

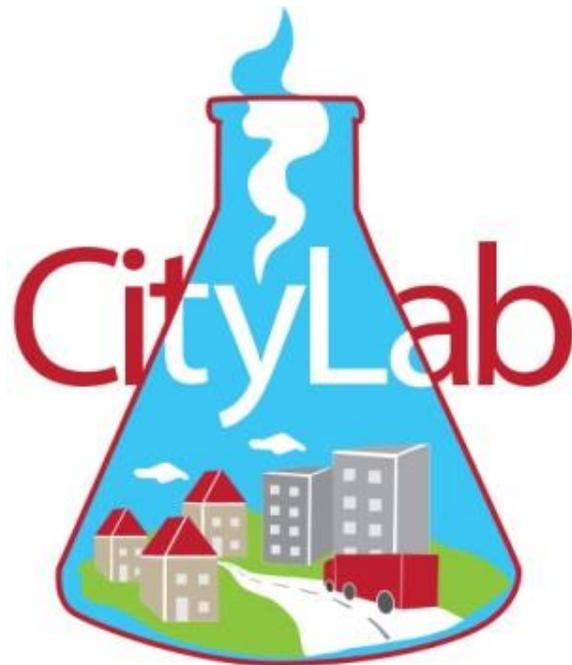
EUROPEAN COMMISSION

INNOVATION and NETWORKS EXECUTIVE AGENCY

HORIZON 2020 PROGRAMME for RESEARCH and INNOVATION

Reducing impacts and costs of freight and service trips in urban areas (Topic: MG-5.2-2014)

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Deliverable 7.5 Project Newsletters



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Living lab	Municipal partner(s)	Industry partner(s)	Research partner(s)
Brussels	Brussels Mobility	Procter & Gamble Services	Vrije Universiteit Brussel
London	Transport for London	TNT Gnewt Cargo	University of Westminster University of Gothenburg
Oslo	Oslo kommune	Steen & Strøm	Transportøkonomisk institutt
Paris	Ville de Paris		IFSTTAR DLR
Rotterdam	Gemeente Rotterdam	PostNL	TNO
Rome	Roma Capitale	Poste Italiane MeWare SRL	Università degli studi Roma Tre
Southampton	Southampton City Council	Meachers Global Logistics	University of Southampton
Networking and outreach partner			
POLIS			

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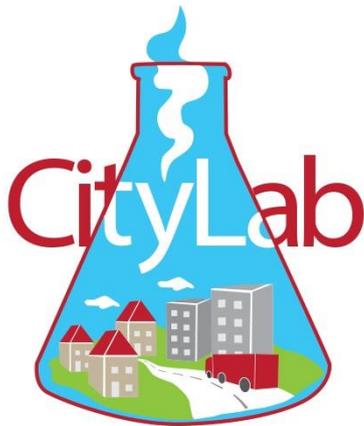
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Executive summary

This deliverable, version 2, presents the project's six newsletters, which have been produced approximately every six months and widely distributed, via email, through the project partner's extensive contacts lists and through external distribution lists. All newsletters can be viewed from the project website at: <http://www.citylab-project.eu/newsletters.php>. The newsletters are presented in the original format used in distribution (i.e. double-column, Calibri font, paragraphs not justified) and not in the format used for 'standard deliverables' (i.e. single-column, Arial font, justified).

Citylab newsletter

Issue 1, October 2015



Welcome

Welcome to this first newsletter from the CITYLAB project. CITYLAB is a CIVITAS project, and is one of four urban freight transport projects funded in the first “Mobility for Growth” call of the EU’s Horizon 2020 programme for Smart, Green and Integrated transport. The project commenced in May 2015 and will run for 3 years.

Project Overview

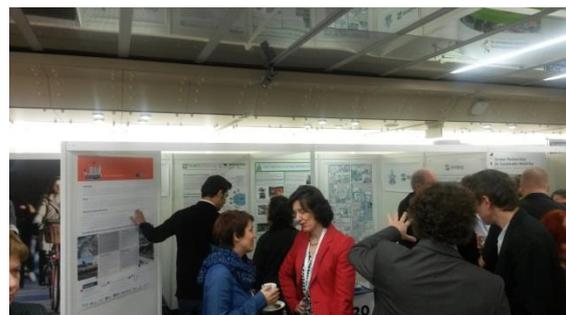
We aim to improve our understanding of the impacts freight and service trips have in our urban areas. Innovative urban freight management solutions will be tested and evaluated in **Amsterdam, Brussels, London, Oslo, Paris, Rome and Southampton** with a view to positively influencing business profitability and contributing to increased efficiency and sustainability. The core of CITYLAB is to use cities as ‘living laboratories’, dynamic, real-world test environments where different public and private freight transport measures can be evaluated, adapted and improved in a cyclical way.

Planned measures are due to start in 2016 and focus on:

- Understanding the highly fragmented last-mile delivery operations that currently exist in city centres
- Identifying freight impacts arising from large public administrations and higher education institutions
- Investigating ways in which waste and recycle management and reverse logistics systems could be made more efficient
- Quantifying the role logistics facilities and infrastructure could play in redesigning supply chains serving urban centres

CIVITAS Forum 2015

7-9 October, 2015, Ljubljana, Slovenia



The four CIVITAS urban freight transport projects (CITYLAB, NOVELOG, SUCCESS and U-TURN) shared an exhibition space at the CIVITAS Forum in Ljubljana, the first of several planned collaborations between them. CITYLAB’s sister projects focus on:

- **NOVELOG** - New co-operative business models and guidance for sustainable city logistics (www.novelog.eu)
- **SUCCESS** - Sustainable urban consolidation centres for construction (www.list.lu/en/project/success/)
- **U-TURN** - Food logistics (www.u-turn-project.eu)

Advisory group meeting

12 October, 2015, University of Westminster, London, UK

Short Pecha Kucha-style presentations and cartoon posters were made to Citylab's panel of advisors, known as the Living Lab Advisory Group (LLAG) to obtain their constructive criticism and feedback about our planned approach and implementations. The panel comprises:

- Jos Marinus (European Logistics Assoc.)
- Frans de Keyser (Brussels Enterprises Commerce & Industry)
- Graham Ellis (Ellis Transport Services)
- Hervé Levifve (City of Paris)
- Nicoletta Ricciardi (University of Rome)
- Erik Regterschot (City of Amsterdam)
- Johan Haavardtun (DB Schenker)

The presentations are available to view at:

<http://www.citylab-project.eu/presentations.php>

and further information on the Rotterdam living lab (in Dutch only) can be seen at:

<http://www.010greendeal.nl/>



Jos Marinus (LLAG) and Hans Quak (TNO)

Planned implementations

The planned implementations outlined below are in development, with trials due to commence in 2016.

Amsterdam - Floating depot and clean vehicles (PostNL)

A floating depot will be used in Amsterdam for collection and delivery of parcels in the city centre. The floating depot will be moved by boat using the canal network and will be moored at several locations in the city centre. Small electric vehicles will undertake the last-mile deliveries.



Brussels - Increase load factors by utilising free van capacity (Procter and Gamble)

Small urban shops selling miscellaneous goods, currently serviced by Procter and Gamble, will be supplied with consumer goods by identifying and utilising the spare freight vehicle capacity of different third party service providers. The aim is to increase vehicle load factors by consolidating and bundling more efficiently.



London - New distribution models and clean vehicles (TNT and Gnewt Cargo)

Scalable and transferable business models for urban deliveries will be developed between a large carrier (TNT) and a small 'last-mile' carrier (Gnewt Cargo), using electric vehicles and cycles. The implementation will experiment with integrated and co-operative supply chain approaches between carriers.



Oslo - Common logistics functions for shopping centres (Steen & Strøm)

Common logistics functions at a shopping centre in Økern, Oslo will be introduced to reduce the dwell time spent by freight vehicles. The implementation will identify consolidation options for logistics service providers as well as opportunities for out-of-hours deliveries, resulting from the decoupling of the external and in-house transport legs of the supply chain to the shopping centre.

