

Municipal co-distribution of goods in Sweden

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NATIONAL CENTRE FOR MUNICIPAL
**CO-DISTRIBUTION
OF GOODS**



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Sweden

- Area 450,295 km² (55th global)
- Population 10,207,086 (90th global)
- Density 23/km² (198th global)
- Sweden an urbanized country
- Administrative division;
 - 24 Counties
 - 290 Municipalities
- Kronoberg county
 - 8 municipalities





Sweden background

- Social welfare state based on taxes
- High taxes – High service
- Swedish Public Procurement Act (EU)
- The public buys 6 percent of all food in Sweden;
 - Schools
 - Pre-schools
 - Elderly homes
 - Hospitals



Improvement of transport efficiency in Sweden ?



Technical development with cleaner engines and lower fuel consumption



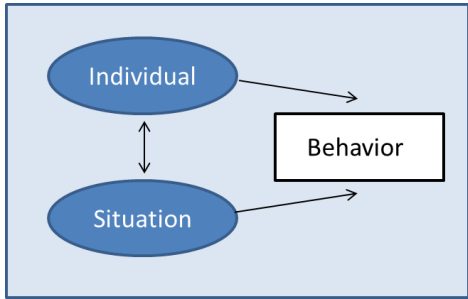
56 %

Increased use of renewable fuels



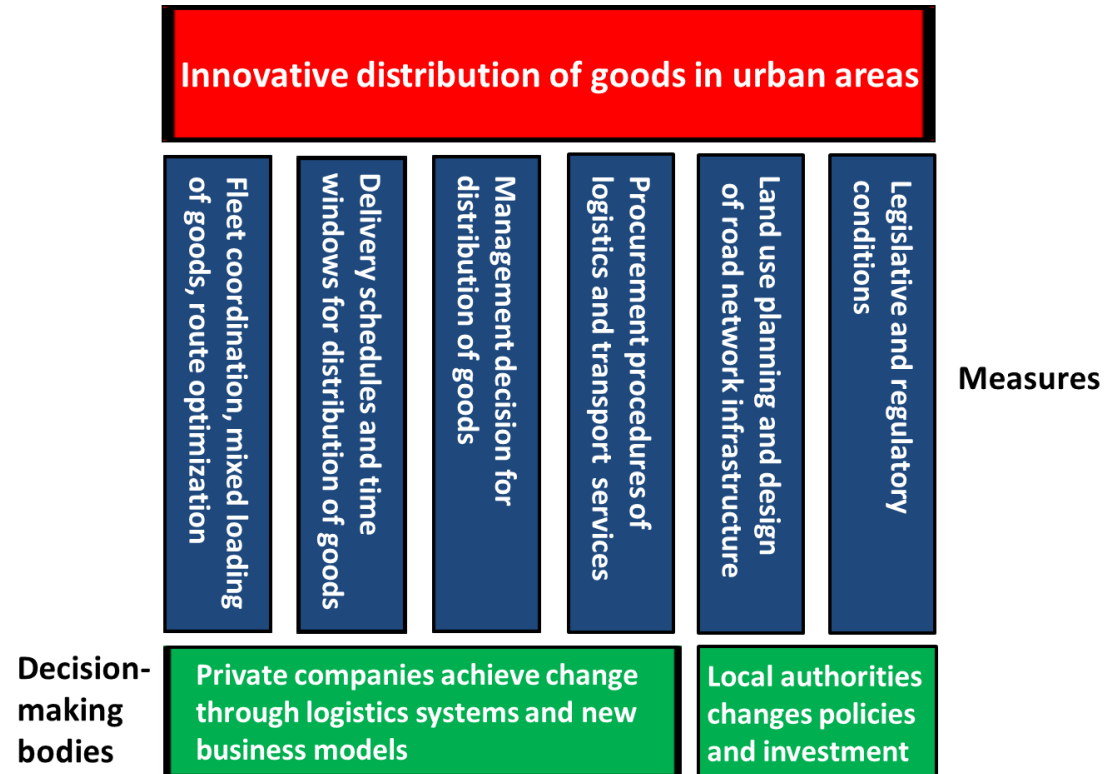
38 %

Changed behavior and efficiency improvement in the transport system



6 %

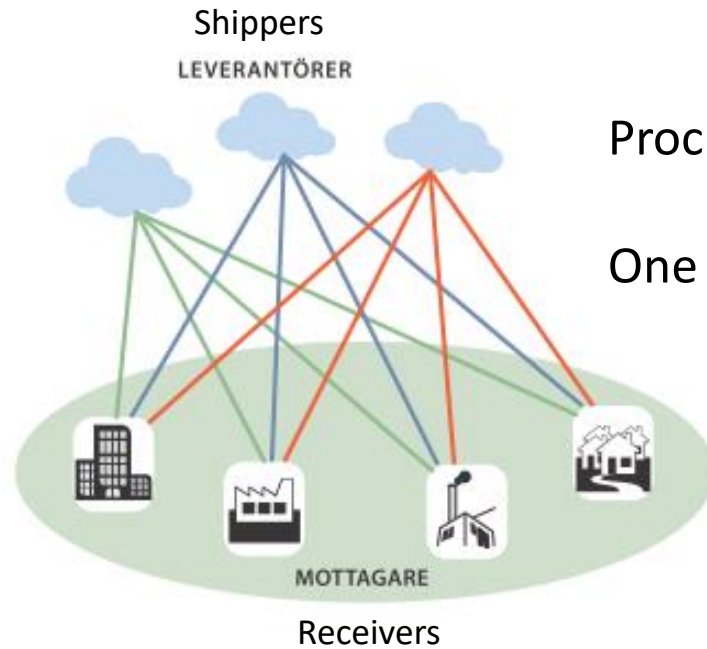
The difference between city logistics and municipal co-distribution of goods



(Den Goda Staden, 2009)

