Fleet Forum Annual Conference 2018

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Session notes from the AM Breakout Session

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Defining the needs of the fleet management community

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Defining the needs of the fleet management community

During the session, we discussed the trends presented in the Keynote Address and brainstormed to determine the impact it would have on the humanitarian sector and their transport needs.

The forthcoming paragraphs will summarize some of the discussions that took place among and by the participants of the sessions or questions being raised. The breakout session ran twice in the morning.

Megatrends discussed during the sessions:

Population pressure: providing transportation to remote, difficult to access areas has and continues to be part of the work fleet managers do. With the urbanisation trend, participants anticipate that that the humanitarian organisations will increasingly serve vulnerable populations in megacities. In terms of transportation, this will require compact solutions.

Climate change: participants anticipate that their organisations will increasingly respond to emergencies that have been caused by natural disasters or have been exacerbated due to extreme weather conditions. As extreme weather conditions become more prominent, fleet managers will need to be prepared to provide adequate transportation in such conditions.

Technological innovation: the majority of participants agree that this trend will least affect the humanitarian sector. Automated vehicles require a modern infrastructure, which is primarily available in capital cities of developing countries. It will be years before the sector adopts Level 4 automated vehicles. The use of electric vehicles and Leve 1-2 automated vehicles will become popular in the sector … but full automation is far away.

Sharing economy: this is a very promising areas for the humanitarian sector, as many organisations are operating in the same environments. Humanitarian organisations will start to identify collaboration opportunities in environments where transportation solutions are extremely limited. Car-sharing and carpooling with other humanitarian organisations will become common.

Next to that, as developing countries continue to build infrastructure, the private sector in these countries will capitalize on this trend and offer reliable transportation means in megacities. In cities where there are multiple transport provisions and the political situation is stable, humanitarian organisations will re-evaluate whether staff can use external transportation provisions (rather than being provided with an organisation owned asset).

Implications for transportation management:

The role of a fleet manager: participants agree that the role of the fleet manager has already been changing and will continue to change in the coming years. Data monetisation was discussed during the Plenary session; participants recognise that currently, fleet managers are increasingly focused on data collection methods, yet analysis of this data, let alone monetisation, is still lacking. Knowing how to read data and identify opportunities is a critical skill. Questions raised during the session were:

- Will other forms of transportation be combined under one role? Will we move from fleet manager to mobility manager?
- How will artificial intelligence affect decision-making?

Better visibility and utilisation of capacity: participants agree that carsharing and carpooling will lead to better utilisation of organisations' transport capacity. In order to use this capacity, organisations will need to get better visibility of their capacity. Increasingly, organisations have an overview of their fleet size, age etc … yet data around journey management is not compiled or utilized optimally. The use of transport booking systems can support; next to that, organisations can tap into other technologies which could lead to fleet size prediction models etc.

Cost visibility and optimisation: carsharing and carpooling will lead to organisations sharing the costs of owning and operating their vehicles. Most organisations capture purchasing costs as well as the largest operating costs, yet more work needs to be done in order to understand the total cost of a trip. Once organisations have better visibility of their costs, it will remove one barrier to implementing carsharing and carpooling schemes.

With better cost visibility, organisations could also look at other areas for optimisation. For instance, monetising the data would imply working together with fleet-related service providers (such as insurance companies, maintenance and repair workshops) to identify trends in the organisations' fleet usage and achieve cost savings through negotiation of services.

Retraining: better utilisation of transport capacity might result in reduction of fleet size and letting go of drivers. Organisations should start considering if they can retrain drivers for others tasks as well as evaluate what further education opportunities can be provided to drivers who are made redundant.