Further information:

<http://www.citylab-project.eu/Oslo.php>



Paris - Logistics hotels to counter logistics sprawl (Sogaris)

The municipality of Paris, together with Sogaris, a specialist in real estate for urban and inter modal logistics, will develop a model for logistical zones and facilities, called 'logistics hotels', appropriate for dense urban environments, combining logistics with other activities such as offices, retail and public services.

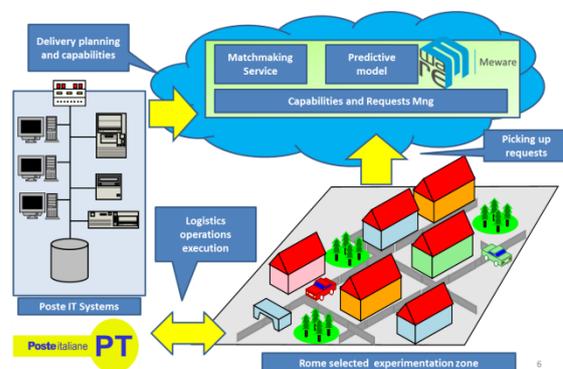


Further information:

<http://www.citylab-project.eu/Paris.php>

Rome - Integration of direct and reverse logistics flows (Poste Italiane, Meware)

Iso-modular units and electric vehicles will be used in the city centre to improve waste collection and reverse logistics by seeking opportunities for combining with forward logistics. It is believed that this integration between direct and reverse logistics, together with the adoption of a closed-loop approach, will provide the basis for a financially sustainable business model.



Further information:

<http://www.citylab-project.eu/Rome.php>

Southampton - Joint procurement and consolidation for large public institutions (Meachers Global Logistics)

Opportunities for reducing the freight impact associated with purchases of goods and services made by large municipal organisations will be identified, using the University of Southampton as a case study. This may include consolidation of ordering, suppliers and the use of the Southampton Sustainable Distribution Centre (SSDC), operated by Meachers Global Logistics on behalf of the city.



Further information:

<http://www.citylab-project.eu/Southampton.php>

Project Outputs

Published articles

McLeod et al. Sustainable procurement for greener logistics in the higher education sector. Logistics Research Network Conference, Derby, UK, 9-11 Sept 2015.

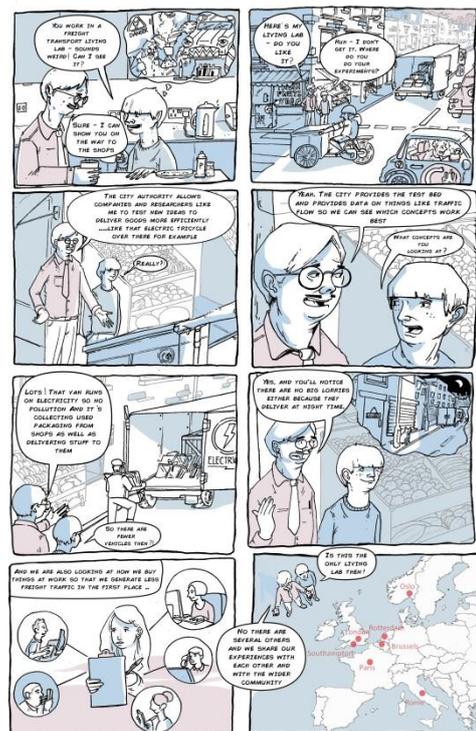
Available at: <http://tinyurl.com/p8apcwp>

Quak et al. From freight partnerships to city logistics living labs – Giving meaning to the elusive concept of living labs. 9th International Conference on City Logistics, Tenerife, Spain, 17-19 June, 2015. <http://tinyurl.com/ngyxbzq>

Illustrative cartoons

A series of one-page cartoons have been created by Matt Sloe to illustrate the living laboratory concept and the implementations planned in each city. These can be viewed at:

<http://www.citylab-project.eu/cartoons.php>



The Citylab concept

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Citylab project update Newsletter#2, June 2016

Our second newsletter focuses on the Citylab symposium ***Innovative urban freight management systems in Paris*** which took place at Pavillon Arsenal, Paris and at three sites around the city: Chapelle International, Beaugrenelle and L'Îlot Fontenoy-Séguir on 26th May 2016. This CITYLAB event was organised in association with the SUCCESS project and attracted around 90 people with an interest in urban freight transport and/or land use planning and development, including those working for transport operators, service or infrastructure providers, local authorities, education/research organisations and consultancies. The event was well received:

I rarely attended an event as interesting and inspiring. It gave us a lot of ideas and it definitely sensitized our colleagues from urban planning to the issue of logistics (Charlotte de Broux, Service Public Régional de Bruxelles)

The event opened with an introduction from **Mr. Jean Louis Missika**, the Deputy Mayor for Urban Planning in the City of Paris, in which he claimed Paris as one of the first cities in the world to have developed a clear strategy on logistics land use and logistics urban planning.



The zoning ordinance of 2006 (plan local d'urbanisme or PLU) identified areas for future logistics development, out of which the Chapelle project was born, and will be updated in 2016. Innovation in sustainable city logistics and logistics start-ups is a key City strategy, covering technologies, business models, vehicles and urban logistics spaces, and caters for large companies as well as very small start-ups with 22 projects identified last year and being promoted, supported (not financially) and evaluated by the City's innovation agency called Paris&Co.

The first logistics charter was signed by more than 90 partners and the second charter has also had a good response from companies. The 'no diesel' objective has strong political will and the mayor is convinced that a technical solution will be feasible and put in place before 2025.

There followed presentations from **Jardar Andersen** and **David Evaristo**, introducing the CITYLAB and SUCCESS projects, respectively, and from Hervé Levifve, City of Paris, who talked about sustainable urban logistics and planning in Paris.

Presentations available from website

Hyperlinks:

[CITYLAB project introduction](#)

[SUCCESS project introduction](#)

[Sustainable urban logistics in Paris](#)

Panel debate

The morning session ended with a panel debate with **Hervé Levifve** (City of Paris), **Elisabeth Charrier** (National Federation of Road Transport) and **Christophe Ripert** (Sogaris), led by **Laetitia Dablanc** (IFSTTAR).



In the debate it was stated that the Charter for Sustainable Logistics of 2013 is the foundation for freight consultation in Paris and it's considered to be quite cooperative, given that stakeholders could hold very different and potentially confrontational attitudes on various issues such as prohibited access for the older more polluting vehicles, which is due to be introduced in September. In Paris, freight operators cooperate well with the city and other public agencies through GATMARIF, a carriers' business group formed in 1970, and the sharing of information has been educational on all sides. Some interesting viewpoints from the speakers included:

Elisabeth Charrier (FNTR):

We cannot immediately discard a century of diesel-based technology...however, there have been no great protests about the imminent older vehicle ban as the industry is prepared for it.

A move towards increased use of motorbikes and cycles would be socially regressive, in my view, given the vulnerability to accidents and as cycling all day is very physically demanding.

Major supply chains (e.g. food) won't go intermodal just for the sake of it and they won't use consolidation centres ...Companies need some competitive advantage (e.g. promotion or subsidy)

Christophe Ripert (SOGARIS):

The image of the city is at stake and careful negotiations for new urban developments are needed

The urban logistics market is maturing and growing – we receive increasing demand for estate and it can be difficult for us to find suitable places to meet our customers' needs.

The zoning regulations have helped us install the many small urban distribution centres we are providing for our customers in and around Paris.

Hervé Levifve (City of Paris):

While we don't actively advertise the Charter, it has become well known and many companies are interested to join.

We need consistent rules about what constitutes a 'clean vehicle' and rules that can be controlled well.

Most of Paris is long-established and won't change radically any time soon. We need to consider a wider area (e.g. Greater Paris) and a zoning plan for that within 15 years, say, could be an aim.

