AllDelivery
by SOLVESALL

What every delivery knows about your streets

Location intelligence from Pošta Slovenije's letter network, and what cities can do with it.

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Solvesall · AllDelivery



SOLVESALL × Pošta Slovenije

Optimisation of delivery points · Pošta Slovenije × Solvesall

ALICE × POLIS · FIND SPACE FOR MOBILITY & LOGISTICS DATA · 21 OCT 2026

The invisible last metres matter

In a city, the last metres happen on your kerbs and pavements: a van waits while the carrier looks for the right entrance, and parcel lockers compete for public space.

41% [1]

of supply-chain costs are spent on the last mile

25% [2]

of urban transport CO_2 comes from freight, which is only 10–15% of vehicle-km

8.7% [3]

growth in European parcel volumes in 2024

+43% [4]

more parcel lockers in Europe in 2025 alone

1 Capgemini Research Institute, The last-mile delivery challenge, 2019 2 ALICE/ERTRAC, Urban Freight research roadmap, 2015 3 ERGP (25) 9, Report on core indicators for monitoring the European postal market, 2026
4 Last Mile Experts, Out-of-Home Delivery in Europe 2026

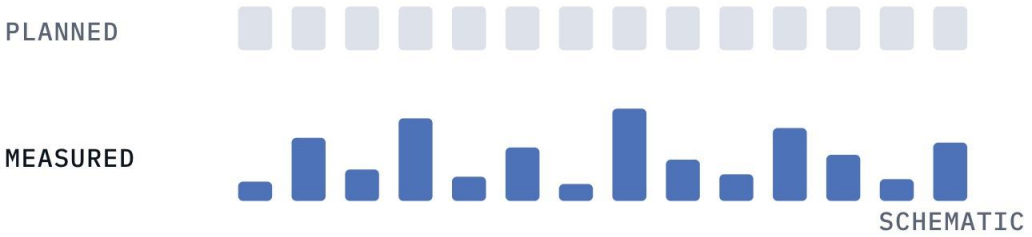
We measured the gap in Slovenia

Checked against carriers' own GPS, the address registry and the planning assumptions were often wrong.