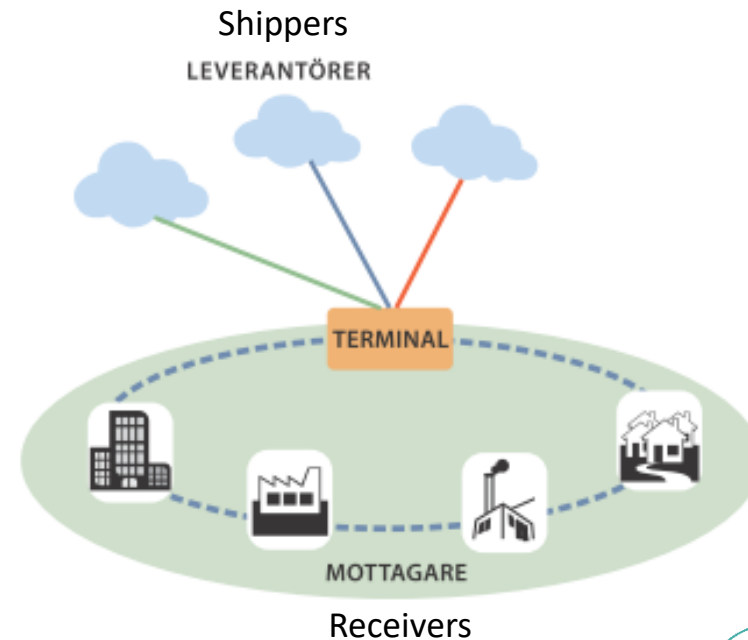
- City logistics - the municipality as traffic regulating authority
- Co-distribution of goods – municipality as goods owner

Municipal co-distribution of goods - A question of procurement



Procurement with free delivery

One municipal procurement process



Procurement with municipal co-distribution of goods

Two municipal procurement processes

Swedish Parliament

Proposed bill 2015/16 : 2124

Regulation of urban freight?

In view of the obviously high potential gains, both from a societal perspective and an environmental perspective, which exist in a co-distribution of goods, there is also reason to consider allowing municipalities to introduce mandatory co-distribution of goods even for non-municipal recipients within parts or throughout the municipality.

If the municipal experience is correct, such mandatory coordination should not only lead to significantly fewer transports and lower emissions but also to overall lower transport costs and thus improved competitiveness for the activities covered, which may be positive not only for stores in city centers but also to the same extent in rural areas and in small towns.