CO₂ reductions from a range of initiatives

As the afternoon site visits had limited capacity and had sold out quickly this session was added to the programme and was led by Professor Michael Browne (University of Gothenburg). In this session, he presented his thoughts on what can be learnt from previous urban freight initiatives, in the context of reducing CO₂, and invited debate from the audience. His first point was that too many projects want to invent a new evaluation framework and we should settle on a more consistent approach. With this in mind, he highlighted the work done in the US, which includes a 'freight initiative selector', a tool designed to help municipalities decide what types of initiative might be suitable for their cities (for details, see report at:

http://onlinepubs.trb.org/onlinepubs/ncfrp/ncfrp_rpt_033.pdf

Points that were raised in the presentation and discussions included:

We need to focus on generators of transport and encourage 'smart procurement' - procurement teams should understand that there is no such thing as free delivery.

Cities should aim to standardise their low emission zone regulations as otherwise fleet operators will have problems meeting them.

Perhaps cities (with some brave politicians) should adopt more radical solutions – most are tinkering at the edges with little impact.

Night-time deliveries really need to be unattended to work. Cities may consider some funding for security systems to support such activity.

Many technologies offer innovative solutions but with some negative externalities. The difficulty is to convince users and politicians not to take the easy way and not to return to former solutions.

Presentation available from website:

[CO₂ reductions from a range of initiatives \(Michael Browne\)](#)

Site visits

Three site visits ran simultaneously:

Chapelle International – Logistics hotel



Future vision



Rail terminal construction

Undergoing construction since September 2015, it is due to be completed by September 2017. The project is led by Sogaris, a public-private corporation involved in designing, developing, and managing logistics facilities. The building is 45 000 sq.m, 390m long and 57m wide. It will house an urban rail terminal and a goods delivery centre and a range of other functions such as a data centre, offices, restaurants and City of Paris community facilities such as sports grounds and allotments. It has an exceptional location in the 18th district of Paris, and the railway terminal will be branched with the north rail network. There will be two urban rail shuttles per day to be operated in cooperation with Eurorail and XPO Logistics.

A key factor of the project is the urban integration of this type of logistics facility in terms of architectural quality, the treatment

of noise, the movement of vehicles and access for pedestrians. The economic viability of the project was a challenge. It was made possible thanks to the sharing of the cost of land (the zoning ordinance was adapted locally). The building has been adapted to house the different logistics operators with space being sold to them. The Chapelle International logistics hotel was made possible thanks to the work in the two Charters (2006 and 2013) which built trust between stakeholders. Without this, no logistics hotel would have been possible. Also, people matter: when a politician gets truly involved, surrounded by a good team, and for a sufficiently long period of time, projects such as Chapelle can be achieved.

The new trend of sharing and collaboration in urban logistics is a reality that cannot be ignored. Sharing platforms create new types of jobs and new dimensions for companies, but needs also an adapted social and tax environment (Comment from round table discussion at Chapelle)

Presentation available from website:

[Chapelle \(Sogaris\)](#)

Beaugrenelle – Urban logistics terminal



The urban logistics terminal at Beaugrenelle (just south of the Eiffel tower) has been in operation by Chronopost since April 2013. It is located in a two-level car park underneath a hotel complex. Eleven members of staff work in the depot alongside 50 drivers, most of whom are self-employed or contractors.

The delivery area covers the 7th, 14th and 15th arrondissements of Paris serving a population of around 200,000. The implementation was not easy due to the cost of being in such a dense and central area of Paris with significant investments needed to upgrade to latest technical and safety standards. Current operations are considered to be smooth and volumes are increasing, partly due to increasing e-commerce. The terminal handles the highest share of home deliveries over all France for Chronopost.

Deliveries to the depot are handled by rigid vehicles and five of them visit the depot between 5am and 7am. A vehicle fleet of 50 vans undertakes the final deliveries most of these (44) using diesel fuel. Only six electric vehicles are being used, the main reason being their limited carrying capacity. Although larger electric vehicles exist they are too expensive. Another issue is that vans need to stay in the terminal for overnight charging which means that drivers cannot use them to go back home anymore. So Chronopost will turn to CNG vehicles in the near future. The nearest gas station is some 4km away but gas is the preferred fuel for the city council and so more and more gas filling points are being installed at local fuel filling stations.

The depot has reduced the environmental impacts on the surrounding area and has also allowed local people to call in and collect parcels. The depot has allowed the vans to collect their parcels from this central point and so reduces the stress for the van drivers as they are straight onto their delivery routes just outside the depot gates.

Presentation available from website:

[Beaugrenelle \(Chronopost\) - in French](#)

L'Îlot Fontenoy-Ségur

The visit focused on the logistics activities taking place at the Fontenoy-Ségur complex which has been under construction since March 2015. The Fontenoy part (10,000m²) is due to be delivered very soon (June 2016) while the Ségur part (45,000m²) is due in August 2017. The initially separate buildings have been physically linked to create a single business-oriented complex with 2,300 offices, a 450-seater auditorium, a press room, as well as a childcare centre, a sports hall, restaurants and green spaces. The total estimated building cost is 145 million euros.

The visit was led by the director for logistics operations of the construction site company (VINCI Construction France), working with 30 logistics staff alongside around 400 construction staff in total. He explained that the site faces high logistics constraints due to its location in a very dense and congested area of Paris with little space on site. The site is close to several environmentally-sensitive buildings and the developers were required to sign a charter to reduce potentially harmful inconveniences (noise, dirt, etc.). To permit the installation of temporary delivery zones and offices, the main contractor had to rent public space from the city of Paris.

For the deliveries, the subcontractors have to book time slots between 7am and 4pm, with access by two entrances located in two different streets. However most of the trucks are typically received between 7.30 and 9am with return logistics activities mainly between 12 and 2pm. The dedicated logistics team is in charge of handling the complexities involved.

Citylab project update

Newsletter#3, Nov. 2016

Our third newsletter provides latest news from the seven cities implementing various freight initiatives: Amsterdam, Brussels, London, Oslo, Paris, Rome and Southampton.

Amsterdam - Motivation and concept

Congested and narrow roads in the city centre present a significant challenge for parcel and mail carriers in Amsterdam. In the initial implementation plan, PostNL proposed to transport goods in and out of the city using the canal network by the use of a floating depot pushed by a boat, with last-mile deliveries in the 'de Pijp' area using electric vehicles or e-bikes (see illustration). One aim of introducing this concept was to expand their business to include the supply of pubs, hotels and restaurants with fresh items.



Amsterdam initial concept

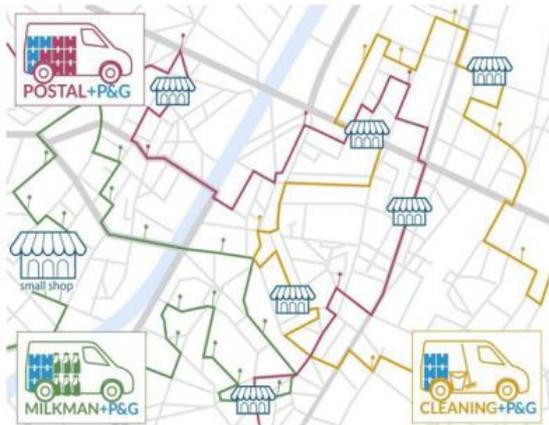
Implementation status and next steps

The costs of the vessel navigating the Amsterdam canals proved to be too high so the initial concept has been replaced by one where the floating depot is moored in the centre and used as a micro-hub, alongside other micro-hubs located in empty stores in the city centre. As before, last mile deliveries will be undertaken using electric vehicles and e-bikes; current plans are to limit the service to the mail and parcels market. The micro-hubs may also provide extra services such as bicycle parking and goods pick-up points.