23%[1] of delivery points were mapped to the wrong place



47%[1] average gap between the measured and the planned time per stop



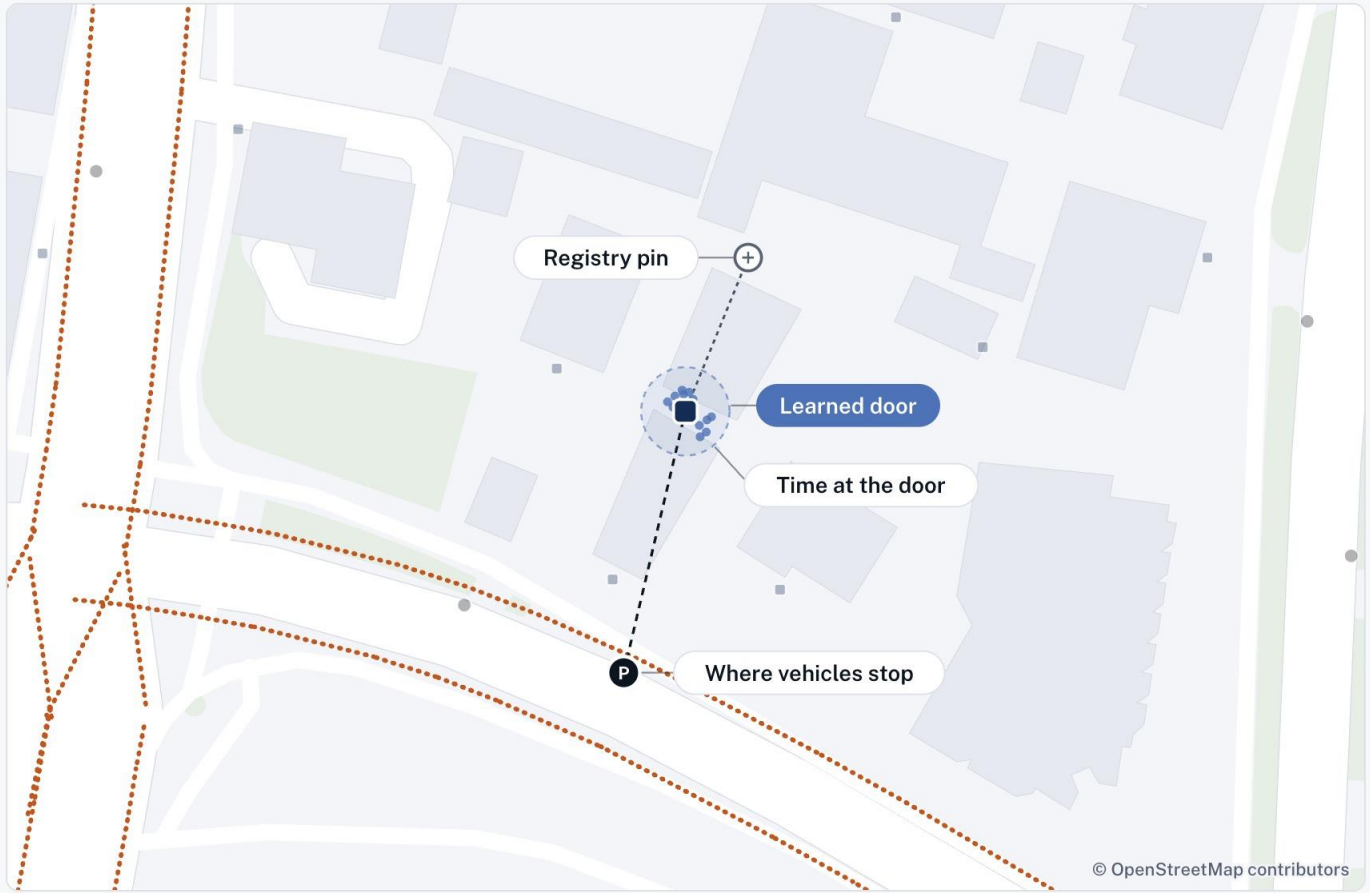
Pošta Slovenije
Letter network on AllDelivery

836,000[2]	2.1B+[2]	556[2]	1,800+[2]
delivery points	GPS points learned	depots	carriers

1 AllDelivery EIT pitch, 2026 2 Pošta Slovenije letter network in the AllDelivery production system, Oct 2026

Location intelligence: more than coordinates

From carriers' GPS, AllDelivery learns how every delivery point is really served, and keeps learning.



Micro-locations
The real door, entrance or mailbox, not the registry pin.

Stopping and parking points
Where vehicles really stand, for how long, and which doors they serve from there.

Service time
The measured time at every door, instead of one planning norm for all.

Visit frequency
How often each point actually gets a delivery.

Access and road links
Kerbs, no-go streets, steps, and the road each stop is reached from.

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How location intelligence is learned

1. **The address points at the roof**
   Registries put each delivery point in the middle of its building. A route planned to that point misses the door.
2. Carriers' GPS, in agreed sessions
3. The door is learned
4. Where vehicles stop and park
5. Time and frequency at every door
6. Fewer, evenly loaded districts



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How location intelligence is learned

1. The address points at the roof
2. **Carriers' GPS, in agreed sessions**
   Short monitoring sessions, agreed with management and employee representatives, show where carriers really go.
3. The door is learned
4. Where vehicles stop and park
5. Time and frequency at every door
6. Fewer, evenly loaded districts



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How location intelligence is learned

