

Nordic Intelligent Truck Hub

NiHub

ABOUT THE PROJECT

The NiHub-project suggests an innovative approach to the interface between long distance and last-mile transport, creating an efficient tool for Nordic cities that can help lower the negative effects that freight transport has on the city environment. The project has focused on both technical as well as business aspects of the concept.

KEY RESEARCH QUESTION

“How to relieve urban networks from heavy trucks by exploring the synergies of a combination of intelligent services for truck parking information for last mile delivery and Urban Consolidation Centres?”

THE OBJECTIVES

- ▶ Develop a NiHub concept for the Nordic region
- ▶ Assessment of preconditions for deployment
- ▶ Explore how to create a concentration of goods and incentives to use the NiHub

- ▶ Assess the economic aspects of the NiHub concept by developing a business model

THE RESULTS

The concept with a combination of consolidation and Intelligent Truck Parking has shown to be a fruitful approach to relieve urban city networks from heavy trucks, and the NiHub could be one solution to this.

When the NiHub concept was applied at the Helsinki, Stockholm and Oslo test sites, the emission calculations showed great reduction potential in CO₂ emissions with scenarios using realistic routes by green last-mile delivery vehicles. A business model was developed for each individual site showing the distribution of the NiHub cost elements between actors, and a trust model showing roles and responsibilities by ARKTRANS as input to national decisions for implementation.

However, the questions of investment and operation costs are important issues for the future of the concept. Substantial investments are required in both land and IT-infrastructure,

and are considered to be of a magnitude that a potential private NiHub operator would not want to risk investing in without some public financing support.

The results show that the concept is highly promising and appreciated by all concerned stakeholders, but there are some obstacles to overcome before a NiHub concept can be established, as well as be financially viable in the Nordic countries. Ways to overcome the obstacles are by incremental deployment on an already existing terminal owned and operated by a private stakeholder, and an ambitious city enforcing incentives that change the current city distribution behaviour.

PROJECT PARTNERS

City of Oslo (NO), Swedish Transport Administration (SE), Helsinki Regional Transport Authority (FI), SINTEF Technology & Society (NO), Sweco (SE) and Traficon (SE).

09/12