Contact: Hans.Quak@tno.nl

Brussels - Motivation and concept

Brussels has around 400 independent small grocery stores. Data from Procter & Gamble shows that the average store is replenishing stock twice per week often by the store owner buying goods from a wholesaler or by van delivery through a distributor. The main concept here is to introduce a new online sales channel and to use spare van capacity from existing providers to reach these stores. The goal is to replace inefficient store owner collections with more efficient deliveries having high vehicle load factors. The vans considered will be from different service providers. The consumer goods will initially include products from Procter and Gamble Business Services. In a later phase, we may also look into including other food/non-food products that are relevant for small stores located in the city centre.



Brussels concept

Implementation status and next steps

The work is being prepared as planned by establishing the vehicle network to be used – to date, Febelco (a distributor of pharmaceutical products), bpost and Parcify have joined the network. The plan is to trial the concept for 2-3 months with each company. By involving different companies, several set-ups can be tested which fits into the concept of a ‘living lab’. In September 2016 a set of stores in Brussels were approached to be involved. Currently a webshop is being developed where store owners can order from a dedicated range of goods with online payment. This is managed by a 3PL. Information on the orders is shared with the owners of the free vehicle capacity. The ordered products to the stores are delivered during their service trips. The goods’ movements between the distribution centre of the 3PL and the owner of free capacity depends on the company; this can start at the distribution centre of the 3PL, at the location of the owner of free capacity or at a centrally located pick-up point. The trials are planned to start in January 2017.

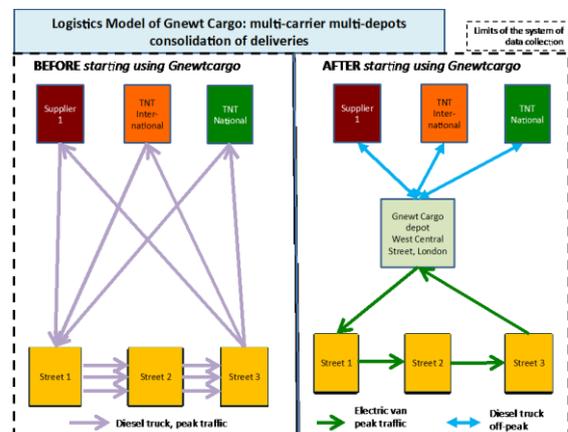
Contact: Sara.Verlinde@vub.ac.be

London - Motivation and concept

The motivation is to increase the market of electric freight transport by improving business models for deliveries with electric vehicles. The concept is explored in collaboration with TNT and Gnewt Cargo. Gnewt Cargo have several years of experience operating electric vehicles in London and are aiming to improve efficiency and profitability of their operations. They need to establish the most suitable arrangement of distribution centres, vehicle types and operating patterns. In the CITYLAB London implementation, TNT is increasing its use of Gnewt Cargo as a subcontractor for last mile deliveries in London, while trying to find a business model that is acceptable for both parties.

Implementation status and next steps

Several issues have been identified during planning of the implementation. Contracts had to be renegotiated when one subcontractor had to be replaced by another one (Gnewt Cargo) and operational changes took more time than anticipated. One significant challenge was that the existing Gnewt Cargo depots in central London were not sufficiently accessible for big trucks and there was therefore a need to explore alternative depot locations. The conclusion was that a new TNT depot would be set up in Bermondsey and a trial has been running since August 2016.



London concept

The London implementation started with 5 new routes run by Gnewt Cargo via the TNT depot in Bermondsey. In the next few months data will be collected for evaluation purposes and new domestic TNT routes may gradually be added to the operations of Gnewt Cargo. A dissemination event allowing an international audience to learn more about the solution is planned for February/March 2017.

Contact: J.Leonardi@westminster.ac.uk

Oslo - Motivation and concept

Shopping centres often represent challenges for logistics service providers, as individual retailers may be located far from the freight receipt area, and the norm is that truck drivers have to bring all items to the shop. In Norway, shopping centres represent around 30% of retail trade. Steen & Strøm AS is a Nordic branch of the Klépierre group who are planning a new shopping centre at Økern in Oslo with a goal to establish common functions for inbound and outbound freight flows. Previous demonstrations and analyses have suggested that such functions should be operationally and financially viable. The implementation will facilitate identification of consolidation opportunities for logistics service providers as well as off-hour deliveries as the transport leg and in-house transport leg in the shopping centre may be decoupled. The shopping centre is expected to open in 2022.



Oslo – planned development

An aim of Steen & Strøm is to raise the priority of freight and to include stakeholders early in the planning process in order to improve the delivery of goods. In the present blueprint, although not yet final, the idea is to establish easy access, reduce delivery times and damage (e.g. from trucks hitting infrastructure). The preferred solution will depend on stakeholder views, which stakeholder groups contribute and internal processes at Steen & Strøm.

Implementation status and next steps

The CITYLAB project contributes to the planning of freight receipt areas by facilitating collaboration between relevant stakeholders through knowledge generation and dialogue between different stakeholders in the Oslo living lab. The idea is to ensure the possibility of representation for all potentially relevant stakeholders, thus, providing an informal structure in which the partners can collaborate.

Representatives of Steen & Strøm and the Institute of Transport Economics (TOI) participated in a study trip to the Swedish shopping centre Emporia in December 2015 to obtain experiences from common logistics functions there, operated by the company Logistikbolaget AB. In May 2016, there was a large discussion meeting involving logistics service providers, retail chains, a potential service operator (Collicare Instore) and the Oslo living lab partners Steen & Strøm, City of Oslo and TOI. From the initial drawings of the centre, the area dedicated for buffer storage close to the freight unloading areas has been extended to facilitate the common logistics functions – based on input from the other stakeholders during the meetings and discussions.

Contact: Jardar.Andersen@toi.no

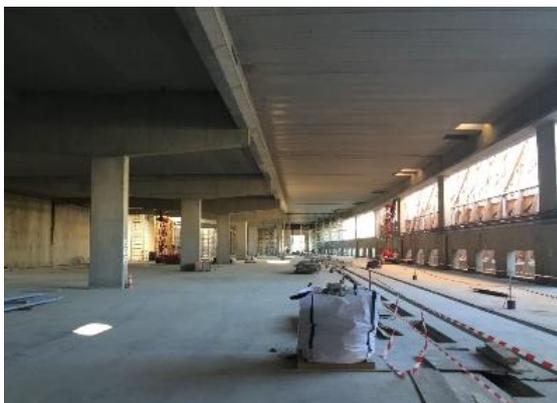
Paris - Motivation and concept

The motivation for the logistics hotels is to reduce negative consequences of logistics sprawl:

- Reduce vehicle emissions, noise and congestion at entry points to dense urban areas through consolidation and transfer to cleaner modes of transport.
- Provide efficient, modern logistics facilities to businesses serving the dense area of the Paris region.
- Increase mix of activities in specific areas of Paris: logistics activities, leisure, datacentre, shop/store, sport facilities, office spaces.
- Test new architecture, planning and urbanism concepts for the integration of logistics facilities in dense urban areas: form, acoustic, energy efficiency, integration of pedestrian flows.

Two urban logistics building implementations are included, both run by SOGARIS a logistics real estate developer and manager (capital owned by Paris and neighbouring governments):

Chapelle International (Paris 18th arrondissement) will have mixed use facilities on a 24000m² site including two logistics operations: an urban space for distribution, accommodating parcel and express transport operations using clean vehicles for the last mile; an urban rail terminal (see photo) for consolidated deliveries of a large retail chain.



Beaugrenelle (Paris 15th arrondissement), a 3000m² logistics facility opened in 2013 out of the conversion of a former parking facility. Operated by Chronopost express, last mile deliveries are made by 10 electric vans and 20 diesel vans, with the objective of increasing the share of clean vans. The main characteristics of this implementation are summarised below.

Implementation status and next steps

The facility at Beaugrenelle is in operation and data on the operations are being collected. Developing Beaugrenelle, they are now looking into the possibility of changing from electric vehicles to natural gas vehicles. The building of Chapelle international is going according to schedule and it is planned to open no later than November 2017. At the moment the main structure is finished.

The main economic and environmental data from Beaugrenelle should be made available in January 2017. The next steps will include finalizing the analysis of collected data for Chapelle.