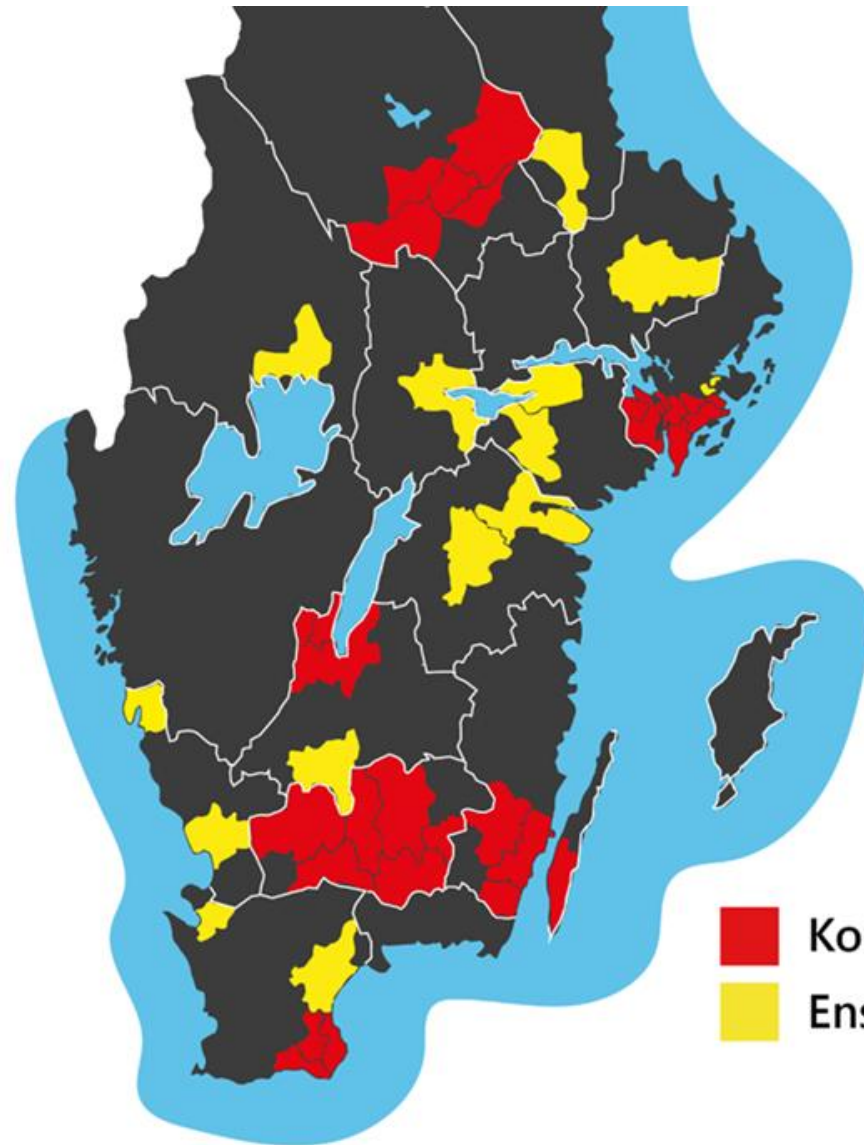
Driving forces for change

- Reduce negative environmental impact (CO2) by 70-80 percent due to consolidation
- Increase accessibility and improve traffic safety in metropolitan areas of Stockholm and Gothenburg (congestion tax)

But equally important:

- Increased share of local food producers with regard to the Swedish Public Procurement Act
- Better control of the municipal purchasing process and save taxpayers money

