

CIVITAS Webinar

Urban Consolidation Centres

22 April 2013

14h00 - 15h30

CIVITAS VANGUARD and the CIVITAS thematic group on 'Urban Freight Logistics' will hold a WEBINAR on 'Urban Consolidation Centres (UCCs)' on 22 April 2013.

This webinar will provide an overview of consolidation centre approaches. Cities will present their experience in setting up UCCs. Success factors, barriers and lessons learned will be addressed, focusing on the role of local authorities and other stakeholders, services offered, business models, and policies which 'complement' the implementation of UCCs (i.e. freight plans, Low Emissions Zones, etc.).

The CIVITAS cities of Stockholm and Utrecht have established UCCs to reduce the number of deliveries to target sites, thus reducing congestion and improving quality of life in the inner city. The question now is how to continue beyond these pilot projects? Which business models for private-public partnerships can prove to be successful? Our speakers will provide an insight from the city perspective.

On the other hand, the Delivery and Servicing Reduction Scheme for Regent Street in London is trying to reduce the adverse impact of freight and improve the urban environment. The preliminary findings of research conducted by ARUP were used to develop and recommend interventions including retail delivery consolidation.

Finally, City Depot in the city of Hasselt launched the first logistic cityhub in Flanders in 2011. This UCC serves as a collective receiving point of goods for local retailers in the city centre. Meanwhile, it has been establishing a business model, offering (logistic) services for retailers and transport companies, making the city hub financially viable.

In the programme below, you will find a short description of all presentations and speakers. The webinar will also offer plenty of room for questions and discussions.

Information & registration

More information: training@civitas.eu

Registration from the 23 March 2013 onward at

<https://attendee.gotowebinar.com/register/3579369193995415296>

Please register before the 18 April 2013.

Programme



MODERATOR

Gabriela Barrera, Polis (Belgium)

Gabriela is project manager at Polis and has been involved in several EU projects on urban freight (BESTFACT, DELIVER, SMARTUSION, FREVUE), dealing with topics such as UCC, the use of clean freight vehicles and, ICT solutions to enhance urban freight transport. She will moderate the webinar.



STOCKHOLM EXPERIENCE

Eva Sunnerstedt, City of Stockholm (Sweden)

The need for an efficient delivery system in the narrow streets in Stockholm's medieval Old Town was the main driving force behind the creation of a logistics centre.

The first UCC was built in Hammarby Sjöstad, a large construction site lasting for several years. The project was successful and managed to reduce the number of delivery vehicles to one compared to six. The CO₂ emissions were reduced by 100 tonnes per year – a 90 % reduction. The second UCC which is situated in the Old Town is almost 10 years after opening still well-functioning and privately managed.

Drawing experiences from these two UCCs, Stockholm is soon to open a logistics centre for freight deliveries of construction materials to the new Royal Sea Port Area. This will be followed by a more permanent UCC solution.



UTRECHT EXPERIENCE

Mark Degenkamp, City of Utrecht (the Netherlands)

Utrecht has a long-lasting tradition in freight distribution. In CIVITAS, Utrecht has implemented various measures on cleaner ways to freight transport: goods transported by water through the canal gateways (the Beer Boat is unique in the Netherlands and Europe) and the electric solar powered truck "Cargohopper". In 2011 Utrecht launched Cargohopper II, the 2nd generation solar powered electric distribution trailer capable of covering a wider area in and around the city. Cargohopper is one of four UCCs serving Utrecht's inner city.

The city's UCC recognition scheme has been running since 1994. Transport companies meeting the criteria, receive a permit to enter the pedestrian zone outside time windows. In return, they are obliged to accept goods from other companies and transport them the last mile into the inner city. This scheme is one of the longest lasting and most successful UCC schemes in the Netherlands. and is running without subsidies.



SUSTAINABLE LOGISTICS FOR REGENT STREET (LONDON)

Darren Briggs, ARUP (U.K.)

With a street frontage of 2km, home to over 700 small and medium sized businesses, and over 150 retail and catering outlets, Regent Street experiences heavy road congestion which results in an unpleasant urban environment.

Arup was commissioned to bring forward measures to reduce the volume of delivery vehicles around Regent Street. It was discovered that retail deliveries were uncontrolled, causing unnecessary congestion and road blockages during peak retail periods, with delivery vehicles accounting for 35% of all peak hour traffic. To improve overall retail logistics efficiency, Arup proposed the use of a retail consolidation centre, the first in the UK to make use of existing operational facilities.

The consolidation centre provides a unique delivery solution which allows retailers to consolidate deliveries from all suppliers to one easily accessible point outside of the congestion charging zone. Since the scheme has been implemented there has been an 80% reduction in lorry movements associated with retailers on Regent Street, with 21 retailers signing up to the scheme.



URBAN FREIGHT CONSOLIDATION IN HASSELT

Marc Schepers, City Depot (Belgium)

City Depot is the first concrete implementation of a logistic city hub in Flanders located in the city of Hasselt. It started in April 2011, and after a start-up period of 8 months it's now fully operational.

City Depot acts as a collective receiving point of goods for local retailers in the city centre. This system obligates transport companies to deliver goods at City Depot instead of the shop doorstep. In return goods are delivered bundled, green (electric vehicles) and most of all tailored. City Depot has established a close public-private collaboration with the local authorities where local transport and planning policies are tuned stimulating the use of a City Depot facility.

City Depot has improved urban goods distribution and made the city centre more attractive to consumers by reducing the amount of (big) trucks.