



CITYLAB

Collaborative Innovation Days

3rd logistic Cloud CITYLAB
Brussel, 23.May 2017

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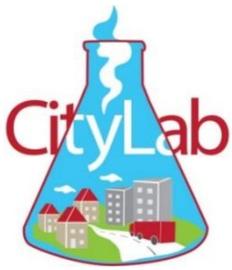




CITYLAB – City Logistics in Living Laboratories

- Horizon 2020, Mobility for Growth
- Topic MG-5.2-2014 *Reducing impacts and costs of freight and service trips in urban areas*
- Budget 4 Mill Euro
- 1 May 2015 – 30 Apr 2018
- 25 partners, 7 countries



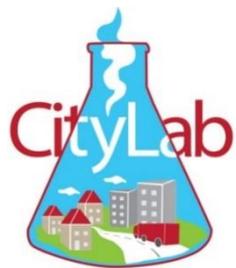


What CITYLAB does

Emission free city logistics in urban centres by 2030

- facilitate city logistics living labs in 7 cities
- improve **basic knowledge and understanding** about the impacts of freight distribution and service trips in urban areas;
- test and implement **7 innovative solutions** that aim to **reduce negative impacts** of freight vehicles whilst **enhancing business profitability**
- provide a platform for **replicating and rolling out** the solutions





Implementations

Axes for intervention	Implementation	City	Partner
Highly fragmented last-mile deliveries in city centres	Growth of consolidation and electric vehicle use	London	TNT and Gnewt Cargo
	Floating depot and city centre micro-hubs	Amsterdam	PostNL
	Increasing load factors by utilising spare van capacity	Brussels	Procter & Gamble
Inefficient deliveries to large freight attractors and public administrations	Joint procurement and consolidation	Southampton	Meachers Global Logistics
	Common logistics functions for shopping centres	Oslo	Steen & Strøm
Urban waste, return trips and recycling	Integration of direct and reverse logistics	Rome	Poste Italiane, Meware
Logistics sprawl	Logistic hotels	Paris	SOGARIS