Municipalities with co-distribution of goods



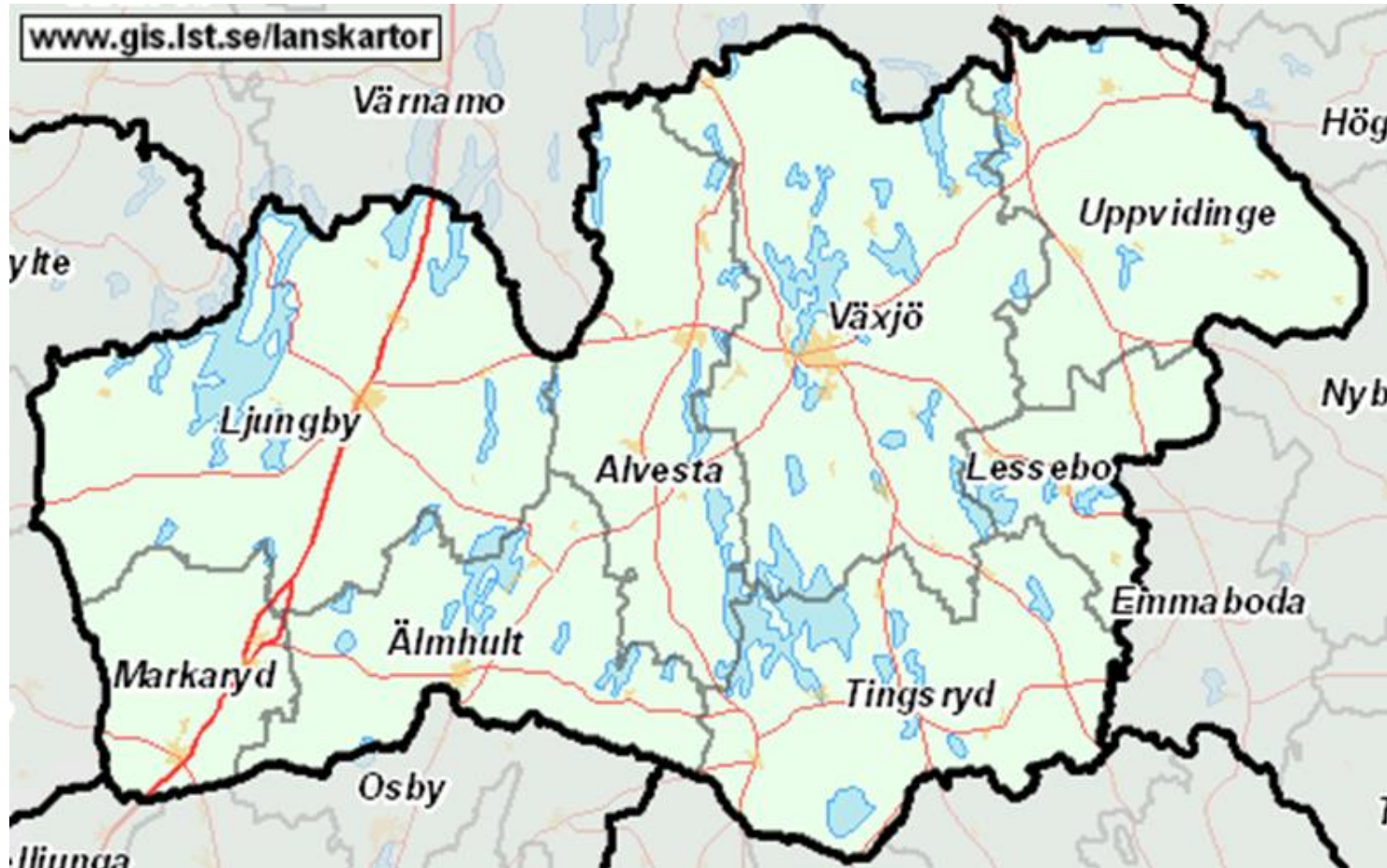
*45 out of 290
municipalities
(15 %)*

28 municipalities (70 %) in clusters

Collaboration is key

Cluster	Municipalities	Total inhabitants
• Borlänge	5 municipalities	157 483 (1999, enlarged 2011)
• Växjö/Kronoberg	6 municipalities	175 129 (2010, enlarged 2015)
• Ystad-Österlen	3 municipalities	62 263 (2013)
• Södertörn	8 municipalities	453 431 (2015)
• Kalmar	3 municipalities	93 945 (2015)
• Jönköping	3 municipalities	154 109 (2015)

Median municipality in terms of inhabitants = 15 900 inhabitants (number 145 in size)



Kronoberg county

Municipalities

- Alvesta
- Lessebo
- Ljungby
- Markaryd
- Tingsryd
- Uppvidinge
- Växjö
- Älmhult

