

Track: Responsible Supply Chain and Consumption

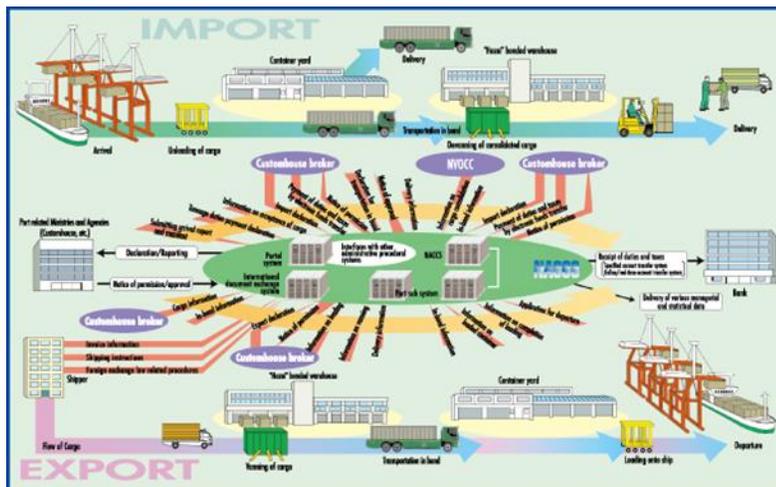
S/N	Problem Statements	Comments
1.	<p data-bbox="313 491 1192 527"># Rethinking Urban Logistics in the Last Mile</p> <ul style="list-style-type: none"> <li data-bbox="367 569 1192 772">▪ Increasingly, cities are getting denser and more congested and with the growth of e-commerce, inner-city demands for deliveries in smaller packages across multiple location requires more thought in terms of optimization, economic efficiency and fulfilment in an environmentally sustainable manner for more effective logistic and distribution. <li data-bbox="367 779 1192 947">▪ How can urban last-mile logistics be improved? What kind of technologies can enable this? How do we minimize and reduce the reliance of vehicles? How can we make more deliveries without congesting roads and incurring fuel cost and undesirable impact to residents? <li data-bbox="367 953 1192 1016">▪ How do we better match the supply of trucks to drivers and to customers, to improve overall utilization? <li data-bbox="367 1022 1192 1085">▪ Are there ways to explore carbon credits to improve the on environmental sustainability? 	
2.	<p data-bbox="313 1127 1192 1163">Rethinking Urban Logistics in the Mid-Mile</p> <ul style="list-style-type: none"> <li data-bbox="367 1205 1192 1688">▪ Increasingly, e-commerce platforms are gaining traction in the B2C and B2B space. The cargo mix being delivered range from chemical, cold-chain, pharmaceutical, consumer products to various other manufactures. These platforms have revolutionized how orders are placed and subsequently shipped, and will impact mid-mile delivery logistics. How can we plan out mid-mile logistic solutions for more economical inventory management and fulfilment? Do we require large storage space and warehouses? Is there a more effective way of utilizing assets to enable logistics service providers to compete effectively in the mid-mile beyond traditional strategies such as cross-docking? Is there a cost effective method of demand forecast in order for resources to be allocated more efficiently? <li data-bbox="367 1694 1192 1852">▪ Are there innovative solutions whereby a warehouse offers both functionalities/flexibilities for Free Trade Zone (FTZ) and non-FTZ zone demarcation for transshipment and local handling respectively? Can there be more automated warehouses to increase productivity? Can we explore 	

	<p>different distribution models e.g. centralized vs decentralized distribution?</p> <ul style="list-style-type: none"> ▪ Are there ways to reduce carbon footprint for greener logistics via carbon credits? 	
3.	Re-thinking Shipping and Trade Documentation	
	<ul style="list-style-type: none"> ▪ Businesses are increasing facing manpower shortages. Administrative staff and other overheads are increasing to catch-up with the increased complexity of trade documentation, transactions and orders. There is a need to re-think how shipping and trade documents can be processed for a more efficient trade / supply chain document flow. How do we reduce duplication and capture data at source? ▪ How can shipping and trade documentation be shared across borders for more streamlined process which are efficient and hassle-free for shippers and customers alike? How can value-added services such as cargo insurance / trade credit be incorporated for an integrated solution offering e.g. smart contracting, e-bill of lading? How do we effectively lower the overall cost of administration and overheads for a leaner and more responsive supply chain? 	
4.	Re-thinking channel management via collaborative planning and information sharing	
	<ul style="list-style-type: none"> ▪ Across the value-chain (supplier-manufacturer- distributor-logistic provider-customer), there are large amounts of data being transmitted and communicated daily. Information silos are common and data between channel members are not commonly shared. How can we enhance collaboration and information sharing between all channel members for a more effective supply chain e.g. moving towards inventory-light model, slot availability, improve estimated time of arrival to enhance cooperation amongst all parties involved? ▪ How do we make use of data to balance objective of trade facilitation vs national security consideration, for free trade initiatives such as green lane for cross border trade? ▪ How do we match a party with empty container surplus with a party who has empty container deficit? Unlike the air industry which has organizations such as IATA to set/streamline the global standards for air freight, how would ocean freight achieve the same? 	

5. Re-thinking reverse logistics for more responsible consumption and supply chain

- In line with the theme for responsible consumption theme, there needs to be more focus on the reverse logistics function for greater sustainability. An eco-friendly, green logistics chain innovation that can address challenges in recalled products, rejected products, recycling, used products, reusable parts and spares would be helpful towards the environment and reduce overall consumption. How can reverse logistics and technologies be enhanced to archive, reuse, recycle and reduce e.g. address digital waste from smart phones / electronic components? What needs to be done to encourage initiatives such 3-D printing, green manufacturing such as electric vehicles?
- For rejected products that are still of usable quality, instead of destroying the products at destination, could there be a process/platform to find alternative buyers/users, including donation to charities where applicable?
- For recalled/rejected products, how could producers reduce such incidents/wastage?
- Could there be better sustainability in the broader environment?

6. Re-thinking the role of the middleman in the Port-Logistics Chain



- Recent trends in crowdsourcing and job-matching platforms have seen many disruptions stemming from removing the

	<p>middleman. Is there a possibility of streamlining this to make work processes for shippers save more time, cost and self-help by offering a choice to consumers directly? Can we offer a freedom of choice for consumers for price discovery and scheduling that matches requirements, reducing costly and inefficiency routing of cargo for a green and more sustainable supply chain?</p> <ul style="list-style-type: none"> ▪ Could there be a platform that enables inter-modal booking, matching of schedules of the different modes of transportation involved, and key milestones tracking of the cargoes throughout the various modes? How do we achieve inter-operability of different systems and platforms? ▪ Would container innovations such as multi-temperature containers which could be used to move different types of products in one single container, help to improve utilization and lower overall costs? Similarly, could “smart” container innovations such as “mini-container” which could be moved by ocean, air, and rail without the need to repack for multi-modal operations help to increase efficiency and reduce costs? 	
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Prepared by: UNLEASH Working Team