London - Growing electric freight deliveries and consolidation centres

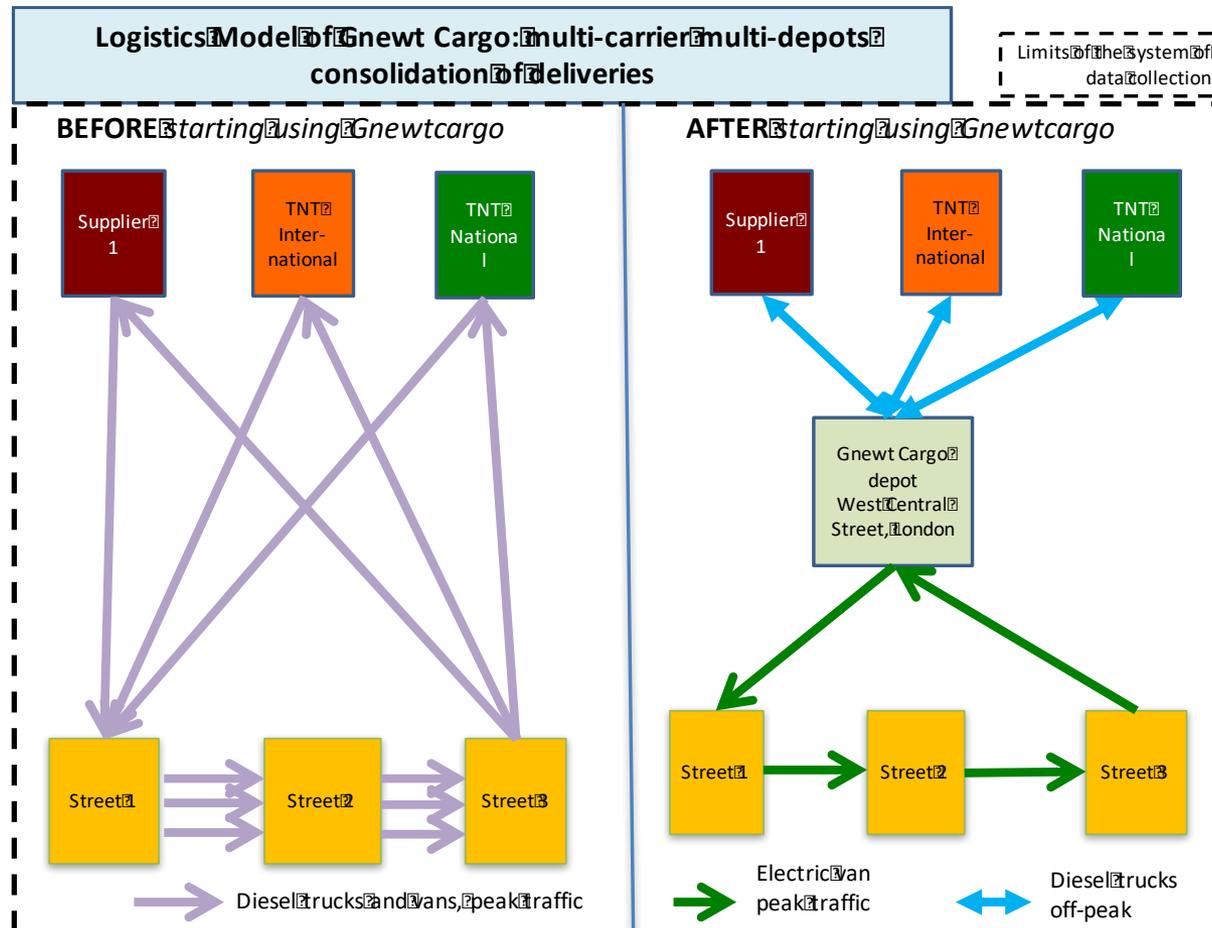


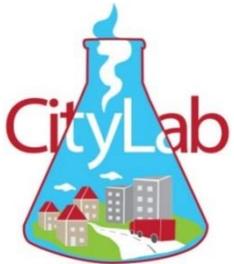
Partners: Gnewt Cargo - TNT UK
University of Westminster - Transport for London