Växjö municipality

Results

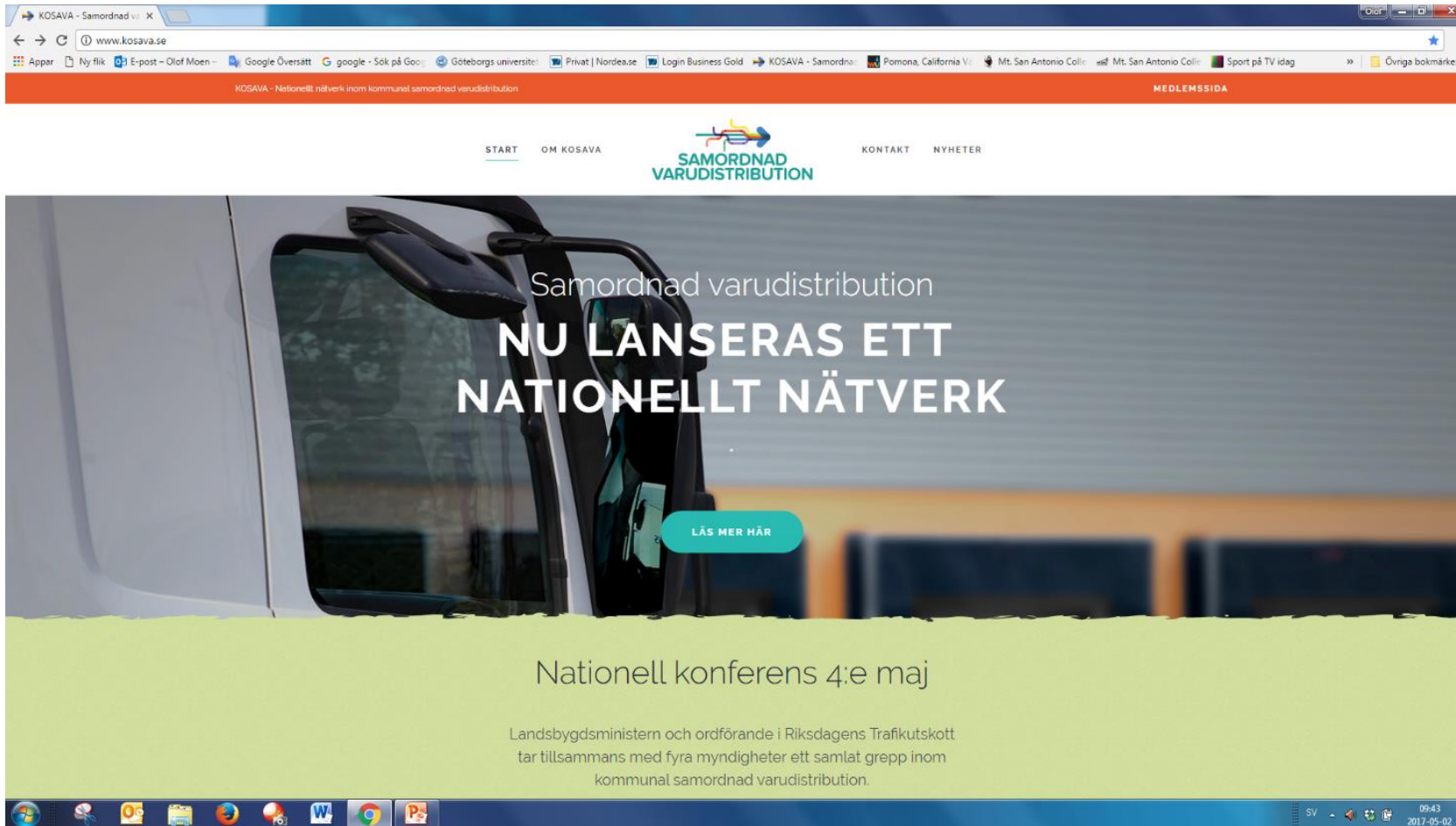
- CO2-emissions for driving routes within Växjö municipality have decreased substantially thru only use of HVO or RME fuel (requirements in procurement of transport and logistics services)
- Number of deliveries to 450 municipal entities
 - Before co-distribution: 1 900 deliveries/week
 - With co-distribution: 350 deliveries/week (reduction by 82%)
- Number of reduced deliveries per week 1 550,
 - Estimated that a delivery reception takes about 10 minutes x 1 550 = 258 hours per week in savings in time
 - Approximately 12,000 hours per year in time savings, which corresponds to 6-8 full-time positions (more time for core business)

Source: David Braic, Växjö municipality

A National Center with its own website

www.samordnadvarudistribution.com

Agencies and authorities endorsing the National Center;



- The Swedish Energy Agency
- The Swedish Association of Local Authorities and Regions
- The Swedish Transport Administration
- The Swedish Competition Authority

- 60 municipality members in the network



Finalisterna i PostNord Logistics Award utsedda

28 feb 2014 11:00

För tolfte året i rad delas Sveriges ledande logistikpris ut - PostNord Logistics Award. Årets finalister är BEAst/Peab, Lidl, X-Sam och Ystad-Österlenmodellen. Vid en ceremoni på PostNords huvudkontor den 26 mars utses vinnaren som får ta emot priset för 2013 års bästa logistiklösning.



2014-03-20

Nomination to "PostNord Logistic Award"

2014-05-07

"Logistics municipality of the year"

2015-05-06

The National Transport Administration Award "Best improvement of the year"



Ystad blev Årets Logistikkommun

2014/05/08. Kategorier: LOGISTIK, MLJÖ, PRODUKTION, TRANSPORT



2018-09-14

"Low Carbon Logistics Award"



Thank You

References

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