

URBAN LOGISTICS

Reference Projects of
LNC LogisticNetwork Consultants GmbH





Table of Contents

About LNC	4
Urban Logistics in the City of Tomorrow	6
Successful Examples of Recent LNC Project Work 2023 Edition	6
Logistics Concept Frankfurt am Main	8
Lindau Logistics Concept (LiLo)	10
Logistics Concept, City of Moers	12
Cross-provider Micro-Depot Osnabrück	14
Commercial Transport Concept for the Tempelhof-Schöneberg District of Berlin	16
Micro-Depot Study Berlin	18
Feasibility Study „Bundling of General Cargo Transports starting from the Großbeeren Freight Village“	20
Logistics on the Last Mile – Real-world Laboratory (logix study)	22
Delivery Transport Study: Changes in Commercial Delivery Services and its Impact on Urban Logistics	24
Urban Midi HUBs – MiHu (Austria)	26
Future of Urban Logistics in Bern (Switzerland)	28
New Edition: Integrated Commercial Transport Concept for Berlin (IWKV)	30
Cooperative Use of Micro-Depots – KoMoDo	32
The TRANS4LOG LAB – Living Transformation, Shaping the Future	34
Outlook for Urban Logistics	36
Imprint	38



About LNC

LNC LogisticNetwork Consultants GmbH is an internationally active consultancy for the logistics and mobility industry.

LNC develops compelling concepts from good ideas and organizes and manages their successful implementation. We assist public and private clients in responding agilely to changing market conditions, provide consulting services, accompany the integration of new technologies and develop effective solutions for sustainable projects. We know how to implement appropriate measures.

In doing so, we have been working for 25 years in an interdisciplinary manner, with strategic and operational expertise and in partnership with our clients. As a leading, specialized consulting and service company, we use our expertise to achieve our clients' goals. To accomplish this, we are constantly challenging standardized thought patterns.

We are a service provider and integrator of customers and partners along the logistics value chain and know that we bear a high degree of responsibility. Mutual trust and good partnership cooperation with other players are cornerstones of our success. The slogan „Logistics connects“ is an expression of our corporate philosophy.

Competencies:

- Consulting
- Coordination / Moderation
- Conception and implementation
- Research
- Evaluation / Piloting
- Public relations





Urban Logistics in the City of Tomorrow

The world is changing. Innovations but also crises determine the course in important areas of the economy, work and life. New rules affect mobility, logistics and production processes. Digitization makes it possible to handle increasingly complex tasks in even less time and unsettles those who are used to other structures.

In densely populated areas, urban logistics fulfills the tasks of supplying and disposing of households as well as retail and production locations. Inner-city delivery traffic on the first and last mile is under scrutiny because infrastructures and logistics processes are not adapted to the requirements of the city of the future. Due to ongoing urbanization and changing consumer behavior among the population, delivery traffic is steadily increasing.

Urban logistics subsumes a variety of concepts and activities that contribute to the design and optimization of urban commercial traffic. The focus is on transportation as well as supply and disposal concepts for urban areas. The concepts developed are intended to increase efficiency and environmental compatibility on the so-called „last mile“. The use of alternative drive systems will play an important role in this context. The aim of the concepts in the field of urban logistics is to relieve the burden on urban transport and infrastructure systems while at the same time increasing economic efficiency and performance.

Successful Examples of Recent LNC Project Work | 2023 Edition

The current booklet documents numerous urban logistics projects in which LNC has played a key role in recent years. Please use the QR code on the last page to download the brochure as a PDF on our website www.LNC-Hannover.de/en.





Logistics Concept Frankfurt am Main

#city logistics #logistics concepts #commercial transport
 #cargo bikes #deliveries #electromobility #FrankfurtamMain

Challenge

Changing markets and customer expectations are leading to new challenges for cities and municipalities in the area of inner-city commercial transport, known as „city logistics“. Increasing demands of the population regarding availability, timeliness and freshness of goods lead to an increase in the volume of transportation as well as delivery frequencies and inner-city delivery traffic.