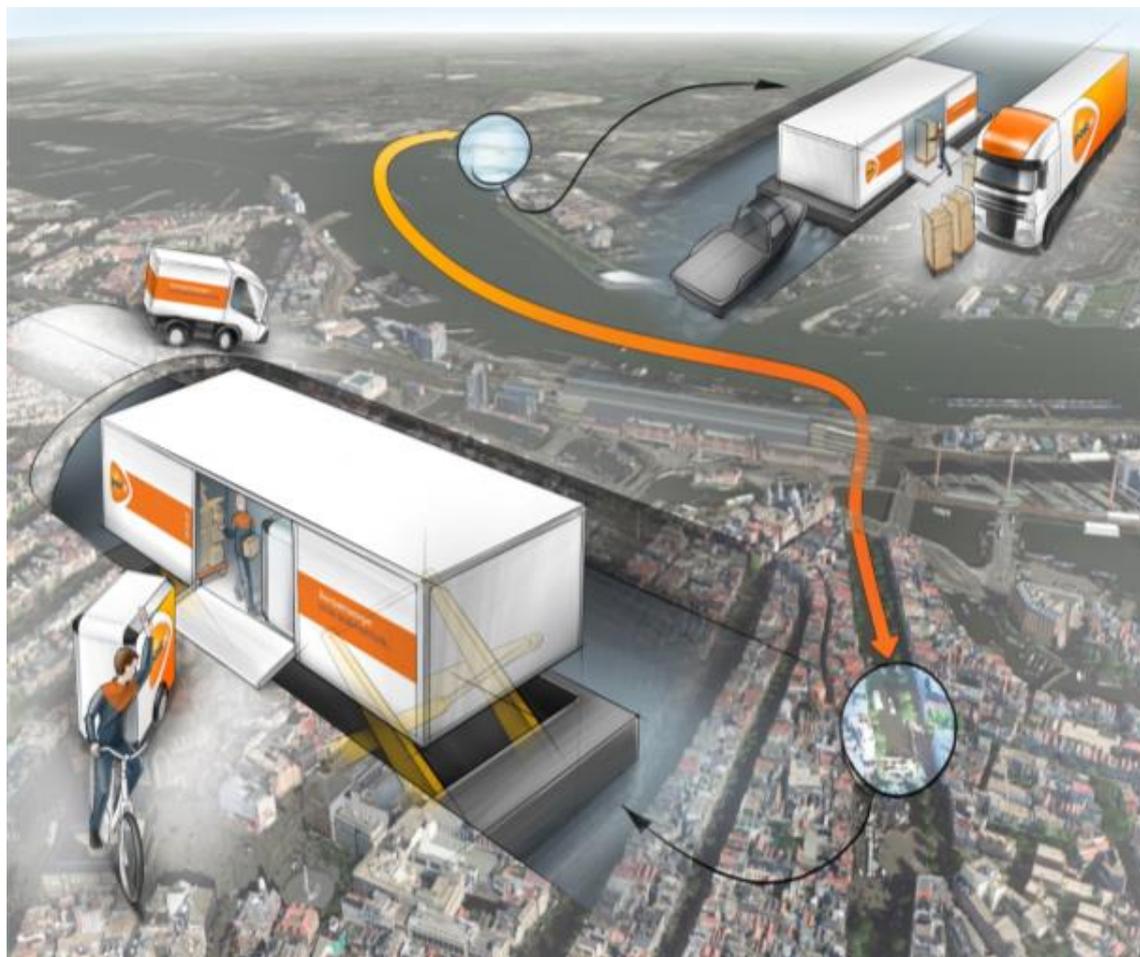
The London concept?

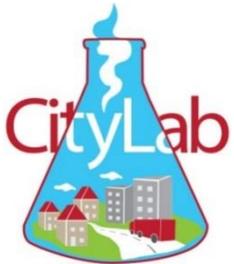
- Take up volume from TNT domestic business and add it to TNT international delivery business already distributed by Gnewt Cargo





