Summary report: Idea laboratories

LADEC

REGIONAL COUNCIL OF North Karelia

REGION BLEKINGE

Lead Partner

Interreg Baltic Sea Region

EUROPEAN UNION

EUROPEAN REGIONAL DEVELOPMENT FUND

From planning to implementation

- Planning of idea laboratories started in a joint meeting between PP3 and PP4 in Lahti in March 2017. The project partners decided that two idea laboratories (workshops) will be conducted in a similar format during spring 2017.
- It was also decided that feedback from potential participants will be collected prior to the workshop through a survey. The survey was kept short and simple in order to encourage everyone to give feedback.
- Tentative dates for the laboratories to be held in Joensuu and Lahti were also identified.

Implementation

- Electronic surveys were designed and drafted to collect feedback from idea laboratory participants. Links to the electronic surveys were added to the workshop invitation and participants were encouraged to share their views prior to the idea laboratory.
- The first idea laboratory took place as planned in 4.4.2017 in Joensuu. Due to challenges in schedule of invited speakers the implementation of the second idea laboratory in Lahti was postponed. The successful implementation of Lahti idea laboratory took place in 2.10.2017.
- More detailed information of the two events is presented in the following slides.

Idea laboratory, Joensuu, 4.4.2017

Workshop, Joensuu

Closing discussion, Joensuu

- Identified ideas, needs and activities were presented by the three secretaries, and the results were discussed at the same time.
- Some common features were for instance attitudes and branding. North Karelia aspires to become a carbon neutral region and this is can also be a factor for branding: ”Produced and transported oil free in North Karelia”. But to have impact, it is required that companies in the region start using renewable energy in their logistics. The region cannot be carbon neutral if companies still transport goods by trucks using fossil fuels. At the same time alternative energy sources need to be taken into account in public procurement.

Closing discussion, Joensuu

- It was even suggested that a cooperative should be established for gasification of manure and other agricultural by-products to produce gas to be used in transport. Also, same principles for all in terms of granting permits to bio plants were called for. There was a lively discussion whether or not a new plant should be built in Joensuu.
- Accessibility remains a key issue and Joensuu airport continues to play an important role in this – but connectivity options to the airport should also be eco-friendly.
- Overall intermodality should have stronger economic and political support
- Investments are needed in infrastructure as well as in IT infrastructure.

Participants, Joensuu

Name	Organisation
Jukka Hasu	North Karelia Regional Council
Jukka Nykänen	North Karelia Regional Council
Jyrki Suorsa	North Karelia Regional Council
Matti Pottonen	Karelia University of Applied Sciences
Markus Hirvonen	Karelia University of Applied Sciences
Ville Kuittinen	Karelia University of Applied Sciences
Marjatta Räsänen	ProAgria North Savo
Jere Anttalainen	Savon Voima Ltd
Laura Leppänen	Navitas Development Ltd
Ari Varonen	City of Joensuu
Henri Heikura	Centre for Entrepreneurship, Transport and Environment, North Savo
Mika Ahola	Suur-Savon Sähkö Ltd
Hanne Huhmarsalo	Joensuun Science Park
Antti Suontama	Municipality of Kontiolahti
Tomas Norrena	Envor Protech Ltd
Simo Rantanen	Envor Protech Ltd
Henri Lahtinen (fasilitaattori)	Ramboll Ltd

Idea laboratory, Lahti, 2.10.2017

Workshop, Lahti

Agenda and schedule, Lahti

- 12:00 Welcome
  - Director Jari Parkkonen, Päijät-Häme Regional Council
- 12:05 Logistics chains and their challenges: CASE Fazer
  - Director, S&OP and Logistics, Jarno Hämäläinen, Fazer
- 12:25 International transport networks and development trends
  - Chief Adviser Malla Paajanen, Helsinki-Uusimaa Regional Council
- 12:45 Regional Development along TEN-T Corridors – European point of view
  - Project Manager of TENTacle Project, Wiktor Szydarowski, Region Blekinge, Sweden
- 13:10 Päijät-Häme and its position in TEN-T-network
  - Tapio Ojanen, Päijät-Häme Regional Council
- Coffee break and workshop instructions
  - Henri Lahtinen, Ramboll Management Consulting

