BESTUFS Thematic network

(BEST Urban Freight Solutions)

Clustering Report

Appendix:

"Summaries of projects related to Urban Freight Solutions"

Project Acronym Index*

**Partly projects are included without acronym*

ACRONYM	B2C LOGISTICS	**TITLE**	B2C Logistics and Fulfilment, Der Warenfluss zwischen Internet-Handel- und Endverbraucher		
REFERENCE	A01				
STARTING DATE	2000	**STATUS**	Finished	**Country/ City**	Austria / Wr. Neustadt
FINISHING DATE	2001				
CONTACT DETAILS	Stefan Vlasek, Fachhochschule Wr. Neustadt http://www.fhwn.ac.at				
OBJECTIVES					
Definition, description and evaluation of business processes related to B2C Logistics and Fulfilment					
RESULTS/EXPECTED RESULTS					
THEME(S) RELATED TO	➲ E-commerce ➲ Interfaces between public and goods transport				

ACRONYM	MONDEALNET	**TITLE**	Referenzmodelle eLogistics – Pilotierung inkl. Implementierung Prozess-Controlling		
REFERENCE	A02				
STARTING DATE	2001	**STATUS**	Finished	**Country/ City**	Austria / Wien (Vienna)
FINISHING DATE	2002				
CONTACT	Reinhard Dorner ECONSULT Birostraße12 A-1230 Wien Austria Tel.: +43 1 615 70 50 27 Fax: +43 1 61 570 50 33 Email: r.dorner@econsult.co.at http://www.econsult.at/ http://www.mondealnet.com/				
DETAILS					
OBJECTIVES					
Generic concept on business processes related to eCommerce. Development of a reference model for business processes, evaluation of the concept/model by a pilot project in co-operation with an operator in the field of eCommerce including the whole logistic chain of fulfilment. Development of a controlling concept for monitoring and planning of logistic processes.					
RESULTS/EXPECTED RESULTS					
Reference model for typical eLogistc business processes, basic tool for business process engineering and optimisation, controlling tools for eLogistic processes					
THEME(S) RELATED TO	➲ E-commerce ➲ Interfaces between public and goods transport ➲ Door-to-door freight transport aspects				

ACRONYM	CVTM	**TITLE**	Comptage de véhicules de transport de marchandises		
REFERENCE	B01				
STARTING DATE	1999	**STATUS**	Field work	**Country/City**	Brussels Belgium
FINISHING DATE	1999		**Finished**		
CONTACT DETAILS	Hugues Duchateau, STRATEC Boulevard A.Reyers156, 1030 Brussels Belgium Tel +322 735 0995 Fax + 322 735 4917 h.duchateau@stratec.be J-P. Wuters, Cabinet du Secretaire d'Etat, Avenue Louise 54/11 1050 Brussels Belgium Tel +322 517 1298 Fax + 322 511 5464 jpwouters@delathouwer.irisnet.be				

OBJECTIVES

To generate data for urban traffic modelling, particularly freight transport, within the Brussels area to identify trends and allow for the formulation of policy options.

RESULTS/EXPECTED RESULTS

Identification of traffic activity levels within the metropolitan area including main traffic generation points. Identification of through traffic and traffic making collections and/or deliveries within the urban zone.

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Access restrictions
- Weights and dimensions
- Transport units
- Tolls and heavy vehicle fees
- Intermodal urban freight aspects
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Environmentally friendly vehicles
- Co-operation of transport operators
- Interfaces between public and goods transport
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants

ACRONYM	Road Pricing	**TITLE**	Road pricing at the entrance of the Brussels region		
REFERENCE	B02				
STARTING DATE	2005	**STATUS**	In development	**Country/ City**	Brussels Belgium
FINISHING DATE					
CONTACT DETAILS	Belgian Federal Government				

OBJECTIVES

The lack of accessibility to the Brussels region creates a handicap for economic growth in the region. The introduction of RER (Réseau Express Régional) services will generate an accessibility improvement which will in turn increase retail and services in the centre; however, it will intensify population diffusion to the periphery of the region. The combination of RER services and road pricing at the entrance of the Brussels region could mitigate negative impact (population diffusion) of the introduction of RER services. The cross-subsidisation of public transport with the road tolling revenues could multiply the positive impact of road tolling on the modal split, and consequently contribute to improving transport accessibility. The primary aim of these policies is to encourage a modal transfer of commuters entering the city centre towards public transport or park & ride in order to reduce congestion on the ring road (high standard motorway network surrounding the Brussels region).

RESULTS/EXPECTED RESULTS

Not defined

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Tolls and heavy vehicle fees ➲ Economic improvements ➲ Environmental improvements

ACRONYM	REFORM 4FP	**TITLE**	Freight transport master plan for Brussels		
REFERENCE	B03				
STARTING DATE		**STATUS**	Finished	**Country/ City**	Belgium/Brussels
FINISHING DATE					
CONTACT DETAILS	Hughes Duchateau Av. A. Lacomblé 69-71 bte 8 1030 BRUSSELS BELGIUM Phone : +32 2 735 09 95 Fax : +32 2 735 49 17 E-mail : stratec@stratec.be www.stratec.be				

OBJECTIVES

- Assessment of traffic situation in the Brussels region with specific attention focused on tactical problems arising from operator practice in the urban area.
- Assessment of the environmental impact of current traffic activity levels in the city.
- Development of base data and input for traffic modelling activity to explore traffic management options
- Reduction in freight related congestion
- Improvement in the quality of life through traffic constraint and reduction
- Improved accessibility without additional road infrastructure extension

RESULTS/EXPECTED RESULTS

- Development of test scenarios to measure the impact of various individual physical measures (access limits, time access, and operational management.
- Validation of model inputs and assumptions as a planning tool
- Identification of traffic adjustments in response to individual or combined action
- Derivation of results or findings in relation to the impact on commercial activity, transport charges to freight shippers etc
- Impact on noise, pollution also to be derived.

THEME(S) RELATED TO	- Freight centres - Traffic planning and policy - Access restrictions - Tolls and heavy vehicle fees - Door to door freight transport aspects - Interfaces between public and freight transport - Economic improvements - Environmental improvements

ACRONYM	GTS93	**TITLE**	GUTERTRANSPORTSTASTIK GT93 Statistics of freight transport in Switzerland. Source Swiss Federal Statistical Office		
REFERENCE	CH01				
STARTING DATE	1993 to Date	**STATUS**	Ongoing	**Country/ City**	Switzerland 16 cities of over 30, 000 inhabitants
FINISHING DATE	**Legal requirement to complete and return the required survey data.**				
CONTACT DETAILS	Gutertransporte auf der Strasse, Erhebung 1993, Bundesamt fur Statistik, Bern 1996 CH- 3000 Bern				

OBJECTIVES

Use for political framework discussions on freight, and particularly road transport, indicated a requirement for a comprehensive and sound base for Ongoing analysis and dialogue over options to handle increasing volumes of traffic in cities and transiting Swiss territory. Also forms the basis for the calibration of models being used for transport statistics in Switzerland. Used various data collection methods including vehicle counts, survey questionnaires, models, projections and studies. This approach overcomes the problem of individual city surveys differing in content and scope. National and regional focus on freight transport on vehicles with a payload of > 1 metric tonne. Compliance with new laws on environmental protection, air pollution and regional planning made more achievable. Will provide a basis for the planning and implementation of policy measures, innovative measures to move cargo with minimal impact and maximum commercial benefit

RESULTS/EXPECTED RESULTS

Data collected covered road, rail and water transport. Road transport information included the number and type of vehicles, number of trips made per vehicle, capacity utilisation, percentage of empty operations, trips through the city centre, driving time, time for cargo load and discharge, number of stops, transport by own account and service provider, land use, constraints on delivery and collection. Full report available with tabular information, charts and text including explanations for interpretation. Some concerns expressed about the ability to interpret from a national data collection level to regional and local levels. Some city specific surveys have been completed in 5 important conurbations as part of Cost 321 project.

THEME(S) RELATED TO

- ➲ Freight centres
- ➲ Traffic planning and policy
- ➲ Access restrictions
- ➲ Weights and dimensions
- ➲ Transport units
- ➲ Tolls and heavy vehicle fees
- ➲ Intermodal urban freight aspects
- ➲ E-commerce
- ➲ Door-to-door freight transport aspects
- ➲ Telematics for urban goods transport
- ➲ Environmentally friendly vehicles
- ➲ Co-operation of transport operators
- ➲ Interfaces between public and goods transport
- ➲ Improvement of public private partnerships
- ➲ Economic improvements
- ➲ Environmental improvements
- ➲ Improvements for citizens/inhabitants

ACRONYM	EBL 2000	**TITLE**	Studie: E-Business bei Logistikdienstleistern 2000 (Study: E-business with logistic service providers 2000)		
REFERENCE	CH02				
STARTING DATE	2000	**STATUS**	Finished	**Country/ City**	Mainly Switzerland, Germany and Austria
FINISHING DATE	2000				
CONTACT DETAILS	SGL Schweizerische Gesellschaft für Logistik Egelbergstrasse 22 CH – 3000 Bern 32 Tel.: 00 41 31 350 43 43 Fax: 00 41 31 350 43 50 E-mail: info@sgl.ch in collaboration with: XPERTEAM Management Consultants AG Martin Stettler Postfach 191 CH - 8153 Rümlang Tel.: 00 41 1 817 7 817 Fax: 00 41 1 817 7 818 E-mail: martin.stettler@xperteam.com supported by: Swiss Shippers' Council (SSC) and Verband Schweizerischer Speditions- und Logistikunternhemen (SSV)				

OBJECTIVES

The different logistics service providers follow e-business-strategies more or less intensively. There is a general agreement that e-business will lead to significant changes in the market situations. In order to find out more about these future challenges the Swiss Association for Logistics (SGL) initiated this study in collaboration with XPERTEAM Management Consultants AG. The study aimed at enabling logistics service providers to estimate their own current situation with respect to e-commerce: What is the state of the art? What about competitors? Benefits to the actors? Shippers should be enabled to estimate what they should or can expect from the logistics service providers: In the year 2000? In the near future (2003)?

RESULTS/EXPECTED RESULTS

- The survey carried out among 126 logistics service providers (feedback 30%) led to the following main findings:
- E-business is an important topic for the surveyed logistics service providers.
- Thanks to e-business relevant customer needs can be satisfied to a higher extent.
- A successful implementation of e-business strategies generates competitive advantages for both logistics service providers and shippers.
- If e-business is to be profitable it must generate real benefit to the customers (customer specific pricing, online confirmations, integration of ERP systems, cost cuttings, etc.)
- E-business influences processes and organisations. Change management is crucial for success.
- Costs and expenses are often higher than initially estimated.

THEME(S) RELATED TO	➲ E-commerce ➲ Co-operation of transport operators ➲ Economic improvements

ACRONYM	Le-shop	**TITLE**	www.le-shop.ch		
REFERENCE	CH03				
STARTING DATE	1998	**STATUS**	Ongoing	**Country/ City**	Switzerland and Liechtenstein
FINISHING DATE					
CONTACT DETAILS	LeShop SA Chemin des Chalots, 7 1279 Chavannes-de-Bogis (VD) Switzerland Tel.: +41 (0)22 960 89 99 Fax: +41 (0)22 960 89 98 Email: info@leshop.ch				

OBJECTIVES

Virtual on-line supermarket. One central logistics centre. Home delivery via parcel post and express post at 6 Euros per order, regardless of quantity and weight.

RESULTS/EXPECTED RESULTS

- Most important virtual on-line supermarket in Switzerland.
- Total sales in 2000 = 4 Million Euros.
- 40 employees and over 4000 products.
- 76% of purchases are made by regular clients, mainly young families and working mothers.

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Co-operation of transport operators ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	LIDOMARKT	**TITLE**	www.lidomarkt.ch		
REFERENCE	CH04				
STARTING DATE	2001	**STATUS**	Ongoing	**Country/ City**	Lake of Zurich Region, Switzerland
FINISHING DATE					
CONTACT DETAILS	Lido-Markt Oberseestr. 58 8640 Rapperswil Switzerland Tel.: +41 (0)55 210 59 82 Fax: +41 (0)55 210 59 79 Email: info@lidomarkt.ch				

OBJECTIVES

On-line shopping for a regional supermarket. Home delivery by private car (refrigerated goods, regional only) or within the whole country by the Swiss Post Office's parcel service.

RESULTS/EXPECTED RESULTS

- Over 3300 products.
- 70% of deliveries via Swiss Post.
- 20% pick-up at the supermarket.
- 10% direct home deliveries.
- 0% deliveries at the nearby restaurant/bar.
- Problem: in the retail sector prices change very fast, and it is not always possible to have the current market prices available on-line (i.e. updating the webpage).