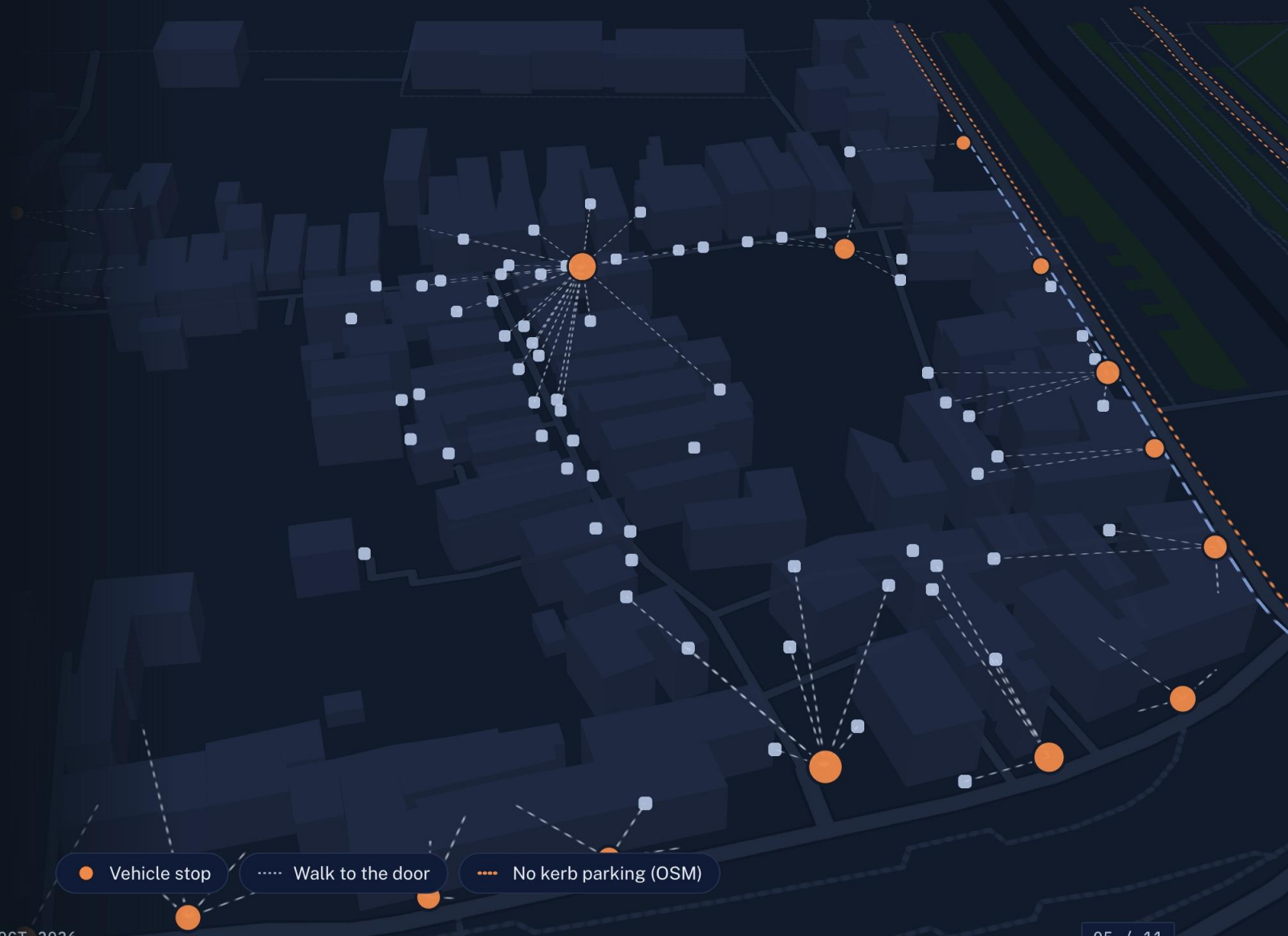
1. The address points at the roof
2. Carriers' GPS, in agreed sessions
3. **The door is learned**
   Stops cluster at the door or mailbox: the micro-location.
4. Where vehicles stop and park
5. Time and frequency at every door
6. Fewer, evenly loaded districts



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How location intelligence is learned

1. The address points at the roof
2. Carriers' GPS, in agreed sessions
3. The door is learned
4. **Where vehicles stop and park**
   Vehicles stand at the kerb, not at the door. The system learns where, for how long, and which doors each stop serves.
5. Time and frequency at every door
6. Fewer, evenly loaded districts



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How location intelligence is learned

1. The address points at the roof
2. Carriers' GPS, in agreed sessions
3. The door is learned
4. Where vehicles stop and park
5. **Time and frequency at every door**
   Each point gets its measured service time and visit frequency, instead of one planning norm for all.
6. Fewer, evenly loaded districts



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How location intelligence is learned

1. The address points at the roof
2. Carriers' GPS, in agreed sessions
3. The door is learned
4. Where vehicles stop and park
5. Time and frequency at every door
6. **Fewer, evenly loaded districts**
   The post re-cuts its districts on these measurements, with a door-to-door walk route for each.