Contact: Laetitia.Dablanc@ifsttar.fr

Rome - Motivation and concept

The concept is to integrate direct and reverse logistics through combining postal deliveries made by Poste Italiane with collection of recyclable items. Collections are made either directly from delivery addresses or from nearby locations on the same vehicle route. The aims are to improve recycling performance while reducing associated vehicle emissions and traffic congestion through maximising vehicle load factors and development of optimal vehicle routes. In the present implementation plan, recycled plastic cap boxes will be collected.



Rome – recycling promotion

Implementation status and next steps

Initially, the idea was to use modular units developed in the MODULUSCHA project for the collection of recyclable items. It transpired, however, that the market segments for which these were intended, were not so interested in combining with postal deliveries. An appropriate market segment was identified as plastic cap collection in the campus of University of Roma Tre. Containers for plastic cap collection have already been deployed in the university campus and, at present, information on the plastic cap collection initiative is being disseminated around the university (see photo). Participation will be encouraged through the use of a gamification process (i.e. a game with some form of reward). There is now an ongoing activity to establish a formal agreement with the firm responsible for providing the concierge service at the university to alert Poste Italiane to pick-up full

boxes. If everything goes as planned, the operational scheme for integrating direct and reverse logistics can be tested in November 2016, fine-tuned in December 2016 with full implementation expected in early 2017. A local showcasing event is planned in early 2017.

Contact: Edoardo.Marcucci@tlc.uniroma3.it

Southampton - Motivation and concept

Large municipal organisations (e.g. local authorities, hospitals, universities) generate significant numbers of van and lorry trips through their purchasing of goods and services. The Southampton living lab aims to reduce freight impact by identifying consolidation opportunities and encouraging implementation. Southampton City Council supported this through the setting up of the Southampton Sustainable Distribution Centre (SSDC) operated by Meachers Global Logistics (MGL) from their premises (Nursling Industrial Estate) since February 2014. The city is motivated by improving air quality standards; participating organisations may directly benefit financially from more efficient purchasing practices and from reduced time spent handling goods from multiple carriers.



Southampton Sustainable DC

Implementation status and next steps

Various public sector institutions were reviewed and interviewed to assess the level of interest and potential benefits. Extensive data were collected for deliveries to the University of Southampton and Southampton Solent University. Potential for consolidation was identified in both cases, but various barriers currently prevent operational changes. In the hospital sector, there appears to be both potential for consolidation and an interest in changing operations. A pilot of consolidation of deliveries to St. Mary's Hospital, Newport, Isle of Wight (NHS Trust) using the SSDC commenced in September 2016 and there are ongoing discussions between the Trust and MGL about the scope of the operations and the costs with a view to further roll-out. Southampton City Council (SCC) have been involved in discussions and may provide support via a subsidy. A possible roll-out to Queen Alexandra hospital, Portsmouth is being discussed along with investigation of opportunities for joint procurement at St Mary's and Queen Alexandra. There are ongoing discussions with Southampton General Hospital as well. A showcasing event for the Southampton initiative will take place on January 27th, 2017.

Contact: T.J.Cherrett@soton.ac.uk

Follower cities and regions

As part of our dissemination activities we have established a group of follower cities and regions that have expressed a keen interest in urban freight and the initiatives being undertaken in Citylab. This group comprises: Antwerp, Budapest, Delft, Flanders (Belgium), Gdynia, Gothenburg, Graz, Madrid, Manchester, Mechelen, Milan, Pisa, Prague, Rogaland (Norway), Skedsmo, Turin and the West Midlands (UK). Each member of the group will receive information and invitations to events tailored to their specific stated interests. For further information –

Contact: GLozzi@polisnetwork.eu

Published article

Shop and we'll drop - Understanding the impacts of student e-shopping on deliveries to university halls of residence during Black Friday week (McLeod et al), Logistics Research Network Conference, Hull, UK, 7-9 Sept 2016

Weblink: www.citylab-project.eu/publications/LRN2016_postprint.pdf

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The Citylab project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 635898.



Citylab project update Newsletter#4, May 2017

Event coming soon: 7 June 2017, Malmö
Logistics strategies for shopping centres -
how to improve efficiency of delivery and
service vehicle activity
Agenda and registration information at:
[http://www.citylab-
project.eu/events/Malmo_agenda.pdf](http://www.citylab-project.eu/events/Malmo_agenda.pdf)

Welcome to our 4th newsletter focusing on:

- New trends impacting urban logistics
- Making freight consolidation centres work - Experiences from Southampton (27 Jan 2017)
- Growth of electric freight and consolidation in urban logistics (London workshop, 12 May 2017)
- The 3rd Workshop on Logistics Cloud – City Logistics
- Updates from the other Citylab partner cities: Amsterdam, Brussels, Oslo, Paris and Rome
- News from the CityLab Transfer cities & regions Group

New trends impacting urban logistics

As part of our ongoing observatory of issues affecting urban logistics we have identified some of the most important trends in e-commerce, 'instant' deliveries, logistics land use and urban sprawl in a 16-page summary document available at: www.citylab-project.eu/brochure/D2_1_brochure.pdf with

the full report available at www.citylab-project.eu/deliverables/D2_1.pdf

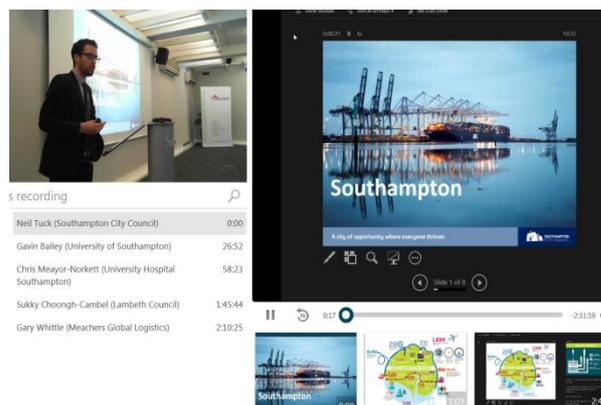


Logistics development, Los Angeles, 2015

Making freight consolidation centres work - Experiences from Southampton

This event was hosted by Meachers Global Logistics and the University of Southampton on 27 January 2017 and saw presentations from users of the Southampton Sustainable Distribution Centre on their experiences of freight consolidation, followed by a site visit and debate among the 50 attendees. Links to a webcast of the event and to the individual presentations are given below.

Click image below for link to webcast



Southampton presentations:

[Introduction to Citylab \(Tom Cherrett, University of Southampton\)](#)

[Southampton City Council's rationale for implementing the Southampton Sustainable Distribution Centre \(Neil Tuck, Southampton City Council\)](#)

Southampton presentations (continued):

[The role for Delivery and Service Plans in developing a case for consolidation \(Gavin Bailey, University of Southampton\)](#)

[The potential benefits of consolidation options for large municipal organisations - the case of the NHS \(Chris Meayers-Norkett, University Hospital Southampton\)](#)

[The scope for electric delivery as part of a consolidated freight service \(Sam Clarke, Gnewt Cargo\)](#)

[Building the case for freight consolidation - the local authorities view \(Sukky Choongh-Campbell, Lambeth Council\)](#)

[The trials and tribulations of setting up the SSDC - the logistics providers view \(Gary Whittle, Meachers Global Logistics\)](#)

Growth of electric freight and consolidation in urban logistics

This event, attended by 45 people, was organised by Citylab's London partners Gnewt Cargo, TNT, Transport for London and the University of Westminster on 12 May 2017. The day commenced with a visit to all-electric parcel delivery vehicle fleet operator, Gnewt Cargo, to get a feel for the practical challenges they face on a day-to-day basis. This was followed by various presentations on the impact of electric vehicle solutions and consolidation and London's policy objectives. . Within the scope of the CityLab Transfer Plan, CityLab Transfer cities interested in the London implementation - Budapest, Madrid and Greater Manchester - presented their local freight context and got valuable feedback from the workshop participants during interactive sessions.

