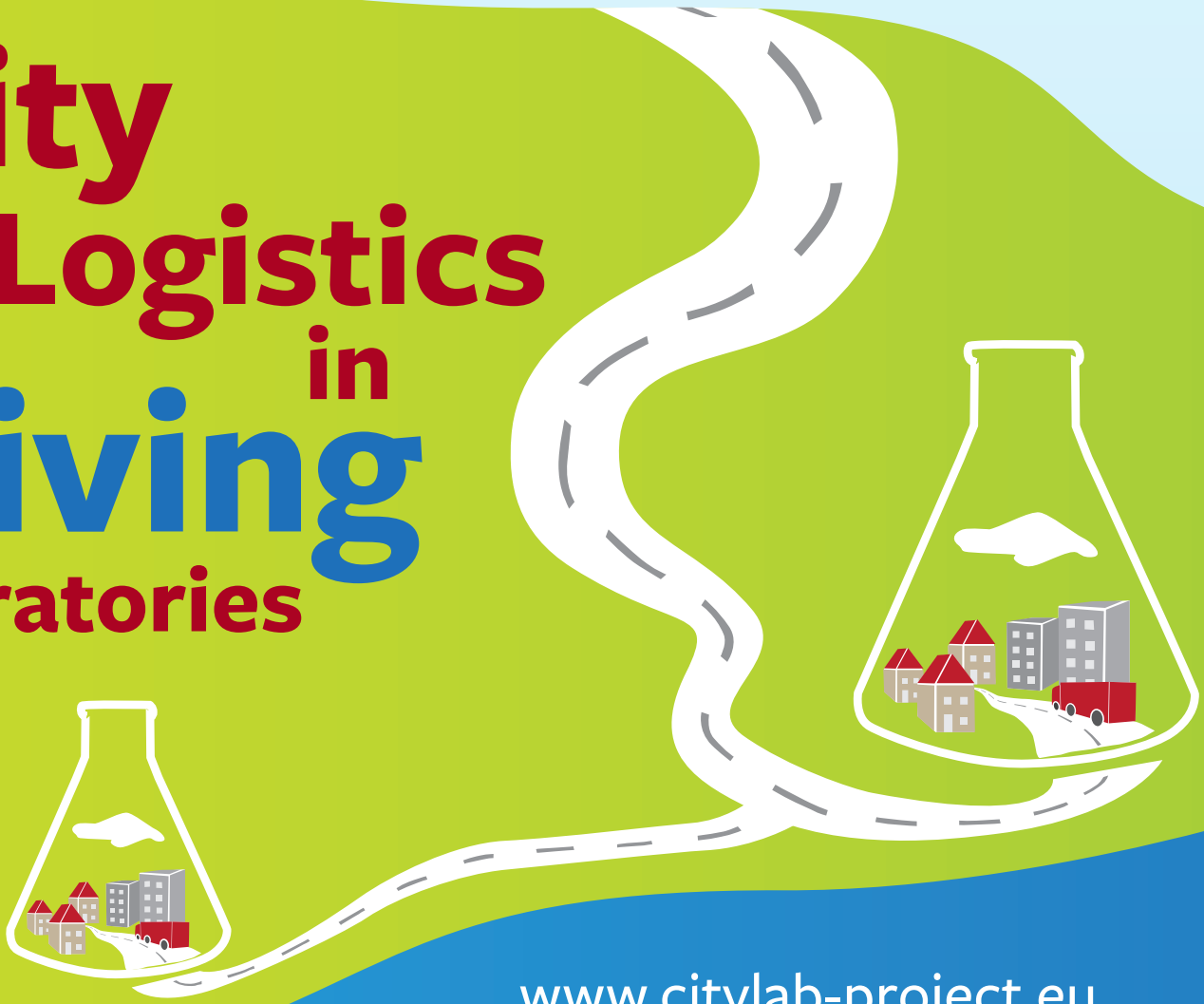
CIVITAS 2020

Urban Freight Logistics

CityLab

City Logistics in Living Laboratories



www.citylab-project.eu

CITYLAB Objectives

CITYLAB aims to:

1. Improve basic knowledge and understanding about the impacts of freight distribution and service trips in urban areas
2. Test and implement seven innovative urban freight management solutions that could positively influence business profitability, reduce traffic and emissions, and have wider roll-out potential for the logistics sector
3. Provide a platform for replicating and disseminating the supported solutions.

The project focuses on four axes for intervention:

- Understanding the highly fragmented last-mile delivery operations that currently exist in city centres
- Identifying the specific freight impacts arising from large activity centres such as public administrations and higher education institutions
- Investigating the ways in which service trips (waste and recyclate management and reverse logistics systems) could be made more efficient to reduce freight vehicle impacts
- Quantifying the role logistics facilities and infrastructure could play in redesigning supply chains serving urban centres

The core of CITYLAB is a set of living laboratories, where cities work as contexts for innovation for public and private measures contributing to increased efficiency and sustainable urban logistics. The different living labs will exchange their experiences to enable transfer of implementations between cities and freight operators.

Implementations

The following implementation actions commenced in 2016 and are in continuous development:

Amsterdam - Floating depot and clean vehicles (PostNL)

A floating depot moored close to the city centre acts as one of several microhubs, with last mile delivery using 50 to 60 cargo-cycles. The floating depot provides flexibility as it can be moved to different locations if required.

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

Small urban stores currently serviced by Procter and Gamble are being 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 are being 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.

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.

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

Forward and reverse logistics are combined by using the same (electric) vehicles for postal deliveries and collection of recyclable materials. In the initial action, plastic bottle caps are being collected from sites around the University of Roma Tre.

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

The freight impact of large municipal organisations (local authorities, hospitals, universities) is being addressed through identification of opportunities to use Southampton's Sustainable Distribution Centre for consolidation of deliveries and through increased use of electric vehicles.

The CITYLAB Team

The CITYLAB team is composed of a variety of urban freight practitioners, stakeholders and researchers.

More information

For more information on the project, please visit **www.citylab-project.eu** or contact the project coordinator:

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CiViTAS 2020
Cleaner and better transport in cities

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