Amsterdam - Floating depot and city centre micro hubs

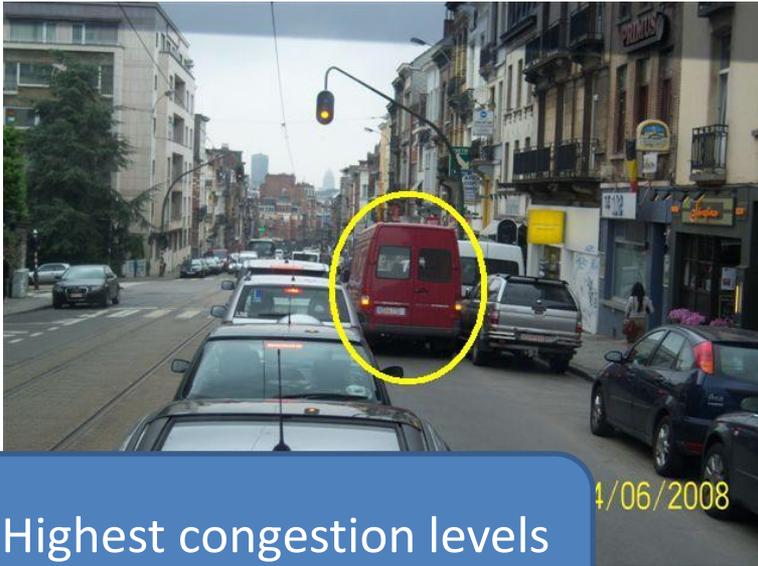




Future floating depot as temporary floating microhub for E-cargobikes



Brussels – Increasing load factors



Highest congestion levels
Europe

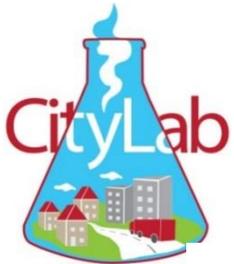


~900 small independent
retailers in Brussels

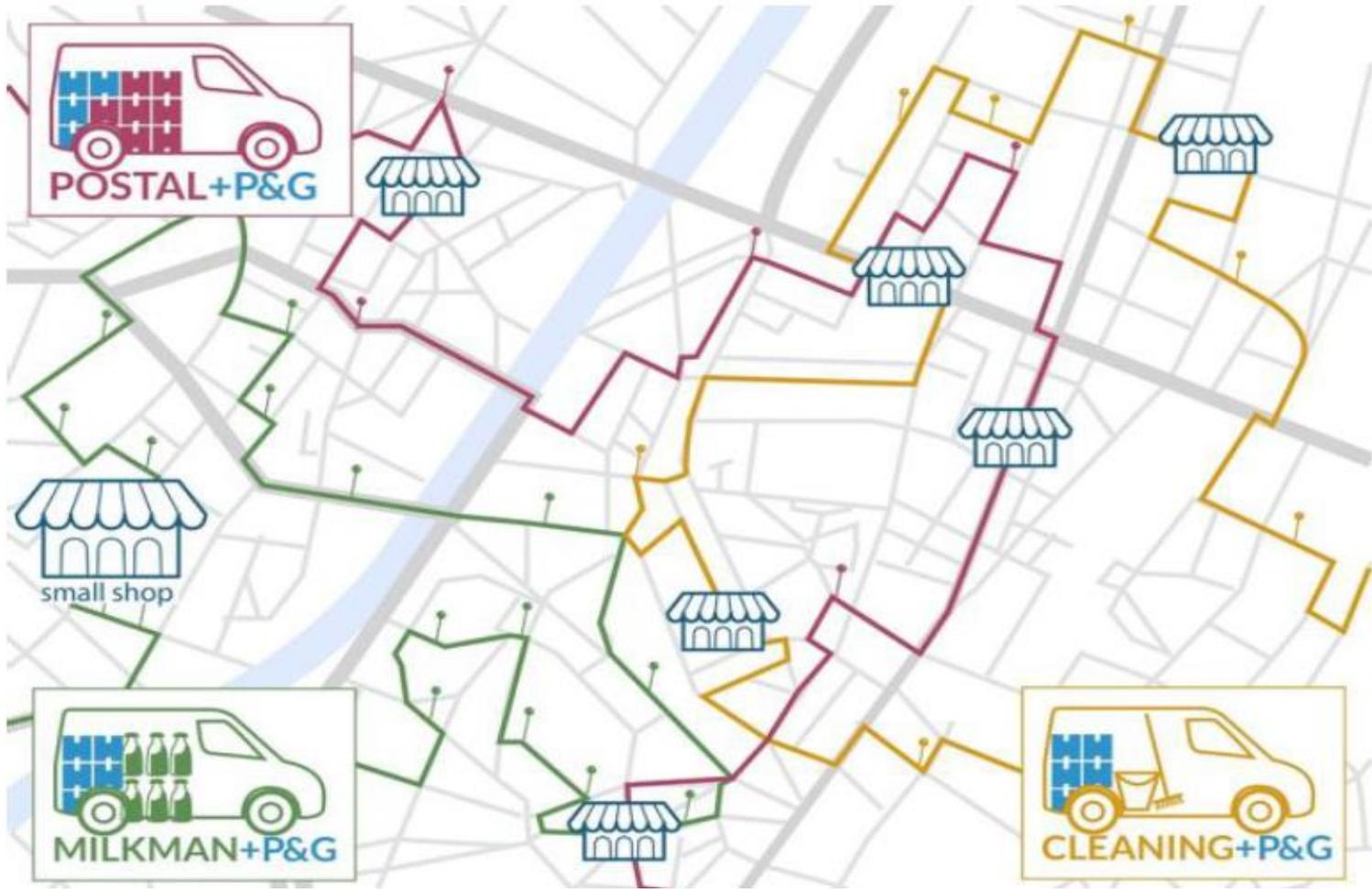
Deliveries characterised by:

