City Logistics in Copenhagen using an Urban Consolidation Centre

Benefits:

- Reduction in noise, congestion and pollution in the city centre
- Fewer daily deliveries → Staff time savings in shops
- Easier planning for shop staff
- Fewer disruptions in store operations
- Well-known driver helps achieve a smooth delivery process
- Various additional third party logistics (3PL) services are offered
  ➢ A more attractive and productive city

Success Factors:

- For retailers: a shopkeeper does not have to receive multiple deliveries, but gets it all in one vehicle load.
- For transport companies: they can deliver the goods to the distribution centre on the outskirts of the city.
- For shippers: by using the Citylogistik-kbh for deliveries, they provide a better service to their clients.
- For the city and its inhabitants: it increases the attractiveness and liveability of the city through less congestion, noise and air pollution.

Supported Strategic Targets:

- Increased efficiency / productivity of logistics processes
- Image
- Competitive logistics and transport system
- Reduced pollutant emissions
- Less congestion

Description:

The concept of Citylogistik in Copenhagen involves using an urban consolidation centre (UCC) for the supply of goods to the historical city centre of Copenhagen. All goods are shipped to and consolidated at a distribution centre outside the city and then transported by the City logistics provider Citylogistik-kbh to the customer.

Citylogistik-kbh is an ongoing scheme started in 2012 that uses an environmentally friendly electric vehicle to deliver the goods to the stores located in the city centre.

What was the main problem, idea or motivation that led to the development and introduction of the new practice?

The main motivation was to make the city centre more attractive by reducing traffic congestion, noise and air pollution. It was also intended to help reduce the use of large trucks in the city centre. The motivation of Citylogistik-kbh (a the private operator) is to provide better services and a coordinated transport for the consignees.

What was the common practice before the implementation?

Prior to this solution, retailers received several deliveries per day. Transport companies had to deal with delivery time windows for city centre traffic congestion and restrictions with respect to environmental zones. Goods deliveries for the city centre were uncoordinated, with large trucks often used to deliver relatively few goods. Very little focus was placed on the needs of the consignees.

What was the purpose and the sustainability objective of the case?

Main goal in this field test is the minimisation of the environmental impacts of delivery vehicles, less traffic congestion and a better service for shops and shippers.
### Case Description (Cont.):

The service is marketed to the consignees (i.e. the receivers of the goods in shops etc.). They then tell their retailer or transport provider that they will use the Citylogistik-kbh for their last mile deliveries. As a result, all transport providers can potentially deliver their goods to the UCC. The operator of Citylogistik-kbh intends to also offer the service directly to transport providers as well.

Citylogistik-kbh strives to create an innovative and green service that will reduce pollution, emissions of CO₂, noise from traffic, congestion and the use of heavy traffic within the old part of Copenhagen.

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### More information:

- Road / delivery van
- Transport operations in last mile deliveries

### Main actors involved:

- Citylogistik-kbh ApS
- Copenhagen Business School (CBS)
- Danish Technical University
- Transport Innovation Network
- Danish Transport Authority

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### Transport mode or supply chain elements:

- Road / delivery van
- Transport operations in last mile deliveries

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