

CHALLENGES IN THE URBAN LOGISTICS DOMAIN; FROM A LSP'S POINT OF VIEW

Session on UVARs

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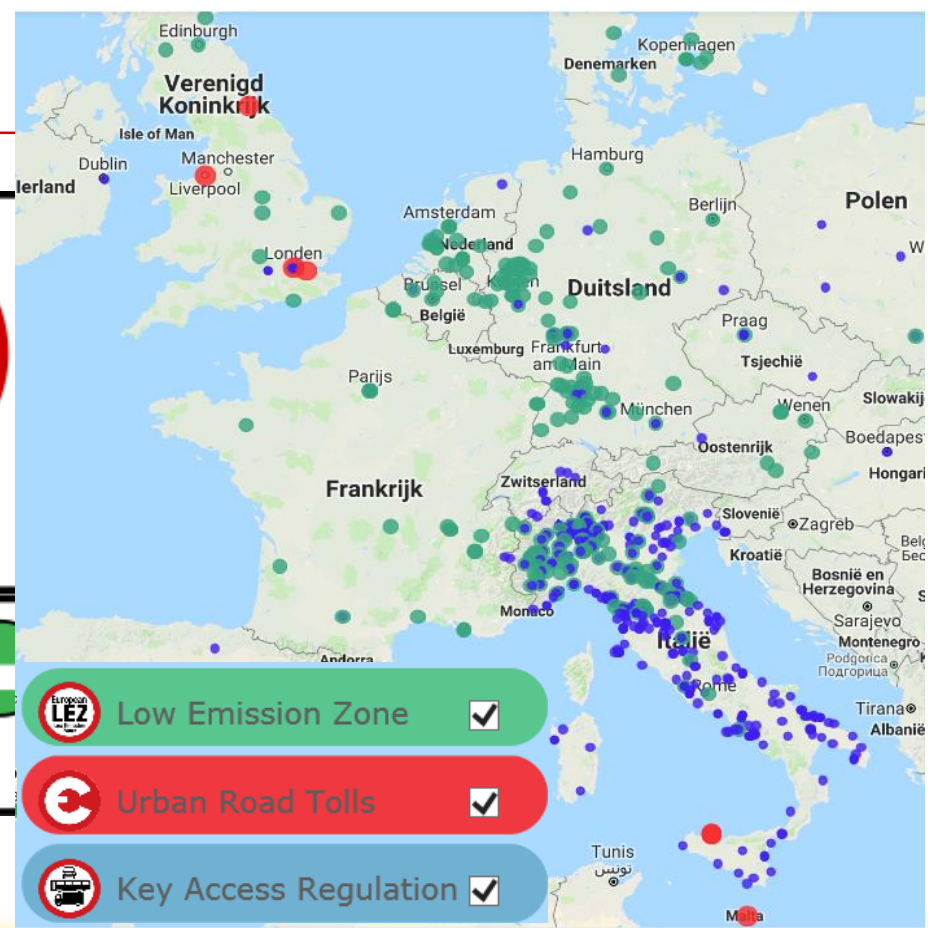
What If??



UK(London)



Germany



Source: <http://nl.urbanaccessregulations.eu/>

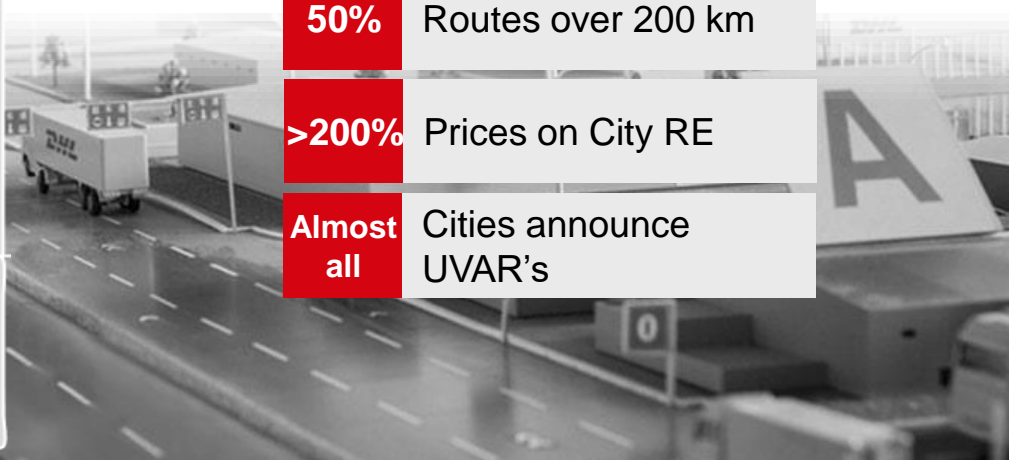


Reality - UVAR's everywhere





15	Million shipments p.a.
42	Facilities
>2500	Routes
50%	Routes over 200 km
>200%	Prices on City RE
Almost all	Cities announce UVAR's



Four strategic targets for 2025



We defined four strategic targets for 2025 to track progress against our 2050 mission

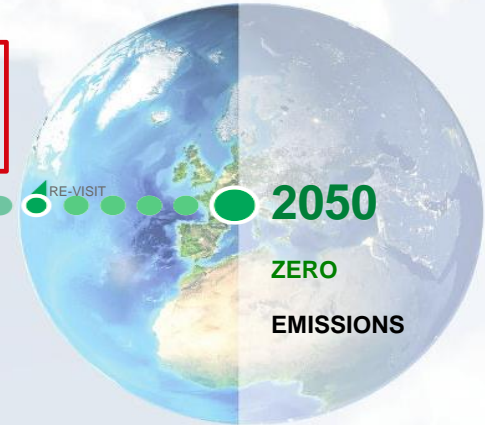
1. Global Target ● ● ●

By 2025, we will **increase our carbon efficiency by 50% over 2007 levels** to support the global ambition to limit global warming to well below 2°C.