Agenda and schedule, Lahti

- 13:30-15:00 Workshop
- 13:30 -13:35 Participants identified development ideas / needs individually
- 13:35 – 13:50 Participants presented identified ideas to their partner and combined similar / same ideas
- 13:50 – 14:00 Pairs presented their ideas to the group and facilitator collected these to a flipchart; three most important topics were selected for a closer look
- 14:00 – 14:20 1st round
- 14:20 – 14:40 2nd round
- 14:40 – 15:00 3rd round
- 15:00 – 15:05 Thank you and farewell

Workshop, Lahti

- Since no results had been received through the electronic survey, the participants were first asked to identify development ideas / needs themselves. Then they presented these ideas to a partner and combined similar views. Each pair shared their ideas with the group (please see the next slide) and three most important topics were selected: inter-modality / multimodality; one centre of logistics; and logistics education.
- The workshop was conducted using world cafe method. The participants were divided into three groups. Each group had a designated secretary / facilitator.
- The identified three topics were discussed from three view points: what kind of activities are needed to take the idea forward; who is responsible for taking the idea forward and what kinds of obstacles there may be.
- The groups rotated along the rounds while the secretaries stayed at their station. This allowed all participants to discuss and present views on ideas from three different points of view.

Identified ideas	
1	Infrastructure to Nostava area in Lahti through EU funding
2	Development of flexible railway transportation
3	Bioeconomy + branding
4	Development of logistics knowhow
5	Development of co-operation among various stakeholders / across sectors and industries
6	Road infrastructure development in Lahti
7	Land use planning processes and priorisation (focusing on one logistics area instead of several)
8	Development of VT12 (one of national highways)
9	Education of transport planners + increase in appreciation of the profession
10	Lahti hub
11	Russia and railway transport
12	Railway + road transport
13	Lahti + Kouvola (utilisation of existing transport infrastructure outside Päijät-Häme region)
14	Visibility + cooperation

Intermodality

What kinds of actions and / or investments the implementation of the idea requires?	Who is responsible for taking the idea further / who needs to be influenced?	What kinds of barriers / obstacles there can be and how these can be overcome?
Dismantling of ”VR” (State railway company), discussion on pricing, overall stiffness and control of infrastructure which does not enable fair competition on tracks; removal of VR control – VR not a flexible partner – intermodality is better utilised in Central Europe	Decision makers at the municipal and regional levels (land use planning)	Competence and means exist, but price and (lack of) competitiveness hinder progress; so far all experiments, pilots hav failed (e.g. boat train to Sweden, track trai to North)
Capacity questions related to Lahti-Vuosaari (port of Helsinki) track; increase in rail capacity; building an inland terminal in which containers from Vuoraari are transferred into tracks		
Technical development enabling better interoperability – taking interoperability into account in planning of cargo	When the railways are opened to market actors, international actors will handle logistics more efficiently	The market in Finland is small, and thus it might not seem feasible to use Finland for logistical operations. Is Finland at the far end of the world from logistics view point?
Solution to complete chain of transport (from door to door)		VR pricing and stiffness; stiffness of IT systems; fixed assets in logistics

Intermodality

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Technical development enabling better interoperability – taking interoperability into account in planning of cargo	When the railways are opened to market actors, international actors will handle logistics more efficiently	The market in Finland is small, and thus it might not seem feasible to use Finland for logistical operations. Is Finland at the far end of the world from logistics view point?
Solution to complete chain of transport (from door to door); current owners of infrastructure can be challenged by newcomers (e.g. Google, Amazon) which coordinate transport chains in the future (block chain thinking/orchestrating)		VR pricing and stiffness; stiffness of IT systems; fixed assets in logistics

One centre of logistics

What kinds of actions and / or investments the implementation of the idea requires?	Who is responsible for taking the idea further / who needs to be influenced?	What kinds of barriers / obstacles there can be and how these can be overcome?
Track is needed for intermodal logistics or logistics of great volume; The track is not needed for transporting single items	Decision makers at the municipal level; Company representatives	Each municipality goes for its interests; Lack of coordination; Duration (too long) of land use planning – company perspective is in months while land use planning is in years; Infrastructure is not ready Environmental values
”Stronger together” -> regional specialisation; 2-3 terminals with different profiles (some might have tracks while others not); Currently too many partly overlapping projects -> combining the projects	Decision makers at the municipal level; Regional council; EU funding	A municipality does not have enough resources for instance building a track; Priorities much be selected -> positive effects cross municipal boundaries; Joint projects with company participation Distribution to Helsinki metropolitan area
Development of online sales Finland is lagging behind in online sales. Centralisation of activities can help increase the operating conditions of online sales (”freight village”?)	Companies	Which comes first: the hen or the egg?