Which solutions and concepts can help to optimize traffic, minimize emissions and make urban living spaces more attractive and liveable? Can technical innovations, such as cargo bikes, electric

vehicles or bundling platforms, sustainably reduce the process of delivery traffic with conventional combustion engines?

Results

The project consortium is developing a new logistics concept for the city of Frankfurt am Main in 2021. As part of a four-stage process, various transparent participation formats are being carried out in order to take into account the requirement profiles of stakeholders involved in the logistics processes in the urban area and to jointly develop solutions. The work on

the logistics concept is supported by an expert working group and closely coordinated with the client.

The logistics concept contains an umbrella mission statement as well as goals and describes practical measures for efficient and sustainable inner-city logistics in Frankfurt am Main. All recommended actions are based on the results of the basic analyses as well as the results of the participatory process.



Client

City of Frankfurt am Main, Office for road construction and development

Project partners

LNC LogisticNetwork Consultants GmbH
 Benz + Walter GmbH

Project period

05/2021 – 12/2021

Further information:

www.logistikkonzept-frankfurt.de



Lindau Logistics Concept (LiLo)

#city logistics #logistics concepts #commercial transport #commuters #cargo bike
#e-mobility #actionplan #Lindau

Challenge

Urban logistics not only ensure the supply of goods to the population as end customers. „City logistics“ is also a driver of innovation, a factor in strengthening the competitiveness of companies and a generator of new jobs at all skill levels.

Due to changing consumer behavior, demographic change and new household-related service demands, inner-city delivery traffic continues to increase.

This growth exacerbates the already pronounced competition for use in urban areas and the pressure for municipal stakeholders to take action.

The city of Lindau wants to generate more traffic quality, reduce CO₂ emissions

and avoid traffic jams. With its direct location on Lake Constance, it is an attractive residential location and home to several major employers. In addition, its direct border location with Austria and proximity to Switzerland lead to heavy commuter traffic between Lindau and the surrounding area.

How must local conditions be taken into account in the concept for LiLo? Which measures support the city's goals?

Results

Based on the spatial and logistical analysis as well as on surveys, various challenges and fields of action arise with regard to LiLo.

A total of 10 measures are identified and recommended. These measures interlock as an overall concept for inner-city logistics and complement each other. Consequently, the measures do not stand alone, but are coordinated with each other to address all fields of action - with different planning horizons from short to long term.

Furthermore, the concept contains additional recommendations for action that are intended to serve as approaches for a potential expansion of the LiLo.



Client
City of Lindau (Bodensee)

Project partners
LNC LogisticNetwork Consultants GmbH
Dr. Paul Hebes – Wissensbasierte Planung

Project period
05/2021 – 12/2021



Logistics Concept, City of Moers

#city logistics system #logistics concepts #loading and delivery areas #last mile
#cargo bikes #e-mobility #Moers #bollards

Challenge

In view of pressing questions about delivery traffic in the city center and upcoming construction measures in the old town, the city of Moers commissioned LNC to develop a city logistics concept with suitable recommendations for action. The implementation of the recommended solution components should ideally take place in consensus with the stakeholders involved.

Which logistics requirements of different key players have to be considered in order to guarantee the supply and disposal of the city? How can innovative and

technical solutions support commercial transport and relieve the burden on the infrastructure?

Results

Part of the feasibility study includes participative actions elements to involve diverse protagonists. The project team develops and conducts an extensive survey of 275 affected companies to assess their shipment volumes in early 2022.

In addition, two workshops with lively participation are carried out and the most important challenges of inner-city delivery in view of increasing climate protection conditions are extracted

and suitable solution components are identified.

Based on a profound analysis of collected data from primary and secondary sources, an individual city logistics concept is finally developed with specific recommendations for action suitable for the city of Moers in order to establish a sustainable city logistics system.