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ E-commerce ➲ Environmentally friendly vehicles ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	Electronic Future	**TITLE**	Electronic Future of Switzerland		
REFERENCE	CH05				
STARTING DATE		**STATUS**	Unknown	**Country/ City**	Switzerland
FINISHING DATE					
CONTACT DETAILS	IHA GFM and Pixelpark (Schweiz)				
OBJECTIVES					
Multi-client study which provides detailed information on the use of Internet, Electronic Commerce, Tele-banking and Mobile-phone based on the last 5 years					
RESULTS/EXPECTED RESULTS					
The results are adopted for the unique situation of each client. The results are not made publicly available. The clients purchase the results and are not allowed to make them public.					
THEME(S) RELATED TO	➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants				

ACRONYM	New Media	**TITLE**	Study: "New communication media use in enterprises and its influences on traffic"		
REFERENCE	CH06				
STARTING DATE		**STATUS**	Unknown	**Country/ City**	Switzerland
FINISHING DATE					
CONTACT DETAILS					
OBJECTIVES					
The study (elaborated within the National Research programme NRP 41 "Transport and Environment") aims at assessing the importance of the new information and communication technologies within the companies' internal and external communication processes and at estimating the consequences of this development in a qualitative manner. Written inquiry with a sample of 840 companies among all 16,000 legal persons owning an Internet-domain *.ch (answering rate 30%). Additional expert interviews.					
RESULTS/EXPECTED RESULTS					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Transport units ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants				

ACRONYM	Comms impact	**TITLE**	Study “New forms of communication and cooperation between enterprises: consequences for transports”.		
REFERENCE	CH07				
STARTING DATE		**STATUS**	Finished	**Country/ City**	Switzerland
FINISHING DATE					
CONTACT DETAILS					
OBJECTIVES					
The study (elaborated within the National Research programme NRP 41 “Transport and Environment”) is based on 30 expert interviews with different companies about new communication technologies and how they are changing the companies processes.					
RESULTS/EXPECTED RESULTS					
THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Access restrictions ➲ Weight and dimensions ➲ Transport units ➲ Intermodal urban freight aspects ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Co-operation of transport operators ➲ Interfaces between public and goods transport ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants				

ACRONYM	LSVA	**TITLE**	Heavy Vehicle Fee LSVA (Leistungsabhängige Schwerverkehrsabgabe)		
REFERENCE	CH08				
STARTING DATE	2001	**STATUS**	Ongoing	**Country/ City**	Switzerland
FINISHING DATE					
CONTACT DETAILS	Die Eidg. Zollverwaltung (EZV) Switzerland http://www.lsva.ch				

OBJECTIVES

- Internalisation of external cost of heavy vehicle traffic (principle of real costs).
- Shifting of heavy vehicle traffic from road to rail and increasing the rail's competitiveness.
- Preventing the forecasted increase in heavy vehicles traffic.
- Compensating for the increase in productivity due to the admission of 40-tons goods vehicles that became legal after the bilateral treaties with the European Union.
- Generating revenue for financing large-scale public transport projects, e.g. the New Alpine Rail Transversal (NEAT)
- Bringing the Swiss transit fee for crossing the Alps in line with corresponding fees in France and Austria, thus avoiding distortion of competition and ecologically undesirable detours.

The revenues of the LSVA are about 1 Mia. Euro per year. Two thirds of the net-revenue is earmarked for federal expenditures for rail modernisation projects (New Alpine Rail Transversal NEAT, Rail2000, TGV-connections, Noise reduction) and for uncovered costs related to road transport. This includes uncovered infrastructure costs as well as uncovered external costs. One third of the net-revenue is passed on to the cantons (regions), earmarked for uncovered costs related to road transport. The LSVA aims at shifting heavy goods transports from road to rail, reducing overall transport distances and increasing vehicle capacity usage. As the levied fee depends on the emission category of the vehicle too, the LSVA will also influence the choice of vehicles towards environmentally friendlier solutions.

RESULTS/EXPECTED RESULTS

- The LSVA shows the desired effects, but on a rather low level.
- The project was legitimated by the public vote (i.e. heavily attacked before, but democratically accepted afterwards).

THEME(S) RELATED TO	- Traffic planning and policy - Weight and dimensions - Tolls and heavy vehicle fees - Door-to-door freight - Economic improvements - Environmental improvements

ACRONYM	BERNE	**TITLE**	Survey of goods transport in the city of Berne		
REFERENCE	CH10				
STARTING DATE	Not known	**STATUS**	Finished	**Country/ City**	Berne Switzerland
FINISHING DATE	1998				
CONTACT DETAILS	SIGMAPLAN Ltd., Thunstrasse 91, 3006, Berne				

OBJECTIVES

- To develop information about goods movements within the central part of the city.
- To develop a numeric base of activity levels
- To determine the commodities being moved and the routes taken by the vehicles

RESULTS/EXPECTED RESULTS

- High proportion of small vans or freight vehicles (88%) in the vehicle population carrying 58% of the total traffic by volume. 30% of the vehicles deliver their entire load within the city
- High number of drop points per vehicle
- High proportion of the total commodities are food and beverage related

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Transport units

ACRONYM	Basle City Logistics DIANE 6	**TITLE**	Basle City logistics		
REFERENCE	CH11				
STARTING DATE	1994	**STATUS**	Finished	**Country/City**	Switzerland
FINISHING DATE	Not known				
CONTACT DETAILS	Christian Aeschlimann Aeschlimann Hagist & Partners Munsterberg 1 4001 Basle christian.aeschlimann@ahp-logistic.ch				

OBJECTIVES

- To relieve inner city Basle of delivery traffic
- Consolidation of traffic for different clients
- Increased transport efficiency
- Enhanced vehicle utilisation
- Reduced pollution and improved energy utilization

RESULTS/EXPECTED RESULTS

- Traffic activity failed to meet expectations on a commercial basis. Not a commercial proposition without framework conditions and regulation change and enforcement
- Vehicle load factors were increased. Need for neutral planning and management of consolidation and scheduling. Further potential to be secured from reverse logistics, mail collection etc.
- Transport co-ordination between forwarders and operators more likely to succeed than deals involving retailers
- The co-operation between the sponsors survived as a freight forum
- Rejection by users of the fee levied on deliveries compared with existing unconstrained operations
- No access restrictions in place to reinforce the case for city logistics vehicles
- Congestion issues and environmental benefits not perceived as critical

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Access restrictions ➲ Inter-modal urban freight ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Improvement of PPP ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	CLBienne	**TITLE**	Logistic platform Bienne regiologistic		
REFERENCE	CH12				
STARTING DATE	1994	**STATUS**	Finished	**Country/ City**	Switzerland
FINISHING DATE	1998				
CONTACT DETAILS	SNZ Ingenieurburo AG Dorflistrasse 112 CH –8050 Zurich				
OBJECTIVES					
➲ Use of clean fuelled vehicles for deliveries from a rail station ➲ Organization of the operation and distribution by one of the project partners ➲ Environmental improvements ➲ Optimization of vehicle capacity ➲ Minimisation of waiting times					
RESULTS/EXPECTED RESULTS					
Project closed due to lack of demand compared to alternative					
THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Environmental improvements ➲ Improvements for citizens				

ACRONYM	LAUSANNE FREIGHT	**TITLE**	Freight transport in the city of Lausanne		
REFERENCE	CH13				
STARTING DATE		**STATUS**	Finished	**Country/ City**	Lausanne, Switzerland
FINISHING DATE	1998				
CONTACT DETAILS	A. Robert Grandpierre et al Rue du Simplon 8 1006, Lausanne, Switzerland				

OBJECTIVES

- To identify the characteristics of the various transport service providers
- Evaluate demand trends
- Determine how the present systems and methods of distribution activity evolved
- Identify opportunities and initiatives to improve the efficiency and integration of the freight system within the Lausanne metropolitan area Within COST321

RESULTS/EXPECTED RESULTS

- Rapid rise in the use of vans as the principal vehicle
- 60% of all movements are within the conurbation/city area.
- Low load factor on individual vehicles
- Own account operation accounts for ~66% of the total freight transport activity
- Rail has only a 10% volume market share
- Complexity of urban freight requirements(operational, commercial, technical, temporal, ownership and commodity related)
- Problem of competitive perspectives and the limitations of this on rationalisation/optimisation.
- Need for rail to become more competitive by use of simpler and cheaper transfer mechanisms.

THEME(S) RELATED TO	- Traffic planning and policies - Inter-modal urban freight

ACRONYM	SVI 1999/327	**TITLE**	Pilot survey on services and goods transports using passenger vehicles		
REFERENCE	CH15				
STARTING DATE		**STATUS**	Finished	**PROGRAMME**	SVI transportation research
FINISHING DATE	2001				
CONTACT DETAILS	Author of the study Prognos AG, Basel Emch + Berger AG, Zürich IVU Traffic Technologies AG, Berlin Swiss Association of Transportation Engineers (SVI) Postfach 421 8034 Zürich http://www.svi.ch info@svi.ch				

OBJECTIVES

For quite a long time it has been assumed that there is a “grey area” between passenger and good traffic, which has not been currently recorded by the statistics and also has been assigned partially wrong. It concerns traffic with vehicles with which both goods and passenger transport can be executed (in particular combination vehicles, vans), and with those vehicles that are classified as delivery vehicles, but are used primary for services (e.g. handcraft) instead of commercial goods transport. The aims of the research undertaken were to improve the data basis in the areas “service transport” and goods transport with passenger cars, to create a basis for the consideration of service transport and goods transport with passenger cars in transportation demand models, and to deduce recommendations for regional surveys regarding service transport as well as goods transport with passenger cars.

RESULTS/EXPECTED RESULTS

The executed pilot survey enables a basic estimation in transport figures of service transports as well as goods or material transports beside commercial goods transport. The survey supplies data bases regarding the segment service transports for an extension of the passenger traffic model of the Canton of Zurich. Passenger cars of private owners (with prevailing “neutral” appearance) are used to a considerable extent for commercial trips. Therefore in traffic counts these trips cannot easily be assigned so to the group “service transports”. Inversely, passenger cars of legal entities are also used in a considerable proportion for private trips. For a detailed analysis of the usage of such vehicles, a scrutinised questioning is necessary. In order to receive a high response in future questionings with the same objective, further simplifications in the questionnaires should be made. This is due to the complexity of the matter, recognised in the implemented pilot. In almost a quarter of the trips with goods or material transport in passenger cars, the weight of the transported things is below five kilograms. It can be assumed that for these trips – at least related to the criterion “weight of the transported goods” – there is no strong reason for the usage of a car. This concerns 9% of all trips with passenger cars. Within the group “service transport”, the potential for a modal shift from trips with cars or delivery vans to other transport means is mainly in the field of business trips. 40% of these trips carry goods of material, whereof approx. 20% are goods with a weight below 5 kg. In the fields of other business activities such as service, handcraft or building there is no relevant potential for modal shift with regard to the weight of transported goods.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Unusual transport modes ➲ Door-to-door freight transport aspects ➲ Transport units

ACRONYM	SVI 1999/400	**TITLE**	Key figures for road based goods transport based on the GTS93 (see project CH-01)		
REFERENCE	CH16				
STARTING DATE		**STATUS**	Finished	**Country/ City**	COST 321 / SVI transportation research
FINISHING DATE	1997				
CONTACT DETAILS	Authors of the study Albrecht & Partner AG, Lucerne Symplan Map AG, Lucerne Swiss Association of Transportation Engineers (SVI) Postfach 421 8034 Zürich http://www.svi.ch info@svi.ch				

OBJECTIVES

In conjunction with the Goods Transport Statistics for Domestic Commercial Vehicles of 1993 (see project CH-01) this survey provides key figures on the transportation of goods by road which are intended for use as the basis for traffic, environmental planning and business logistics.

RESULTS/EXPECTED RESULTS

The evaluation provides a series of key figures such as

- Number of daily journeys per 1000 jobs and per 1000 inhabitants (with around 4 the latter is much lower for the agglomerations compared to the other areas where it is 12)
- Number of delivery stops per journey
- Transport distances
- Vehicle category (approx. 50% of freight trips starting or ending in a conurbation are handled by heavy commercial vehicles)
- Capacity utilisation (the percentile distribution of journeys according to 0/0-25/26-50/51-75/76-100%, with 0% being equal to empty, can be described as being 30/25/10/5/30/30% for agglomerations and other areas)
- Light commercial vehicles
- Heavy commercial vehicles

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Trans ort units

ACRONYM		**TITLE**	Environmental contributions of gasification of motor vehicles for road traffic		
REFERENCE	CZ01				
STARTING DATE	Mar 1996	**STATUS**	Finished	**Country/ City**	Czech Republic
FINISHING DATE	Dec 2000				
CONTACT DETAILS	Ivo Simunek Dopravní rozvojové středisko ČR a.s. U Lužického semináře 2 110 00 Praha 1 Czech Republic				
OBJECTIVES					
To assess the impacts from the operation of the motor vehicles gasification					
RESULTS/EXPECTED RESULTS					
Evaluation of contribution of motor vehicles gasification from the point of view of environment, economics, granary of energy and road traffic safety.					
THEME(S) RELATED TO	➲ Environmentally friendly vehicles				

ACRONYM		**TITLE**	Information and control support for regional freight transport		
REFERENCE	CZ02				
STARTING DATE	Mar 2001	**STATUS**	Finished	**Country/ City**	Czech Republic
FINISHING DATE	Dec 2002				
CONTACT DETAILS	Radek David IMADOS LOGISTIC s.r.o. Konevova 141 130 00 Praha 3 Czech Republic				

OBJECTIVES

- The creation of Information system for the regional freight transport
- Economics improvements in regional freight transport

RESULTS/EXPECTED RESULTS

An objective of the project is to create informative background and conditions for connection between different traffic systems at a region. The reason is to simplify business in regional cargo transport. The core of information system will be create and operate at Internet. It will connect different communication ways the ground of to make easy access for every subject. Information system will offer information about conditions of the regional cargo transport, in particular concern: graphic information about the traffic situation in a region, information about all services of the transporters, graphic information of the cargo car services, storages, terminals, industrial zones including information about them, relationships to air and railway transport, refer to major companies in a region, if need be another information. Information system will be complete by the data to be sought, next to the analysis of the needs and possibilities.