Logistics education

What kinds of actions and / or investments the implementation of the idea requires?	Who is responsible for taking the idea further / who needs to be influenced?	What kinds of barriers / obstacles there can be and how these can be overcome?
Branding of logistics training / Lahti as a centre of logistics education? -> raising the appreciation / recognition of logistics training to the level it deserves – work itself is much more demanding nowadays and requires various skills and competences; Different kinds of tailored study programmes; A study programme in English alongside Finnish study programmes?	Further education centre Salpaus; Lahti university of applied sciences; Lappeenranta technical university (which will Logistics companies	There was not an agreement if there is actually shortage or surplus skilled drivers. Working hours (regulation) Salary (attractiveness / competitiveness) Lack of knowledge (of what the work actually is)
There is need for a logistics advisory board in Lahti to observe the versatile needs of the logistics sector as well as to focus efforts and investments to larger entities with maximum impact	LADEC (as a neutral actor) could be the coordinator of the board Logistics companies Educational institutes Regional council Other stakeholders (e.g. heath care) using the services provided by the logistics sector?	
A need for decreasing regulation (e.g. renewal of professional qualifications every five years) was also identified + 3-4 different licenses to be allowed to operate	Everyone (lobbying)	The group was sceptical our the possible success in this. Current regulation creates recurring flow of funds for Trafi (Finnish transport safety agency) and the agency is

Speakers, Lahti

Name	Organisation
Jari Parkkonen	Päijät-Häme Regional Council
Malla Paajanen	Helsinki-Uusimaa Regional Council
Tapio Ojanen	Päijät-Häme Regional Council
Jarmo Hämäläinen	Fazer Ltd
Wiktor Szydarowski	Region Blekinge
Jukka Hasu	North Karelia Regional Council

Participants, Lahti

Name	Organisation
Harri Numminen	Hollola municipality
Henri Lahtinen (fasilitator)	Ramboll Ltd
Jarkko Hämäläinen	Hämeen Kuljetuspiste Ltd
Johanna Kilpi-Koski	Ladec Ltd
Juha Lehtinen	KiitoSimeon Ltd
Jukka Hasu	North Karelia Regional Council
Jukka Pyykkö	Posti
Jukka Rantanen	Ladec Ltd
Kimmo Klemola	DB Schenker Ltd
Kimmo Kuparinen	City of Orimattila
Marko Jauhiainen	DB Schenker Ltd
Matti Utriainen	Ramboll Ltd
Marika Jousala	ESA Jakelut Ltd
Miika Laakso	Ladec Ltd
Sari Kesäniemi	Ladec Ltd
Satu Happo-Tuominen	Feon Oy
Stefan Suhonen	ESA Jakelut Ltd
Ullamari Tuominen	Lahti University of Applied Sciences

Summary

The two idea laboratories followed similar structure and the method used in the workshop phase was the same. However, the profile of participants differentiates the two events. Private sector participants in Joensuu represented the energy sector whereas in Lahti more logistics companies / actors were present.

Furthermore, Joensuu event was preceded by a seminar focusing on renewable energy strategy of North Karelia region. Thus the mind-set of participants was somewhat fixed on bioeconomy. This can be seen in the results of the workshop. The region wants to brand itself as oil / carbon free. Such development requires that companies in the region start using renewable energy in their logistics. In other words companies need to make a clear mind-set change to transporting goods by using renewable energy. Furthermore, the public sector can promote the use of alternative energy sources (to fossil fuels) through innovative public procurement.

Another aspect that was similar to both IdeaLabs was focusing on logistics on one's own region. This is understandable, but not logical from the TEN-T point of view. Thus stakeholders in Joensuu should not forget investments made in logistics and opportunities linked to them in the neighbouring South Karelia region.