Live across Slovenia’s letter network

Out of the Optimisation of delivery points project, Pošta Slovenije now plans its letter districts on AllDelivery. Results measured in operation:

50% [1]
faster planning and reorganisation of districts

1,243 h [1]
of planning work saved, per year

60 h [1]
saved per carrier, per year

2.3M km [1]
less driving across the network, per year

EVERY DELIVERY MAKES THE SYSTEM SMARTER

Measure
GPS in agreed sessions

→

Learn
Doors, stops, times

→

Optimise
Districts and routes

→

Deliver
Carrier app in the field

Every new session refines what was learned, so the plan keeps up as streets and volumes change.

RECOGNITION

2025 — **Logistics Project of the Year** [2]
Slovenian Logistics Association

2025 — **ELA Award finalist** [3]
European Logistics Association; ceremony in Vienna, February 2026

1 Pošta Slovenije before/after measurement, presented at the Supply Chain Excellence Awards 2026 2 IPC news, 25 Aug 2025 3 IPC news, 5 Jan 2026

What it took to make it work

Three barriers any operator or city will meet, and how we got past them at Pošta Slovenije.

Trust

THE BARRIER

Carriers and their representatives worry about being tracked.

WHAT WE DID

GPS only in sessions agreed with management and employee representatives. Results per door and street, never per person. Traces anonymised after 3 months.

Data quality

THE BARRIER

The address registry put 23% [1] of delivery points in the wrong place.

WHAT WE DID

Learn the real doors, stops and times first, then optimise. An optimiser is only as good as its inputs.

Integration

THE BARRIER

New data is wasted if it stays in a separate tool.

WHAT WE DID

Carriers correct delivery points from the field, and learned doors and access details flow back into the post's central address register through an API.

The same three will decide any city pilot.

1 AllDelivery EIT pitch, 2026

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What location intelligence can tell a city

KERBS | PARCEL LOCKERS | ADDRESSES | TRAFFIC

Kerb space and loading bays

Where do delivery vehicles really stop, and for how long?

ON THE MAP

Where delivery vehicles stop and how long they stand, per block face, against kerb parking from OpenStreetMap.

FOR THE CITY

- **Loading bays** where vehicles actually stop, sized to the demand
- **Delivery windows** from kerb time by hour of the day
- **Before/after checks** when a bay opens or a street changes



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What location intelligence can tell a city

