Smart city logistics concept supporting air quality measures

EX ANTE CONSULTING
EX ANTE CONSULTING - WHO WE ARE

- A Budapest based consulting firm
- 20 years in strategic and management consulting, supporting successful development strategies and projects
- Extensive international experience
- Our clients are international organisations, central administrative bodies, city governments and enterprises
EVALUATION AND ANALYSIS

STRATEGY DEVELOPMENT

PROJECT PLANNING AND MANAGEMENT

FUNDING
EXPERTS IN EU FUNDING

Our experts have 20 years of experience in EU funding for infrastructure projects, having submitted successful grant applications over the value of 300 million euros.
FOCUSING ON SMART CITY LOGISTICS

URBAN LAST-MILE DELIVERY EMISSIONS ARE ON TRACK TO INCREASE BY OVER 30 PERCENT BY 2030 IN THE TOP 100 CITIES GLOBALLY. WITHOUT INTERVENTION, THESE EMISSIONS COULD REACH 25 MILLION TONS OF CO2 EMITTED ANNUALLY BY THAT DATE.

THE LAST MILE DELIVERY OF A 250 GRAMS CONSUMER ELECTRONICS PRODUCT CAUSES UP TO 226 GRAMS OF CO2 EMISSION.

BETWEEN 20% AND 30% OF A CITY’S CARBON DIOXIDE EMISSIONS COME FROM LAST-MILE DELIVERIES.
Decarbonising city logistics – from thorough concept to on-site technology solutions
CARGO ZEZ IN THE CITY OF BUDAPEST

Would you live in a Zero Emission Cargo Zone?

- I would give anything to live there.
- I wish there was a ZEZ in my district.
- I would love to try this way of life.
- I wouldn’t, everything is good in its current state.
- I would move immediately.

Environmental protection and livable city concepts are important.
Various good examples exist in Hungary and beyond.

Are delivery vehicles the main cause of congestion and pollution?
Zero emission zone for the inner city vs. congestion charge / green logistic management covering larger areas. The zero-emission zone would be an unfair measure without available reliable technology.

A great majority of customers who are not willing to pay more.
Improving zero emission technology which is not as reliable as traditional vehicles yet. Congestion, lacking loading zones.
Most of the suppliers would upgrade their fleets if electric vans were better. Electric charging stations are ready to be delivered.

Some suppliers have already tested or even purchased zero-emission vehicles.

Zero emission technology should be at least as reliable as a current delivery van on the market for a reasonable price (e.g. Ford Transit). Unpredictable regulatory environment. Missing guidelines and recommendations.

Climate change mitigation is a hot topic and suppliers understand that, but customers and profit come first. Suppliers will not start to act and change their fleets or their delivery routine unless regulations or customers require more environmentally friendly vehicles, or the costs of a zero-emission vehicle are lower than having a traditional van.
TURNING A RIVER PORT INTO E-CITY LOGISTICS CENTRE
FREEPORT OF BUDAPEST

Building on international good practices

LEFV-LOGIC Netherlands

IKEA Shanghai

VULe Partagés, Paris

WHERE WE ARE LOCATED

• Well chosen location
• Complex strategic approach
• Combination of e-vehicles and PV electricity production

A range of storage capacities

Proximity to the city center and retail areas

Easy multimodal accessibility

Characteristics of an ideal base for e-city-logistics

Infrastructure for e-charging

EX ANTE
DECARBONISING LAST MILE DELIVERY FROM A RAIL TERMINAL

Building on international good practices

![Image of trucks and maps showing delivery routes]

![Graph showing electricity production and consumption]

Electricity Production [MWh]

- Production of PV systems
- Original consumption without PV systems
- Consumption with EV chargers (1000 h/a) and PV systems
- Consumption with EV chargers (3500 h/a) and PV systems

Month of the year
OUT-OF-THE-BOX VEHICLE TECHNOLOGIES
SMART ACCESS
CONTROL AND TRAFFIC
MANAGEMENT SYSTEM

- Less waiting at access gates
- Shortest routes within the logistics centre
- Less congestion
- Less CO2 emission
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