THEME(S) RELATED TO	- Freight Centres - Traffic planning and policy - Intermodal urban freight aspects - Door-to-door freight transport aspects - Co-operation of transport operators - Economics improvements

ACRONYM		**TITLE**	Operation and utilisation of the electric cars		
REFERENCE	CZ03				
STARTING DATE	Mar 1997	**STATUS**	Finished	**Country/ City**	Czech Republic
FINISHING DATE	Dec 2000				
CONTACT DETAILS	Jaroslav Ulehla Ústav pro výzkum motorových vozidel s.r.o Lihovarská 12/1060 190 00 Praha 9 Czech Republic				
OBJECTIVES					
To assess the impacts of the utilisation of the electric cars in urban freight transportation					
RESULTS/EXPECTED RESULTS					
Provision of road traffic safety of cars with independent electric traction by providing and verifying of conditions for construction and operation of electro mobiles in connection to appropriate regulations of EEC/UN and other valid regulations. Providing of necessary technical provision of electro mobiles traffic, including typing of suitable modes of electro mobiles service and its economic evaluation					
THEME(S) RELATED TO	➲ Environmentally friendly vehicles				

ACRONYM		**TITLE**	Research of the methods of the verification of alternative fuel operated vehicles from the point of view of their significant technical parameters		
REFERENCE	CZ04				
STARTING DATE	Mar 2001	**STATUS**	Ongoing	**Country/ City**	Czech Republic
FINISHING DATE	Dec 2005				
CONTACT DETAILS	Petr Riha Ustav silnicni a mestske dopravy, a.s. Jansky vrsek 11 110 00 Praha 1 Czech Republic petr.riha@usmd.cz				
OBJECTIVES					
To define the methods how to measure several technical parameters of alternative fuel operated vehicles					
RESULTS/EXPECTED RESULTS					
Design of methods of the assessment and inspection of alternative drive vehicles in particular from the point of view of the engine performance, fuel consumption, engine oil impacts, and emission behaviour with respect to a continuous control of the engine.					
THEME(S) RELATED TO	➲ Environmentally friendly vehicles				

ACRONYM		**TITLE**	Systematics, purpose and stage of the road signs in the frame of telematics		
REFERENCE	CZ05				
STARTING DATE	Mar 1997	**STATUS**	Finished	**Country/ City**	Czech Republic
FINISHING DATE	Mar 2000				
CONTACT DETAILS	Jiri Landa CITYPLAN spol.s.r.o. Odboru 4 120 00 Praha 2 Czech Republic				

OBJECTIVES

- To prepare Czech republic to the EU accession from the point of view of the transport telematics
- To simplify the utilisation of the transport telematics in urban freight transportation

RESULTS/EXPECTED RESULTS

The aim of solution is substantial increase of traffic signs level, increase of uniformity of traffic signing with EU countries, considering a development in telematics and introduction of standards, enable an optimal development of navigation technologies and other intelligent traffic systems. The aim of solution is an output; enable involvement telematics in traffic systems. For this it is necessary to prepare proposals of changes and completing of appropriate norms and technical conditions. Motorways network of the Czech Republic will be then involved in common architecture of information technologies and traffic management of European communication network.

THEME(S) RELATED TO	Telematics for urban goods transport

ACRONYM		**TITLE**	The application of the transport-logistics approaches in the city agglomerations		
REFERENCE	CZ06				
STARTING DATE	Mar 2001	**STATUS**	Ongoing	**Country/ City**	Czech Republic
FINISHING DATE	Dec 2004				
CONTACT DETAILS	Jiri Landa CITYPLAN spol.s.r.o. Odboru 4 120 00 Praha 2 Czech Republic				

OBJECTIVES

- The improvement of the quality of transport in urban areas
- Better utilisation of intelligent transport systems

RESULTS/EXPECTED RESULTS

The improvements of the quality in freight transport in urban areas are the necessary way how to improve quality of the life in cities. This project deals both with passenger and freight transport. The freight part is focused on the creation of the logistics systems in solution the problems in the systems “city and its surroundings”. The main aim is the creation of a model for the coordinated services of the city with the application of the main aspects of the City Logistics and telematics – so called the system solutions.

THEME(S) RELATED TO	- Traffic planning and policy - Tolls and heavy vehicles fee - Telematics for urban goods transport - Co-operation of transport operators - Environmental Improvements - Improvements for citizens/inhabitants

ACRONYM		**TITLE**	The Modelling of the Transport Processes		
REFERENCE	CZ07				
STARTING DATE	1999	**STATUS**	Finished	**Country/ City**	Czech republic
FINISHING DATE	2003				
CONTACT DETAILS	Prof. Petr Jirava Ceske vysoke uceni technicke v Praze – Fakulta dopravni Zikov160 00 Praha a 4 Czech Republic				

OBJECTIVES

- To reduce negative impacts from the transport processes
- To increase transport safety
- To increase the existing capacity of the transport infrastructure

RESULTS/EXPECTED RESULTS

This project is focused both on the passenger and freight transport. The freight part is focused mainly on the reducing of the negative impacts of freight transport in urban areas. In connection with the main principles of the transport policy the following themes will be investigated

- The fluency of the transport flows in urban areas
- The increasing of the transport safety
- The socio-economic impacts of the utilisation of new telematics approaches
- The modelling of transport processes and their management
- The reducing of negative environmental impacts

THEME(S) RELATED TO	- Traffic planning and policy - Telematics for urban goods transport - Environmental improvements - Improvements for citizens/inhabitants

ACRONYM		**TITLE**	The optimal procedures in regeneration and next utilisation of abandoned industrial zones in the Ostrava region		
REFERENCE	CZ08				
STARTING DATE	Jan 2003	**STATUS**	Ongoing	**Country/ City**	Czech Republic Ostrava region
FINISHING DATE	Dec 2004				
CONTACT DETAILS	Barbara Vojvodikova Vysoka skola banska – Technicka univerzita v Ostrave 17. listopadu 15 708 33 Ostrava – Poruba Czech Republic barbara.vojvodikova@vsb.cz				

OBJECTIVES

- Revitalisation of brown fields in Ostrava region
- Re-integration of brow fields into daily life
- Co-ordination of land-use and transport planning

RESULTS/EXPECTED RESULTS

The conversion of the heavy and mining industry had left in Ostrava region abandoned, more or less destroyed areas – so called brown fields. The extent of their devastation depends on the type of the original type of industry, the duration of their existence and geological and hydrological conditions. The majority of these brown fields are situated in inner cities – therefore a close integration between land-use and transport planning is necessary. The main aim of this project lies in the optimal assessment of these areas from several points of view – the optimal transport services among them. The transport planning in the re-integration of former industrial zones is very important for the further development of the urban freight issues. The brown fields can be considered as an ideal location for the construction of the city logistics centres. A close co-operation of different transport operators is necessary for the successful results in revitalisation of former industrial areas.

THEME(S) RELATED TO	- Freight centres - Co-operation of transport operators - Environmental improvements - ➲ Improvements for citizens/inhabitants

ACRONYM		**TITLE**	The Quality of the Transport Processes and Services		
REFERENCE	CZ09				
STARTING DATE	1999	**STATUS**	Finished	**Country/ City**	Czech Republic
FINISHING DATE	2003				
CONTACT DETAILS	Prof. Vlastislav Mojzis Univerzita Pardubice – Dopravni fakulta Jana Pernera Studentska 84 530 02 Pardubice Czech Republic vlastislav.mojzis@upce.cz				

OBJECTIVES

- The definition of the quality of the transport processes and services with regard to the intermodal transport services
- Theoretical arrangement of the implementation of the Total Quality Management in Transport

RESULTS/EXPECTED RESULTS

This study is focused on the definition of the term “quality” in the whole transportation processes. The quality in transport has two forms:

- External
- Internal

There are several aspects influencing the quality in transport (infrastructure, rolling stock, human resources, information systems etc.). To find a balance among them is a crucial part for the successful performances in transport.

This project is focused both on the passenger and freight transport. The freight part deals mainly with:

- Application of the research results into practical life with special regard to the intermodal transport systems
- The system quality management in logistics chains
- The improvement of quality of urban intermodal concepts
- The “new” quality of transportation processes with regard to the e-commerce
- The integration of different transport modes and better cooperation among different transport operators
- The modelling and optimisation of the network technologies with regard to the improvements for customers

THEME(S) RELATED TO	- Intermodal urban freight aspects - E-commerce - Door-to-door freight transport aspects - Co-operation of transport operators - Improvements for citizens/inhabitants

ACRONYM		**TITLE**	The Study on the Possibilities of the Transfer of Road Freight Transport to Rail		
REFERENCE	CZ10				
STARTING DATE	March 2002	**STATUS**	Finished	**Country/ City**	Czech Republic Praha
FINISHING DATE	Dec 2003				
CONTACT DETAILS	Vit Sedmidubsky Centrum dopravniho vyzkumu Thamova 7 186 00 Praha Czech Republic vsedmidubsky@cdvgis.cz				

OBJECTIVES

- The assessment of possibilities of the possible transfer of freight transport from road to rail
- The suggestions for the necessary steps
- Pilot project for the City of Praha and its agglomeration

RESULTS/EXPECTED RESULTS

The main aim of the study is to suggest how to solve problems related to the transfer of freight transport from road to rail based transportation systems. The integral part of the Study is to specify the general problems, to describe possible assets from the point of view of the reduction of negative impacts from transport and to describe possible risks during the implementation of the suggested steps. The pilot demonstration should find possible ways of the implementation of the results in the City of Praha and its agglomeration

THEME(S) RELATED TO	- Traffic planning and policy - Unusual transport modes - Intermodal urban freight aspects - Co-operation of transport operators - Environmental improvements

ACRONYM		**TITLE**	Traffic information system RDS-TMC		
REFERENCE	CZ11				
STARTING DATE	Mar 2001	**STATUS**	Finished	**Country/ City**	Czech republic
FINISHING DATE	Dec 2003				
CONTACT DETAILS	Josef Jira Ceske vysoke uceni technicke v Praze – Fakulta dopravni Zikova 4 160 00 Praha 6 Czech Republic jira@fd.cvut.cz				

OBJECTIVES

- To improve the exchange of traffic data among drivers and other bodies

RESULTS/EXPECTED RESULTS

The solution comes out from the analysis of the current and planned systems for the transmission of information to the driver and from its detail technical-economical description. The architecture of collection and treatment of the part of traffic system data (the data from the town and from the surroundings are foreseen) will be elaborated. The contracts with the partners from the neighbouring countries will be established and kept. The process should culminate in formation of working groups co-ordinating the development of RDS-TMC in the middle-European region. The part of the project is also the participation in the TMC forum, which is co-ordinated by ERTICO. The substantial part is also the review of all standards in CEN and ISO which solves the said problematic. The result is the proposal of system architecture and the proposal of progress in system construction of RDS-TMC under our conditions.

THEME(S) RELATED TO	- Telematics for urban goods transport

ACRONYM		**TITLE**	Utilization of shipping transport in waste management		
REFERENCE	CZ12				
STARTING DATE	Mar 2001	**STATUS**	Finished	**Country/ City**	Czech Republic Vltava – Labe IWW
FINISHING DATE	Dec 2002				
CONTACT DETAILS	Dagmar Sirotkova Vyzkumny ustav vodohospodarsky TGM Podbabska 219/30 160 00 Praha 6 Czech Republic				

OBJECTIVES

- To assess the possibility of inland navigation on Vltava – Labe inland waterway

RESULTS/EXPECTED RESULTS

The task is aimed to create the logistic system of waste treatment in transport sub region of the Labe - Vltava waterway for an aiming field with probably two millions of inhabitants. Sub layers of the project are these proposals: proposal of the regional recycling facilities in harbour industrial zones, proposal of the North Czech discharging facility, and proposal of the North Czech dump (landfill) locations. The Labe -Vltava waterway offers an effective transport connection between waste sources in their transport sub regions and possibility of waste treatment in the North Czech region. This task should assess the proposal of the transport connection solution and its economical estimation, of the environmental impacts including specification of the contribution of this solution.

THEME(S) RELATED TO	- Unusual transport modes - Environmental Improvements

ACRONYM	CONSUMER DIRECT	**TITLE**	Consumer direct: Heimlieferdienste für Lebensmittel und Konsumgüter des täglichen Bedarfs im Internet – die "letzte Meile" zum Kunden aus der logistischen Perspektive.		
REFERENCE	D01				
STARTING DATE	2001	**STATUS**	Finished	**Country/ City**	Germany
FINISHING DATE					
CONTACT DETAILS	Fraunhofer-Arbeitsgruppe für Technologien in der Logistik-Dienstleistungswirtschaft (ATL) Nordostpark 93 90411 Nürnberg Telefon: +49(0)911/5806-500 Telefax: +49(0)911/5806-599 info@atl.fraunhofer.de http://www.atl.fraunhofer.de/				

OBJECTIVES

Comparison of US home delivery services with German services. The focus of the study was the "last mile" of the consumer goods distribution (interface consumer home delivery service). In particular, the gap between the increasing importance of internet transaction of consumer goods via internet and the (unsolved) logistical requirements of such deliveries was highlighted. The study began with a state of the art analysis on B2C home delivery companies and concepts in the US and Germany. Companies were selected according to four categories:

- The pioneer spirit – how quickly the service appears on the market.
- The market importance – annual turnover, number of customers etc.
- Degree of innovation – which means were used.
- Public awareness – e.g. large retail companies.

The performance of companies which fulfils a minimum of 1 of the 4 criteria were analysed by means of their service, customer stimulation, delivery and service variety, the method for placing orders, the kind and duration of the delivery, as well as the price structure and payments. The analysis uses the "supply Chain 'S' Model" developed by Prof. Klaus reflecting the E-Commerce typical order processing.

RESULTS/EXPECTED RESULTS

- The study states that in Germany no dense network for home delivery services exists.
- Most of the US home delivery services use distribution centres for delivery, whilst in Germany the delivery begins at retail outlets.
- The consolidation of LTL is not provided in the US neither in Germany or Europe.
- American and European delivery services show a better performance vis-à-vis delivery time, time windows and customer service than German services.
- Added value services are under developed in Germany

THEME(S) RELATED TO	➲ Freight centres ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Economic improvements

ACRONYM	ISOLDE	**TITLE**	The Nürnberg Example		
REFERENCE	D02				
STARTING DATE		**STATUS**	Ongoing	**Country/ City**	Nürnberg, Germany
FINISHING DATE					
CONTACT DETAILS	Florian Waibel AVK Nurnberg Waibel@avk.fraunhofer.de				

OBJECTIVES

- Logistics co-operation making an integrated centre capable of adding value to the logistics chain
- Central delivery services
- Storage management
- Reverse logistics (removal of cartons/packaging etc)
- Reduction of “load camels” in urban centres
- Bundling and selection services for retailers
- Integration of information systems
- Home delivery operations within the city

RESULTS/EXPECTED RESULTS

- Pricing issue for deliveries
- Operating as a parcels type service within the city. Some market share penetration achieved (~16%)
- Delivery window issues with pressure for early morning deliveries outstripping the capacity of the available electric vehicles
- Not perceived as a ‘profitable’ venture – subsidies from local authorities support the project

THEME(S) RELATED TO	➲ Freight centres ➲ Transport planning and policy ➲ Inter-modal urban freight ➲ Door to door freight transport ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Economic improvements ➲ Environmental improvements

ACRONYM	Mobilpass	**TITLE**	Mobility Pricing by Automatic Systems in Stuttgart		
REFERENCE	D04				
STARTING DATE	1994	**STATUS**	Finished	**Country/ City**	Stuttgart
FINISHING DATE	1995				
CONTACT DETAILS	Ministerium für Umwelt und Verkehr Baden-Württemberg http://www.transport-pricing.net/nationalreport.html				

OBJECTIVES

The aim of the trial was to test the efficiency of a road pricing system as part of an intelligent traffic management. Major objective of the field trial was to test the efficiency of demand related urban road pricing schemes. Major issue were technical test on the one hand and on the other hand evaluation of test driver's and reactions (e.g. trip reduction, change of transport mode, route change, time shift of trip, car pooling or better organization of mobility by combining trips) in relation to the actual prices for using road system and to test public opinion to such road pricing schemes.