London presentations:

[Citylab - City Logistics in Living Laboratories \(Jardar Andersen, TOI\)](#)

[Introduction, Examples and Beneficial Impacts of Growing Consolidation and Electric Vehicle Solutions in Urban Logistics \(Jacques Leonardi, University of Westminster\)](#)

[Urban Logistics policies developments, Consolidation and Efficiency \(Steve Steele, Transport for London\)](#)

[City Logistics \(Andy Wilson, TNT\)](#)

[Proposals to Improve Air Quality \(Simon Roberts, Transport for London\)](#)

[BEE Midtown - Personal Deliveries Service \(Dan Evanson, Arup\)](#)

[Citylab Transfer Cities Budapest \(Patrik Toth, BKK Centre for Budapest Transport; Levente Eros, Kantaa\)](#)

[Madrid Urban Freight Overview \(Enrique Garcia Cuedo, Municipality of Madrid; Maria Lopez, SEUR\)](#)

[Greater Manchester Urban freight plans and measures \(Helen Smith, Transport for Greater Manchester; Graham Dixon, ESPRIT Warehousing & Docks\)](#)

Logistics Cloud – City Logistics

Citylab partners participated in this workshop which took place on the 23rd May 2017 in Brussels. Collaborative innovation is key to address congestion and emission issues for city freight transport and logistics. This workshop, co-organized by the EC, ALICE and POLIS/CIVITAS, was designed to:

- Review ongoing city logistics efforts and future visions and plans
- Share and discuss achievements of collaborative innovation projects, challenges and opportunities addressed by new and ongoing projects
- Provide an overview of projects and initiatives in the selected area and build up strong links across them
- Support the European Commission to make informed, knowledge-based policy decisions.

Olav Eidhammer from TOI presented the CITYLAB project to 50 urban freight experts.

Latest news from the other Citylab cities

Amsterdam – Floating depot as a micro-hub and clean vehicles

The original plan to use Amsterdam's waterways for freight operations wasn't found to be cost effective however the floating depot has a new role as one of several micro-hubs being used by PostNL, with last mile delivery using cargo bikes. The implementation is considered to be a success in terms of image, business case, relationships with customers and improved operations with more on-time deliveries and no more parking issues. PostNL is also involved in development of the cargo-bikes used by testing different types with different carrying capacities.

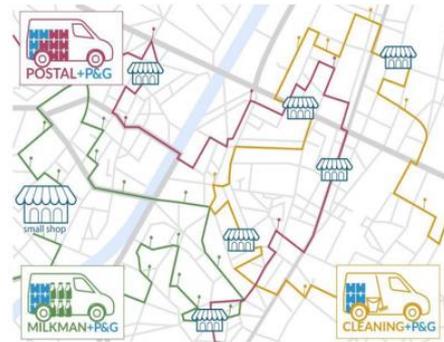


Amsterdam floating depot

Brussels – Utilising spare vehicle capacity

In Brussels, there are around 900 small, independent retailers and the average store owner replenishes its stock twice per week, often by buying goods from a wholesaler on own account or by van delivery through a distributor. The aim of the implementation is to test whether fill rates of vehicles can be increased by unlocking spare van capacity of service-driven companies to cost-efficiently supply consumer goods to these small stores and thereby reduce the generated impacts of distribution and shopping. In March, a new online sales channel with products from

Procter & Gamble was introduced and store owners placed their first orders. These orders have been delivered by utilizing the spare van capacity of a distributor of pharmaceutical products (Febelco). In June - July more store owners will be invited to join the Brussels Citylab and a second delivery partner (Parcify) will be involved.



Brussels concept

Oslo - Common logistics functions at shopping centres

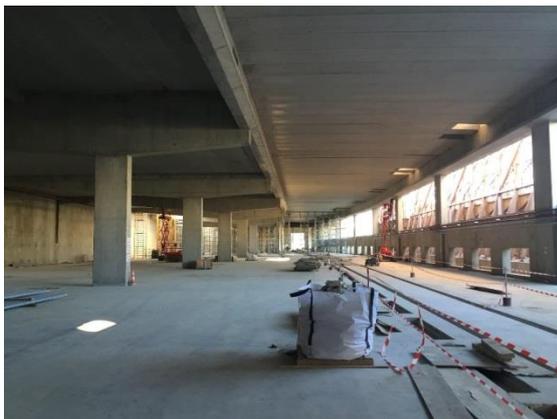
Steen & Strøm AS are planning a new shopping centre at Økern in Oslo, due to open in 2022, with a goal to establish common functions for inbound and outbound freight flows, as previous demonstrations and analyses have suggested that this should be operationally and financially viable. The work aims to secure the best possible design of the logistics functions, capturing the interests of all stakeholders concerned and ensuring that they are designed to accommodate the diversity of deliveries, goods and people present at the shopping centre.



Oslo – planned development

Paris – Logistics hotels

The construction of the Chapelle International logistics hotel in the north of Paris is nearly finished. The 45,000 m² building should be delivered to Sogaris at the end of June 2017 for finalization and testing before its official opening, by phases, from October 2017 to February 2018. The Beaugrenelle logistics hotel's operation in the south-west of Paris is running smoothly, with increasing daily deliveries. A recent environmental evaluation informed that the logistics terminal saves up to 68.5% of CO₂, 48% of NO_x and 54.5% of PM emissions linked to logistics flows, comparing with the way the services from Chronopost were done before, using a suburban terminal instead of an urban one.



Chapelle International logistics hotel

Rome – Integrating forward and reverse logistics

The implementation concept is to integrate direct and reverse logistics through combining postal deliveries made by Poste Italiane with collection of recyclable items. After having performed a small-scale implementation that proved the tested service to be technically feasible and environmentally sustainable, although not financially profitable, a second stage has been started exploring the opportunity to extend the implementation in terms of flows involved, sites and materials according to the recently passed Directives 2016-2021 for the future governance of the city of Rome. In particular, the solution already

developed will likely be considered to deal with the logistic needs that 're-use factories' have in storing, processing, transforming and selling the materials.

CityLab Transfer cities & regions Group

CityLab is promoting interaction with other cities and regions with a high interest and priority in developing innovative urban freight distribution strategies. This group comprises nine local authorities, selected among the larger CityLab Followers group, interested in the adoption of the Living Lab approach and in the replication of the implementations tested in the CityLab sites. Each Transfer City selected a local industry partner, to be actively involved with in the project. They will benefit from a specific budget dedicated to the implementation of transfer activities including training, technical visits, interactive workshops and transferability analyses. The first 3 Transfer Cities involved were Budapest, Madrid and Greater Manchester (see above, "Growth of electric freight and consolidation in urban logistics" event).

Contact information

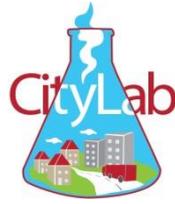
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Citylab partners win awards

Brussels-Capital Region recently received the [SUMP award](#) from the EC for its inclusion of freight within its mobility policy. A short video of their freight activities is available [here](#).

Citylab project update Newsletter#5, Dec. 2017

Save the date:
23-24 April 2018
**CIVITAS Urban Freight
Conference, Brussels**

Co-organised by
CITYLAB, NOVELOG,
SUCCESS, U-TURN
Information and
registration at:

<https://www.polisnetwork.eu/events2/CIVITAS-Urban-Freight-Conference-23-24-April-2018-Brussels>

Meachers Global Logistics has won two prestigious awards in 2017, along with partners, Steve Porter Transport and Red Funnel Ferries, for their consolidation and transport of goods to and from the Isle of Wight. They won the Motor Transport Partnership Award - one of the most prestigious accolades in the industry – and were also highly commended for environmental improvement at this year's Supply Chain Excellence Awards.



Gary Whittle (MGL) (5th left) MTA awards

Living lab animation

The living lab approach, as adopted by Citylab partners, is explained in a short [animated video](#) and an accompanying [briefing note](#).

