Examples of best practices, lessons learnt from the BESTUFS project

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Starting with good news

- The interest of cities to look at and to improve commercial transport activities is continuously growing since several years
- More and more cities start with experimentations
- Cities become interested in other cities experiments and experiences
- More information about impacts of measures/solutions is available
- Large cities set up (freight) transport master plans
- More and more cities organize round tables dedicated to freight transport
- Private (logistics) actors recognize that contribution to a clean environment leads to an advantage in competition

Stadt
City
Ville
Città
Ciudad
Stad
By
Πόλη
Cidade
Kaupunki
Város
Pilsēta
Miestas
Suurlinn
Ciutat
...

Reasons for growing interest

- European legislation reaches national, regional and finally local legislation
  - Emissions (particulates, noise)
  - Energy efficiency and resource consumption
  - and all other sustainability dimensions
- EU-wide initiatives
  - CIVITAS (www.civitas-initiative.org)
  - BESTUFS (www.bestufs.net)
  - NICHES (www.niches-transport.org)
- Changes in society
  - More shopping malls - less small retailers
  - Requirements of the citizens related to their living conditions
  - eCommerce
- New technology at reasonable cost
  - Vehicles, equipment, ICT, ...

CIVITAS
Cleaner and better transport in cities

BESTUFS.NET
Best Urban Freight Solutions

niches

Approach

➔ Typically, Cities start to solve the (accepted) problems of today while looking at the given structures

→ Short term horizon

- Current transport network
- Logistics network and actors
- ~ Urban planning

but:
It is needed that cities start <u>also</u> to prepare sustainable urban commercial transport plans with medium to long-term objectives

➔ When looking at the activities of single cities:
→ Bundling of different measures

Two examples

- Utrecht
  - The Netherlands
  - 283.363 inhabitants (2006)

- Barcelona
  - Spain
  - City: 1,6 million inhabitants (2005)
  - Agglomeration: 3,12 million inhabitants (2005)

Utrecht (I)

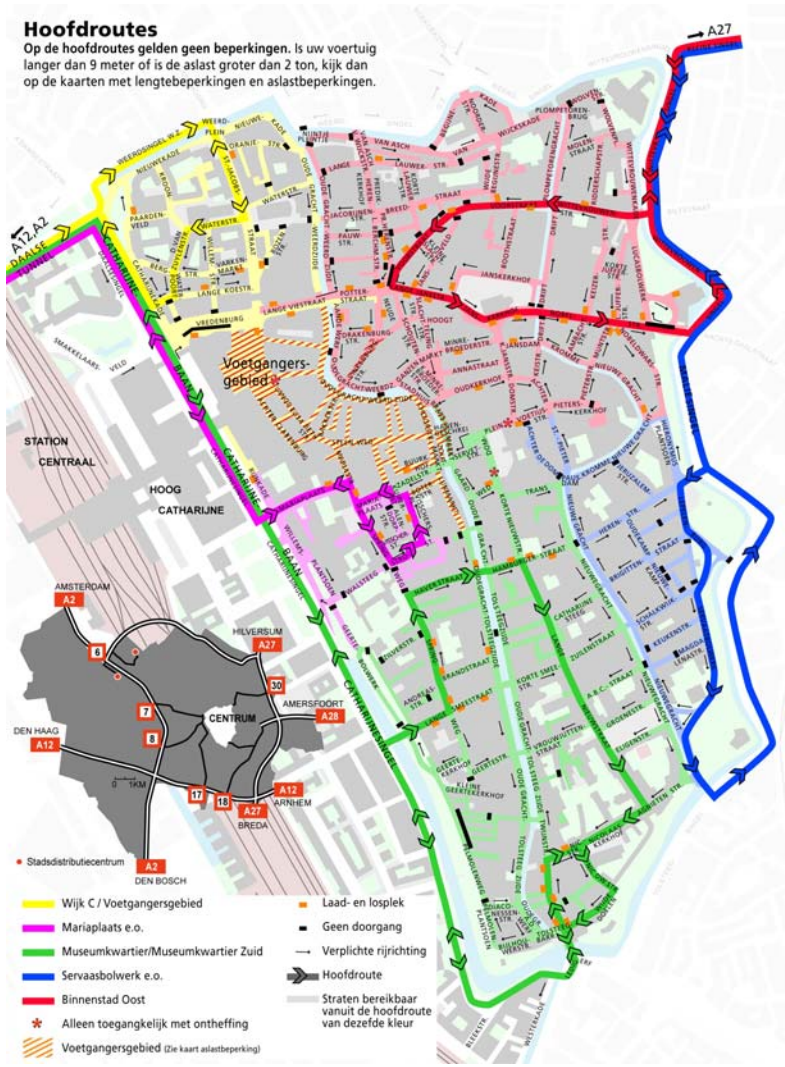
➔ Existing measures in the inner city were used as a starting point:

- Loading / unloading zones
- One way traffic, small streets
- Time window in main shopping area
- Bierboot (waterbound city distribution)
- Urban distribution centres (UDC's)
- CABU (advising committee on city distribution)

Utrecht (II)

- Inner city Distribution Plan ("Bevoorradingsplan")
  - Total investment €265.000
  - 6 new (un)loading locations (now more than 60)
  - New road signs
  - Check list: design (un)loading zones
  - Check list: city distribution

- Regional co-ordination ("Samen Goed Geregeld")
  - Quality network for freight transport
  - Regional tuning of regulations (time windows, vehicle constraints, environmental regulations)
  - "Streetmanagement" (improving local organisation and co-operation)



Barcelona (I)

- Barcelona Municipality's Mobility Pact (Pacte per la Mobilitat):

  "Achieve an agile, orderly distribution of goods and products throughout the city"

- Bundle of measures:
  - Surveillance of loading time with parking (loading) disks
  - Multi-use lanes
  - A zone access control scheme for the inner city area
  - Night delivery

Barcelona (II)

- Space management concepts like multi use lanes
  - Can bring a reduction in travel time
  - Reduces congestion and delays because of a better management of the available road space
  - Can reduce energy consumption (more fluent traffic, reduced search for parking space for deliveries)
  - Causes a fairer sharing of valuable space/resources

- The implementation of inner city night delivery
  - Reduces delays for the logistics service providers by using the free road capacities at night
  - Reduces emissions and energy consumption (less congestion during night time, direct access to the shops)
  - Increases logistics efficiencies in terms of the deployment of HGVs and manpower
  - Enhances road safety

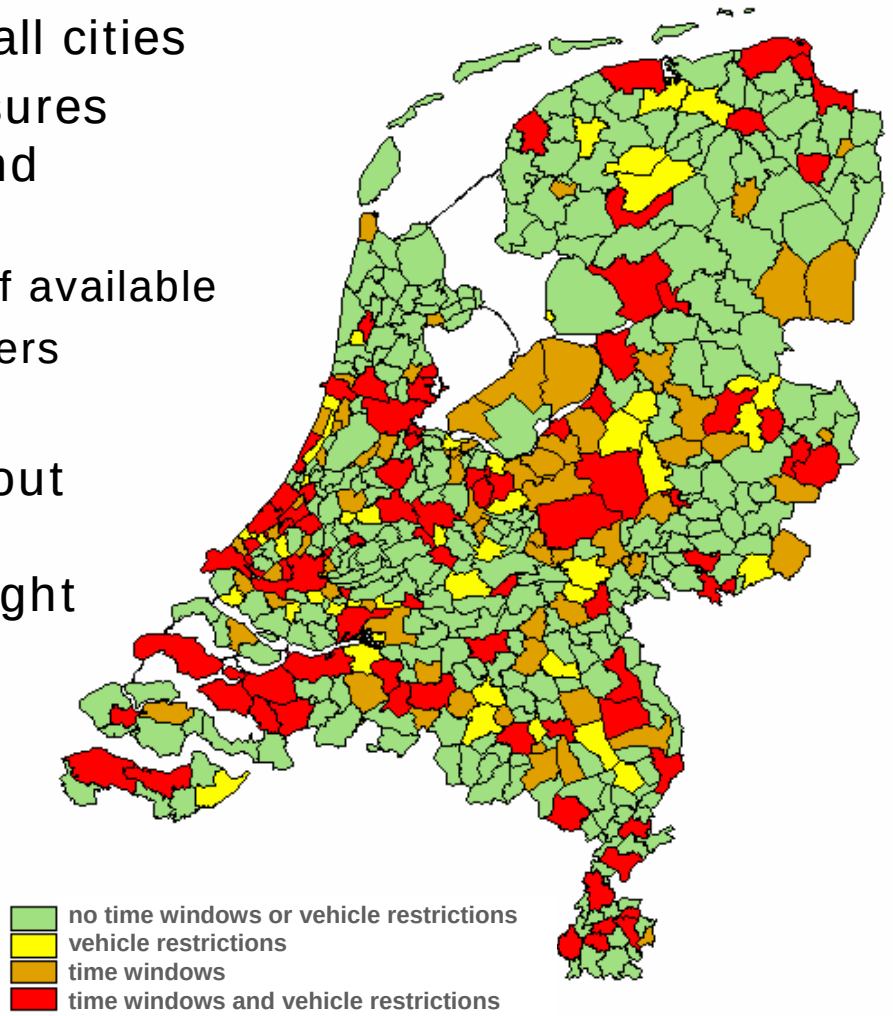
European versus local level (I)