Next steps during the period 4

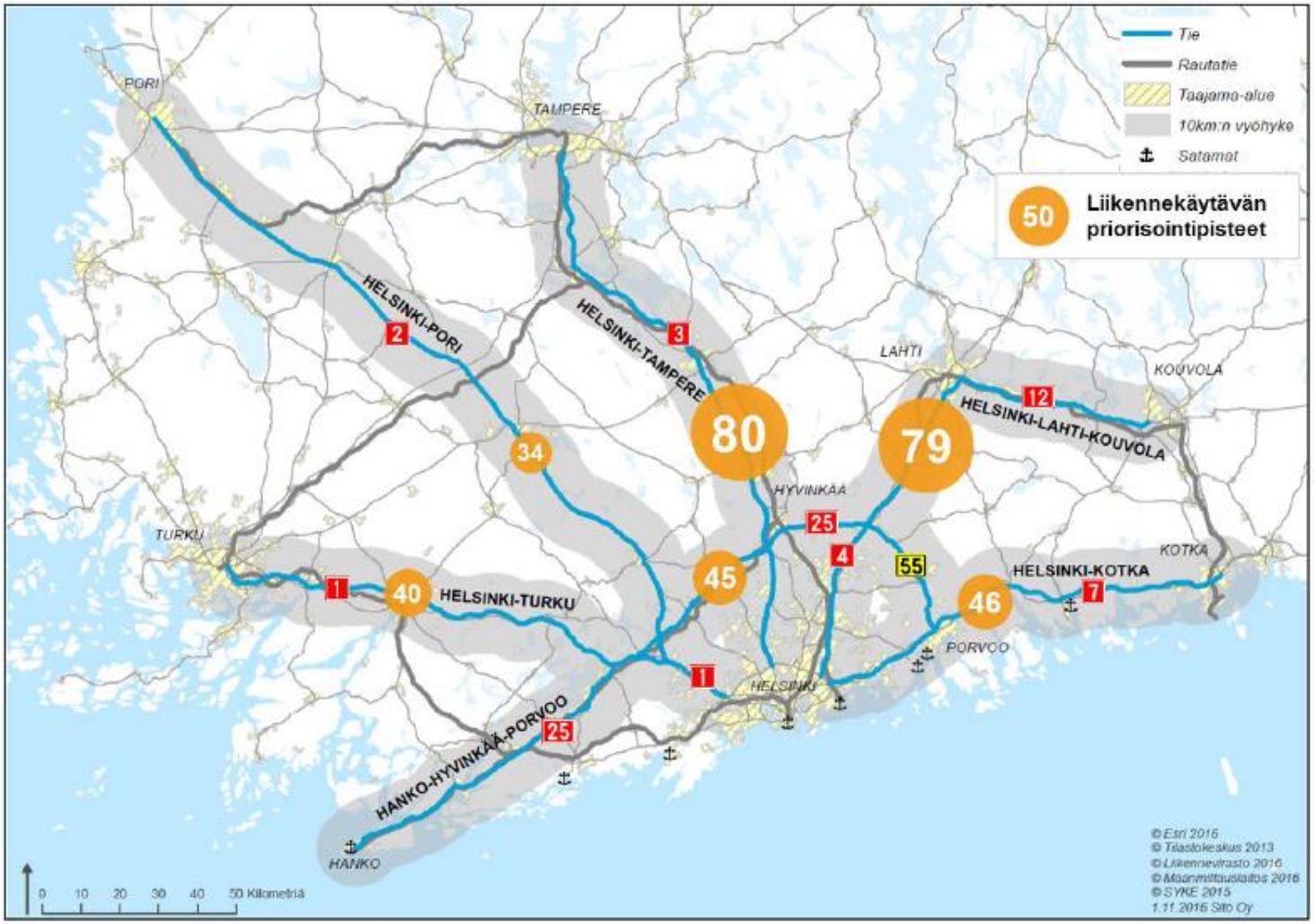
- Joensuu and Lahti have agreed, that on the basis of idea laboratories the theme that both regions are willing to work is multimodal logistics. To this theme must conduct Kouvola region very closely.
- Working plan:

  - meeting with Kouvola region 6th of March (Joensuu and Lahti Region and Ramboll) to discuss how to cooperate (railway and truck logistics)

  - Lahti and Kouvola region had a meeting 15th of January and agreed to start immediately together a project, to clearify how to improve mainroad No 12 from Lahti to Kouvola to have better access to Kouvola and to railroad-hub of Kouvola. This study will be financed partly from TENT-project (Partners: City of Kouvola, City of Lahti, Lahti and Kymenlaakso Regional Council).

