



Urban logistics in Oslo

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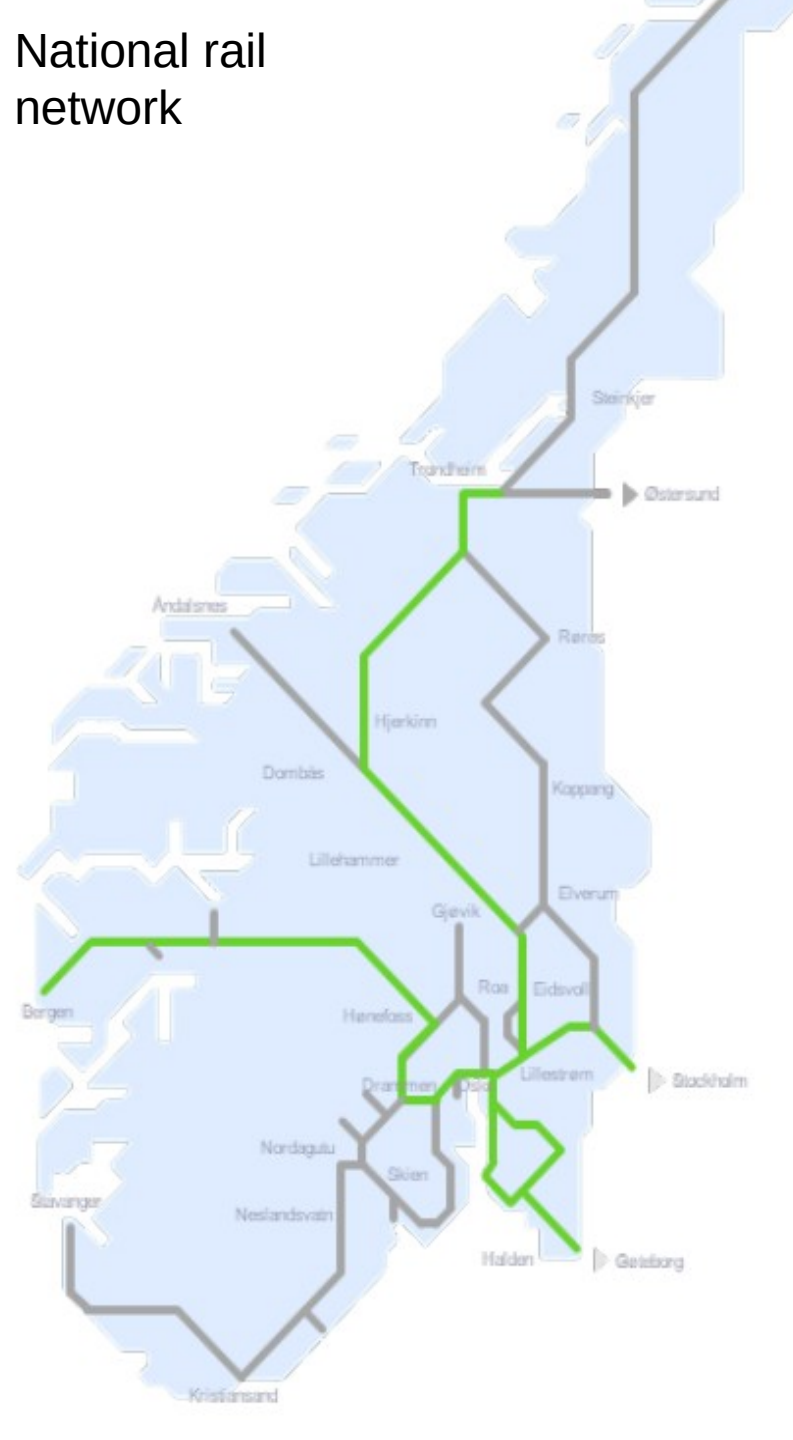
The planning and building agency,
Municipality of Oslo



