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About Cross River Partnership

[Map of London with districts labeled]

- Objective 1: Sustainable employment opportunities
- Objective 2: Economic growth and prosperity
- Objective 3: Air quality and carbon reduction
- Objective 4: Making places that work

CROSS RIVER PARTNERSHIP

Delivering London's Future Together | City Freight Forum | 19 September 2017
Impacts of Urban Freight

LAEI 2013 - GLA Area NOx - 2013

Road Transport 50%

- Domestic and Commercial other Fuels 3%
- Commercial Gas 8%
- Domestic Gas 12%
- NRMM 7%
- Other 1%
- Rail 3%
- River 1%
- Aviation 8%
- Industry 7%

- Van and mini bus 12%
- TFL Bus 20%
- Diesel Car 24%
- Petrol Car 12%
- Rigid HGV 15%
- Non-TFL Bus and Coach 6%
- Taxi 4%
- Motorcycle 0%
- Artic HGV 6%
The “last mile challenge”
A procurement-led approach

West End Partnership Freight

Raising awareness

Markets DSP

Online Tools

Switch off engine
Reduce emissions

@Marylebone.LN anti-idling for hospital fleets
deliverBEST shares practical, proven solutions that make deliveries to your business more efficient. It saves you time and money while improving local air quality.

Find out more

www.deliverbest.london
A preferred supplier scheme working across London’s West End to save businesses money and improve London’s air quality.

www.westendbuyersclub.london
Shared Supplier Schemes

• Only peripheral services/supplies, not e.g. retail stock

• Using 1 or 2 suppliers that are already operating in the area

• Mix of large and smaller suppliers to suit range of businesses
Find the most convenient collection point for you. This may be near home or along your commute route.

Postcode
Reducing emissions from delivery vehicles
The Case for Electric Freight Vehicles

- Current generation of electric vans and trucks technically and operationally suitable
- Available range sufficient for most urban operations
- Perception/attitude change over time
- Most operators increased numbers of EFVs in their fleet following FREVUE experience

Operators’ range requirements

Before survey

<table>
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<tr>
<td>&gt;500km</td>
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After survey

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<th>Range</th>
<th>%</th>
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<tbody>
<tr>
<td>&lt;100km</td>
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<tr>
<td>&gt;500km</td>
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I am happy with what we...
FREVUE Findings (cont’d)

- Clear environmental benefits
- Resulting cost savings significant

"IF, IN LONDON ALONE, WE COULD ELECTRIFY 10% OF THE FREIGHT FLEET BY 2021, WE COULD SAVE OVER €1BILLION PER ANNUM IN PUBLIC SPENDING ON REDUCED HEALTH IMPACTS AND ABATEMENT COSTS."
Power requirements

- EFV power requirements and charging patterns different to passenger cars and buses

  An 18t single-shifted truck with a 200kW battery in daily operation requires an average of 163 kWh per day to charge. In comparison, a medium-sized van requires approximately 30 kWh per day

- Little diversity in charging patterns of large EFVs

- Providing challenges but also opportunities

- Smart Electric Urban Logistics (SEUL)
Construction consolidation
Stockholm example
Thank you

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