KERBS | **PARCEL LOCKERS** | ADDRESSES | TRAFFIC

Parcel lockers on public land

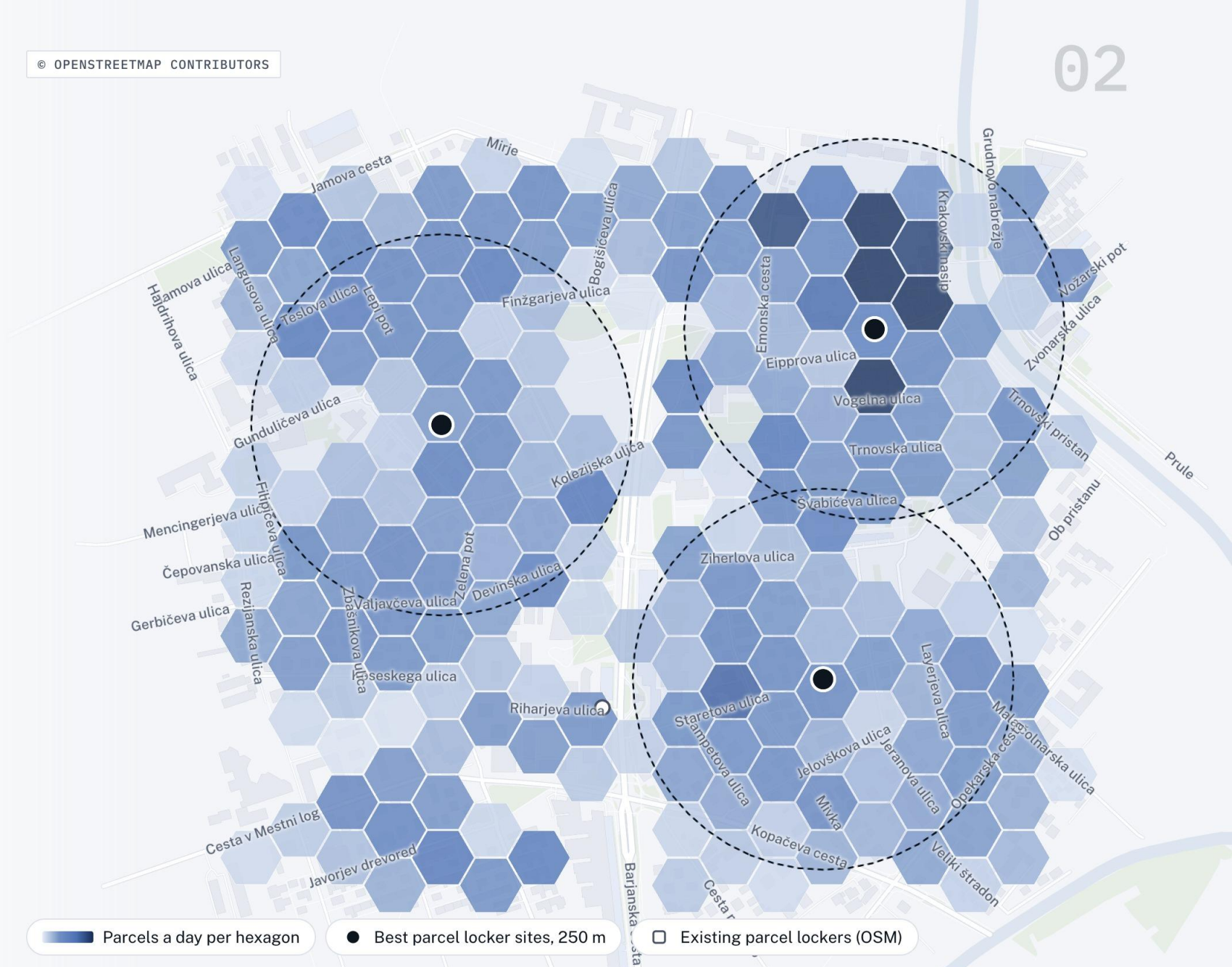
Where would a parcel locker take the most deliveries off the doorstep?

ON THE MAP

Parcel demand per hexagon, candidate sites with a 250 m walk around each, and today's parcel lockers from OpenStreetMap.

FOR THE CITY

- **Parcel locker sites** ranked by the deliveries within a short walk
- **Permit decisions** backed by demand, not requests
- **Coverage** of the parcel lockers already on the street



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What location intelligence can tell a city