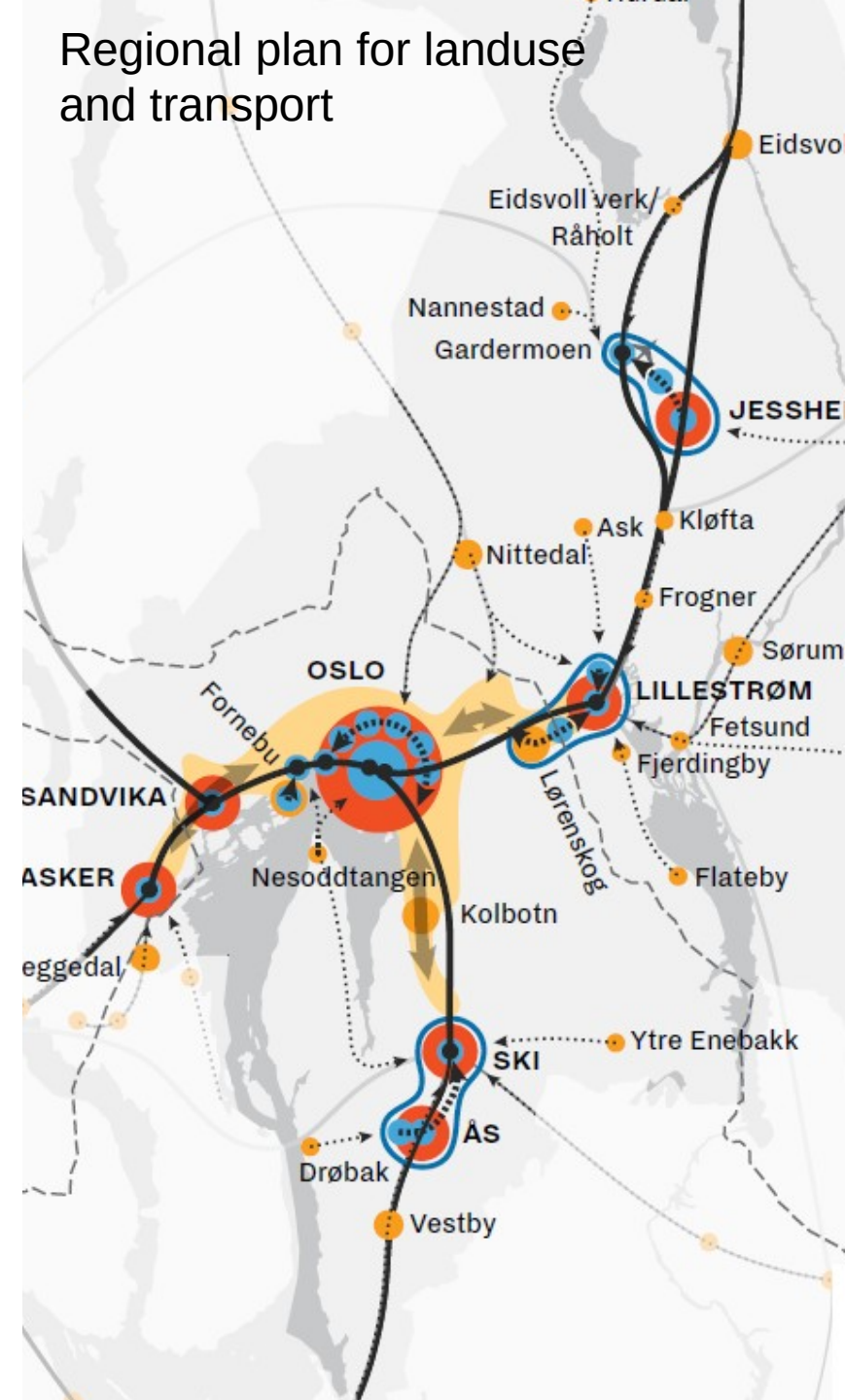
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