STADT MOERS

Client

City of Moers, Department 8 - Measurement, roads and traffic

Project handling

LNC LogisticNetwork Consultants GmbH

Project period

12/2021 – 11/2022



Cross-provider Micro-Depot Osnabrück

#city logistics #logistics concepts #commercial transport #delivery #mikro hub
#Osnabrück #feasibility study

Challenge

Inner-city freight volumes are growing, contributing to heavy traffic loads, infrastructure congestion, and high levels of air pollutant and noise emissions. With the Europe-wide introduction of limit values for nitrogen dioxide, the need for action by cities and municipalities is increasing at the same time. One possible solution in the field of urban logistics is the use of so-called micro-hubs for the delivery of shipments.

The city of Osnabrück is commissioning a project consortium to examine: What reduction potential does the micro-hub concept offer and what effort is involved in implementing it at a suitable location?

Results

The project team provides evidence that the establishment of a micro-hub, even in a first stage of expansion, achieves the desired positive effects for relieving the street space, the parking areas, the shopping streets and thus provides an improvement in the shopping experience.

The direct ecological effects are also demonstrable. The same applies to the goal of improving traffic safety.

At the same time, the study comes to the conclusion that concrete implementation is associated with various location-related challenges, such as the planning of future commercial transport in the

inner city area, the implementation of concrete rules and time restrictions within the scope of legal possibilities, as well as corresponding controls or construction measures in the form of bollards.

MOBILE → ZUKUNFT
→ OSNABRÜCK

Client

City of Osnabrück, Department of Urban Planning MOBILE FUTURE

Project partners

CityWOW! GmbH & Co. KG
LNC LogisticNetwork Consultants GmbH
MRU GmbH

Project period

11/2020 – 11/2021



Commercial Transport Concept for the Tempelhof-Schöneberg District of Berlin

#commercial transport #pilot district #Tempelhof-Schoeneberg #Berlin
 #commercial areas #Motzener Straße #Suedkreuz #Großbeerenstraße

Challenge

In the Tempelhof-Schöneberg district of Berlin, commercial vehicles are also a particular focus of attention due to its three industrial parks. These are the commercial areas Südkreuz, Großbeerenstraße and Motzener Straße. Both intra-district and inter-district traffic play a major role.

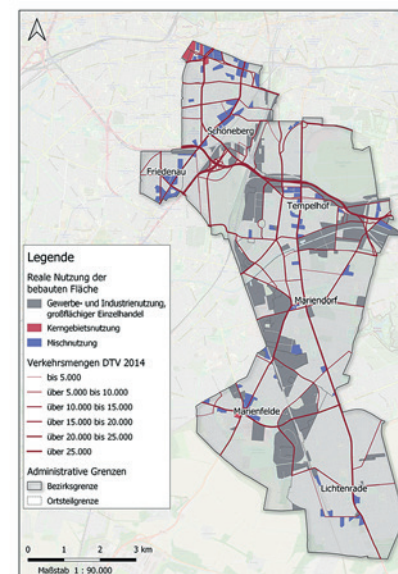
How can the goals of the „Integrated Commercial Transport Concept“ (IWKV) for Berlin be implemented for the first time at the district level? How can an optimization of commercial transport contribute to the reduction of traffic, noise and pollution?

Results

LNC examines the goals, approaches and recommendations defined in the IWKV for relevance to the district of Tempelhof-Schöneberg and develops practical solutions and pilot projects. The analysis shows that the densely populated district also has a special role in Berlin due to its economic structure.

The contractor creates an index of economic traffic inducing influences and derives different local challenges. For this purpose, workshops and experting discussions with various stakeholders and actors are also held.

Finally, various approaches are prioritized. The central building blocks are recommended for timely implementation. The concept also contains planning approaches to strengthen the district in competition with other urban land use requirements.



Client

Tempelhof-Schöneberg district of Berlin, GRW-Regionalmanagement des Bezirks Tempelhof-Schöneberg

Project handling

LNC LogisticNetwork Consultants GmbH

Project period

06/2020 – 12/2020



Micro-Depot Study Berlin

#micro-depot #micro hub #CEP service providers #last mile #first mile #Berlin
 #Senate Department for the Environment, Mobility, Consumer and Climate Protection

Challenge

New micro-depots are currently emerging in urban areas both nationally and internationally. Different micro-depot approaches are seen as attractive goods collection points in the inner city area on the last or first mile. In Berlin, too, different micro-depot solutions exist - mostly as single-operator solutions.