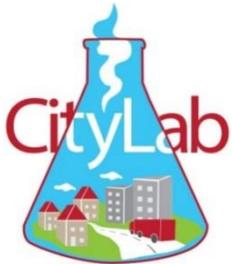
- Low load factors
- Few deliveries /drop
- Small replenishment quantities





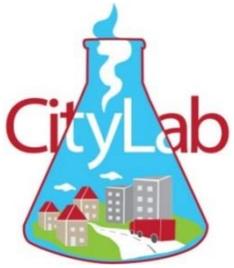
Using spare capacity for deliveries





Southampton - Joint procurement and consolidation for large public institutions





Oslo - Common logistic functions in shopping centres

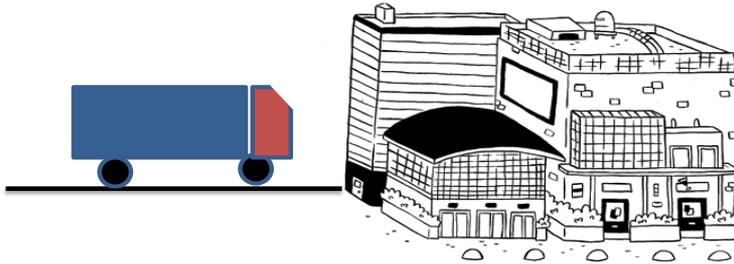


The Oslo implementation will improve the conditions for efficient deliveries, return logistics, e-commerce and waste management to multi-tenant shopping centres, and thus reduce the impact of freight movements

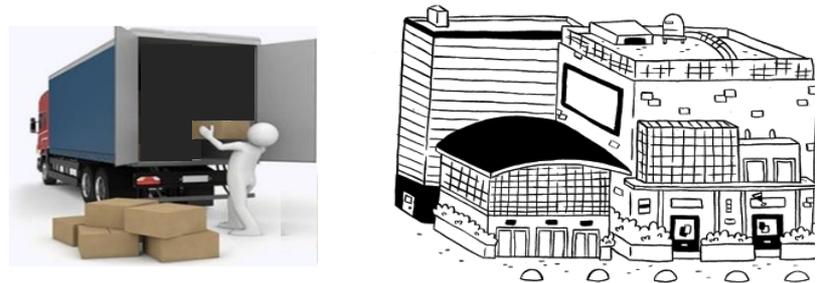


Deliveries with common logistics functions in shopping centres. The concept.

1 Truck arrives



2 Driver unloads vehicle

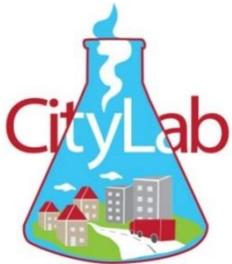


3 Truck and driver leave



4 Local staff brings freight to tenants





ROME: Integration of direct and reverse logistics



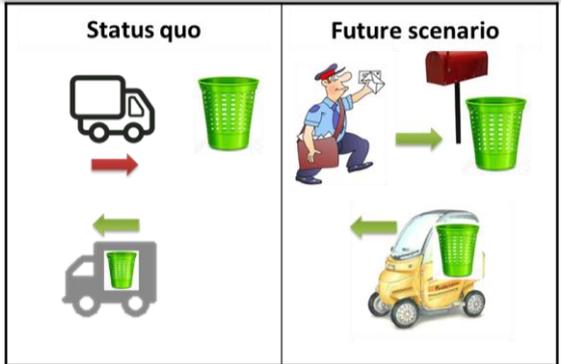
PLAN

INTERVENTION AXIS: URBAN WASTE, RETURN TRIPS AND RECYCLING

EXTEND THE SOLUTION



INTEGRATE DIRECT & REVERSE LOGISTICS



IMPLEMENT

PLASTIC CAP RECYCLING



ACT

IMPACTS

- Decrease number of trips
- Increase load factor
- CO₂ reduction/less pollutant vehicles
- More materials recycled