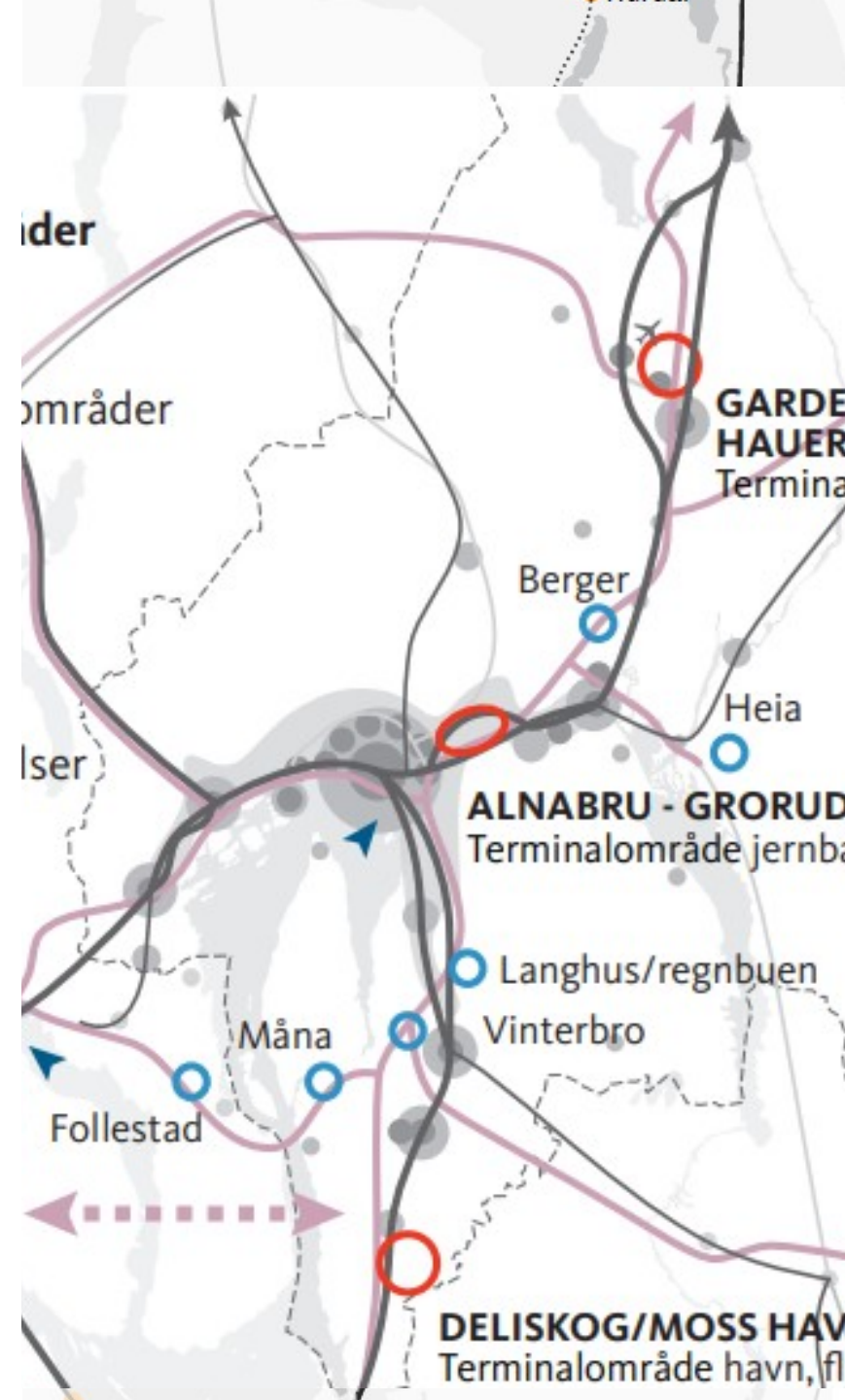
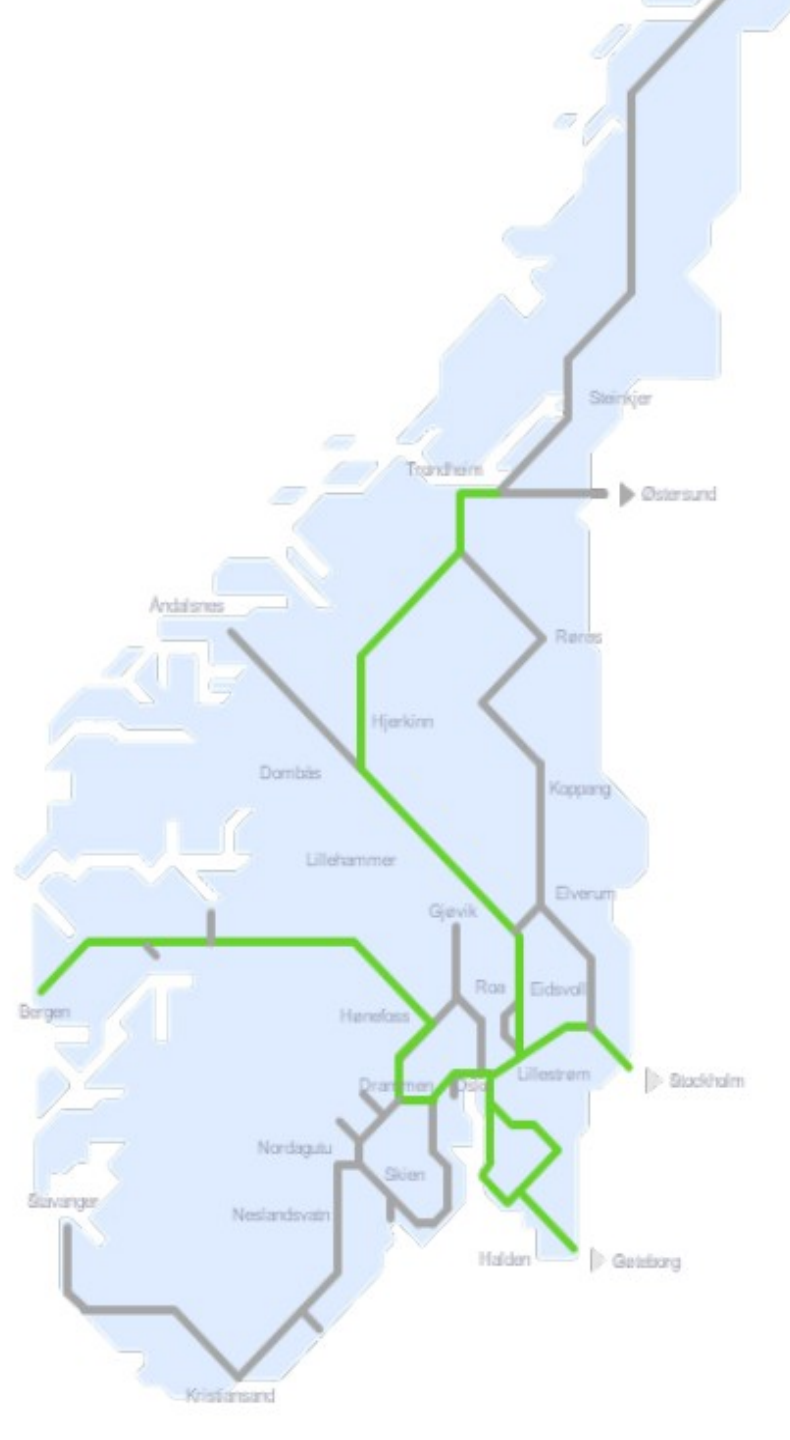