A cordon line was established around the southern entrance to the city centre, with three charging points controlling access. Some 400 volunteer motorists agreed not only to test the charging equipment but to subject themselves to actual charges and to participate in a number of interviews and surveys. In return, they received a block allocation of funds that was intended to more than cover expected charges. At the margin, then, these volunteers paid fully for any trip taken, even though they made money from the experiment as a whole. To be sure they realistically perceived the trip as costing them money, they were required to recharge their debit cards each month using their own funds, and the block allocation was paid three weeks later. The charging equipment consisted of an on-board charging unit and a rechargeable debit card. A variable message sign outside the cordon informed participants what the charge was at the particular time. During the test 5 different time related - one with different charges for alternative route -road pricing schemes were tested. Prices for entering the city ranged from 0 to 7 DM per entrance with an average of 2.50 DM

RESULTS/EXPECTED RESULTS

- It was clearly demonstrated, that while trial participants responded noticeably to the MobilPASS system, they primarily tended to seek behavioural alternatives with their car and only secondarily changed to other mode of transport. Results showed that drivers reacted on different prices on various ways. According to the test drivers some 10% to 28% of trips were influenced by road pricing
- Up to 12.5% of car trips were moved to periods with lower prices
- Change of route ranged from almost zero to 15%
- Change of destination almost did not occur
- Change of mode ranged from 5% (on working days) to 15% (on Saturdays)
- A steady increase of car pooling was recorded, independent of charges
- Some 3% on working days of trips and 6% on Saturdays were combined to reduce total number of trips
- The attitudes and opinions of the participants towards the test pricing system became more and more negative during the trial phase
- User acceptance was identified as a major prerequisite for successfully implementing road pricing
- Despite positive results of MobilPASS field trial, it was not implemented because mainly of political problems

THEME(S) RELATED TO	➲ Traffic Planning and policy ➲ Tolls and vehicle fees

ACRONYM	CityGods	**TITLE**	City Distribution in Copenhagen		
REFERENCE	DK01				
STARTING DATE	Feb 2002	**STATUS**	**Finished**	**Country/ City**	Copenhagen Denmark
FINISHING DATE	Oct 2003				
CONTACT DETAILS	Københavns Kommune City Gods Sekretariatet Gammeltoftsgade 17 1355 København K Telefon: 7080 8090 Telefax: 8232 9432 citygods@btf.kk.dk http://www.citygods.kk.dk/				

OBJECTIVES

To improve the use of freight capacity within the Copenhagen city area and to reduce emissions by preventing certain categories of vehicle from entering. This would apply to vehicles with < 60% capacity utilisation and with engine characteristics that were non-compliant with a requirement to be <8 years old.
To protect the old urban core of the city from penetration by large numbers of under utilised vehicles, particularly larger units.
To determine the effectiveness of voluntary measures as a possible precursor to enforcement.

RESULTS/EXPECTED RESULTS

No major problems in terms of data generation and the completion of input material by the respondents. High preference by freight transport operators to go for obligatory limitations on low utilisation vehicles. Change of routines by freight transport operators during the experimental period. Development of city logistics co-operation measures during the experimental phase and data gathering. Further experimentation proposed to overcome objections to limitations on access/egress. New measures planned including weight limits, space reservation for high capacity utilisation, fee differentiation.

Expected results in environmental terms include 25% particulates, NO2 5% & NOX 10%

THEME(S) RELATED TO

- Traffic planning and policy
- Access restrictions
- Weights & dimensions
- Tolls and heavy vehicle fees
- Environmentally friendly vehicles
- Co-operation between transport operators
- Environmental improvements

ACRONYM	UFMB	**TITLE**	Urban Freight Management in Barcelona		
REFERENCE	E01				
STARTING DATE	1993	**STATUS**	Ongoing	**Country/ City**	Barcelona Spain
FINISHING DATE					
CONTACT DETAILS	Simon Hayes Shayes@btsa.es				

OBJECTIVES

Minimisation of the impact of high levels of urban freight activity (100k parking and loading operations per day within the city).
Determination of the effectiveness of kerbside parking with sophisticated control measures. Testing of a range of different access and temporal measures at differing levels, including area and street measures.
Determination of new construction code requirements for the delivery and collection of goods. Pilot measures implemented using automated enforcement measures. Consideration of the use of telematics techniques to optimise operations.

RESULTS/EXPECTED RESULTS

Implementation of kerb side parking has been completed in some major thoroughfares. Cost of implementation measures is under review.
Implementation of new parking measures which are time constrained.
New rules for parking at major junctions on the primary roads within the city.
Use of active signage to indicate permitted use of street space according to planned time bands.
Use of rising bollards and barriers with key card access.
Use of CCTV for monitoring of activity and any attempts to circumvent or abuse the control measures.
Use of controlled access to major logistics centres and freight exchange centres outside the main city centre area.
All measures received strong political support.
Police enforcement of existing measures and the development of automated systems will be pursued.
Need to make the control measures more cost effective without the loss of intended purpose.
The combined use of streets for passenger and pedestrian movement but with controlled access for freight is rated as a success.
The acceptance of the measures in the special zones has been high as the quality of life resulting from the active and realistic constraint of urban freight has been implemented.
Future measures could include an expansion of existing measures within the city and the development of new systems and concepts. These could include the ability to search for kerb side parking spaces nearest to the drop or collection point, clean zones which will only allow the use of low emission equipment, automated enforcement, integration of information systems on parking, traffic conditions etc.

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Access restrictions
- Weights and dimensions
- Transport units
- Tolls and heavy vehicle fees
- Intermodal urban freight aspects
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Environmentally friendly vehicles
- Co-operation of transport operators
- Interfaces between public and goods transport
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants

ACRONYM	Malaga	**TITLE**	Malaga UDC		
REFERENCE	E02				
STARTING DATE	Not known	**STATUS**	Ongoing	**Country/ City**	Malaga, Spain
FINISHING DATE	Not known				
CONTACT DETAILS	Aurora Ruiz INECO Ingeniería y Economía del Transporte S.A. (INECO) Tel: +34 91 452 12 00 aurora.ruiz@ineco.es				

OBJECTIVES

- Reduction in traffic levels in the city
- Reduction of vehicle/pedestrian conflict
- Reduction in pollution
- Enhanced energy efficiency of distribution activity
- Provision of facilities underground for urban freight activity

RESULTS/EXPECTED RESULTS

- Concentration of goods delivery into an urban distribution centre with local distribution by benign non polluting vehicles
- Reduction in traffic in the city central area with environmental and safety aspects
- Development of a second phase UDC for larger vehicles (>16 tonnes)arriving in Malaga
- Development of reverse logistics mechanisms, consolidation and order selection services
- Development of integrated information systems for inventories, orders and storage management

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Access restrictions ➲ Inter-modal urban freight ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Economic improvements ➲ Environmental improvements

ACRONYM	ON LINE AT HOME	**TITLE**	Veropoulos “kat’oikon” (“at home”) and “on-line kat’oikon” (“on-line at home”)		
REFERENCE	EL01				
STARTING DATE	2001	**STATUS**	Unknown	**Country/City**	Greece
FINISHING DATE	N/A				
CONTACT DETAILS	Veropoulos Supermarkets				

OBJECTIVES

- On-line virtual supermarket.
- Home-delivery service.

RESULTS/EXPECTED RESULTS

The beta version of the application is at the moment applied only in the wider Athens area. Its expansion to cover other cities in Greece is planned. There is no information on whether there is any intention to serve the whole of Greece and not just the regions where Veropoulos stores already exist. Moreover, there is no information on the time plan of this expansion, nor on whether there are plans to also involve FYROM stores in the project. The service is still being tested; therefore no results/conclusions have been made known.
(Internet searches in 2004 reveal no obvious online service.)

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	CITY-LOGISTICS	**TITLE**	Improvement of urban environmental quality by a City-logistics system with integrated decentralised goods distribution centres as interface between European transport flows		
REFERENCE	EU01				
STARTING DATE	01/02/1995	**STATUS**	Finished	**Programme**	LIFE 1
FINISHING DATE	31/01/1997	**PROJECT REFERENCE**	94/D/A171/D/00056/NRW		
CONTACT DETAILS	Project co-ordinator Kommunalverband Ruhrgebiet Zweckverband Kronprinzenstraβe 35 45128 Essen Germany http://www.kvr.de/				

OBJECTIVES

- Comprehensive optimisation supply and waste disposal logistics within the city of Duisburg under consideration of economical aspects in order to reduce environmental damages caused by transport.
- A project put into practice to demonstrate that it is possible - via a telematics network - to create a *logistics*, which meets the requirements to avoid and reduce traffic and change to environmentally acceptable traffic means.

RESULTS/EXPECTED RESULTS

Intent of the project was a city-logistics concept into which participants in supply and waste disposal took part. The concept could be based on the condition that all participants voluntarily used software, which had still to be developed during this pilot project: the so-called City-logistics manager.

The City-logistics manager can co-ordinate transport between short- and long-distance traffic, as well as between the transport modes (road or rail) and its aim is to replace ways by information.

To develop the City-logistics manager, interfaces were created to already applied software modules. This was a quick way to build up a highly complex system for all transport means which also included, for example, optimisation of rail shunting processes. Totally new programming was only necessary for interface functions and in cases where no software was available to set up part concepts. Software prototypes were also used.

The complexity of this project required a working team which was experienced in the broad range of basic and practice-oriented research, and included systems specialists and users. This requirement was met by the participating project Partners. Furthermore, the project was accepted and supported by the work group, Dez.GVZ-DUNI. This work group included representatives from transport, trade and industry as well as municipalities and associations. Some users have already been found who are willing to do some of their transport via this system during the 6 month test phase of the City-logistics manager

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Interfaces between public and goods transport ➲ Economic improvements ➲ Environmental improvements

ACRONYM	COST 321		Urban goods transport		
REFERENCE	EU02				
STARTING DATE	27/01/1994		Finished	**PROGRAMME**	COST
	26/01/1997	**PROJECT REFERENCE**	321		
CONTACT DETAILS	Project co-ordinator Mrs. Maria Alfayate -European Commission Rue de la Loi 200 1049 Brussels Belgium Tel: +32-2-2968250 Fax: +32-2-2963765 maria.alfayate@cec.eu.int http://www.cordis.lu/cost-transport/home.html Partners: TFK-Sweden Stadtplanungsamt der Stadt Zuerich-Switzerland Bundeministerium für Verkehr-Germany				

OBJECTIVES

The reduction of air pollution, noise and energy consumption by optimising the use of lorries in city traffic by the application of modern logistical devices and appropriate administrative measures. Administrative measures and logistical methods employed in the operation of lorry fleets were examined to see which could best contribute to reducing environmental impact. The measures and methods could then be examined for economic efficiency and environmental benefits in demonstration projects, taking into account direct and indirect effects on traffic flow and the location of commercial activities. The demonstration of the economic efficiency of such logistical measures of vehicle fleet management should indicate how they could be applied more widely in the private sector. The project aimed to use pilot studies for scale-demonstration purposes, so that the work programme could be considered as a preliminary approach, whose results would serve, in particular, to :

- . Widen our knowledge, internationally, of the effects and acceptability of the measures.
- . Prepare the way for the introduction of appropriate measures in Europe as a whole.
- . Increase public awareness of the problems caused by urban goods traffic and the need for international co-operation in this field.

RESULTS/EXPECTED RESULTS

The programme was structured in two different working groups:

- . Group A reviewed the logistic or administrative measures already tried or planned by transport operators;
- Group B simulated the effectiveness of measures by appropriate methods.

A cross-sector survey of metropolitan areas was made in order to obtain information about measures already in place or planned, which was followed by an overall economic and ecological evaluation. After collation and exchange of information of the state of the art in the different COST countries involved in the Action, a more detailed review of these measures and their effects in participating countries was made. A selection of measures and test sites to be analysed through quantitative methods was obtained from the previous stages. A study on direct links between specific measures and their effectiveness and on the indirect effectiveness of the measures on traffic in general in the pilot metropolitan areas are being accomplished by collecting information on rationalisation measures relating to company owned vehicle pools. Their effects will be ascertained from business sector decision makers in selected sectors and by developing modelling tools. Recommendations for converting individual measures or groups of measures into pilot actions or demonstrations should also be issued, and the need for specific action deduced from the latter.