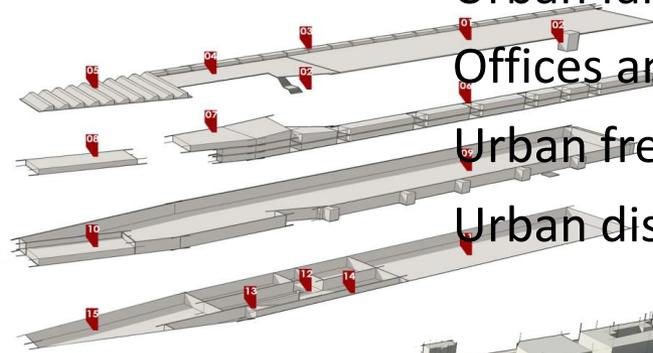
EVALUATE



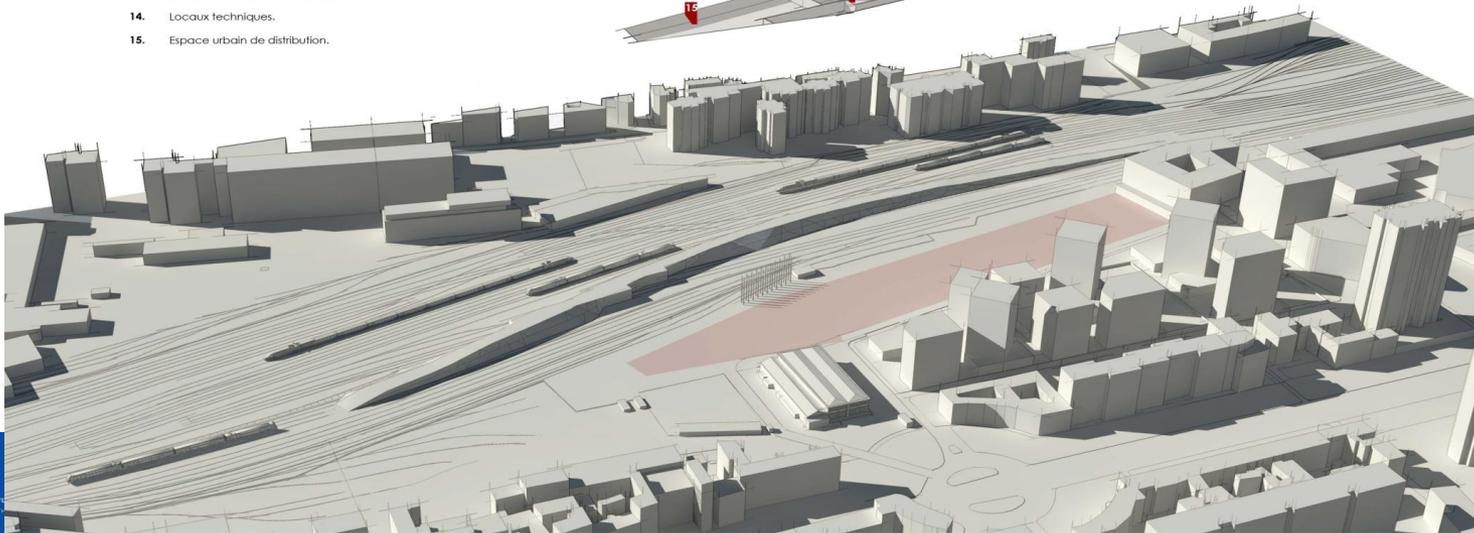
Chapelle internationale: 35,000m² in the North of Paris, under construction

