

CHAPTER 2: Last Mile Distribution logistic operations and impacts

UNIT 2: Last Mile Distribution schemes

Capsule 2.2.3

Getting products near the delivery point



To be done prior to this capsule:

Link with the topics of capsules 1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7, 2.1.3, 2.1.4, 2.3.1, 2.3.3, 3.4.1.

Capsule linked with:

The knowledge provided in this capsule is complementary to capsules 2.2.1, 2.2.2 and 2.2.4.

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Objectives of the capsule

The aim of this capsule is to provide a collection of recent articles from professional and specialised magazines and media, presenting examples of cities across Europe that have successfully set up consolidation centres or logistics hubs in or near the city, with the aim of consolidating products close to delivery points and encouraging sustainable waste management in urban areas.

Category	Document, source	EQF		
		4	5	6
			X	X

Exercises included	YES
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Effort for the capsule	Content 10 Min.	Exercises 5 Min.	Extra material 70 Min.
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Content of the capsule

Case studies of companies working on optimising their operations to deliver in the city

A summary note comments on the different materials available and the key information to be collected

Exercise:

We have not formulated a specific set of questions for this capsule.

Teachers may wish to generate specific questions on these documents or on additional sources.

Remark: the collection of articles aims to provide an overview of different solutions or approaches of last mile delivery. The learner doesn't necessarily need to read all the articles, especially from different cultural environment.

Instructions for the capsule

You will find attached to this capsule several documents:

1. SUSMILE synthesis of the documents attached, and the reason why we consider the other sources interesting in regard of Last Mile Distribution logistic
2. Official and open-sourced documents, from various companies and countries, to reflect the capsule's specific topic: "Getting products near the delivery point"

These sources may evolve in the future with more recent data and professional's views on the sector, its evolution, etc. We invite professors and teachers to keep watch for those updated reviews that may bring additional value to this SUSMILE MOOC content.

Source 1 – SUSMILE Synthesis

This document is meant to present briefly the content of all sources collected for this specific capsule: “getting products near the delivery point”.

It is important to keep in mind that most external sources were not directly designed for this MOOC, hence the selection of content may be a limited section within that source of information.

Please note it may be time-related as the initial production of this synthesis was done in 2022 and new technologies, practices or company models may have merged in the years to come.

The objective of such sources is to invite students searching for information and learn from the sector, its origins and history in order to perform better once reaching the professional environment.

Source 2 – Online article

Legal place (2022, January), “Comment créer une entreprise de livraison”

<https://www.legalplace.fr/guides/creer-entreprise-livraison/>

Article in French, 15 minutes reading

Please note we have not provided a translated synthesis for this source as it is specific to the legal environment for French organisation and students, but we invite any teacher looking for similar information in another country to reach a legal source of information related to “how to set up a delivery company”.

Source 3 – Document attached

Otto-von-Guericke-Universität Magdeburg (2019, October), “Planning of cargo bike hubs, A guide for municipalities and industry for the planning of transshipment hubs for new urban logistics concepts”

Document available in English, 15 minutes reading

Summary:

This guideline was addressed directly to municipal planners and had the goal:

- to provide a basic overview of cycle logistics in the last/first mile of logistics chains,
- to define a general planning process for the implementation of transshipment hubs for cycle logistics as a blueprint for municipal planning with logistics experts,
- to make recommendations from a logistical, traffic and acceptance point of view on the implementation and design of the components of cycle logistics on the last/first mile,
- to present recommendations for the long-term planning and improvement of the framework conditions for cycle logistics.

This guide focused on the fast-growing courier, express and parcel (CEP) market and its logistics players. However, many of the findings can also be transferred to other areas or generally to urban, transport and logistics planning.

Source 4 – Document attached (S4)

Zetes (2020), “Le premier et le dernier kilomètre comme facteur de succès dans le retail et la logistique”

Document in French, 15 minutes reading

Translated document available in English; please refer to “2.2.3 S4 Translated document”.

Summary:

Please refer to the translated document – synthesis available.

Source 5 – Document attached (S5)

Delaware (2021), White paper “La livraison et la logistique du dernier kilomètre”

Document in French, 15 minutes reading

Translated synthesis available in English; please refer to “2.2.3 S5 Translated synthesis”.

Summary:

Please refer to the translated synthesis.

Source 6 – Document attached (S6)

Anna J. Dreischerf, Paul Buijs, professors at the university of Groningen, Netherlands (2022, January), White paper “How Urban Consolidation Centres affect distribution networks: an empirical investigation from the perspective of suppliers”

Document in English, 10 minutes reading

Summary:

An Urban Consolidation Centre can decrease the number of freight vehicles and their mileage in urban areas. The purpose of this document is to study empirically how the introduction of a UCC influences the logistics processes, costs, and service levels of suppliers. Supported by a multiple case study, they collected data about the distribution networks of nine suppliers. Generally, a UCC does not result in lower logistics costs for suppliers, at least not in the short-term, and often requires new service level agreements with receivers. The objective of this study is to provide stakeholders with a balanced view on the role UCCs can play in making urban freight transport more sustainable.

Exercises

The questions are listed in the second part of Source 1.

There is limited guidance on the expected answers (provided in the document “S1 Answers”), to allow teachers to adapt their messages or to deepen some of the information available to their students. The aim of this capsule is to invite them to formulate a synthesis of the key messages and to be able to defend them.

Some of the questions are directly linked to the documents provided, but some are designed to understand the overall approach that has been indicated or reflect the environment of a given situation. Teachers are free to challenge their students with the questions they find interesting or possibly to formulate their own questions, especially for EQF 6 levels.