CMDU (Centre Multimodal de Distribution Urbaine – Multimodal City Distribution Centre)

Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; ICT (e.g. routing, guidance), transport optimisation; Business to business (B2B) solutions, cooperation; Competitive aspects; Innovative operational solutions; Business models

PORTS of LILLE - CCI GRAND LILLE, GENERIX GROUP (a European leader in trade software publishing), the MIN de LOMME (the 2nd largest wholesale market in France), TLF (a professional organization) and Veolia Environmental Services (a waste treatment specialist) officially joined by signing the CMDU charter, to envision and experiment with urban logistics of the future in Lille. GIE-CMDU aims to support the Centre Multimodal de Distribution Urbaine project that plans to design, develop and test new urban logistics and goods transport services in the city.

Haulier aspect: reorganising trips around the city for the 5-10% of flows that are not profitable allows hauliers savings.

Business aspect:
- Storage areas at very competitive prices, secured 24 hours a day
- Pricing per square metre, depending on the use of available storage, according to your needs: no long-term commitment, no surface to reserve
- Access to a computer system for real time monitoring of supplies, announcing deliveries and requesting goods
- On-demand delivery, prioritising “low impact” delivery methods

Benefits continued:
- Return of orders, obsolete catalogues, empty packaging, etc., during deliveries (reverse logistics)

For the community and local residents: reduction of nuisances related to the transportation of goods in the city.

Responding to issues:
- Urban: city centres are making a comeback, fortunately resulting in more supplies, but unfortunately requiring the removal of more waste;
- Ecological: transportation needs increase while access to city centres is limited (from increasing regulatory constraints);
- Economic: city supermarkets receive 15 to 20 palettes per day, which need a place for receiving, unloading and storing; but the cost per square metre in the city is becoming more and more expensive.

Delivering by road is widely dominant, not to say exclusive, for the delivery of goods in the city as well as for removing them. Over time, rail and waterway deliveries (to a lesser extent) have lost their attractiveness, even though they might be effective methods in many cases. This may have an impact on the multimodal capability of the project

Ideal utilisation of infrastructure; Competitive logistics and transport system; Increased efficiency/productivity of logistics processes; Limited climate change; Reduced emissions

Starting Point/Objectives/Motivation:

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The Multimodal City Distribution Centre offers merchants a range of services based on organising, mutualising and optimising the flow of the city’s incoming and outgoing goods.

Having a site capable of logistics functions close to the city centre, in addition to being connected to the three major transportation modes, waterways and railways combined with roads, is a decisive advantage for the development of an innovative urban distribution scheme.

Success Factors:

Ideal utilisation of infrastructure; Competitive logistics and transport system; Increased efficiency/productivity of logistics processes; Limited climate change; Reduced emissions

Starting Point/Objectives/Motivation:
The plan is to design and develop a multimodal platform of operational urban logistics serving businesses and points of sale in Metropolitan Lille and its city centre.

Incoming goods are brought by mass transport modes (trucks, river barges and trains) to a CMDU, where they are unloaded, allotted and stored for redistribution by delivery trucks or electric or LPG vans to their final destinations, or even by scooters or bicycles to certain inaccessible streets. As return freight, these vehicles will bring back packaging, boxes, plastic film + reverse logistics, etc. to the CMDU.

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This CMDU implements:
- multimodal reception infrastructure; storage spaces for all types of a priori commodities, including food (health related constraints);
- logistics and transport professionals who will be able to perform value-added services, more efficient transportation and less pollution to ensure a better quality of life and movement of traffic;
- software solutions for navigation, management, invoicing and reporting; a real community system where each player in the ecosystem can be connected to find transport capabilities or provide offers for transportation;
- digital identification, management, planning and traceability methods and tools.

More information:

Transport mode or supply chain elements:
- Road/Truck
- Road/ delivery van
- Road/ motorcycles, scooter etc.
- Heavy rail
- Inland waterway vessels

Main actors involved
- EIG (Economic Interest Group) CMDU
- Agence de l’environnement et de la maîtrise de l’énergie (Environment and Energy Management Agency)
- Local Authorities: Ville de Lille, Communauté urbaine (LMCU) Nord Département, Nord-Pas-de-Calais Region
- Waterways of France

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