2. Local Target ● ● ●

By 2025, we will improve local quality of life **by delivering 70% of our own first and last mile services with clean pick-up and delivery solutions.**



3. Economic Target ● ● ●

By 2025, **more than 50% of our sales will incorporate Green Solutions** which make our customers' supply chains greener.

4. People Target ● ● ●

By 2025, we will have trained **80% of our employees to become certified GoGreen specialists** and we will actively involve them in our environmental and climate protection activities. This includes joining partners to **plant one million trees each year.**

Source: Deutsche Post DHL Group

In Line with our Mission? Yes! But,



TRENDS



Urbanization



Globalization



Growing B2C Market

CRITERIA



Environmental Zones



Productivity



PARIS 2015

Climate & Customer

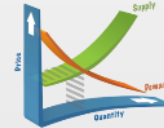
CHALLENGES



Total Cost of Ownership



Limited Range



Lack in Supply EV's

Challenges – in Urban Logistics Domain





Cycling in 13+ Countries, 80+ Cities



eTruck's

Our Portfolio – Caused by lack in market solutions

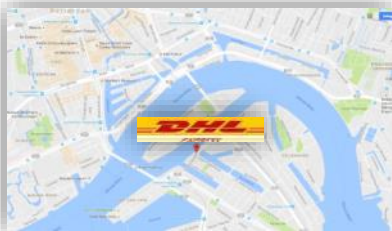




Service & Sorting
Center



LCV/Truck



City HUB or Depot



Zero Emission



Customer



CITYHub Solution – After Years of Trialing



Groningen heeft primeur met eerste lokale DHL hub

Distributie 👁 2350

Pakketbezorger DHL Express is in Groningen van start gegaan met een CityHub voor duurzame stadsdistributie. Wielrenner Bauke Mollema opende de hub. De stad Groningen heeft daarmee de wereldprimeur.

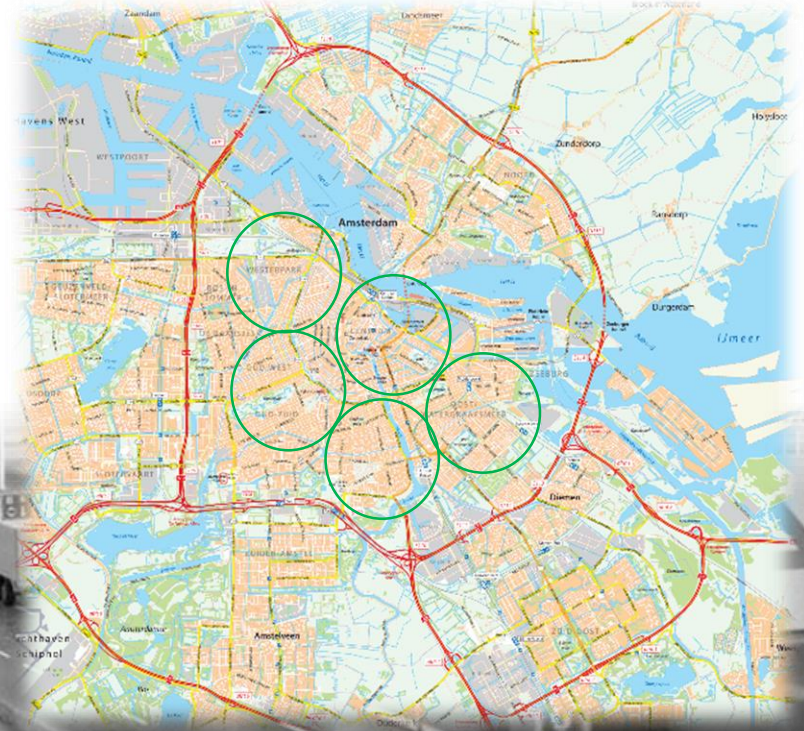


De CityHub is een vestiging met winkelfunctie van waaruit vooral fietskoeriers pakketten bezorgen en afhalen. Consumenten kunnen er zendingen zelf ophalen en versturen. De Groningse vestiging, met de stad en Haren als werkgebied, heeft de wereldwijde primeur en werd feestelijk geopend door Bauke

Mollema. De profwielrenner arriveerde op de Cubicycle, een containerfiets, bij de CityHub aan de Zonnelaan 279 in winkelcentrum De Paddenpoel in Groningen.



Milieuzone Goederenvervoer Amsterdam



Zoomed in – Amsterdam Case, 2000+ shipments p/d



Reflecting on UVAR's in SUMP Framework

- Long term planning required as we need to plan for Investments
 - But, realistic & careful - with accountability and clear timelines communicated
- Make a clear distinction between type of logistics
 - Logistics towards PT + passengercars is just not the same
Just in time, interdependent, modal shift difficult etc.
- Stakeholder involvement?
 - Consult the Industry! (NOVELOG Sulp)
- UVAR's need to be part of the total logistics spectrum; do not only focus on the local benefits by enforcement
 - Efficiency leads to less traffic thus better livability, AQ, etc.
so; load/unloading zones, check availability of technologies, lower costs inner-city RE, Incentives etc.
- Uniformity
 - Prevent all different approaches and regulations everywhere
- No Exemptions or quick roll-back
 - Frontrunners should retain the advantage



**THANK
YOU**

