



LAMILO

sustainable city logistics

POLIS  

2014 ANNUAL POLIS CONFERENCE
27-28 November 2014 in Madrid
Innovation in Transport for Sustainable Cities and Regions



New Strategies on Urban Freight London & Brussels Public Sector Initiatives

Agenda

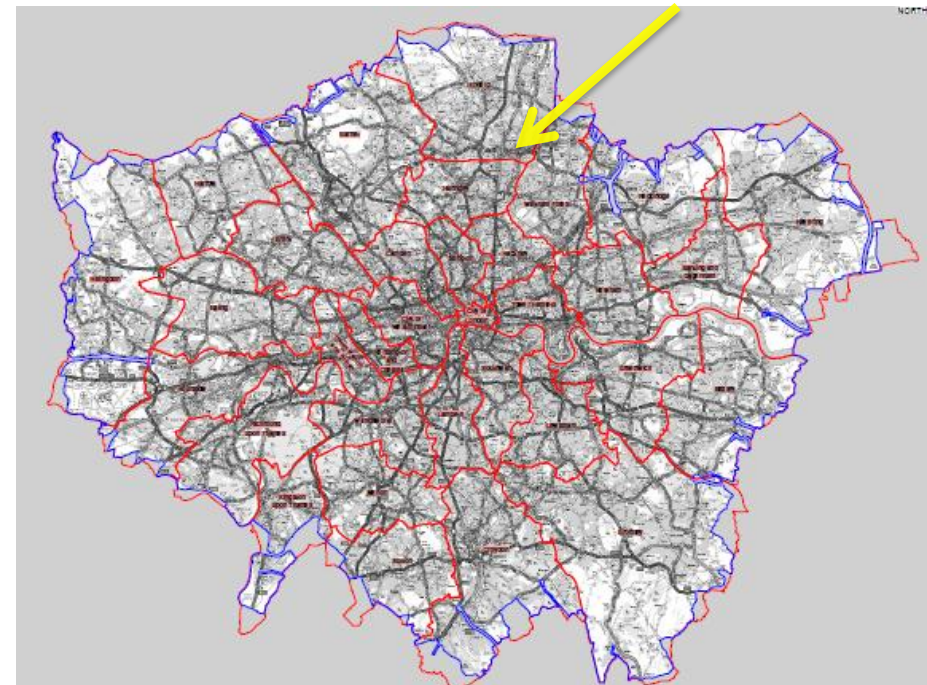
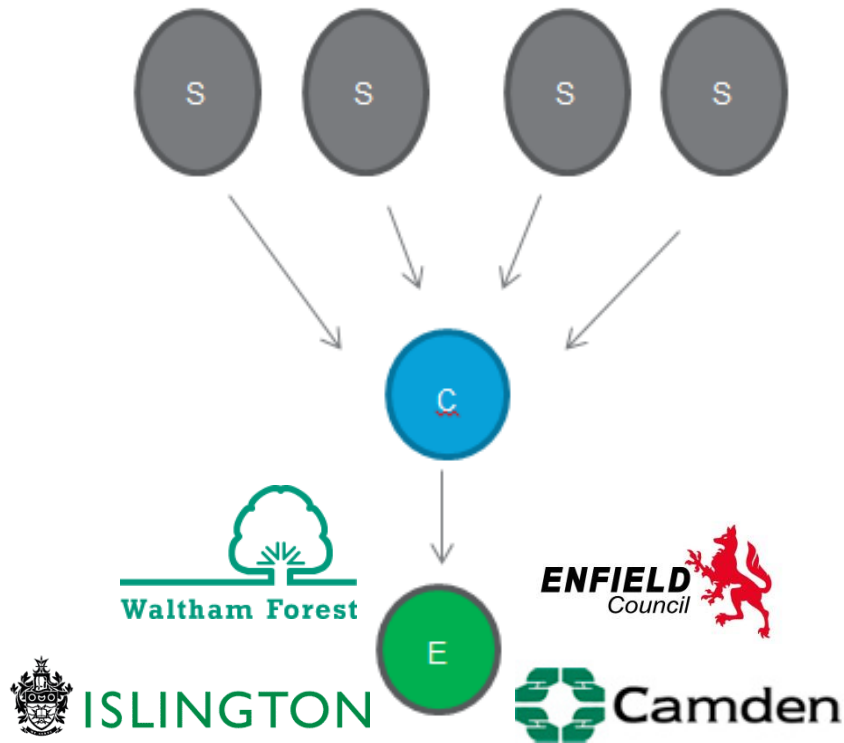
1. Why are we doing this?
2. Solution
3. Commonality - Differences - Challenges
4. Evaluation Methodology & Results
5. Behaviour Change
6. Finance Model
7. LaMilo Project Information
8. Comments/ Questions?