Welcome to our 5th newsletter focusing on:

- [Awards](#) won by Citylab partners
- [Living lab animation](#)
- [Citylab workshops](#)
- [Transfer cities & regions](#)
- [CITYLAB at Civitas Forum Conference](#)
- [Other news](#)

CIVITAS CITYLAB - City Logistics in Living Laboratories



CITYLAB workshops

Logistics strategies for shopping centres - Malmö, 7 June 2017

The Emporia shopping centre in Malmö was used as an exemplar for the planned development in the Økern district of Oslo of how shopping centres can significantly reduce freight logistics impact through proper consideration and provision of common in-house logistics functions. Objectives include reducing costs of transporting goods from the loading bay to the shop floor for their residents as well as reducing the time that transport companies are on the loading bays. The city of Oslo has an ambition to be fossil-free by 2030 and their logistics plan encourages the use of electric vehicles. We were pleased to welcome **Christoffer Widegren**, City of Gothenburg, as a guest speaker, who described freight consolidation initiatives that had recently taken place in Gothenburg.

Full report and links to presentations:

http://www.citylab-project.eu/170607_Malmo.php



Planned development at Økern, Oslo

Innovative Solutions for Urban Freight Transport and Environment in the Circular Economy Era, 20 October 2017, Rome

The CITYLAB implementation in Rome focuses on combining forward and reverse logistics with collection of plastic caps from bottles being used as an example application. Rome City representatives explained how useful CITYLAB has been in helping them develop their Mobility Master Plan and Sustainable Urban Mobility Plan (SUMP) and also expressed their keen interest in the circular economy to better manage 'post-consumption materials' (avoiding calling it 'waste') and the need to reduce, reuse and recycle. The event included presentations from a number of distinguished guests: **Alan McKinnon** (Kühne Logistics University, Hamburg) who shared his views on the possible impact of innovative technologies and business practices in last mile logistics, focusing on crowdshipping, drones, droids and 3D printing; **Xavier Cruzet** and **Simon Hayes** (Barcelona Mobility Services) who described the pilot of using micro-hubs and cargo-bikes in Barcelona; **Luca Bedoni** (Ponyzero) who described their zero-emission urban freight distribution operations; and **Francesco Demichelis** (TakeMyThings) who described their same-day and one-hour crowdshipping delivery services.

Full report and links to presentations:

http://www.citylab-project.eu/171020_Rome.php

MAMCA workshops

The scalability and transferability of the CITYLAB implementations are currently being evaluated through a series of Multi-Actor Multi-Criteria Analysis (MAMCA) workshops (www.mamca.be). In each workshop we first explore if local actors think that the tested CITYLAB implementations would be feasible in their city. Afterwards, we challenge their perception of the different solutions by showing how the implementations scored in their local context. We then evaluate alternatives from the combined perspective of all stakeholders involved to assess whether there is overall stakeholder support for one of the alternatives. Representatives of each stakeholder group (shipper, transport operator, receiver and society) are present during the workshop. To date workshops have recently taken place in London, Oslo, Amsterdam, Southampton and Paris with further workshops in Brussels and Rome planned for January 2018. A dedicated workshop for the CITYLAB transfer cities also took place in Brussels in December 2017 and is reported [here](#).

CityLab transfer cities & regions group

The CITYLAB project is actively working with 9 identified Transfer Cities and Regions (Budapest, Delft, Flanders, Madrid, Manchester, Pisa, Prague, Rogaland and Turin) to investigate transferability of the living lab approach and of selected freight solutions. This has involved them providing information about their cities, freight context and of any existing measures or data available and then the Citylab team organizing dedicated sessions with the cities and industrial partners, to discuss exploitation

opportunities and provide recommendations for future development. A presentation from Pisa is available [here](#).

CITYLAB at Civitas Forum Conference

Torres Vedras, Portugal, 27-29 Sep 2017

CITYLAB co-ordinator Jardar Andersen (TOI) [presented](#) the Citylab approach to engaging urban freight stakeholders in a session jointly organised with the Novelog, Success and U-Turn projects while Sara Verlinde (VUB) [presented](#) the CITYLAB evaluation framework. Giacomo Lozzi (POLIS) and Fraser McLeod (University of Southampton) discussed future dissemination plans and opportunities with other CIVITAS 2020 projects. During the Deployment Day, Nina Nesterova and Tariq van Rooijen (TNO) presented the Living Lab approach and the Living Lab animation was displayed. Partners also met with Tamiko Burnell (US Department of Transport) to discuss future liaison between CITYLAB and urban freight practitioners in the USA for cross-fertilisation of ideas.

Other news

Citylab partner IFSTTAR organized a special event on city logistics on Nov 28, 2017, for the Minister of Transport, Ms Elisabeth Borne, and MP Valerie Lacroute who is in charge of the urban freight mobility topics within the Assises. Laetitia Dablanc (IFSTTAR) presented logistics hotels, one of the topics discussed during round-tables. This will generate legislation changes in the Spring, partly based on Citylab analyses and recommendations:

reduce the time needed to get a building permit for an urban warehouse; better include freight in urban planning processes; increase architecture innovation for urban warehouses.

IFSTARR were subsequently invited to present the conclusions of the above event to the National Forum's Closing Ceremony on Dec 12, 2017. Link: <https://www.assisesdelamobilite.gouv.fr/comprendre/les-actualites/assises-nationales-de-la-mobilite-journee-de-cloture-5000>.

Living lab development in Brussels

One of the ambitions of the CITYLAB Living Lab approach is to develop working relationships leading to other projects between city and industry stakeholders supported by researchers. In Brussels the collaboration led to exploration of how data collected from on-board units (OBUs) in HGVs, which became mandatory in Belgium in 2016 as part of a dynamic road-pricing scheme, can be used to monitor urban freight transport in Brussels. Data from the major OBU provider (95% market share) provided some valuable insights. For example, we learned that HGVs do not avoid the morning peak hour. Earlier traffic counts showed that the number of HGVs entering Brussels decreases between 8 and 9am. The OBU data revealed that this apparent decrease is not because HGVs avoid morning peaks but because the rate at which they enter and leave is slowed down by traffic congestion. When we look at the number of vehicles driving in Brussels on weekdays, we observe a continued increase until 10am (Figure 1 and Figure 2). For more information, please contact sara.verlinde@vub.be.

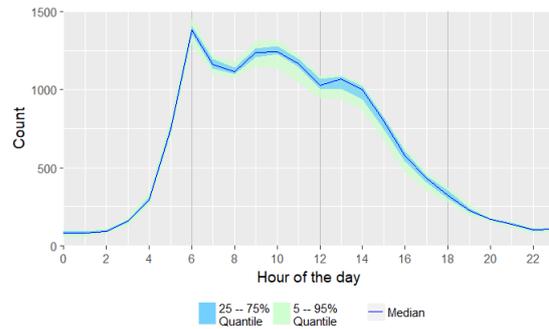


Figure 1: HGVs entering Brussels-Capital Region, weekdays

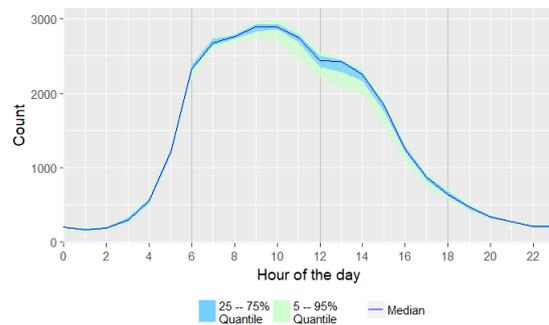


Figure 2: HGVs driving in Brussels-Capital Region, weekdays

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Acknowledgement

The Citylab project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 635898.

Citylab project update Newsletter#6, April 2018

As the CIVITAS Citylab project ends this month we provide a final update, focusing on our final conference and latest outputs.

