World’s First Cross Supply Chain® Orchestrator™
Since November 2008
2 private shareholders
As the world’s first impartial orchestrator for transport and logistics, TRI-VIZOR proactively prepares, designs and operates **horizontal partnerships and collaborative communities among shippers**. By bundling and synchronizing logistic activities across multiple supply networks, we create double digit gains in cost, customer service and sustainability for our clients.
Urban logistics
Through decoupling and a joint last mile an optimal drop and pick up density in cities.

Platforms
Cross sectoral collaboration with a trusted multi-user platform as central hub.

Co-modity
Modal shift after bundling freight flows.

Physical Internet
Sharing capacity as key theme in transport system of the future.

Anti trust compliant horizontal collaboration
Trustee as guarantee for competitors to collaborate.

Nodes and corridors
Through clustering in nodes, facilitating bundling on corridors.
The changing consumer

More online

Requires faster delivery

Increasing awareness

20% Share of online retail by 2023 *

20-40% Growth in same-day *

(*) World Economic Forum 2020
The city is suffering

- More congestion
- More fragmentation
- More deliveries
- More regulation

20-35% Congestion increase from 2010 to 2020 *

Smaller parcels
More frequent & ever faster

78% more city deliveries by 2030 *

(*) World Economic Forum 2020
The logistics system is inadequate

- Too many, too small
- Too fragmented
- Too much societal hindrance
- Profitability?
Sustainable city logistics

Liveability

Zero emission

Less transport moves

Just sit and wait for technology? Electrification of congestion?

Stakeholders

Liveability of stakeholders
What is needed?

Consolidation

Open access

Governance

At all levels
UCC – Microhubs - Lockers

Scale!

Collaboration of stakeholders
Zoning or districting

Original Delivery Scheme

Delivery Scheme with "Districting"

### Guiding principles

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<th>Key principle for urban logistics</th>
<th>Motivation - clarification</th>
<th>Main goal</th>
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<td>Consolidation</td>
<td>Bundling, clustering and pooling – asset or capacity sharing – collaboration - “more with less”</td>
<td>Scale - efficiency</td>
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<td>Decoupling</td>
<td>Transhipment – replenishment &amp; last mile &amp; last-last mile – from supply-driven towards demand-driven</td>
<td>Agility</td>
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<td>Multimodal</td>
<td>Combination of various transport networks (road, rail, water, underground and air) – various vehicle types – integration - synchronisation</td>
<td>Sustainability</td>
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<td>Connectivity</td>
<td>City of Things (cfr. IoT) – hub &amp; spoke – hyperconnected network – data sharing – community or ecosystem design</td>
<td>Robustness</td>
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<td>Open access</td>
<td>Standards and harmonization – infrastructure on public domaine - neutral assets – white label – common assets</td>
<td>Effectiveness</td>
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<td>Public-private</td>
<td>Urban logistics deal – alignment – multilateral agreement – multi-stakeholder covenant</td>
<td>Balance</td>
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<td>Orchestration</td>
<td>Governance – organization of collaboration – community or ecosystem building and management - monitoring</td>
<td>Fairness</td>
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Integrated logistics conceptual model (ILCM)

A model to address the right actors for a smooth and safe goods flow

Layer 5: Information

- **Economy, trade**: "demand and supply" consumers, production, shippers
- **Transport management**: the cargo; shippers, forwarders, logistics service providers
- **Traffic management**: the modalities and their interfaces (terminals) and users
- **Infrastructure**: the physical networks and their interfaces
  - The network providers and -owners

Source: Tavasszy/ adapted Hazelhorst