  - In the end of February there will be finalised two studies, concerning Nostava and Kujala logistic areas in Lahti region. When the studies are ready, it is possible to create a vision and action plan for future years to develop the logistics areas. Studies will give an answer for that, how closely Lahti and Kouvola are going to work in the field of railwaylogistics.

Etelä-Suomen kehityskäytävien priorisointi



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Northern growth corridor – platooning study

Lead Partner

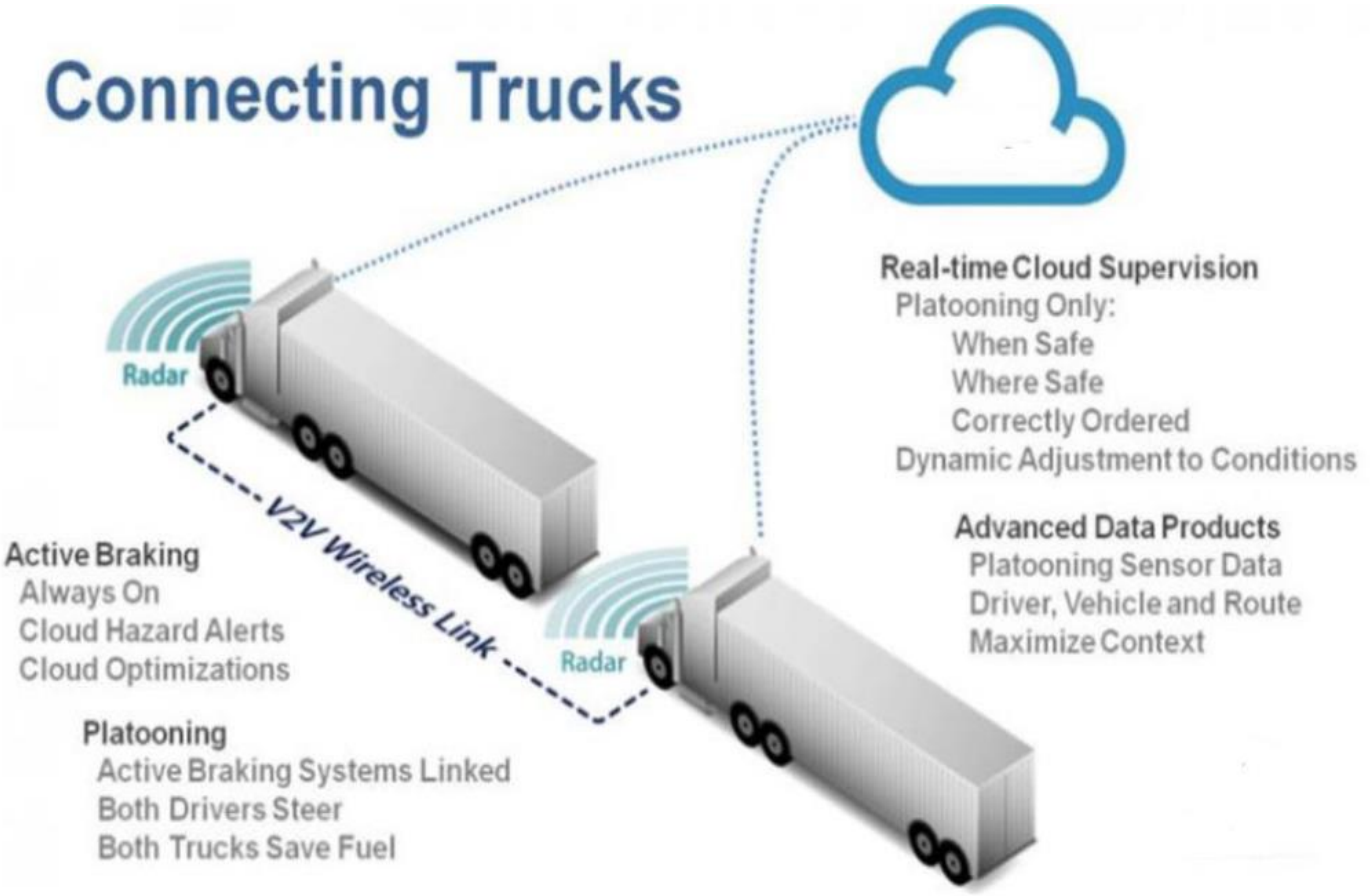
EUROPEAN UNION

EUROPEAN REGIONAL DEVELOPMENT FUND

Platooning study of the Northern Growth Corridor

- 1.1.2018 Regional Councils of Kymenlaakso, Päijät-Häme, Uusimaa and Turku have agreed to start study of platooning
- Aim of the study is to clearify environmental impacts and economical aspects of platooning and imaginational aspects of using platoonig as a new way of transportation.