At which locations are micro-depots particularly effective and what types of deliveries are particularly suitable to be handled and distributed via these points? What other services could be usefully combined with the pure micro-depot function to generate added value?

What are particularly suitable constellations of actors for an operation that is both economical and compatible with the urban environment?

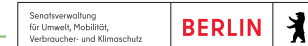
Results

The project provides a sound basis for strategic action by municipalities for the establishment of micro-depots as logistical consolidation points close to city centers, using Berlin as an example.

For the first time, a generally applicable economic, ecological and social impact analysis is applied and potential set-up paths are defined in order to reduce the

use of conventionally driven delivery vehicles and to contribute to saving climate-impacting emissions.

In doing so, the documentation of the investigations shows which potentials exist for new locations or location areas in Berlin and which effects can be expected for existing depots as well as for the identified new sub-areas. The Berlin Mobility Administration plans to publish the guidelines in the fall of 2023.



Client

Senate Department for Mobility, Transport, Climate Protection and the Environment

Project partners

LNC LogisticNetwork Consultants GmbH
 Dr. Paul Hebens – Wissensbasierte Planung
 Cargobike.Jetzt

Project period

12/2021 – 02/2023



Feasibility Study „Bundling of General Cargo Transports starting from the Großbeeren Freight Village“

#general cargo #general cargo shuttle #general cargo hub #micro hub #Großbeeren
#Motzener Straße #Berlin #Tempelhof-Schöneberg

Challenge

The Motzener Straße industrial park in the south of Berlin and the Großbeeren freight village (FV) in the state of Brandenburg are only a few kilometers apart. General cargo and parcel transports put a strain on the traffic infrastructure in and around urban business parks.

Is the bundling of such commercial transports technically and logistically possible, as well as economically and ecologically sensible? Which models are advantageous for the parties concerned - shippers, logistics service providers, residents?

Results

For the feasibility study, the project consortium surveys 73 affected companies, analyzes existing relations and the potential of a better link between the two locations.

The frequency of delivery services in the industrial area Motzener Straße is very high. Due to the heterogeneous structure of the resident companies, the product groups also show a high diversity. Although currently only about 20% of the total volume in shipping and receiving is handled by the FV Großbeeren, an economic operation is guaranteed. However, an increase in efficiency for the parties involved is possible.

Considering the requests and ideas of delivery clients and logistics service providers, three specific implementation proposals are developed: an all-electric general cargo shuttle connecting the industrial area and a general cargo hub to be designated in the freight village, as well as a micro-hub with cargo bikes in the commercial area, from which local residents also benefit.



Client

District of Tempelhof-Schöneberg of Berlin, City of Ludwigsfelde, Municipality of Großbeeren, the GRW Regional Budget for the Regional Growth Core Ludwigsfelde and the GRW Regional Management of the District of Tempelhof-Schöneberg on behalf of the Joint Planning Department of the States of Berlin and Brandenburg (GL).

Project partners

LNC LogisticNetwork Consultants GmbH
LaLoG LandLogistik GmbH

Project period

06/2020 – 12/2020



Logistics on the Last Mile – Real-World Laboratory (logix study)

#last mile #city logistics #logix #Logistics Real Estate #real-world laboratory
#commercial transport #urban hubs

Challenge

Without effective logistics, cities would not be able to supply everyday necessities such as food or other goods like clothing.

Logistics is often only noticed when it is perceived as a nuisance or when supply or disposal no longer functions smoothly. This is particularly true for the last mile, which is currently characterized by a fundamental change in consumer behavior as well as regulatory and technological transformations.

How can negative impacts of delivery transport on the population and the environment as well as road traffic be reduced? The limiting factor in the development of new solutions is in es-

sence the lack of inner-city space. After all, logistics is in direct competition with many other rival uses.