- There is no top-innovation for all cities
- Cities need to implement measures which match their structural and societal situation, e.g.:
  - Integration of a river or canal if available
  - Coping with historical city centers

- But: Isolated applications without coordination may have negative influence on freight transport

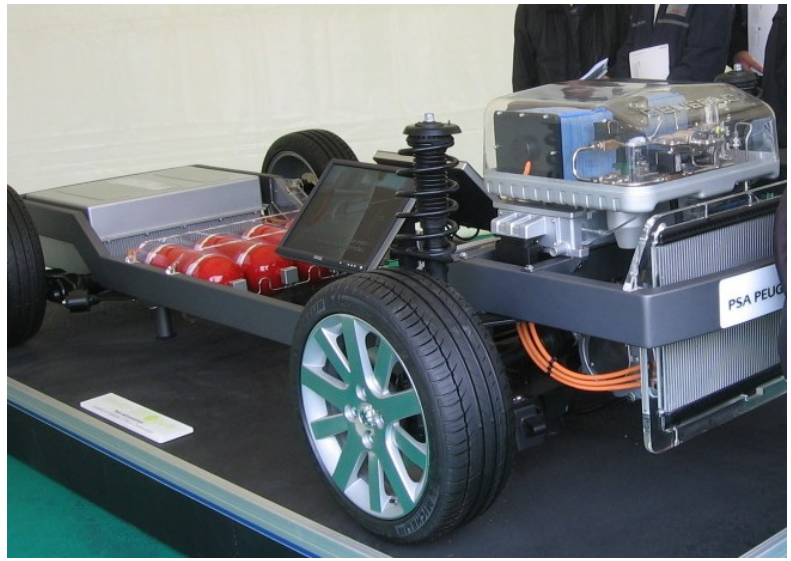
  → Harmonization of measures with neighbors is important

Regulation per municipality in NL



European versus local level (II)

- **There are domains where improvements can be achieved for many cities, e.g.:**
- Vehicles
  - Access (weight/size)
  - Emissions, Noise
- Equipment
  - Low noise, Standards
- Technology
  - Access technology, charging
  - RFID, tracking and tracing
  - Traffic management integration
- Logistics networks
  - Interfaces between long haul transport and urban distribution
  - Consolidation
  - Integration of other modes



Conclusions

- There is innovation progress in the field of urban freight transport visible in Europe
  - European cities are moving in the right direction
  - But we are not yet where we want to be
- Improved urban logistics must be stimulated on various levels: From an urban district or City level up to the European level
  - Understanding of measures and effects needed at both private and public actors sides
- The increasing freight transport volumes are currently discussed mainly (only ?) for long distance transport networks, harbors and hinterlands
  A corresponding serious reflection in urban areas is needed
  - Facing the growth of urban areas in size and population
  - Facing sustainability problems in metropolitan areas

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➔ Thank you for your attention !