Why are we doing this? Camden



The Camden Multi- Borough Solution

The Consolidation Model



Why are we doing this? Brussels

Plan stratégique pour le transport de marchandises en Région de Bruxelles-Capitale

adopté par le Gouvernement de la Région de Bruxelles-Capitale le 11 juillet 2013

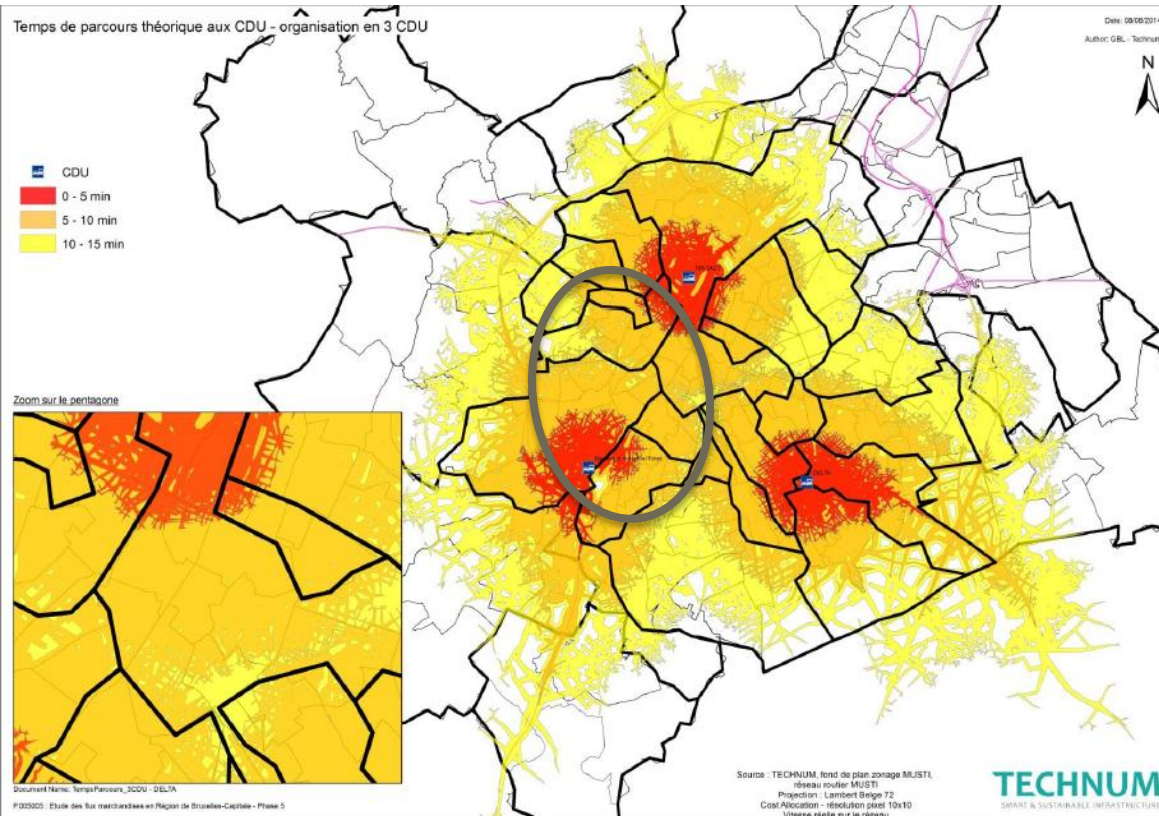


1. Optimize the flows

2. Modal shift

3. Make the delivery man's job easier

The Brussels Urban Consolidation Centre



Commonality/Differences/Challenges

- Public sector driven initiatives
 - Congestion, poor air quality, cycle safety, societal
 - Cover a wide geography
 - Collaboration with private sector
-
- Engagement with suppliers vs shopkeepers
 - Corporate estate, other boroughs, SMEs
 - End user perspective, proof of concept
 - Ecological vehicles on a short term basis
 - Number of bidders
 - Developing/improving the scheme

Environmental Evaluation - Brussels

- An in-depth evaluation carried out with Tudor, a LaMiLo partner
- 4 environmental targets: CO₂, NO_x, SO₂ and PM
- Comparison between the pre-trial situation and during the pilot thanks to comprehensive data registered during 4 weeks
 - ➔ January/February in Brussels

Behaviour change - Brussels

Public authorities

- Raising awareness about logistics
- Finding a way to support intelligent urban distribution?