Results

The study on city logistics and logistics real estate shows potential logistics solutions for creating sustainable urban centers. The city is becoming a real-world laboratory: service providers are developing new logistical solutions for the last mile, testing and adapting them or discarding them again.

Technological developments and advancing digitization are enabling new concepts that seemed unthinkable just a few years ago.

Logistics on the last mile, especially in urban areas, is complex and extremely multi-layered. Accordingly, a wide variety of components exist from which customized solutions can be generated. The existing spectrum ranges from parcel vending machines and boxes, to inner-city hubs, to custom designed new construction projects.



Client
Initiative Logistics Real Estate Logix GmbH

Project partners
Drees & Sommer SE
LNC LogisticNetwork Consultants GmbH
MRU GmbH

Project period
06/2020 – 02/2022



Delivery Transport Study: Changes in Commercial Delivery Services and its Impact on Urban Logistics

#delivery services #city logistics #toolbox #commercial transport
#best practices #Federal Ministry for Digital and Transport

Challenge

For years, there has been a steady increase in the volume of traffic on the roads. Commercial delivery services have played a major role in this development. However, delivery operations make an indispensable contribution to the functionality of cities and communities in terms of supply and disposal. The majority of delivery transport comprises the sectors „general cargo“, „trade“ and „CEP“.

Both the public sector and companies have a responsibility to ensure that delivery vehicles are environmentally friendly and compatible with the urban setting.

What is the impact of delivery transport on overall traffic, what future developments can be expected, and what are the emerging trends? What options are there for municipalities to take action?

Results

For the first time, the project provides an inventory of delivery transport and its effects in cities and metropolitan areas. In addition, the study shows which trends and developments have an impact on commercial delivery traffic. The study also includes the collection, analysis and processing of over 300 practical examples.

A total of ten transferable solution modules are developed, which can be used for an urban compatible design. In addition, a delivery transport model is developed within the scope of the study in order to be able to better assess the effects of measures and concepts in quantitative terms.



Client
Federal Ministry for Digital and Transport

Project partners
LNC LogisticNetwork Consultants GmbH
Fraunhofer IML

Project period
08/2017 – 08/2019



Urban Midi HUBs – MiHu (Austria)

#cooperative infrastructure use #space management #sustainable city logistics
#cargo bike #traffic reduction #logistics concept #urban midi hub

Challenge

When it comes to designing transshipment centers in urban centers, CEP service providers are confronted with two serious challenges: Increasing competition for space and stricter environmental regulations that require urban logistics to be as carbon free as possible.

One promising approach to solving this problem are so-called midi-hubs, that is, cooperatively used inner-city freight distribution centers with the capacity to supply entire city districts with goods. As transshipment hubs, they offer the potential for emission-free last-mile delivery, for instance with cargo bikes.

But what are the criteria for an ideal location? Which processes between independent service providers need to be synchronized and optimized for successful sharing?

Results

In the MiHu project (site selection and analysis of cooperation opportunities in cooperatively used mid-sized inner-city goods centers), processes in a midi-HUB are analyzed on the basis of an analytical hierarchy process (mathematical model), incorporating the requirements and framework conditions of the companies involved.

On this data basis, a model for the location selection of midi hubs is developed with a collective target system that takes into account economic, ecological and social goals of different stakeholders. This model is tested on the basis of a case study in Vienna.

Analysing cooperation opportunities for urban midi-hubs - a multi-stakeholder approach to efficient infrastructure use

Client

Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology, Austria

Project partners

Austrian Mobility Research FGM
Vienna University of Economics and Business
University of Natural Resources and Life Sciences Vienna
LNC LogisticNetwork Consultants GmbH

Promotion

FTI program „Mobility of the Future“ of the Federal Ministry for Climate Protection, handled by the Austrian Research Promotion Agency

Project period

09/2018 - 09/2020



Future of Urban Logistics in Bern (Switzerland)

#sustainable logistics concept #guiding principles #development of commercial transport #Strategy #open to new technologies #non-discriminatory #solution approaches

Challenge

Today, concepts for sustainable inner-city logistics confront cities and urban agglomerations with diverse challenges. Urban logistics involves the conflicting needs and interests of logistics service providers, industry and commerce, the public sector, consumers and residents. Entrepreneurial interests must be taken into account just as much as perspectives on traffic safety, environmental protection, spatial planning or legal framework conditions.

