



**LastMile
DELIVERY**

NEWSLETTER #3

Training for Last Mile Deliverers/Drivers in Safe and Sustainable Urban Areas (TRALMEDES)



MAIN TOPIC

WHAT IS THE PROJECT TO TRAIN LAST MILE DELIVERY DRIVERS/DRIVERS IN SAFE AND SUSTAINABLE URBAN AREAS?

Last mile delivery is the final stage of the shipping process, culminating with the arrival of a package or goods at the customer's destination. It is currently facing challenges in cities due to the rapid evolution of new technologies (APP's, AI, blockchain...), the use of renewable energy sources for the delivery of goods and innovative measures to reduce pollutants, always taking into account new trends and forms of mobility in urban areas, as well as relevant road safety issues. All these new aspects and the evolution of the last mile delivery sector, require innovative practices and open EU education for delivery drivers (and their trainers), as they are the key players in this described ecosystem.



Our project aims to improve the knowledge, skills and professional competencies of last mile drivers/delivery drivers to foster employability and personal development. Our goal is to contribute to the recognition and training of safe and sustainable last mile drivers/delivery drivers with the professional competence required to be hired at European level.



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This project is partially financially supported by Movetia. Movetia promotes exchange, mobility and cooperation within the fields of education training and youth work – in Switzerland, Europe and worldwide. www.movetia.ch.

HOW IS THE PROJECT BEING DEVELOPED?

During these months of the project we have developed IO2 and its main tasks:

IO2 - 1 - TASK 1 Analysis of learning Outcomes

A framework has been created on how to create the content of the elements of the Last Mile Delivery Driver Competence Map (taking into account mobile technologies and applications as well as independent and trainer-led trainings).

The learning outcomes of the Competence Map have been analysed one by one to see if they can be developed for independent (self-learning) and/or face-to-face (trainer-guided) learning.

This information has been compiled in a table including criteria, analysis and selection.

IO2 - 2 - TASK 2 Creation of the training contents

As a consequence of the previous task the previous activity, the corresponding training contents (= course) have been elaborated with innovative elements to support the daily work for autonomous and/or face-to-face learning (trainer's guide).

Once the first draft of the training modules has been defined, all partners are adapting and translating the modules into their languages.

IO1 - 3 - TASK 3 - Pilot Training

On the basis of these first results obtained in TASK 2, the training of the drivers, the set-up, the description of the objectives, the timetable, the tools and processes to be applied during the test phases and the tasks to be carried out by the partners to coordinate the drivers are being defined.

All partners are contributing to the different questionnaires for the delivery drivers.

Pilot training plan (the document will be created in English and in the language of the partners).

There will be two different drivers:

- Pilot 1. With the guidance of the trainer.
- Pilot 2. Independent learning

Feedback and evaluation of the training will be collected. An analysis will be done on the differences between guided and independent training. Each partner will produce a national report

Each partner will produce a national report to describe the pilot sessions and the results; this will be done on the basis of a template provided by the leader. The feedback will be part of the overall evaluation document and will be used to redesign the training pathway.



RESULTS

WHAT HAVE WE DONE SO FAR?

A comprehensive analysis of each of the learning units has been carried out and the contents of each of them have been developed.

Each module developed by one of the partners has been reviewed by another, in order to have a greater and more enriching vision than if it were the work of only one partner, which has allowed us to have a higher quality product.

To accomplish this task, each partner has developed a module usually consisting of several learning units and the access to the modules has been created independently but connected through the access to a guided part and an autonomous training part.

The training modules have been developed in a very visual and interactive way, thus helping to foster the digital competences of the learners using it.

The procedure is very simple. It can be accessed through a guided course, with a great profusion of interactive images, videos, links and activities, which make learning enjoyable and instructive. Another way of access is through a series of questions that

give feedback to the user, so that if they have failed, they are referred to the part of the syllabus to which the question refers or, if they have answered the question correctly, they are given additional training to that which appears in the guided course. In other words, both parts, the guided course and the autonomous training course, are complementary.

The contents of the questionnaire have also been prepared for the two pilot trainings, one for the guided course part and one for the self-study part.

Once all the modules have been translated into the national languages, the first pilot trainer will be carried out in order to obtain the first results of our project and to make the corrections that the distributors and trainers send us.

One of the most important moments of this period of time was when we were finally able to see each other in person at the 3rd transnational meeting of the project, which was held in Vantaa, very close to the fantastic city of Helsinki (Finland).

The meeting was superbly organized by our TTS partners and besides helping us a lot in the development of our project, as it was where the exact shape of the two training paths was defined, it helped us to get to know each other better, which undoubtedly is transmitted to the quality of the project and its outcome.





ARTICLES

Carla Cargo & Loadhog: The future of urban logistics?

We encourage you to read it.

<https://lastmilelogisticsops.com/2021/04/19/carla-cargo-loadhog-the-future-of-urban-logistics/>

Today we want to share with you this article from Finland where you can see how the equipment is modernized and adapted to be able to provide service to Last Thousands distributors, with the best guarantees of efficiency and safety, being also very respectful with the environment since it does not generate CO2 emissions.

UPS changing the way of logistics through Innovation and Sustainability

In this short article from Switzerland we can see some of the innovations presented by UPS at Expo 2020 in Dubai. We will be able to see how they are betting on electric models that even charge through sunlight.

It is an article where some of the possible vehicles that we may soon see in our cities are shown.

<http://www.netcommsuisse.ch/insights/UPS-changing-the-way-of-logistics-through-Innovation-and-Sustainability.html>



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Online food delivery integration: Glovo acquires foodpanda in Romania and Bulgaria

In this article that comes to us from Bulgaria, we can see how Last Mile companies, far from being a small and residual industry, are becoming large companies that manage and move large amounts of resources and employ many people.

We can also see how it is a sector in constant expansion

<https://therecursive.com/online-food-delivery-integration-glovo-acquires-foodpanda-in-romania-and-bulgaria/>



ABOUT THE PROJECT

This project is being implemented by 7 partners representing 5 different countries:

- From Spain: PONS SEGURIDAD VIAL SL and UNO Organización empresarial de Logística y Transporte
- From Italy: CNA Associazione Provinciale de Pesaro e Urbino and Training 2000 psc
- From Bulgaria: BLA Bulgarian Logistics Association
- From Finland: TYOTEHOSEURA RY
- From Switzerland: SUPSI Scuola universitaria professionale della Svizzera

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