PROGRAMMATION :

01. Jardins et terrains de sport aménagés par la Ville de Paris. (hors projet)
02. Escalier et ascenseur pour accès en toiture.
03. Équipements techniques.
04. Jardins et terrasse du futur restaurant.
05. Centrale photovoltaïque sur toiture en 'sheds'.
06. Locaux tertiaire (2 niveaux).
07. Restaurant et club de fitness (3 niveaux). (Aménagements hors projet)
08. Bureaux logistique et locaux sociaux.
09. Terminal ferroviaire urbain.
10. Espace vélos-cargo.
11. Data center.
12. Cellules logistique et aire de manœuvres.
13. Rampe depuis rez-de-chaussée.
14. Locaux techniques.
15. Espace urbain de distribution.



Urban farm and tennis courts
 Offices and data center
 Urban freight rail terminal
 Urban distribution terminal

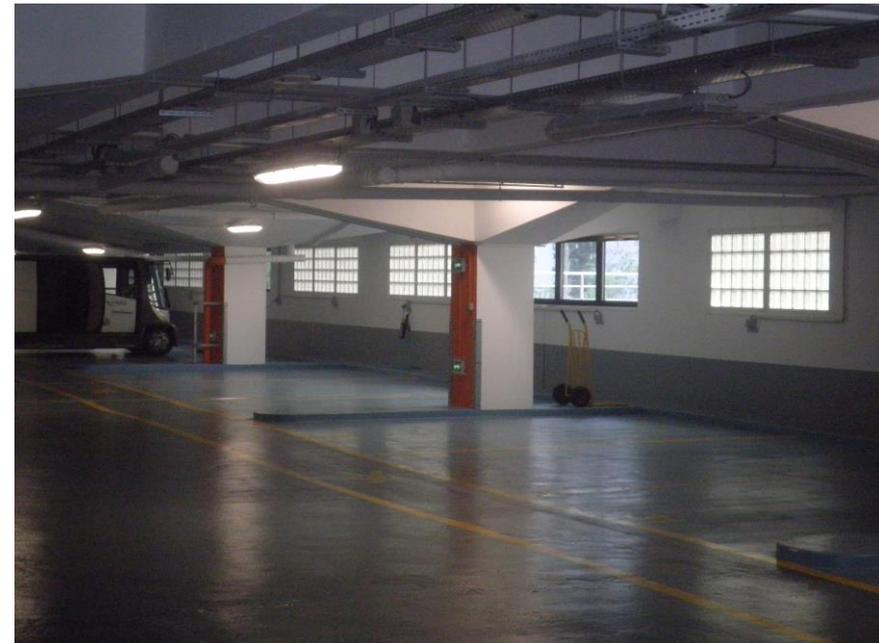


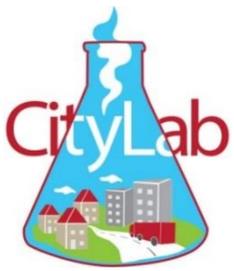


Paris Beaugrenelle - in operation



- A freight terminal in Paris 15th arrondissement
- 3000 sq meter logistics facility opened in 2013 out of the conversion of a former parking facility
- Operated by Chronopost express
- Last mile deliveries initially made by 10 electric vans and 20 diesel vans
- Today, 2 electric Evs
- CNG vans tested
- 5,000 deliveries a day,
- increasing





Expected output from the implementations

- Improved load consolidation
- Facilitating retiming of deliveries to outside the peak hours
- Reverse relocating of distribution centres to edge and outside cities
- Improve the space and time utilization of roads and the kerbside
- Increase the more rapid uptake of cleaner vehicles
- Increase delivery efficiency and reliability
- Reduce the total distance driven, negative externalities and operating costs associated with urban delivery supply chain





Thank you!

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www.citylab-project.eu