What are the criteria for future-proof, city-compatible and sustainable logis-

tics in the city of Bern? What planning perspectives and fields of action result from this for the city administration and participating stakeholders?

Results

The project partners are developing a three-stage concept for the future of urban logistics in Bern. Based on scientific research on successful model tests and pilot projects in comparable European urban structures, best practice examples are presented to the stakeholder groups.

In three workshops, promising approaches in the action fields of vehicle fleets, traffic control and infrastructure are discussed and evaluated.

The results are integrated into the logistics concept for the city of Bern with practical recommendations for measures and a perspective for implementation.



Stadt Bern

Client

Office for Environmental Protection of the City of Bern

Project partners

Mobilitätsakademie des TCS, Bern
LNC LogisticNetwork Consultants GmbH

Project period

09/2018 - 02/2019



New Edition: Integrated Commercial Transport Concept for Berlin (IWK)

#commercial transport concept #efficient and city-compatible supply and waste management #process management #conceptual design #Berlin

Challenge

Berlin is the largest metropolis in Germany, changing and developing rapidly. The Integrated Commercial Transport Concept Berlin (Integriertes Wirtschaftsverkehrskonzept Berlin, IWK) is an essential building block of the Urban Development Plan Mobility and Transport.

For a short- and medium-term planning horizon, measures already adopted in the IWK 2005 are subjected to a revision and new approaches for efficient and city-compatible commercial transport in Berlin are identified.

Which measures should be promoted and implemented to ensure an up-to-date, efficient and city-compatible

supply and disposal of the metropolis with goods and commodities as well as to optimize the necessary passenger economic traffic?

What perspectives need to be taken into account? How can a dialog process with all relevant stakeholders be set up and sustained?

Results

Commercially used cargo bikes on the one hand, and larger and heavier vehicles in the area of large-volume and heavy transport on the other, are exemplary for Berlin's increasing urban densification.

The new edition of the IWK therefore focuses on the following issues:

- Compatible handling of urban commercial traffic of all transport modes and their combined use;
- Approaches of modal shift, especially securing the necessary infrastructures;
- Approaches of traffic avoidance, in particular the reduction of motorized road economic transport.



Client

Senate Department for Mobility, Transport, Climate Protection and the Environment

Project handling

LNC LogisticNetwork Consultants GmbH

Project period

09/2018 - 02/2019



Cooperative Use of Micro-Depots – KoMoDo

#cargo bikes #inner-city deliveries #climate-neutral on the last mile
 #user-open micro depot #CEP service provider #limited logistics space

Challenge

Cooperative use of public spaces for sustainable inner-city logistics is an equally pressing issue for municipalities in urban agglomerations and CEP service providers (courier, express and parcel services) that transport goods over the „last mile“ to the customer.

But how good are cargo bikes for use on the „last mile“ in inner-city delivery transportation? Can different service providers jointly use a micro-depot as a uniform system?

Results

In the KoMoDo project, the five largest parcel service providers in Germany jointly use an inner-city hub with micro-hubs in Berlin-Prenzlauer Berg for the first time. All CEP service providers are participating with their own cargo bikes.

The micro-hubs are customized containers that are used as transshipment points for the delivery of shipments over the last few kilometers. In a ten-month field trial, 160,000 parcels are delivered in the locally defined delivery area with a 3 km radius around the micro-hub, around 38,000 km are covered by the delivery cyclists and around 28,000 km of conventional vehicle kilometers are

saved. This corresponds to a reduction of about 11t CO₂.