THEME(S) RELATED TO	Traffic planning and policy Access restrictions Weights and dimensions Tolls and heavy vehicle fees Intermodal urban freight aspects Environmental improvements

ACRONYM	DIRECT	**TITLE**	Data integration requirements of European cities for transport		
REFERENCE	EU03				
STARTING DATE	01/01/1998	**STATUS**	Finished	**PROGRAMME**	4th FWP
FINISHING DATE	31/12/1999	**PROJECT REFERENCE**	UR-9-SC.2131		
CONTACT DETAILS	Project co-ordinator: Mr. Claude Rochez -STRATEC 69-71 Avenue Lacomblé 1030 Brussels Belgium Tel: +32-2-7350995 Fax: +32-2-7354917 Email: stratec@stratec.be http://www.cordis.lu/transport/src/direct.htm Partners: SIMULOG-France University of Southampton (School of Ocean & Earth Science)-UK Barcelona Tecnología S.A.-Spain Netherlands Organisation for Applied Scientific Research-The Netherlands Centre d'Etudes Techniques de l'Equipement de Lyon-France Centre d'Etudes Techniques de l'Equipement Nord-Picardie-France Centre d'Etudes sur les Réseaux, les Transports, l'Urbanisme et les Constructions Publiques-France Azienda Torinese Mobilita-Italy Societat Municipal d'Aparcaments i Serveis S.A.-Spain Lille Métropole Communauté Urbaine-France				
OBJECTIVES					
The integration of long/medium-term planning and short-term traffic management procedures could both benefit through better data consistency, lower costs for data collection, improved quality and coverage of the data, better background for the development of new modelling, prediction and analysis tools. The objective of the project was to analyse the various aspects of the development, implementation and operation of transport-data sharing structures (TDSS) facilitating this integration. Not only could the technological aspects be envisaged, but also the institutional, legal, organisational and financial aspects. The problem of data provision to the structure could also be a matter of concern.					
RESULTS/EXPECTED RESULTS					
Two prototypes of TDSS were developed, implemented and evaluated: ➲ . In Barcelona, a prototype was developed with a view to being used as an information/booking system for potential users of a park and ride scheme; to provide local planning authorities with disaggregated information concerning their travel needs and behaviour; to enable the parking operator to improve its forecast for parking spaces availability and display appropriate messages on the existing VMS panels which have been installed along the roads that access the facilities; to enable off-line evaluation of the P& R scheme, as well as its contribution to the reduction of car traffic in Barcelona city centre, and possible adjustments of the public transport services. ➲ . In Lille, the prototype took the form of a Mobility Observatory and the local author was expected to implement an Urban Transport Master Plan. The achievement of the Plan's objectives was monitored, and the tool that was developed and implemented in this respect is a Mobility Observatory. This should make use of the various transport planning, traffic, pollution, safety, etc data which are available in existing databases, through the development of interfaces enabling easy access to the existing databases, data loading from these databases and flexible computation of appropriate indicators. The synthesis would lead to recommendations and guidelines that shall orient research work as well as development and implementation work in the future.					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Telematics for urban goods transport ➲ Interfaces between public and goods transport				

ACRONYM	ELCIDIS	**TITLE**	Electric vehicle city goods distribution system		
REFERENCE	EU04				
STARTING DATE	01/05/1998	**STATUS**	Finished	**PROGRAMME**	4th FW
FINISHING DATE	01/09/2002	**PROJECT REFERENCE**		TR./0048/97	
CONTACT DETAILS	Project Co-ordinator Mr. Ton Vermie (City of Rotterdam) Coolsingel 40 Rotterdam The Netherlands Tel +31 104179111 Fax.+31 104172125 http://www.elcidis.org/ Partners: City of Stockholm-Sweden City of La Rochelle-France City of Erlangen-Germany City of Stavanger-Norway Lombardia region/city of Milan-Italy CITELEC-Belgium				

OBJECTIVES

The main objective of ELCIDIS is to assess the efficiency and environmental impact of an electric vehicle based goods distribution system, based on practical demonstrations in 6 European cities.

The current evolution in the organisation of goods distribution in cities has led to a growing use of heavier and heavier goods vehicles in city centres. The nuisances caused by these vehicles to traffic fluidity and the environment are growing and are less accepted. To preserve the living environment in cities without impairing traffic and mobility, the problem of goods distribution can be approached in a dual way :

- A more efficient logistic organisation of goods distribution can be reached through the development of central goods distribution centres which may reduce the penetration of the city centre by heavy goods vehicles.
- A more environmental form of transport can be found in the electric vehicle, which is particularly suited for use in urban and suburban areas.

The project will be focused on a number of European cities in different countries. The ELCIDIS consortium may be divided into three groups according to the measures they want to implement :

- Extension and electrification of existing distribution systems in the cities of Stockholm, Erlangen and Rotterdam.
- Creation of new distribution centres with electric vehicles on a small scale in the city of Stavanger.
- Creation of new distribution centres with electric vehicles on a larger scale in the cities of La Louviere, La Rochelle and in the Region Lombardia.

RESULTS/EXPECTED RESULTS

As a result of the project, guidelines and recommendations will be given on the key factors for the successful deployment of (hybrid) electric vehicles for efficient urban distribution activities.

The results of the project can help other cities in starting projects for clean and efficient urban distribution systems. In the long term, ELCIDIS also aims at making a contribution towards opening up the market for (hybrid) electric vans and trucks.

THEME(S) RELATED TO	➲ Freight centres ➲ Transport units ➲ Environmentally friendly vehicles ➲ Environmental improvements ➲ Improvements for citizens inhabitants

ACRONYM	EUROSCOPE	**TITLE**	Efficient urban transport operation services co-operation of port cities in Europe.			
REFERENCE	EU05					
STARTING DATE	01/01/1996	**STATUS**	Finished	**PROGRAMME**	4th FW	
FINISHING DATE	31/12/1998	**PROJECT REFERENCE**	TR1023			
CONTACT DETAILS	Project co-ordinator Stadt Köln Amt für Statistk und Einwohnerwesen Athener Ring 4 50765 Köln Germany Tel: +49-221-2211480 Fax: +49-221-2211900 m8577@eurokom.ie http://www.eranet.gr/euroscope/					

OBJECTIVES

EUROSCOPE aimed at co-operation between European cities - most of them having a major port - to develop and demonstrate advanced transport telematics systems across Europe for the benefit of travellers and passengers, transport systems operators and freight carriers. It pursued previous EU research by a consortium including local authorities, public transport operators, ports and trans-shipment centres, transport consultancies and researchers. The work focussed on many aspects of smoother transport operations, among them planning, information on timetabling, route guidance and incident management. A horizontal work package covered specialist evaluation to ensure comparable results with a demonstrable European dimension.

Cities involved: Köln, Hampshire County, Piraeus, Rotterdam, Strasbourg, Genoa, Hamburg, and the followers Cork, Brandenburg ensuring a strong political support.

RESULTS/EXPECTED RESULTS

EUROSCOPE has improved the efficiency, safety and environmental aspects of urban and regional transport through the use of information, both pre-trip and within-trip. Travellers have been provided with timely and accurate information which has been used to encourage usage of non-car modes, influence trip timing/substitution, reduce destination search time, as well as leading to better route choice.

Work areas referred to Informed Traveller including Multi-modal trip planning terminals / Real-time information on-board / Real-time route guidance information / Links between information & control centres / RDS-TMC, Logistic Information and Communication Systems including Information systems at freight terminals / Integration between modes / Distribution Centres and freight interchanges / Links to control centres and Network Management including Network monitoring / Incident Management & Strategies / Priority measures for public transport / Links between control and information centres / Real-time trip planning using Strategic Information Systems (SIS) / Developments in SIS including Human Machine Interface (HMI). A special horizontal work package has covered Evaluation, and was led by a specialist in evaluation issues ensuring that results have been comparable and have shown the European dimension of the work.

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Intermodal urban freight aspects
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Co-operation of transport operators
- Interfaces between public and goods transport
- Improvements for citizens inhabitants

ACRONYM	EUROTOLL	**TITLE**	European project for toll effects and pricing strategies.		
REFERENCE	EU06				
STARTING DATE	01/05/1996	**STATUS**	Finished	**PROGRAMME**	4th FWP
FINISHING DATE	31/10/1998	**PROJECT REFERENCE**	RO-96-SC.0101		
CONTACT DETAILS	Project co-ordinator: Ingénierie des Systèmes d'Information et Sécurité S.A. Mr. Lionel Clement Rue des Cuirassiers 4 69428 Lyon France Tel: +33-4-78718954 Fax: +33-4-78620978 Email: l.clement@isis.tm.fr http://www.cordis.lu/transport/src/eurotoll.htm Partners: Transport Research Laboratory-UK SETRA-France Dr. Max Herry-Austria Laboratorie d'Economie des Transports-France Concessioni e Construzioni Autostrade-Italy Heusch/Boesefeldt GmbH-Germany Universität Zu Köln-Germany Consorzio Intercomunale dell'Area Fiorentina-Italy Univeristy of Patra-Greece Association des Sociétés Françaises d'Autoroutes-France Howard Humphreys & Partners Ltd.-UK				

OBJECTIVES

1. General:

- . More efficient transport system (all modes): Eurotoll was concerned the whole transport system, because of the important part of road transport within all transport modes (70-80%) and pricing of infrastructure use which could influence transport costs and modal split. The urban context was multimodal (passengers only).
- . Increase in safety.
- . Environmentally friendly and sustainable mobility: One of the core objectives of Eurotoll was to assess the potential of toll in sustainable mobility and to identify 'essential' road users.
- . Interconnection and interoperability: Though an important issue of toll systems, this was only dealt with partly in Eurotoll. However, project liaisons with Telematics Applications projects were established.
- . Individual transport mode efficiency: The road system efficiency could be significantly improved through pricing strategies.
- Co-operation between different transport modes: Especially in the urban context, the user acceptance of road pricing requires an improvement of the whole transport system.
- Infrastructure improvement & integration in the existing environment.
- Decision support material:
-

Results of case studies and tools were available to support decision makers.

2. Specific objectives:

- Road pricing and tolling mechanisms.
- . Toll as a financial leverage tool.
- . Road demand characteristics and potential for substitution.
- . Typology of road network and traffic context.
- . Strategies for demand and traffic management.
- . Overall socio-economic balance of TDM strategies. Assessment of the 'essential road users' concept.
- . Models for the assessment of short-term TDM strategies.
- . Issues and policy options regarding road pricing.

RESULTS/EXPECTED RESULTS

The EUROTOLL project used an innovative approach, combining conceptual and practical research through three main stages:

- . Definition of the concepts regarding tolling strategies, user reactions.
- . Performance of the case studies and operation of the concepts.
- . Learning from the case studies and consolidating the conceptual research.

The project involved:

- . Design of traffic demand management strategies taking into account, the context and objectives (reduce congestion, efficiency, etc.).
- . Research on essential road users concept (from the socio-economic and network efficiency viewpoints).
- . Identification of user reactions regarding tolling/pricing strategies.
- . Research on concepts and principles for the internalisation of external costs.
- . Identification of level of user information (optimisation of tolling strategies with user information).
- . Identification of urban/inter-urban conflicts on the typology of conflicts and proposing of general strategies (pricing or traffic rights) to alleviate congestion.
- . Identification of the evaluation process and guidelines.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Tolls and heavy vehicle fees

ACRONYM	IDIOMA	**TITLE**	Innovative Distribution with Intermodal Freight Operation in Metropolitan Areas		
REFERENCE	EU07				
STARTING DATE	01/12/1998	**STATUS**	Finished	**PROGRAMME**	4th FWP
FINISHING DATE	28/02/2001	**PROJECT REFERENCE**	JC-98-SC.5028		

CONTACT DETAILS	Project Co-ordinator: PTV AG Dr. Dieter Wild Stumpfstrasse 1 76131 Karlsruhe Germany Tel: +49 -721-9651177 Fax: +49 -721-9651199 Email: dieter.wild@ptv.de http://www.idioma.gr/ Partners include*: BUCK Consultants International-The Netherlands NEA Transport Research & Training-The Netherlands GROUPE AFT – IFTIM-France RAPP AG-Switzerland TFK Transport Research Institute-Sweden WISO-Universität Nuernberg-Germany Trademco Ltd-Greece NOVATRANS S.A.-France OHB Teledata Telekommunikation Systeme + Service GmbH-Germany Rotterdam Trans Port Team BV-The Netherlands *For a full list of Project Partners, please refer to the Projects database on the CORDIS web-site: http://www.cordis.lu

OBJECTIVES

The success of intermodal transport depends strongly on the managerial and organisational performance of the pre- and end-haulage of the intermodal transport leg. IDIOMA showed how distribution of goods in metropolitan areas could be improved through several demonstrators :

- The Oresund region with Helsingborg and Malmo represented a suitable basis for co-ordinated and composite distribution concepts, including intermodal transport sea/road as well as rail/road.
- Provided with different technological solutions, Nürnberg demonstrated co-operative inbound city logistics: starting consolidation at the far end of the transport chain, the consignee, and using intermodal transport to cover the long haulage leg to a freight centre.
- In large metropolitan areas, traffic conditions are getting worse. There would be value in integrating real time traffic information into transport logistics planning decisions which was demonstrated in Paris via 4 intermodal terminals.
- In the Amsterdam-The Hague-Rotterdam-Utrecht region (Randstad) a new concept for linking multiple freight distribution centres and terminals by rail (Flownet) was tested.
- The Zurich site demonstrated an integrated small container solution and of the horizontal transhipment equipment Furmia. The system integration between ACTS and conventional transport technologies was surveyed.

RESULTS/EXPECTED RESULTS

The demonstrators of IDIOMA did not conceal the problems which still exist in operating intermodal transport, but they did open the way to new perspectives by introducing new management schemes, organisational measures and technological means to achieve, finally, a more environmentally friendly system for the transport of goods in metropolitan areas.

THEME(S) RELATED TO	- Freight centres - Access restrictions - Transport units - Intermodal urban freight aspects - Door-to-door freight transport aspects - Environmentally friendly vehicles - Co-operation of transport operators

ACRONYM	IMAURO	**TITLE**	Integrated Model for the Analysis of Urban Route Optimisation.		
REFERENCE	EU08				
STARTING DATE	Not available	**STATUS**	Finished	**PROGRAMME**	2nd FWP
FINISHING DATE	Not available	**PROJECT REFERENCE**		V1014	
CONTACT DETAILS	Project co-ordinator: Belgian Road Research Centre Belgium Partners: Truvelo Manufacturer-Germany BLIS N.V. Facultés Universitaires Notre Dame de la Paix-Belgium Devlonics Control N.V.-Belgium SIAS Ltd.-UK				

OBJECTIVES

The project's objective was to build a dynamic traffic test model for RTI (Road Transport Informatics) applications in small urban areas. This would be used to test applications such as traffic information, delivery advice or ordering, route planning, route guidance systems, collision avoidance systems and incident detection.