National rail network



Regional plan for landuse and transport





Oslos work with city logistics

The movement of goods, equipment and waste into, out from, within and through an urban area

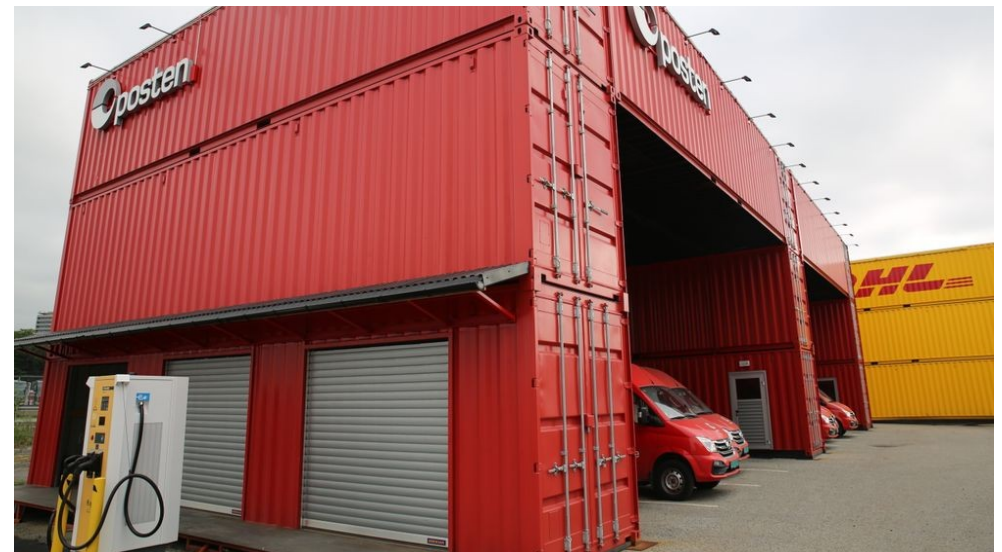


Oslos work with city logistics

- Pilots & evaluations
- Research programs & knowledge base
- Guides and checklists for parcel boxes, delivery pockets etc
- F-SULP
- BYLO - Holistic urban logistics project
 - Try to get to grips with challenges related to scarcity of land, increased home deliveries and efficient and safe traffic management
 - Identified a need to look at urban logistics across municipal borders and administrations

