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

Session on UVARs

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Groningen June 18th, 2019
What If??

Low Emission Zone

UK (London)  Germany

Reality - UVAR’s everywhere

Source: http://nl.urbanaccessregulations.eu/
Country Example – Challenge in Setup of our Express Network

- 30 Depots/stations
- 5 International hubs & gateways (air)
- 4 International gateways (Road Express)
- 1 Domestic hub
- 2 Domestic sub-hubs

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

Cities:
- Neumünster
- Leizen
- Hamburg
- Bremen
- Berlin
- Dresden
- Leipzig
- Erfurt
- Kassel
- Hannover
- Bielefeld
- Greven
- Dortmund
- Düsseldorf
- Köln
- Würzburg
- Nürnberg
- Frankfurt
- Mannheim
- Saarbrücken
- Heilbronn
- Stuttgart
- Ulm
- München
- Rosenheim
- Villingen-Schwenningen
- Meerane
- Dillenburg
- Hunderdorf
- Villingen
- Schwenningen
- Rosenheim
- München
- Lahr
We defined four strategic targets for 2025 to track progress against our 2050 mission.

1. Global 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.

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.

In Line with our Mission? Yes! But,
TRENDS

Urbanization

Globalization

Growing B2C Market

CRITERIA

Environmental Zones

Productivity

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

Our Portfolio – Caused by lack in market solutions
CITYHub Solution – After Years of Trialing

Service & Sorting Center → LCV/Truck → City HUB or Depot → Zero Emission → Customer
Groningen heeft primeur met eerste lokale DHL hub

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.
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
- Make a clear distinction between type of logistics
- Stakeholder involvement?
- UVAR’s need to be part of the total logistics spectrum; do not only focus on the local benefits by enforcement
- Uniformity
- No Exemptions or quick roll-back

- But, realistic & careful - with accountability and clear timelines communicated
- Logistics towards PT + passenger cars is just not the same *Just in time, interdependent, modal shift difficult etc.*
- Consult the Industry! (NOVELOG SULP)
- 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.*
- Prevent all different approaches and regulations everywhere
- Frontrunners should retain the advantage
THANK YOU