RESULTS/EXPECTED RESULTS

Multiple rules systems were developed which model urban road traffic.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ E-commerce ➲ Telematics for urban goods transport ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	LEAN	**TITLE**	Integration of LEAN LOGISTICS into urban multimodal transport management in order to reduce space requirements and optimise the use of transport modes.		
REFERENCE	EU09				
STARTING DATE	11/11/1997	**STATUS**	Finished	**PROGRAMME**	4th FWP
FINISHING DATE	11/06/1999	**PROJECT REFERENCE**		UR-97-SC.2113	
CONTACT DETAILS	Project Co-ordinator Mr. Franz Ziering ALCATEL AUSTRIA AG Scheydgasse 41 A-1210 Vienna Austria Tel: +43 1 27722-5893 Fax: +43 1 27722 1171 franz.ziering@alcatel.at http://www.lean.at Partners include: AICIA-Spain ARRC-UK AST – A. Steigenberger Consultancy and Consortium-Germany BLSG - Business and Logistic Systems G.m.b.H.-Germany Econsult-Austria PROINCA-Spain WRDL – Wickham Rail Development Ltd.-UK				

OBJECTIVES

It was the aim of the LEAN project to evaluate within a feasibility study the proposed concepts (transport and logistics concepts) at different levels addressing multimodal urban goods transport in order:

- to reduce space requirements for road transport in sensitive urban areas,
- to optimise the use of transport means via intensive application of telematics and 'LEAN' logistics operation,
- to design City-Terminal operation in view of LEAN logistics concepts,
- to provide recommendations for alternative transport modes in order to shift a portion of road transport to rail,
- to optimise the logistic transport chain system by the use of telematics, and
- to integrate city port facilities for City-Logistics applications.

The project programme approached the problems of City-Logistics in major segments and considered them against the background of the specific requests of 8 cities from Austria, Germany, Spain and the UK. The main thematic segments of applications to be analysed and proven against their feasibility in the involved cities as well as the development of the required control modules focussed on a new approach to information networks in goods transportation.

RESULTS/EXPECTED RESULTS

A user Requirement Analysis of three different groups: Freight Providers, Freight Receivers and Community were carried out. An Access database was created with the results being the basis for the development of a City-Logistics concept. These provided an integrated generic “construction kit” of concept elements for the optimisation of urban freight transport. In the areas “Logistics”, “Telematics”, “Public Administration” and “Commercial & Marketing” altogether 102 elements are defined by a describing text, important factors for application, effects on corresponding user groups, cost parameters as well as relationships to other elements and links to the user requirements. Combined with according guidelines for modelling and application this concept catalogue enables the development of specific urban solutions. Using this as a basis, an analysis and evaluation of the feasibility of the proposed city logistic concepts as well as various conceptional elements related to the chosen areas of research was carried out. The difficulties caused by the different preconditions, requirements and objectives related to the logistic concepts

and demonstration cities (Cordoba, Halle, Wien, Sevilla, Regensburg, Wr. Neustadt) lead to the use of the utility value analysis (UVA) as an applicable method. This provided the different needs for different cities depending on their specific conditions. In the case of the logistic concepts, the results showed a dependence of high utility value on the use of innovative logistic tools as well as add on services. This led to a general recommendation for implementing high sophisticated city logistic concepts: city logistic service providers formed by co-operating freight providers, add on services for the retail sector and the consumer, use of freight villages and city terminals, use of computer aided networking, telematics and other edp-tools. Positive environmental effects depended on the participation of the community: use of alternative vehicles, city terminals and load zone management. The telematics concept was evaluated by a business plan showing 7 different scenarios of introducing a load zone management in a city and proved feasibility. In a similar way, the commercial and marketing concept was evaluated and showed the different importance of marketing in the chosen cities.

Despite the different views and results of the concepts and cities there were common aspects: The Ongoing developments in the cities, including the traffic and the transport of goods, which lead to problems, are very similar. Therefore there is a need for measures. This project showed the different approaches: marketing oriented in Norwich, public administration minded in Sevilla and Cordoba and the more functional (logistical) view of the Austrian and German cities.

As a result of all the previous work, some recommendations were elaborated. Public Administration at all national and European levels should play the key role in turning public opinion towards more conscious use of still free resources, either by active opinion-leadership or forcibly by means of taxation and restrictions, based upon a consolidated calculation of externalities on a European level. Further, support for co-operations in logistic chains, modal split and multi-modal hubs is recommended.

Finally, a strategy for the dissemination of the LEAN concepts was set up, including the following activities of dissemination:

- Folder inserts for each single demonstration city in the project
- Publication of papers and reports in specialised journals and magazines
- Conference presentations at international conferences
- Seminars at universities
- National workshops in the demonstration cities
- Presentations to National and European politicians and decision makers to use LEAN concepts for urban freight transport
- Presentation of LEAN concepts at trade exhibitions

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Intermodal urban freight aspects ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Improvement of public private partnerships ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	MOMENTUM	**TITLE**	Mobility Management for the Urban Environment		
REFERENCE	EU10				
STARTING DATE	01/02/1996	**STATUS**	Finished	**PROGRAMME**	4th FWP
FINISHING DATE	31/01/1999	**PROJECT REFERENCE**		UR-95-SC.0131	
CONTACT DETAILS	Project co-ordinator: Mr. Pieter B.D. Hilferink NEA 297, Sir Winston Churchilllaan 2288 DC Rijswijk The Netherlands Tel.: +31 70 398 8305 Fax: +31 70 395 4186 Email: phi@nea.nl http://www.cordis.lu/transport/src/momentumrep.htm Partners: Leicester City Council-UK Langzaam Verkeer VZW-Belgium Universidade de Coimbra-Portugal Leuven City Council-Belgium Stadt Graz-Austria City of Corfu Development Enterprise Ltd.-Greece Comune di Bologna-Italy Transportation, Development, Engineering and Management Consultants-Greece Chalmers University of Technology-Sweden Institut für Landes-und Stadtentwicklungforschung des Landes Nordrhein-Westfalen-Germany Austrian Mobility Research-Austria Planningsbsro via Verkehr Infrastruktur Assesment-Germany Arge Synergo-balance-Switzerland Institut Wallon de Développement Economique et Social et d'Aménagement du Territoire-Belgium				

OBJECTIVES

Mobility management has developed low cost concepts, strategies and actions that safeguard a given transport need for individuals, institutions and companies through the efficient use of available transport facilities, or through strategies for avoidance of trips, promoting a sustainable development.

The strategies could include information on available public transport, arranging of new collective transport, co-ordination of goods transport, co-ordination of car pooling, and communication strategies. A mobility management centre was the operational unit.

- Presentation of a survey of mobility management concepts, mobility management strategies and mobility management tools. Definition of integrated concepts for mobility management strategies and for operational mobility centres.
- Demonstration, application and evaluation of mobility management strategies and mobility management tools in a number of mobility centres. Identification of the concepts for the transfer of mobility management strategies. Dissemination of the results of the project to all interested parties in Europe

The cities involved in this project were:

Leicester (UK), Leuven (BE), Graz (AT), Munster (DE), Bologna (IT), Gladbeck (DE), Goteborg (SE), Potsdam (DE), Coimbra (PT), Corfu (GR), Namur (BE), Arnhem (NL)

RESULTS/EXPECTED RESULTS

After the completion of the MOMENTUM project, it can be clearly stated that mobility management is now widely recognised and accepted in the European Union and identified as a key policy

measure to deliver a more sustainable environment.

It is apparent that the demonstration projects undertaken in MOMENTUM were varied and wide-ranging with individual aims and objectives. However the MOMENTUM demonstration projects proved to be successful in not only being able to achieve their initial aims and objectives but also succeeded in establishing Mobility Management, though in varying degrees, as a new and established strategy and tool in transport planning in Europe.

Throughout all the demonstration sites, this awareness of mobility management to politicians, and other bodies such as public transport operators was successfully achieved.

MOMENTUM, through the demonstration projects, benefited from being able to identify new techniques within mobility management.

The use of promotion and raising awareness campaigns was central to all the demonstration projects. This area was identified as a key element to the successful delivery of mobility management at an early stage of MOMENTUM, and the demonstration projects have shown the importance of identifying this as a key area.

As with many strategies and policies, a central element to the success and implementation was that of availability of finance. All projects have identified the need for this, and also how it can hinder the development of mobility management. Financial framework for transport vary considerably across the European Community, however it was still a central problem to all projects, more in terms of how mobility management should continue rather than fundamentally affecting individual projects.

The variations of the demonstration projects in MOMENTUM allowed the development of both site-based projects and Mobility centres.

MOMENTUM also highlighted the need for the development of partnerships to achieve its aims and objectives. This again was identified as a key pre-requisite to the successful implementation of mobility management, partnerships between the public sector, private sector, transport operators and the community.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Co-operation of transport operators ➲ Interfaces between public and goods transport ➲ Improvement of public private partnerships ➲ Improvements for citizens/inhabitants

ACRONYM	MOSAIC	**TITLE**	Mobility strategy applications in the community		
REFERENCE	EU11				
STARTING DATE	01/01/1996	**STATUS**	Finished	**FRAMEWORK PROGRAMME**	4th
FINISHING DATE	31/12/1998			**TASK**	5.2/16
CONTACT DETAILS	Project co-ordinator: Dr. Andreas Witte Institut für Stadtbauwesen Mies-van-der-Rohe Strasse, 1 52056 Aachen Germany Tel: +49-241-805206 Fax: +49-241-8888247 Email: witte@isb.rwth-aachen.de http://www.isb.rwth-aachen.de/mosaic/				

OBJECTIVES

The primary objectives of the MOSAIC-project were:

- Improve understanding of Mobility Management:
  - Review progress to date in passenger and freight Mobility Management;
  - Clarify the concepts, and their roles within Mobility Management;
  - Understand and define user needs: defining generalised needs (e.g. broad market requirements), while retaining specific requirements (e.g. needs of disabled travellers).

- Demonstrate concepts and services:
  - -Configure outline models;
  - -Innovate with new configurations;
  - -Test, monitor and review these configurations;
  - -Refine the Mobility Management models to build upon the lessons learned from the project;
  - -Evaluate the models, both internally and externally to develop valid and transferable lessons;
  - -Assess the potential for the wider implementation of such approaches.

RESULTS/EXPECTED RESULTS

Mobility Management is still an evolving idea. There are not yet any examples of cities or regions where all the elements, roles and services have been combined to form a comprehensive Mobility Management strategy. Unless there are fundamental changes in transport policies, Mobility Management will probably make a measurable but not really significant impact on the choice of transport modes. Nevertheless, Mobility Management measures should be recognised as socially important since they make a significant contribution to raising awareness about the availability of transport alternatives.

Mobility Management is a long-term approach which requires political and public support. The method of achieving Mobility Management objectives should be both top-down (European and national level) and bottom-up (local initiators). The following actions are a sample of the recommendations suggested for each of these levels:

At the European level:
- Setting up of an umbrella organisation offering information on best practice in Mobility Management.
- Continuous dissemination of examples of best practice to support Mobility Management initiatives on a long-term basis (European Platform).
- Encouraging Mobility Management initiatives in freight transport (research demonstration programmes.

At the national level: Enactment of supporting legislation and fiscal policies. Research programmes which concentrate on the national obstacles to the implementation of Mobility Management. Kick-off Mobility Management initiatives in freight transport. Encourage Mobility Management activities at leisure and retail sites (most site-level experience to date is at work-sites). At the regional and local level: Actively promote the participation of private companies in public-private partnerships. Initiating research and demonstrator programmes concerning site level applications. Mobility management is only likely to be successful if it has support from all sections of a community and if supported by other measures to improve mobility by sustainable modes of transport. If this is forthcoming then Mobility Management can make a significant difference to the quality of life for inhabitants / citizens in urban areas.	
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Interfaces between public and goods transport ➲ Improvements for citizens/inhabitants

ACRONYM	MOST	**TITLE**	Mobility management strategies for the next decades		
REFERENCE	EU12				
STARTING DATE		**STATUS**	Finished	**PROGRAMME**	5thFWP
FINISHING DATE		**PROJECT REFERENCE**		G2RD-1999-11129	
CONTACT DETAILS	Project co-ordinator: Mr. Karl-Heinz Posch FGM Austrian mobility research 8a/I Schoenaugasse 8010 Graz Austria Tel.: +43 316 810 45116 Fax: +43 316 810 45175 http://mo.st/				

OBJECTIVES

MOST aims to further develop knowledge on Mobility Management (MM) strategies based upon know-how developed in previous national and EU-projects like MOMENTUM, MOSAIC, and INPHORMM. The project will put major emphasis on analysing existing MM tools and schemes, especially on their long-term impacts and in cross-site comparison. Common monitoring and evaluation standards will be applied.

RESULTS/EXPECTED RESULTS

As expected results, robust policy and implementation strategies and scenarios will be developed and sophisticated dissemination, training and exploitation strategies implemented.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Interfaces between public and goods transport ➲ Improvements for citizens/inhabitants

ACRONYM	PROPOLIS	**TITLE**	Planning and Research of Policies for Land Use and Transport for Increasing Urban Sustainability.		
REFERENCE	EU13				
STARTING DATE	01/01/2000	**STATUS**	Finished	**PROGRAMME**	5th FWP
FINISHING DATE	31/08/2002	**PROJECT REFERENCE**	EVK4-1999-00005		
CONTACT DETAILS	Project co-ordinator: LT Consultants Mr. Kari Lautso 9 Melkonkatu 00210 Helsinki Finland Tel: +358-9-615811 Fax: +358-9-61581430 Email: kari.lautso@ltcon.fi http://www.ltcon.fi/propolis/ Partners: University College of London-Bartlett School of Architecture & Planning-UK Stratec S.A.-Belgium Universität Dortmund-Germany TRT Transporti e Territorio Ltd.-Italy Marcial Echenique and Partners-UK Marcial Ehenique y Compañia S.A.-Spain				

OBJECTIVES

The objective of PROPOLIS is to research, develop and test integrated land use and transport policies, tools and comprehensive assessment methodologies in order to define sustainable long-term urban strategies and to demonstrate their effects in European cities. The work is executed through developing a set of indicators measuring the environmental, social and economic components of sustainability. Values for these indicators are calculated using enhanced urban land use and transport models and new GIS and Internet based modules. A decision support tool is used to evaluate the sets of indicator values in order to arrive at aggregate environmental, social and economic indices for the alternative policy options. To include the long run land use effects, a time horizon of 20 years or more is used. The innovations of the PROPOLIS project are related to the integrated and comprehensive approach, to the common framework for analysis with different land use and transport models, to the combination of strategic interactive land use and transport models and GIS techniques. The feedback from the attributes of environmental quality to the locating process of households and firms is part of the innovation. The approach is also likely to produce innovative policy recommendations, as the system is able to reveal the interactions and multiplier effects by following the impact chains in it.

