



The Greenest City in Europe

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Why coordination of goods?

- Political excersice from the Centre & Right-wing alliance 2007

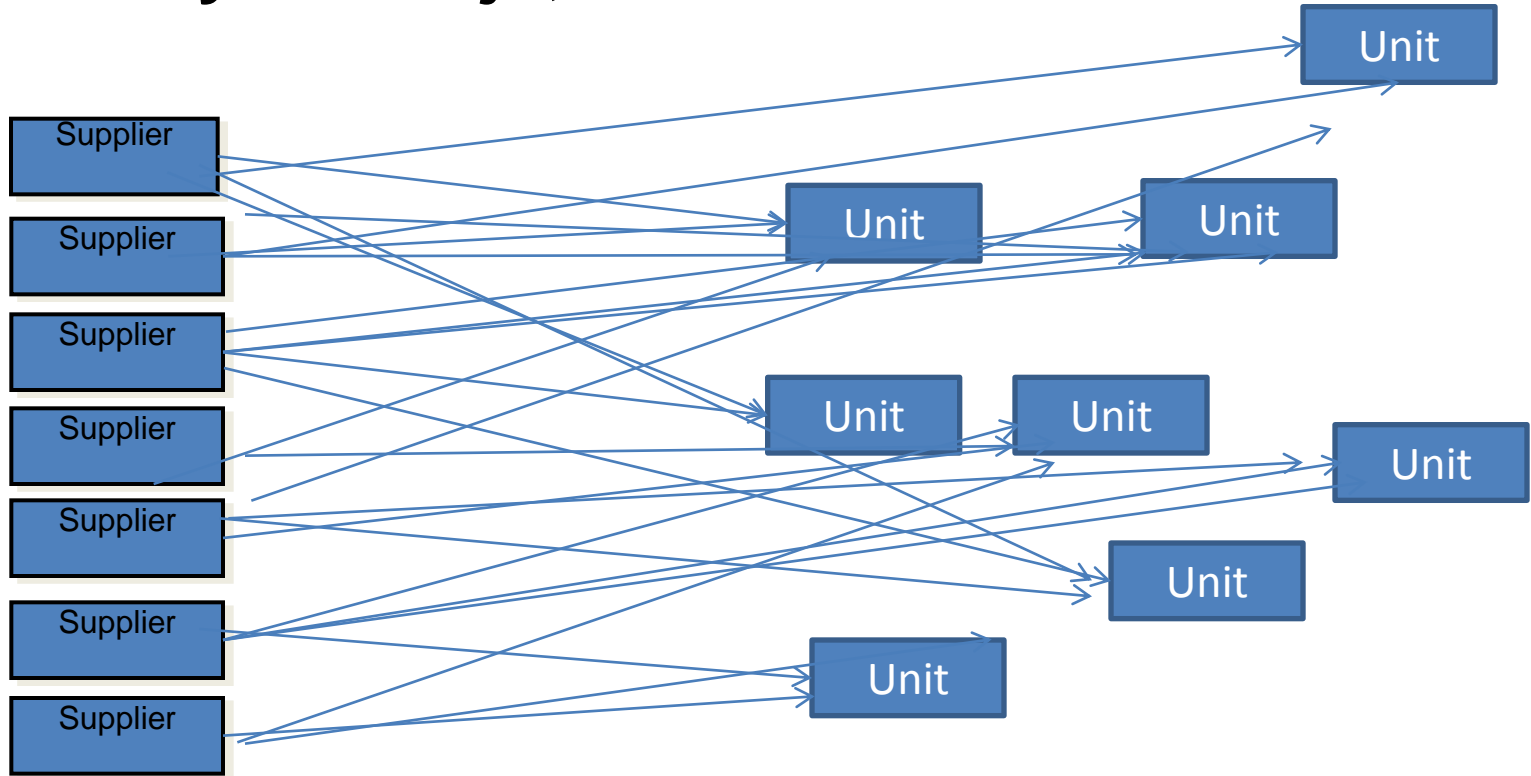
With focus on

- Baseline review
- Procurement process
- Implementation in october 2010

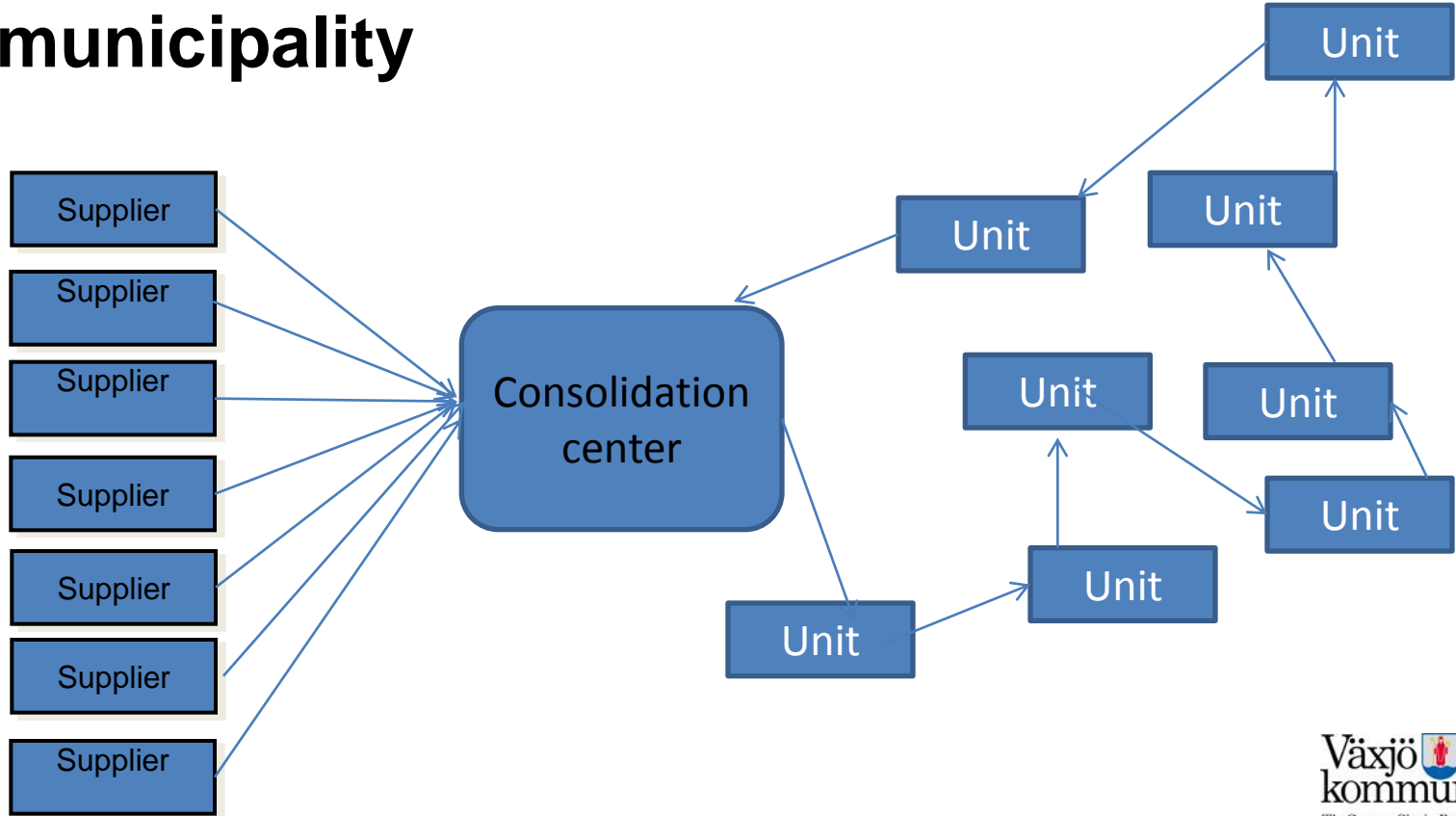


reduce traffic work and emissions, improve road safety, reduce transport costs, increase the proportion of organic and locally grown products, frame agreement loyalty

History in Växjö, traditional distribution



Coordinated transport in Växjö municipality



Transportfacts

70% of the total freight volume in Sweden are transported within our own County

Just over half of all goods is transported less than 5 kilometers
Only 3% of all goods are transported more than 50 Swedish miles

Breakbulk and foods are groups of goods that travels the greatest distance

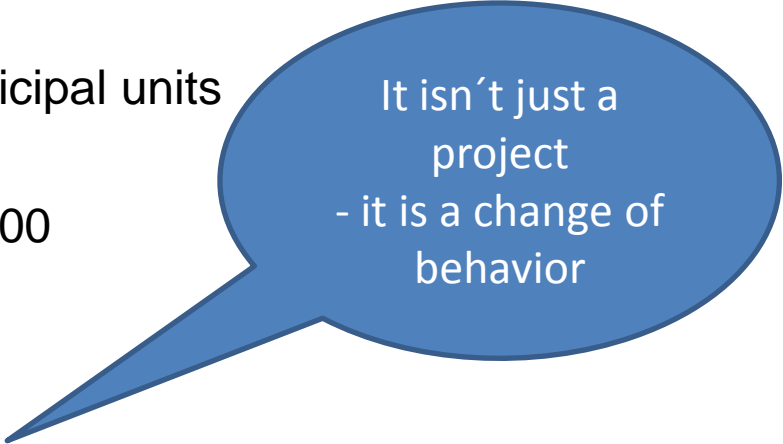
Source; WSP Martina Bohlin

Benefits for our own organization

- Increased traffic safety - the new system means less heavy vehicles around for instance schools and elderly cares.
- Increased efficiency – this new system saves time
- Many more suppliers and more “local” suppliers to choose from
- We expect lower prices. Up to 2-10 %

Current situation with consolidation center

- One delivery address for our 470 municipal units
- 350 deliveries per week instead of 1900
- 15 tons each workday through our cc
- One delivery plan for all units
- E-purchasing system, connected with 30 different suppliers - through CC



It isn't just a project
- it is a change of behavior

Products through our consolidation center

- 4000 ton goods/year
 - 1000 ton office supplies
 - 3000 ton food supplies
- All kinds of food,(not warm) officesupplies, plastic and paper products, books for school, toys, protective clothes and shoes, chemicals and packagematerial
- All units pays their own freights
- 60 SEK each delivery and 1,25 SEK per delivered kilo

CC and distribution costs about 5 million SEK/year

Environmental effects

- 95% less emissions, with trucks loaded with RME, biodiesel, mixed with ACP evolution diesel, when needed

Before coordinated distribution, 61 kg Co₂ per delivered ton
with coordination less than 4 kg co₂ per delivered ton
(refrigerators are still driven with ordinary diesel)

- 80 % less stops
from 1900 stops to 350 per week

Thank you for listening!

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