

**Table 47. Receiver-led delivery consolidation programs.**

<b>Initiative 45: Receiver-Led Delivery Consolidation Programs</b>	
<p><b>Description:</b> Efforts initiated by receivers or shippers to consolidate their deliveries. Delivery consolidation or delivery bundling programs often take place at one of the shippers' facilities rather than at a facility provided by the public sector (as opposed to a UCC). This initiative aims to increase the productivity and cost-efficiency of deliveries. Given that its successful implementation requires the commitment of all the agents involved, it is more effective when suppliers for the same receiver are located in close proximity to each other.</p>	
<p><b>Targeted mode:</b> Large traffic generators</p>	<p><b>Geographic scope:</b> Area</p>
<p><b>Type of initiative:</b> Freight demand management: delivery consolidation program</p>	<p><b>Primary objective:</b> Improve load factors</p>
<p><b>Expected costs and level of effort to implement:</b> The planning process should involve extensive stakeholder engagement. Business support is the cornerstone for the implementation of this policy, and complementary strategies (e.g., additional parking spaces) can also catalyze implementation.</p>	
<p><b>Advantages:</b></p> <ul style="list-style-type: none"> <li>• Improve load factors</li> <li>• Reduce congestion</li> <li>• Reduce vehicle-miles traveled</li> <li>• Environmental sustainability</li> <li>• Low to moderate implementation costs</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>• Low probability for unintended consequences:                             <ul style="list-style-type: none"> <li>– May increase operational costs</li> </ul> </li> <li>• Require high/moderate coordination among multiple stakeholders/jurisdictions</li> <li>• Lack a firm financial base</li> </ul>
<p><b>Examples:</b></p> <ul style="list-style-type: none"> <li>• Tenjin, a central business district in Fukuoka, Japan (Nemoto 1997)</li> <li>• Delivery &amp; Servicing Plans, London, England (Transport for London 2013a)</li> </ul>	
	
<p>Source: Transport for London 2013a</p>	
<p><b>Related alternatives:</b> 1. <a href="#">Recognition Programs</a>; 2. <a href="#">Pick-ups/Deliveries to Alternate Locations</a>; 3. <a href="#">Mode Shift Programs</a></p>	
<p><b>References:</b> Nemoto 1997; Transport for London 2013a</p>	