



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>

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](#)

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](#).

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](#).

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.

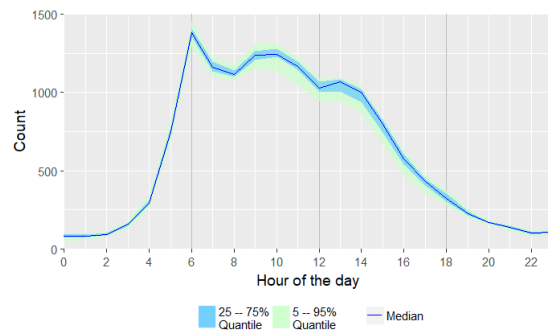


Figure 1: HGVs entering Brussels-Capital Region, weekdays

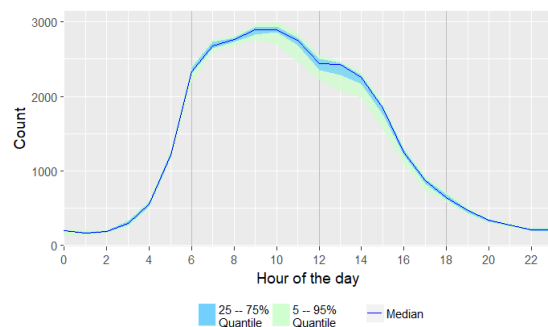


Figure 2: HGVs driving in Brussels-Capital Region, weekdays

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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.