RESULTS/EXPECTED RESULTS

PROPOLIS approach is used to systematically analyse policy options in 7 European cities to reach general recommendations for optimum combinations of different policy types. The strategies improve urban sustainability in general, and radically reduce urban pollution and congestion without compromising economic efficiency and social sustainability. The benefits at the European level are mostly related to the general conclusions and recommendations for European urban regions. Efficiency increase will lead to improved competitiveness and employment, and to better economy and welfare. The project also produces a set of well-defined indicators for use for benchmarking purposes throughout Europe. The national and local authorities in the case city regions benefit from the project by having updated and enhanced urban models and an evaluation system available for their use. This system can be used when planning new policies, plans or large-scale projects. The system is especially well suited for environmental impact assessments, which are forced by law for any large-scale project. The achievement of the goal would lead the way to better environment, land use patterns, transport systems, economy and social conditions for European citizens - towards sustainable development.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Economic improvements ➲ Environmental improvements

ACRONYM	PROSPECTS	**TITLE**	Procedures for recommending optimal sustainable planning for European city transport systems.		
REFERENCE	EU14				
STARTING DATE	02/01/2000	**STATUS**	Finished	**PROGRAMME**	5th FWP
FINISHING DATE	31/01/2003	**PROJECT REFERENCE**		EVK4-1999-00002	
CONTACT DETAILS	Project co-ordinator Institute for Transport Studies-University of Leeds Mrs. Laura Barjonas Woodhouse Lane LS2 9JT Leeds UK Tel: +44-113-233-4090 Fax: +44-113-233-3906 Email: m.hamilton@adm.leeds.ac.uk http://www-ivv.tuwien.ac.at/projects/prospects.html				

OBJECTIVES

The principal objective of PROSPECTS is to provide cities with the guidance which they need in order to generate optimal land use and transport strategies to meet the challenge of sustainability in their particular circumstances. The sub-objectives, each of which is associated with a separate technical Work Package, are:

- To identify the decision-making needs of cities.
- To assess and enhance evaluation tools to aid decision-making.
- To assess and enhance forecasting and analysis tools for the land use/transport system.
- To publish a Decision-Makers' Guidebook and supporting Methodological and Policy Guidebooks.
- To disseminate the results and exploit the three Guidebooks and the enhanced tools.

RESULTS/EXPECTED RESULTS

The principal outputs are the three Guidebooks. The first of these is a Decision-Makers' Guidebook, designed for politicians, senior officials and the public, and outlining the approach to decision-making, the policy options, and the support tools available. The second, the Methodological Guidebook, is designed for professionals, and provides more extensive advice on the support tools for evaluation, forecasting and analysis. The third, the Policy Guidebook, describes current experience with the full range of policy options, and is of interest to politicians, professionals and the public. The three Guidebooks, covering decision-making, methodology and policy advice, will be designed for ease of use by city authorities, and by the public in their cities. The advice will enable them to enhance sustainability, the environment, social inclusion and quality of life through the design of more effective land use and transport strategies. In addition it should help in improving the efficiency and accessibility of the transport system, hence reducing costs and increasing competitiveness.

It is expected to be able to improve further on this by including land use measures and the potential scale of these benefits for all Core Cities will be assessed. The advice will also help to identify the key barriers to implementation, and the case for overcoming them, thus facilitating the achievement of optimal strategies. In all of these ways cities' competitiveness, both economically and as places to live, should be significantly enhanced.

THEME(S) RELATED TO	Traffic planning and policy

ACRONYM	REFORM	**TITLE**	Research of freight platforms and freight organisation		
REFERENCE	EU15				
STARTING DATE	01/01/1997	**STATUS**	Finished	**PROGRAMME**	4thFWP
FINISHING DATE	31/12/1997	**PROJECT REFERENCE**		UR-96-SC.1212	
CONTACT DETAILS	Project co-ordinator: IVU Dr. Kai Tullius Bundesallee 88 12161 Berlin Germany Tel: +49-30-859060 Fax: +49-30-85906111 Email: Tu@ivu.de http://www.cordis.lu/transport/src/reform.htm Partners: STRATEC S.A.-Belgium Istituto di Studi per L'Informatica ed i Sistemi-Italy Nordic Transport Development Ltd.-Denmark Environment, Transport and Planning S.L.-Spain Azienda Tramvie e Autobus del Comune di Roma-Italy				

OBJECTIVES

- Analyse and evaluate the effects of freight platforms regarding the urban traffic.
- Provide guidelines and criteria for designing, locating and organising freight platforms in urban areas with the view of optimising the benefits of these platforms and to reduce their negative effects.

RESULTS/EXPECTED RESULTS

- Empirical investigation as a basic requirement for modelling and simulating the effects of freight platforms.
- Development of a methodology to calculate or estimate the different effects of freight platforms.
- Practical application and evaluation of freight platforms by a detailed analysis of test sites in Berlin, Brussels, Madrid and Rome. The focus of the practical application was set on: co-ordination of big interports (long distance traffic) with city terminals (urban and regional traffic); organisational and operational requirements for the development of successful freight platforms; multimodality of freight platforms (road, rail, waterborne traffic); operational improvements were expected from co-operation schemes.
- Recommendations and guidelines

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Door-to-door freight transport aspects ➲ Co-operation of transport operators ➲ Economic improvements ➲ Improvements for citizens/inhabitants

ACRONYM	SURFF	**TITLE**	Sustainable urban and regional freight flows.		
REFERENCE	EU16				
STARTING DATE	01/01/1996	**STATUS**	Finished	**PROGRAMME**	4thFWP
FINISHING DATE	31/12/1998	**PROJECT REFERENCE**	TR1053		
CONTACT DETAILS	Project co-ordinator: PTV AG Dr. Klaus Möller Stumpfstrasse 1 Karlsruhe 76131 Germany Tel.: +49 721 9651 150 Fax: +49 721 9651 199 Email: consult@ptv.de http://www.euroweb.net/surff/				

OBJECTIVES

In SURFF, the focus was on telematics applications in seven EU cities to improve all-round accessibility of information systems within regional freight centres and to support smooth inner urban freight flows. The applications proposed covered operational support both for individual centres and whole networks. City distribution relied on co-ordinated resource management at centres, while inner city freight transport enhanced by interfaces with traffic information services, such as roadside multimedia kiosks for lorry drivers to obtain route guidance or freight documents without needing to access the project sites.

RESULTS/EXPECTED RESULTS

SURFF demonstrated traffic information services managing sustainable urban and regional freight flows. The main beneficiaries will be city and regional authorities and goods transport chain actors.

Multi-media kiosks and interfaces to traffic information services for inner-urban freight transport have been developed, tested and validated. They will be made commercially available worldwide. Validation took place in test sites in Rouen, Bologna, Midden-Brabant, Aalborg, Stockholm, Aspropyrgos and Linz.

Expected Benefits

- Environmentally friendly freight distribution in cities and regions
- Reduction of freight transports caused by co-ordinated resource management
- Reduction of transport costs caused by a more efficient distribution of goods and reduction in the numbers of trucks.
- Faster, more detailed and transparent transport information.
- Increased reliability, safety and punctuality of freight transports.
- A Europe-based concept and guidelines for an integrated information and communication network of freight centres to support freight transport on a European level.
- Exchange of project results between the potential users, introducing a consistent standard of technology.

THEME(S) RELATED TO	➲ Freight centres ➲ Intermodal urban freight aspects ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Telematics for urban goods transport ➲ Co-operation of transport operators

ACRONYM	PRIMA	**TITLE**	Pricing Measures Acceptance		
REFERENCE	EU17				
STARTING DATE	1999	**STATUS**	Finished	**Country/ City**	Zurich, Lyon, Marseille, Stockholm, Oslo, Bern, Barcelona, Rotterdam/Randstad
FINISHING DATE	2000				
CONTACT DETAILS	Coordinator's details: HAARSMAN, Bjoern (Prof.) INREGIA AB Lindhagensgatan, 90 PO Box 12519 10229 SWEDEN Tel: +46-8-7372522 Fax: +46-8-7374460 Email:bjh@inregia.se http://www.cordis.lu/transport/src/48328.htm				

OBJECTIVES

The objectives for PRIMA were to identify the reasons behind the acceptance or non-acceptance of road pricing and to produce recommendations for the implementation of urban road pricing in Europe.

RESULTS/EXPECTED RESULTS

PRIMA provided a databank of results from public surveys and interviews with stakeholders, leading local politicians and experts. Data were collected from 500 citizens and 30 interviews in each of eight urban regions in autumn 1999. From this stock of information, a three-stage decision process was developed. This process can be adapted to local situations to support any city that considers introducing road-pricing schemes. It not only concerns the schemes themselves, but also the design of the public decision-making process in the run-up to their introduction.

The interviews and public surveys identified the following key results:

- Acceptance depends on stakeholders perceiving that there are severe and urgent traffic problems and that pricing is an effective part of the solution.
- Acceptance requires alternative modes of transport to be available. For example, investment in public transport should accompany the introduction of pricing.
- Charges should start low, and compensating measures should be considered for social groups that are disadvantaged by the pricing scheme.
- The introduction of road pricing should be done in a stepwise manner to allow gradual adjustment. For example, a financing toll system may form the starting point, as this is more readily accepted than congestion charging.
- The initiative to introduce road pricing should (be seen to) come from the urban area. In addition, national legislation will have to be changed in many countries, and financial support from the national government may be needed to ease the change in costs for car users.
- Acceptance requires public participation in the decision making process. The starting point must be open discussion of traffic problems and the objectives for urban transport policy.
- The success of earlier road pricing schemes influences acceptance. Therefore, the dissemination of results between cities is important.
- The increased use of information technologies and electronic payment systems in other applications is expected to improve acceptance of the technologies needed for efficient road pricing. The privacy issues linked to road pricing do not seem to have an important negative influence.
- Acceptance from a majority of citizens cannot be expected from the outset. Experiences from several cities show that acceptance tends to increase after the implementation, but this is quite sensitive to the level of charges.

POLICY IMPLICATIONS

PRIMA found that, in general, public opinion is against congestion charging, although the polluter pays principle is broadly accepted as a general guideline for policy making. On the other hand, there is considerable support for road pricing as a way to finance investment in transport. This includes the funding of public transport and the construction of road bypasses, with some

preference for the former. Therefore, implementation of road tolls can be a stepping stone to raising acceptance for congestion charging. At the time of the project, the law in some Member States did not provide for the implementation of road pricing. It was legal in other countries as long as the pricing scheme was related to the financing of new roads. However, congestion charging would need changes in legislation.	
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions Weights and dimensions ➲ Tolls and vehicle fees ➲ Door to door freight transport ➲ Interfaces between public and freight transport ➲ Economic and environmental improvements ➲ Improvements for citizens

ACRONYM	RECORDIT	**TITLE**	Real cost reduction of door to door inter-modal transport		
REFERENCE	EU18				
STARTING DATE	2000	**STATUS**	Finished	**Country /City**	Rome.Milan,Bedford Athens,Champs-sur-Marne, Copenhagen,Delft, Stuttgart
FINISHING DATE	2001				
CONTACT DETAILS	Andrea Ricci, ISIS, Via Flaminia 21, 00196 ROMA, Italy http://www.recordit.org/				

OBJECTIVES

- Design of a comprehensive method for the real costs of inter-modal freight and for the understanding of cost formation mechanisms
- Methodology evaluation
- Analysis of current charging and fiscal systems to understand price formulation processes
- Systematic cost comparison for inter-modal and all road options
- Assess imbalances and inefficiencies
- Develop a decision support module to foster generalisation Identify and analyse technical and organizational cost reduction options
- Formulate recommendations on public policy and business actions to reduce real costs and to internalise external costs
- Promote consensus building amongst operators and users
- Disseminate project findings

RESULTS/EXPECTED RESULTS

Preliminary report issued to EC. Project extended to develop support for a forthcoming EU directive on the internalisation of costs. Second report prepared and issued to EC. Not yet released or signed off into the public domain

THEME(S) RELATED TO	➲ Traffic planning & Policy ➲ Economic improvements ➲ Tolls and vehicle fees ➲ Freight centres ➲ Transport units ➲ Intermodal urban freight ➲ Environmentally friendly vehicles ➲ Co-operation transport operators

ACRONYM	MIRACLES	**TITLE**	Multi Initiatives for Rationalised Accessibility and Clean, Liveable Environments		
REFERENCE	EU19				
STARTING DATE	Feb 2002	**STATUS**	Ongoing	**Country/ City**	Rome (IT), Barcelona (ES), Winchester (UK), Cork (IE
FINISHING DATE	Jan 2006				
CONTACT DETAILS	Chiara di Majo (ATAC Roma) e-mail: chiara.dimajo@atac.roma.it http://www.miraclesproject.net				

OBJECTIVES

Miracles means to combine innovation, technology, and policies with the support of communication media so that with the active participation of citizens, traffic and energy consumption can be reduced as well as noise and air pollution. In this framework the municipalities involved aim to accomplish the following objectives:

- Reduce private transportation which has a high environmental impact at the local level
- Improve access to local services and community life
- Improve transport management with a view to achieving greater cost-effectiveness
- Improve quality of life Some examples of measures:
- Creation of access zones; including the biggest in Europe
- Creation of priority bus lanes
- Extend and improve areas for pedestrians and cyclists
- Increase the number of biogas buses MIRACLES addresses urban freight issues in WP9: New concepts for the distribution of goods:

- ROME
  - Kerbside-doorstep delivery: info. & support services:
  - improve the dialogue between city authorities and goods operators
  - improvement on the re-organisation of the city logistic support;
  - facilitate the start up of e-commerce based activities.

