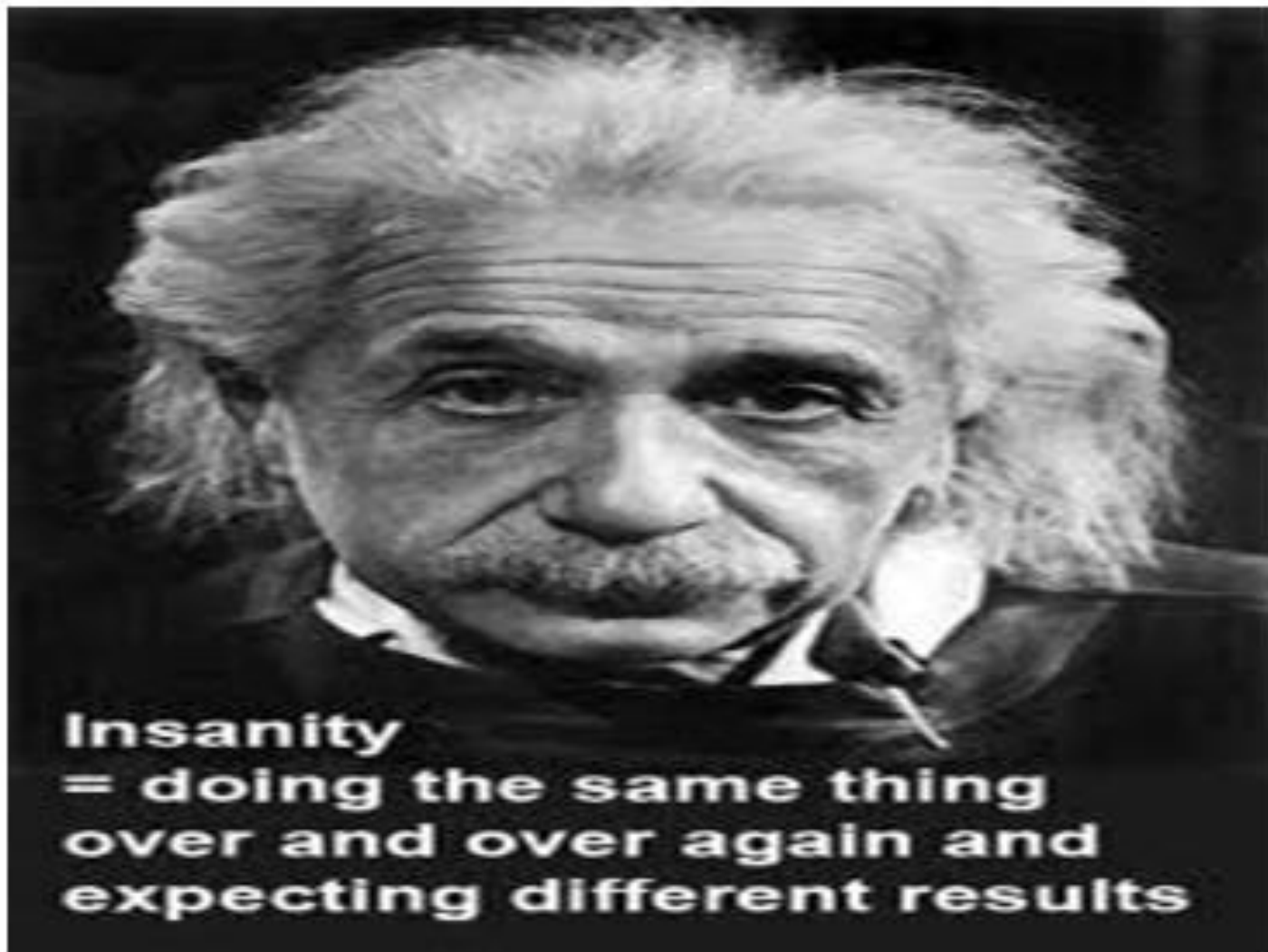
→ Road authorities control the logistic flows



IMPLEMENTING HCT IN THE PRACTISE

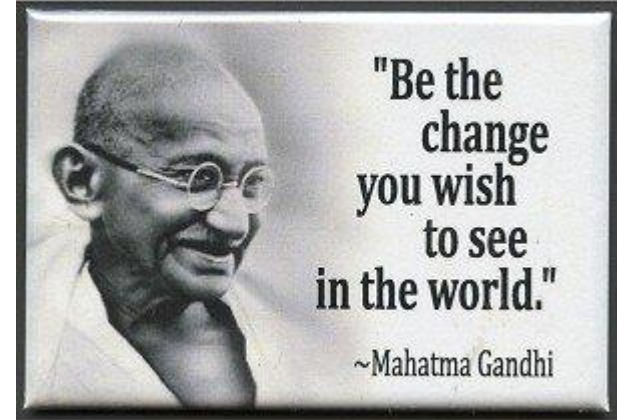
- Focus on the vehicle – not on a future proof concept.
- Every authority has it's own rules and own way of implementing HCT.
- Limited extent in exchange experience.
- Complexity of rules and procedures in the chain.
- Time to market (SEC in NL since 2019).





Insanity
= doing the same thing
over and over again and
expecting different results

RECOMMENDATIONS AS A CRITICAL FRIEND



- Let's be real about our 2030-ambitions: it's not about the vehicle, it's about a total logistic concept – acting from a vision ('this is the transport system we want to have').
- This means: choices if we look at our ambitions → balance → nature of the goods will have to play a dominant role: what by road, what by modal shift.
- But also – connection between separate issues → fluent line, chains
- Operationalized in cocreation with authorities and market (responsibility).
- With an important role for data exchange (road authorities – logistics partners).
- Where the time to market for innovations has to improve – this means:
 - Reduction of complexity.
 - Professionalization of learning by doing (proof of concepts/living labs).
 - Collaboration between the different authorities in the countries in order to realise a EU approach on innovative vehicle admission.



Steve Jobs

1955-2011

**"The ones who are crazy enough to think
that they can change the world,
are the ones who do."**