CIVITAS Urban Freight Conference

The four CIVITAS urban freight projects - [Citylab](#), Novelog, Success and U-Turn – co-organised this unique event in Brussels on 23-24 April 2018 which marked the ‘final conference’ for the projects, all ending soon. The event was attended by around 190 people. All presentations, posters, webcasts and video interviews (currently in production) will be available soon from the Citylab and POLIS websites. Hyperlinks to presentations are given in the conference summary below.



Introductions to projects

Project co-ordinators from the 4 CIVITAS UF projects introduced how each had contributed to reducing impacts and costs of freight and service trips in urban areas:

- [Jardar Andersen \(Citylab\)](#)
- [Georgia Ayfadopoulou \(Novelog\)](#)
- [Francesco Ferrero \(Success\)](#)
- [Eleni Zampou \(U-Turn\)](#)

UF policy – EU and US perspectives

Henriette van Eijl (EC, DG MOVE Innovation & Research) introduced speakers from Europe and the USA who talked about the extensive opportunities that exist for EU-US cooperation:

- [Mans Lindberg](#) (EC, DG MOVE Sustainable & Intelligent Transport)
- Tamiko Burnell (US Dept of Transportation)
- [Bill Eisele](#) (Texas A&M Transportation Institute)
- [Christopher Eaves](#) (City of Seattle)
- [Danielle de Boer](#) (Dutch Knowledge Distribution Centers for Logistics)

From the presentations and subsequent discussion it was clear that we have many freight and logistics issues in common. Further information sharing and collaboration is likely to be of great benefit.

Planning for freight logistics: practical solutions and longer-term policy

In his thought-provoking keynote speech, [Ian Wainwright](#) (Future City Logistics) highlighted complexities associated with multiple stakeholders, technology, land use, customers and commodities. He warned against jumping to solutions and assumptions that technology and data can solve all our problems.

New cooperation models for engaging and supporting public and private actors for urban logistics



Moderated by *Katerina Pramataris* (Athens Center for Entrepreneurship and Innovation) this was a panel debate involving:

- *Ian Wainwright*, Future City Logistics
- *Tanja Ballhorn*, City of Copenhagen
- *Richard van der Wulp*, City of Rotterdam
- *Régis Fontaine*, Optilium Consulting
- *May López Díaz*, SEUR - DPD

The debate highlighted the importance of stakeholder engagement. Companies often have ambitious CSR policies and are supportive of sustainable freight solutions as where win-win opportunities are identified.

Poster session

The second day of the event opened with an exhibition of 30 posters from the 4 projects and with a few other invited posters. This gave participants the opportunity to learn more about the projects, chat informally and provide feedback. See [Citylab posters here](#).



Stakeholder cooperation

Moderated by Hans Quak (TNO), speakers were:

- [Régis Fontaine](#) (Optilium Consulting) – Project Alliance, a new collaborative contracting model for a better stakeholder cooperation in the construction sector

- [Eleni Zampou \(Intrasoft\) & Enrico Pastori \(TRT\)](#) – Horizontal collaboration in food logistics: opportunities and challenges for Fast-Moving Consumers Goods industry suppliers and retailers and fresh food local producers
- [Maria Rodrigues \(Panteia\) & Christian Nußmüller \(City of Graz\)](#) – Guidance in developing cooperative business models for sustainable city logistics
- [Nina Nesterova \(TNO\)](#) – Living labs in city logistics: a way forward for innovations in city logistics

Improved knowledge of urban logistics

Moderated by Michael Bourlakis (Cranfield University) with speakers:

- [Laetitia Dablanc \(IFSTTAR\)](#) – An Observatory to better understand urban freight and urban freight data
- [Mauro Dell'Amico \(Unimore\)](#) – SUCCESS simulation results of introducing a construction consolidation centre
- [Richard Walters \(LCP Consulting\)](#) – Using data to define new logistics collaboration models: learnings from the U-TURN project with a focus on the supermarket e-commerce market
- [Eftihia Nathanail \(University of Thessaly\) & Marco Mazzarino \(IUAV Venice University\)](#) – Integration of passenger and freight transport in Venice and use of NOVELOG evaluation tool

Policy and regulation, planning for sustainable urban freight

Moderated by Georgia Ayfadopoulou (CERTH/HIT) with speakers:

- [Marianne Thys](#) (Brussels Capital Region) – Urban freight policies and stakeholder engagement in Brussels Capital Region
- [Andrea Campagna \(Sapienza University, Rome\) & Veerle De Meyer \(City of Mechelen\)](#) – Micro-consolidation and Decision Support System for freight distribution planning
- [Alfeo Brognara \(Emilia-Romagna Region\) & Stefano Dondi \(Institute for Transport and Logistics\)](#) – Urban policy harmonisation in Emilia-Romagna Region

- [Michael Bourlakis](#) (Cranfield University) – Policy implications for urban logistics: Insights from three major European cities

Innovative approaches to urban logistics and their business cases

Moderated by Cindy Guerlain (LIST) with speakers:

- [Lina Konstantinopoulou](#) (ERTICO) - The role of ITS and new governance models for sustainable urban logistics
- [Sara Fozza](#) (Rina Consulting) - The Novelog pilot in Turin: the use of public infrastructure and technology for city logistics
- [Jacques Leonardi](#) (University of Westminster) - Growth of consolidation and electric van use in London
- [Carles Pérez Cervera](#) (Fundación Valenciaport) - A cost-benefit analysis of introducing a construction consolidation centre
- [Vassilis Zeimpekis \(Optilog\) & Eleni Zampou \(Intrasoft\)](#) – Shared logistics opportunities in urban areas: assessing route sharing practices for 3PL freight distributions by employing stable matching logic and the U-TURN platform

The future of urban logistics

Moderated by Michael Browne (University of Gothenburg) this panel debate considered future challenges and comprised:

- *Jardar Andersen*, TOI, CITYLAB project coordinator
- *Georgia Ayfadopoulou*, CERTH/HIT, NOVELOG project coordinator
- *Cindy Guerlain* LIST, SUCCESS project coordinator
- *Eleni Zampou*, Intrasoft, U-TURN project coordinator
- *Karen Vancluysen*, Secretary General Polis Network, Chair ERTRAC-ERRAC-ALICE Working Group on Urban Mobility, coordinator CIVITAS SATELLITE
- *Fernando Liesa*, Secretary General ALICE, Alliance for Logistics Innovation through Collaboration in Europe
- *Alison Conway*, Assistant Professor of Civil Engineering, University of New York, Complete streets for Freight, NYC

- *Simon Oscilowski* (EC DG MOVE Maritime Transport and Logistics)



The debate considered who should drive innovation and improvement in city logistics. There is no single answer though: national and city authorities play an important role in setting clear policies and strategies while the freight industry are responsible for operating efficiently and sustainably.

Among the wish lists of panel members were:

1. Better stakeholder and end user engagement
2. Citizens understanding impact of their decisions (e.g. in e-commerce)
3. More impact from research
4. Votes for freight!

CO₂-free city logistics by 2030: together we can

The event concluded with [Joint Recommendations from the four projects](#) presented by *Giuseppe Luppino* (Institute for Transport and Logistics) which included:

1. More explicit inclusion of logistics in city planning (e.g. SULP)
2. More freight quality partnerships or living labs for stakeholder engagement
3. Regulatory frameworks for logistics spaces
4. Investment in critical areas

Further information about the event and the four projects can be found in this [press release](#).

CITYLAB outputs

Partners have been highly active in disseminating results using a range of media to engage as many people as possible – all outputs, including deliverables, workshop reports, brochures, cartoons and animations can be found via links at:

www.citylab-project.eu/outputs

Recent highlights include:

- A booklet on the [Observatory of Latest Trends](#) ... summarising impacts of ecommerce, service trips, logistics sprawl and the circular economy (see Deliverable 2.1 for in-depth analysis)
- A handbook providing practical guidance on how [Living Labs](#) enable stakeholder engagement and collaborative working
- An [animation](#) of the work undertaken in Oslo investigating to common logistics functions at shopping centres



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