Platooning


Connecting Trucks
Real-time Cloud Supervision
Platooning Only:
When Safe
Where Safe
Correctly Ordered
Dynamic Adjustment to Conditions
Advanced Data Products
Platooning Sensor Data
Driver, Vehicle and Route
Maximize Context
Radar
V2V Wireless Link
Radar
Active Braking
Always On
Cloud Hazard Alerts
Cloud Optimizations
Platooning
Active Braking Systems Linked
Both Drivers Steer
Both Trucks Save Fuel

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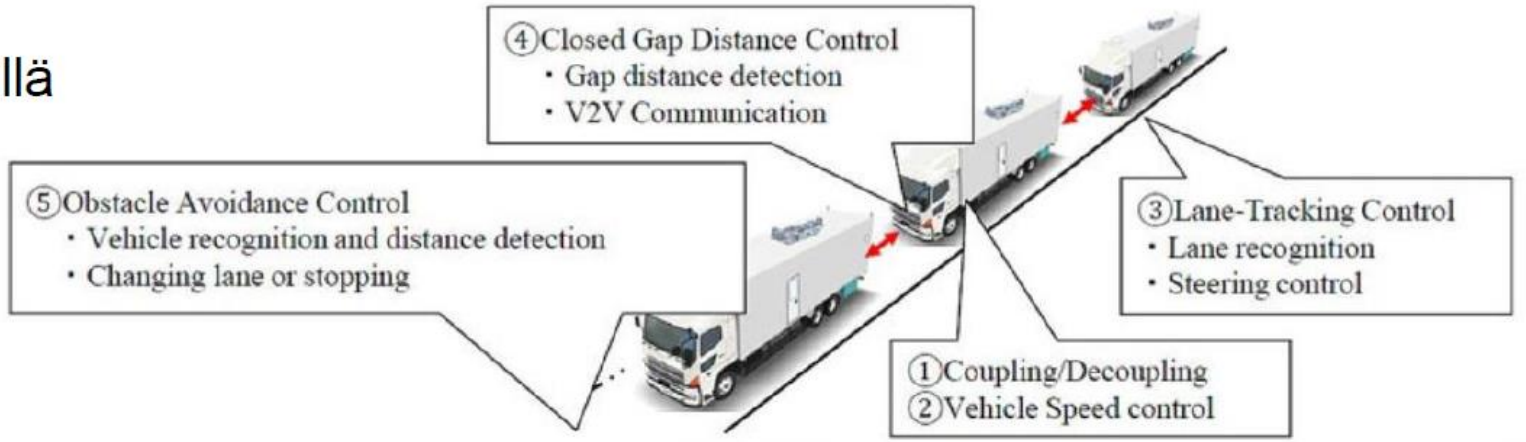

		Ahead Vehicle	Following Vehicle
Coupling/decoupling		Semi-auto	Semi-auto
Gap distance within platoon			10m
Control	Lane-keeping	Machine vision	Machine vision
	Vehicle speed	ACC ・Laser ・Radar(76GHz)	CACC ・Laser ・Radar(76GHz) ・5.8GHz V2V Communication
	Gap distance		
	Obstacle avoidance	Emergency Braking	