Transporters:

- Subcontracting the least efficient part of the business
- Accepting the consolidation thanks to a neutral operator

Shopkeepers:

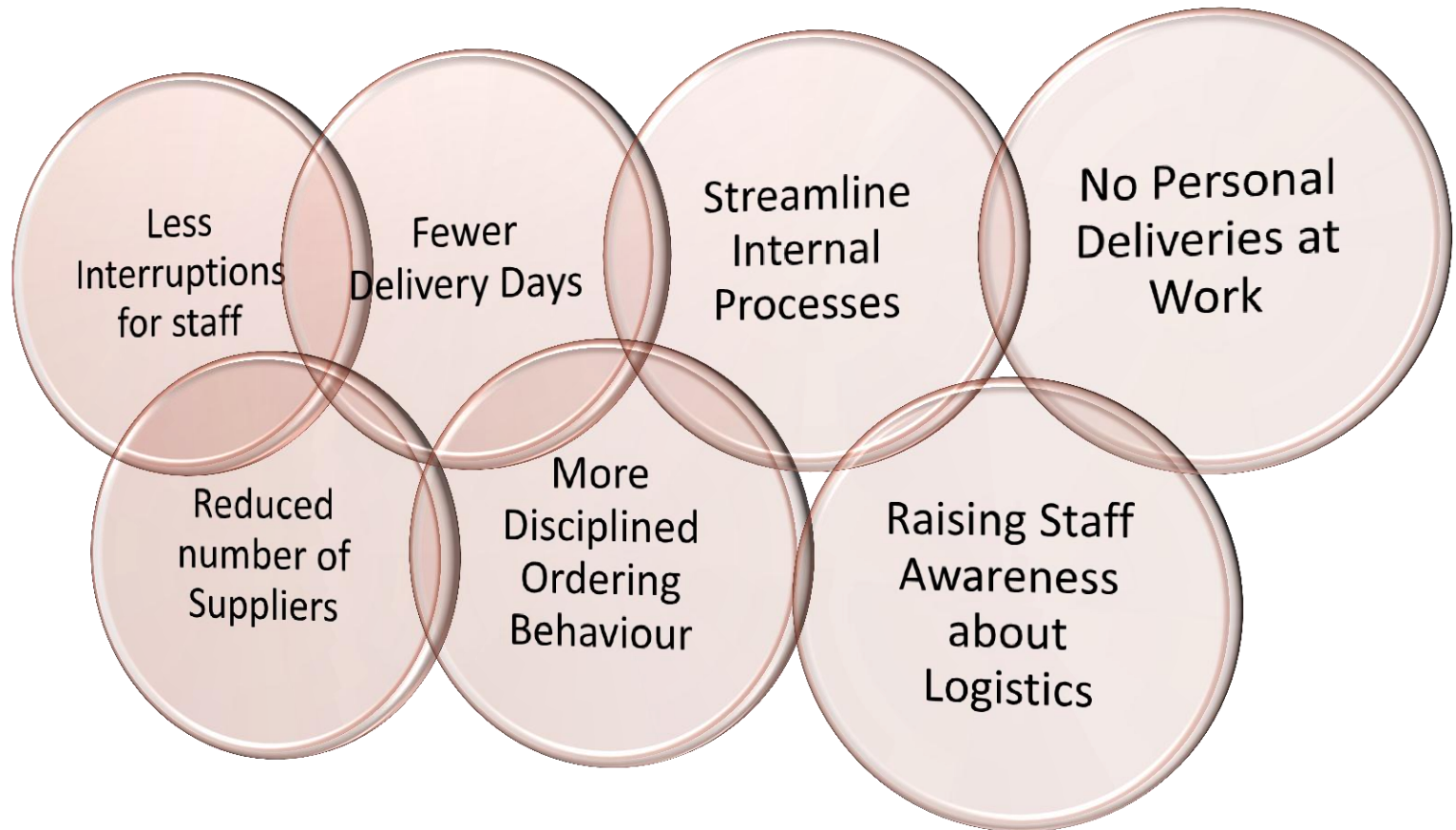
- Raising awareness about logistics
- Changing your supply chain
- Benefiting of new services
- Start a new activity?

Environmental Evaluation -Camden

Summary Emissions Reduction	Averages				
	No of Veh Trips	KM	CO2 (g)	NOX (g)	PM (g)
Pre-trial Suppliers Direct (Jun13)	64	3139	1650	844	66
Forecast LBCC Supply Chain	26	987	612	233	6
Actual LBCC Supply Chain (Jun14)	35	1720	966	413	21
Forecast Reduction LBCC	59%	69%	63%	72%	90%
Actual Reduction LBCC	46%	45%	41%	51%	69%

- ✓ Empty running occurring only 15% of the time
- ✓ Consolidation occurs during over 30% of deliveries

Behaviour change - Camden



Finance Model - Brussels

Basic principle: the user pays for the service

During the pilot: grant from Brussels Mobility to start

Transporters' point of view:



- Subcontracting the last mile
→ *Improving the service and the image*



Shopkeepers' point of view:

- Consolidated deliveries
→ *Saving time and improving the image*

- Value added services:
 - ✓ Packaging waste removal
 - ✓ Parcels pick-up
 - ✓ Off-site storage

Finance Model - Camden



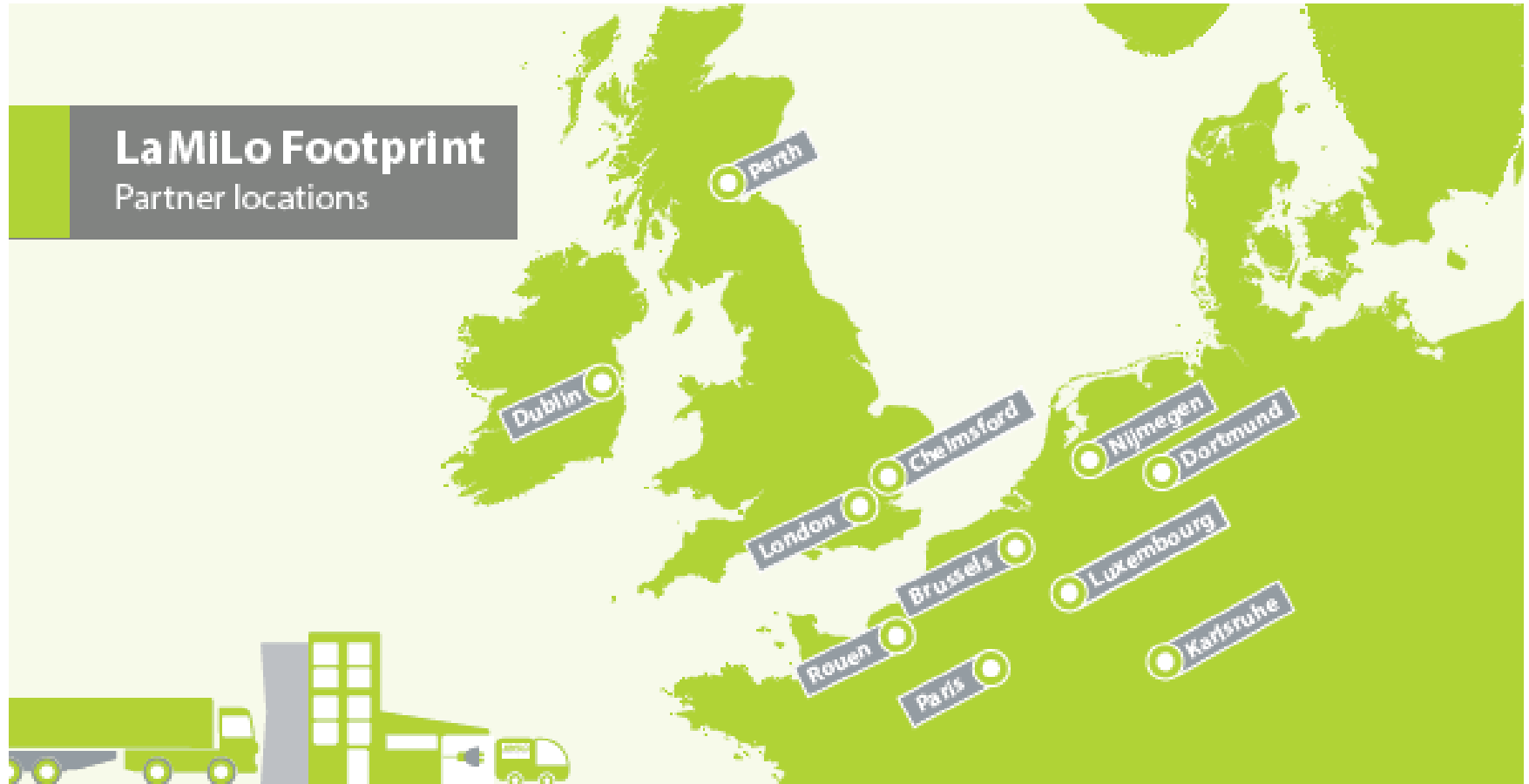
Contributions from
partner London
Boroughs

Usage fees
SMEs
Hospitals
Universities
Private sector
Link with other
projects

Procurement savings
Bulk purchase
discounts
Saving staff time
Use less, order less
& spend less

Locations

LaMiLo Footprint Partner locations



Investing in Opportunities



This project has received
European Regional
Development Funding
through INTERREG IV B.



INTERREG IVB

Any Comments or Questions?

Please take a look at the project website
www.lamiloproject.eu and
visit the stand during this conference

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