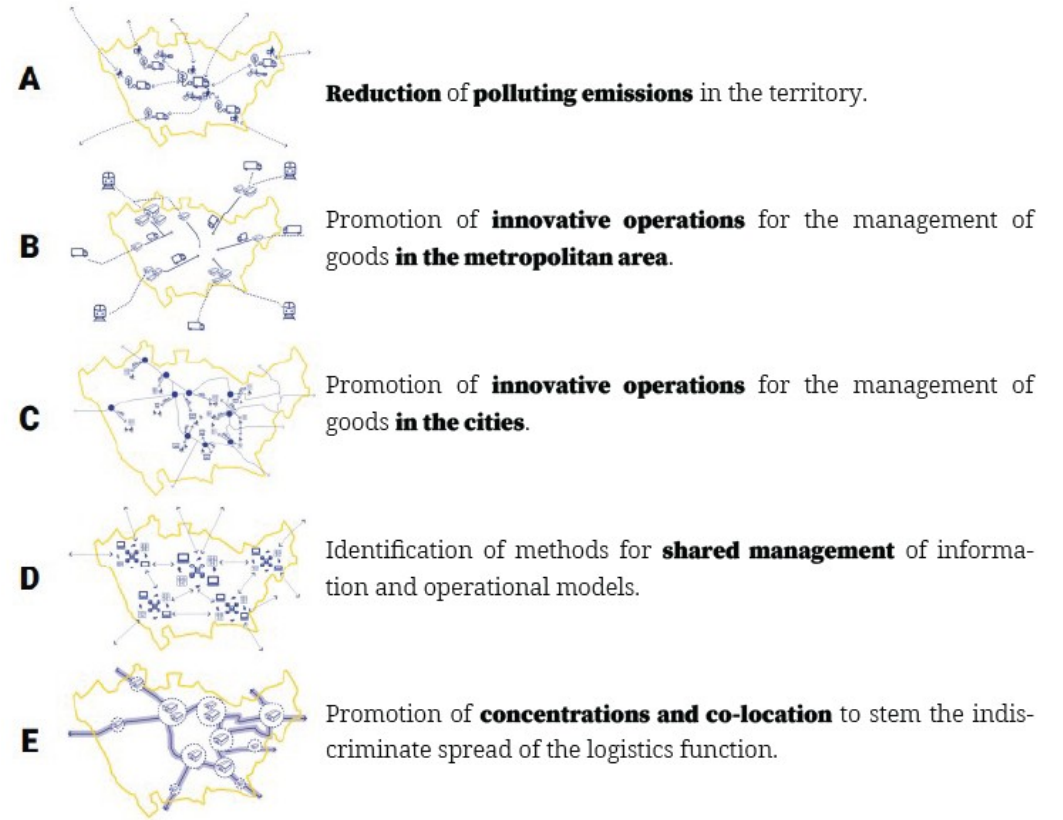
The complexity of urban logistics

- ▶ Difficult to navigate in the myriad of reports, evaluations and research on the subject
- ▶ Many pilots, but often investigating topics isolated, and often in small scale rather than systems-wide
- ▶ Technological development makes it difficult to predict the future
- ▶ Mainly market-driven. Large actors seem conservative, smaller actors are disruptive
- ▶ Few legal means of action



Key findings from PULS

- ▶ Structured overview over the actors and the logistics system. What are their drivers and interest? How can we align interest?
- ▶ Structured and clear objectives and a clear approach to dealing with them
- ▶ As a municipality Oslo needs to also find ways to follow up actions. How can the region support the municipalities? What kind of strategic leadership and collaboration is needed?



Key findings from PULS

- ▶ The systems of logistic settlement is interesting and helpful
- ▶ Regional plan for land use and transport has a clear structure of national and regional logistics terminals and ports
- ▶ Municipalities are left to deal with the rest. We are working to get a more coordinated approach to pickup point, home delivery and loading/unloading areas
- ▶ Need stronger regional cooperation also regarding urban distribution centres



- **Interports:** multipurpose facilities, arranged to offer specialized services of integrated logistics, in which activities related to the transit and distribution of goods are carried out (with customs functions as well).

- **Intermodal terminals:** logistics facilities that occupy fairly large areas, specializing in the transshipment of cargo units from rail to road and vice versa, equipped with tracks and cranes that allow the transfer of units from rail car to truck and vice versa, operating independently, or placed in a seaport or interport.



- **Urban Distribution Platforms/Urban Distribution Centers:** logistics microstructures, proximity logistics hubs or transit points of reduced area, located near the urban centre and integrated with an environmentally sustainable transport system for last-mile delivery (i.e. for the pickup of goods and for a more efficient redistribution of loads, including the movement of these even without the storage process).

- **Storage warehouses:** areas set aside for storing materials, until picking, to extinguish a customer order, whose design layout (adapted to the specifics of the products stored) assumes a strategic role in enabling a quick and easy picking process.



- **Urban goods pickup points** at stores or other public access facilities guaranteed or through automated parcel pickup **lockers:** they act as intermediaries between the delivery operator and the end customer, reducing the carbon footprint associated with the last mile's traffic.



- **Freight loading and unloading areas** in urban areas: prospectively equipped with systems of management and control, aimed at rationalizing the use of the dedicated stalls and the consequent reduction of road freight handling operations.