KERBS | PARCEL LOCKERS | ADDRESSES | TRAFFIC

Doors, parking and access

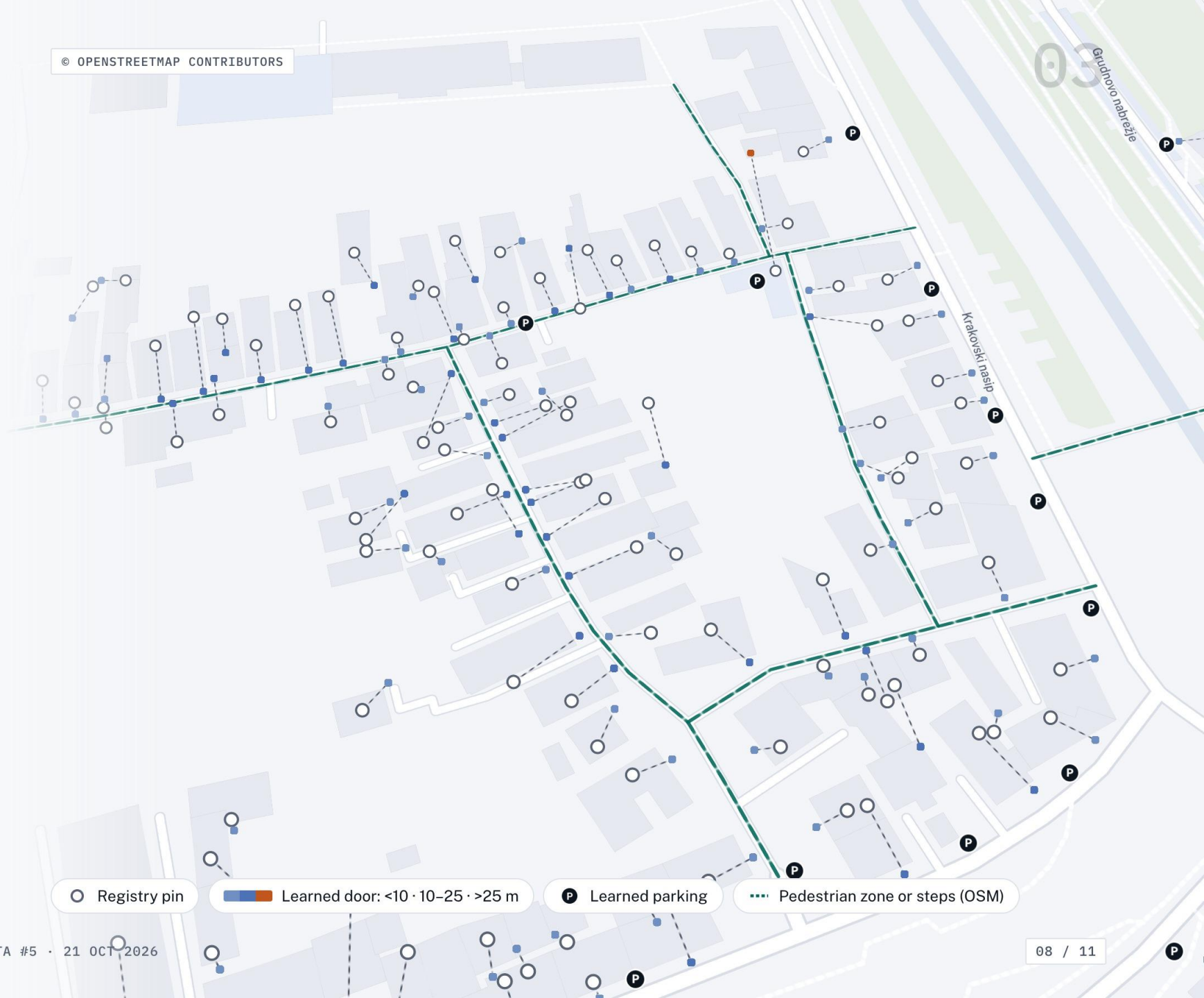
Where is the entrance, where do you park for it, and where is access hard?

ON THE MAP

Each registry pin joined to its learned door, coloured by the distance between them, the learned parking spot that serves it, and pedestrian zones and steps.

FOR THE CITY

- **Door-level entrances** for the address register
- **Where to park for each door**, for emergency services and navigation
- **Access problems** where delivery meets steps or pedestrian zones



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What location intelligence can tell a city

KERBS | PARCEL LOCKERS | ADDRESSES | **TRAFFIC**

Delivery traffic and CO_2 by street

How much delivery traffic runs through this neighbourhood, and when?

> ON THE MAP
> A day of four carriers' vans on the real street network, as passes per street.

FOR THE CITY

- **Delivery traffic** per street and hour
- **Van-km and CO_2** per neighbourhood, from real routes
- **Cargo-bike and EV candidates** among the shortest rounds



How a city gets this data, and what it gives back

THE CITY

Kerbs, rules and registers

Loading bays, access rules, time windows, low-emission zones and the address register.



THE POST AND ITS CARRIERS

Location intelligence

Doors, vehicle stops, time per stop, visit frequency and access, learned from GPS.

Same rules as at Pošta Slovenije: agreed GPS sessions, nothing per person, and a data agreement between the post and the city.

Looking for partner cities

We want to test these city layers with one or two cities, on one neighbourhood, together with the local postal operator.

01

Pick a neighbourhood and a question

Kerb space, parcel lockers, addresses or delivery traffic.

02

Learn it from today’s deliveries

With the post’s carriers, under a data-sharing agreement.

03

Get a map layer and a short report

Aggregated, and ready for your planners.

Thank you

We’re looking for one or two partner cities to test these layers. Let’s talk.

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OPTIMISATION OF DELIVERY POINTS

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