The response to the cargo bikes in road traffic is very positive among residents and stakeholders. The perception of the cargo bikes is very high.



Client

Funded by the National Climate Protection Initiative of the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

Project partners

LNC LogistikNetwork Consultants GmbH, Berliner Hafen- und Lagerhausgesellschaft (BEHALA), DHL, DPD, GLS, Hermes, UPS, Senate Department for Mobility, Transport, Climate Protection and the Environment, Federal Association of Courier, Express and Parcel Services e.V. (BdKEP), Federal Association of Package and Express Logistics (BIEK), Federal Association of German Postal Operators e.V. (BvDP), German Institute for Standardization e.V. (DIN)

Project period

01/2018 – 06/2019

Further information:

www.komodo.berlin



The TRANS4LOG LAB – Living Transformation, Shaping the Future

#TRANS4LOG #events #Hannover #live #hybrid #academy #studio #workshop area #technology #LAB

What we offer

The TRANS4LOG LAB is the logistical hub for successful networking in the middle of Hanover: Professional hosting and exciting events, coachings and workshops.

In the TRANS4LOG LAB people meet for a togetherness: like-minded people, curious people, multipliers, innovators, investors and networkers from the fields of IT, logistics, trade and mobility.

You are planning a workshop, an event or a coaching and not all participants can be on site? That is no longer necessary.

In the TRANS4LOG LAB you save costs, time and resources. We can also implement almost any format in hybrid form.

Whether it's an in-house training for employees who operate across Europe or the world, or an open format such as a bar camp to which participants are to be connected.

Wide range of possible uses

The TRANS4LOG LAB consists of bright and fashionably furnished workshop rooms with digital whiteboards and a fully equipped streaming studio.

The rooms can be booked with or without further optional services - precisely tailored to individual needs.

Events are always individual. We know that and our event professionals are happy to advise, organize and support. This applies to the equipment and, of course, to other requirements such as moderation, translation services, pre-application and documentation.

The Technology LAB also hosts flexible formats such as hackathons.

The IT Start-Up Camp brings together founders from the IT sector, company representatives and investors.



Outlook for Urban Logistics

Urban logistics is increasingly the focus of public interest, the local population, politics and media coverage. Stationary traffic, increasing commercial transport as well as delivery and waste disposal cause a variety of conflicts of use in our cities.

Crowded streets, second-row stops, obstructions for pedestrians, cyclists and private vehicles, and long delivery routes are often the result.

At the same time, reducing air pollutant and noise emissions is also a key requirement for urban logistics in order to improve the quality of life in cities.

But what would a city be without logistics? It is essential for the smooth functioning of a city: from the delivery

and disposal of households to retail and production locations.

Delivery services are constantly on the rise. Reasons for this include the strong growth in online retailing, rising customer quality expectations, and advancing digitalization. Since 2015, sales in online retail have doubled again. As a result, the pressure on limited available space in urban areas and on urban players continues to increase.

In order to survive as a logistics service provider in the future, to remain livable as a city, to reduce the environmental impact and to reconcile the different utilization demands, resilient, future-oriented, innovative approaches are required,

and these are being developed and tested cooperatively in the municipalities today. These could be, for example, the implementation and use of jointly operated micro, midi or city hubs, or the substitution of conventional vehicles by those with alternative drive systems, or the conversion of existing real estate or inner-city spaces.

Despite all the diversity: each solution must be tailored precisely to the local situation, the shipment volumes and the players involved.

LNC LogisticNetwork Consultants GmbH cooperates with public and private stakeholders in the initiation, conception, testing as well as evaluation and further

development of the approaches. The balance of interests between the different actors is crucial in this process.

LNC supports the establishment and moderation of heterogeneous stakeholder-networks.



Imprint

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Images

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Concept, Design and Implementation

LNC LogisticNetwork Consultants GmbH



The brochure „Urban Logistics | 2023 Edition“
can be downloaded as PDF on our website:
www.LNC-Hannover.de



This brochure is printed on natural paper.



LNC
Green Lean Smart