- BARCELONA
  - Kerbside-doorstep delivery: info. & support services:
  - demonstrate a city-wide delivery information service that enables goods operators to identify the appropriate kerbside location for door-step deliveries, and to plan delivery itineraries based on real-time congestion information. A successful uptake by goods operators will improve enforcement efficiency and better balance demand with supply.
  - Identifier units that automate the system will be demonstrated with a view to determining the potential for self-financing of the packaged service.

- WINCHESTER
  - Fleet Efficiency and Home delivery:
  - to develop a clean urban delivery service which will become self-sufficient at the end of the project,
  - - to encourage take-up of vehicle efficiency programs for local business.

RESULTS/EXPECTED RESULTS

- Demonstrate and launch a clean urban delivery service;
- Take up of vehicle efficiency programmes
- City-wide delivery information service
- eCommerce start-ups
- Improved city logistic efficiency

THEME(S) RELATED TO	- Traffic planning and policy - E-commerce - Door-to-door freight transport aspects - Telematics for urban goods transport - Environmentally friendly vehicles - Economic improvements - Environmental improvements - Improvements for citizens/inhabitants

ACRONYM	CITY FREIGHT	**TITLE**	Inter and Intra urban freight distribution networks		
REFERENCE	EU20				
STARTING DATE	2002	**STATUS**	Ongoing	**Country/ City**	Belgium, UK, Netherlands, Italy, Spain, Finland, France
FINISHING DATE	2004				
CONTACT DETAILS	Alain Henry, Stratec S.A., Avenue Adolphe Lacomblé 69-71/Bte 8, B-1030 Brussels, Belgium, +32 2 735 09 95, a.henry@stratec.be, www.cityfreight.org				

OBJECTIVES

To provide guidance to interested stakeholders (government, regional and local authorities, network operators, shippers and consignees on the advantages and pitfalls of some recent innovations in the general field of inter- and intra urban freight distribution systems.
The work of the project will focus on:

- A comparative survey of urban freight, logistics and land use planning systems in place in Europe
- Set up of a common evaluation procedure
- Selection of the set of innovative systems or methods
- Construction of scenarios
- Best practice guidelines
- Practical recommendations for each of the participating cities
- Dissemination and exploitation
- Project management and co-ordination

RESULTS/EXPECTED RESULTS

- Output in the form of assessment of urban freight systems and methods using quantifiable, measurable and verifiable results to provide a framework of indicators, reference cases, standard methods and targets
- Best practice guidelines development as a platform for the exchange of experience
- Information exchange and development of practical recommendations for the host cities

THEME(S) RELATED TO	➲ Relates to all identified BESTUFS themes ➲ Links also to RECORDIT, COST 321, LUTR ELCIDIS, IDIOMA AND LEAN

ACRONYM	PROGRESS	**TITLE**	Pricing Road use for Greater Responsibility, Efficiency and Sustainability in cities.		
REFERENCE	EU21				
STARTING DATE	2000	**STATUS**	Ongoing	**Country/ City**	Bristol, Edinburgh, Genoa, Gothenburg, Helsinki, Rome, Trondheim
FINISHING DATE	2004				
CONTACT DETAILS	Barbara Davies (Bristol City Council) Phone : +44 117 903 6709 Fax : +44 117 903 6540 e-mail : barbara_davies@bristol-city.gov.uk http://www.progress-project.org/				

OBJECTIVES

The overall objective of the PROGRESS project is:

- "To demonstrate and evaluate the effectiveness and acceptance of integrated urban transport pricing schemes to achieve transport goals and raise revenue."
- To provide effective co-ordination between the demonstration sites, and with the thematic network, CUPID
- To develop and demonstrate integrated urban transport pricing schemes, based on the concept of marginal-cost pricing, in real urban situations
- To develop and assess the political, economic and social framework required for the implementation of urban transport pricing
- To evaluate the impact and effectiveness of these demonstrations
- To support the work of the thematic network by providing policy results at the local level
- To develop material for dissemination of the demonstration and evaluation results at the local and national level, and at the European level through the thematic network

RESULTS/EXPECTED RESULTS

Proof of concept demonstration for validation and to recognise the impact of the introduction of the initiatives individually and in concert

THEME(S) RELATED TO	➲ Traffic Planning and policy ➲ Tolls and vehicle fees ➲ Access restrictions ➲ Weights and dimensions ➲ Door to door freight transport aspects ➲ Environmentally friendly vehicles ➲ Economic and environmental improvements

ACRONYM	DESIRE	**TITLE**	The arena of road pricing acceptance		
REFERENCE	EU22				
STARTING DATE	Not known	**STATUS**	On going Pilots 2003	**Country/ City**	France, Germany, Switzerland, Denmark, Austria, UK, Netheralnds, Greece, Portugal, Hungary, Brazil
FINISHING DATE	Not known				
CONTACT DETAILS	Jorge Antunes, TIS.pt, Av. 5 de Outubro No. 75, 7 Lisbon 1050-049, Portugal, +351 21 359 3020, global@tis.pt http://www.tis.pt/proj/desire.htm http://www.transport-pricing.net				
OBJECTIVES					
Design of inter urban road pricing initiatives for heavy goods vehicles in Europe with co-operation with Brazil.					
RESULTS/EXPECTED RESULTS					
➲ To develop a set of basic designs for inter-urban road pricing systems (IRPS) for heavy goods vehicles (HGV). ➲ To carry out an in depth analysis of such systems ➲ To develop a set of guidelines for the design, financing and implementation of such systems					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Tolls and vehicle fees ➲ Economic improvements ➲ Environmental improvements				

ACRONYM	CUPID	**TITLE**	Urban Road Pricing Thematic Network		
REFERENCE	EU23				
STARTING DATE	2000	**STATUS**	On going	**Country/ City**	EU level
FINISHING DATE	2004				
CONTACT DETAILS	Cathy Plover Transport & Travel Research Ltd Minster House Minster Pool Walk Lichfield Staffordshire WS13 6QT Tel: +44 (0)1543 416416 Fax: +44 (0)1543 416681 E-mail:lichfield-ttr@ttr-ltd.com http://transport-pricing.net/				

OBJECTIVES

Between 2000-2004 CUPID will undertake a European cross-level site assessment of demonstration project of the eight European cities in the PRoGRESS project, produce robust policy recommendations and disseminate the results.

The eight cities participating in PRoGRESS are Bristol (UK), Copenhagen (Denmark), Edinburgh (UK), Genoa (Italy), Gothenburg (Sweden), Helsinki (Finland), Rome (Italy) and Trondheim (Norway). PRoGRESS is managed by Bristol City Council.

The CUPID Consortium is working to achieve the project aims which are: **"To provide co-ordination, state of the art research intelligence, assessment and exploitation to a set of linked urban transport pricing demonstrations to determine how schemes can be successfully implemented in European cities"**

The network comprises experts from 6 European research institutes and consultancies: Transport & Travel Research Ltd (UK), ISIS (Italy), ITS Leeds (UK), SINTEF (Norway), TIS.PT (Portugal) and the Technical University of Dresden (Germany).

RESULTS/EXPECTED RESULTS

- Position papers on themes identified within the PRoGR€SS project
- Plans, reports and dissemination from the PRoGR€SS project

THEME(S) RELATED TO	➲ Traffic Planning and policy ➲ Tolls and vehicle fees ➲ Access restrictions ➲ Weights and dimensions ➲ Door to door freight transport aspects ➲ Environmentally friendly vehicles ➲ Economic and environment improvements

ACRONYM	CITY PORTS	**TITLE**	Developing efficient transport systems with regard to sustainable development		
REFERENCE	EU24				
STARTING DATE		**STATUS**	Ongoing	**Country/ City**	Italy, Greece, Austria, Slovenia
FINISHING DATE					
CONTACT DETAILS	Project Manager: Arch. Rino Rosini, Servizio Infrastrutture per il Trasporto (Transport Infrastructures Service) Tel. 0039 051 283831 – Fax 0039 051 284144 Email: rrosini@regione.emilia-romagna.it				

OBJECTIVES

The general target of the CITY PORTS project is the re-organization and the process reengineering into city logistics solutions in medium and small size urban systems, making to work in a coherent, efficient and sustainable way some nodes (urban systems) of the EU infrastructures, by integrating the main EU policies and priorities active at local level, namely the EU policies and measures for the sustainable spatial development, the improvement of social-economic cohesion, the reduction of greenhouse gas emissions and the EU policies on transport. The objectives are the following:

1) to develop experiment and diffuse a methodology for the analysis, selection, feasibility and implementation of optimized and integrated “city logistics solutions”, allowing reduction in the times of implementation and a lessening of the projects risks. The areas of innovation should be identified in the development of integrated models and in the evaluation criteria, rather than in the individual technical solutions. The CITY PORTS project will establish an information network on city logistics solutions among the 26 participants in order to give a wide range of effective prototype solutions in which the networked knowledge transfer can support the improvement of quality of specific city logistic solutions.

2) to allow the development of restriction/regulation policies of city accesses and models of logistic flows reengineering that are coherent within the CADSES area, avoiding unbalances in the distribution networks, generated by interventions on one or more nodes.

3) to implement a structured and rigorous modality of assessment (coherence with methodological approach; social, economic and environmental impacts) and diffusion of results: all pilot projects will carry out detailed interdisciplinary feasibility studies already shared by the stake holders.

RESULTS/EXPECTED RESULTS

The project wants to support, test and drive upon its powerful methodology a number of city logistics implementations which can be managed only at local level. These urban systems are towns connected with primary networks in CADSES and are relevant towns in the development of the polycentric continent-wide growth model where the regions involved play a substantial role. Several urban systems with common goals of rationalizing the urban freight transport and reducing the number of vehicles are involved.

THEME(S) RELATED TO	➲ All BESTUFS themes

ACRONYM	UNITE	**TITLE**	Unification of accounts and marginal costs for Transport Efficiency		
REFERENCE	EU25				
STARTING DATE	2000	**STATUS**	Finished	**Country/ City**	EU15, Estonia, Hungary and Switzerland
FINISHING DATE	2002				
CONTACT DETAILS	Professor Chris A. Nash Professor of Transport Economics University of Leeds, Leeds, United Kingdom Tel: +44 (0)113 343 5337 Fax: +44 (0)113 343 5334 Email: C.A.Nash@its.leeds.ac.uk http://www.its.leeds.ac.uk/projects/unite/				

OBJECTIVES

- to develop pilot transport accounts for all modes, for the EU15 and additional countries;
- to provide a comprehensive set of marginal cost estimates relevant to transport contexts around Europe;

and

- deliver a framework for integration of accounts and marginal costs, consistent with public finance economics and the role of transport charging in the European economy.

These objectives will be achieved by a European research team with significant depth and breadth of experience in all of the core areas of research.

RESULTS/EXPECTED RESULTS

The key outputs that will be produced in the course of UNITE will be:

- theoretical development of alternative frameworks for the integration of transport accounts and
- marginal cost estimates;
- empirical results on the transport and economy-wide outcomes from alternative integration approaches;
- pilot transport accounts for:
  - 18 countries (EU15, Estonia, Hungary and Switzerland),
  - the years 1996, 1998 and 2005;
  - all significant passenger and freight modes.
- guidance on future approaches to the development of transport accounts;
- a clearly presented methodology which advances the state-of-the-art in marginal cost estimation;
- empirical estimates of marginal costs for:
  - the key cost, benefit and revenue categories
  - various contexts around Europe
  - a wide range of passenger and freight modes;
- guidance on how to transfer marginal cost estimates to new contexts, to maximise the value-added
- offered by the new empirical results.

THEME(S) RELATED TO	➲ Traffic planning & Policy ➲ Economic improvements ➲ Tolls and vehicle fees

ACRONYM	TELLUS	**TITLE**	Transport and Environment Alliance for Urban Sustainability		
REFERENCE	EU26				
STARTING DATE	01/02/2002	**STATUS**	Ongoing	**Country/ City**	Rotterdam (NL), Bucharest (RO), Gdynia (PL), Berlin (DE), Göteborg (SE)
FINISHING DATE	31/01/2006				
CONTACT DETAILS	Thomas Meissner (FAV Berlin) e-mail: Tmeissner@fav.de http://www.tellus-cities.net/ Friedemann Kunst Senstadt Am Köllnischen Park 3 D 10173 Berlin Telephone : +49 30 90 25 16 50 Email : friedemann.kunst@senstadt.verwalt-berlin.de				

OBJECTIVES

Principal Objectives: TELLUS aims at increasing the modal share in favour of public transport and at increased bicycle use, congestion reduction, reduction of traffic related air and noise pollution below national and EC standards, reduction of inner city car kilometres, improvement of intra-organisational co-operation at city level, increase of political and public awareness, reduction of road casualties and improvement of public private co-operation.

Some examples of measures specifically from WP9: New concepts for the distribution of goods:

- Establishing truck-parking facilities to improve living conditions in residential areas
- Formation of user groups and direct customer participation
- Incentives for improving the load factor in inner city freight transport
- Developing customer driven goods distribution management

RESULTS/EXPECTED RESULTS

- Demonstrate and asses a set of new concepts for the distribution of goods aiming at a reduction of vehicle kilometres, smart land use and implementation of clean vehicles
- Demonstration of a 13,5 km long system of underground tube transport for multiple users, in the Rotterdam port as a substitute for road transport of goods
- Introduction of an innovative 24-hour system for business-to-business (B2B) and business-to-consumer (B2C) distribution system making use of distribution portals on at least six strategically located Park&Ride and carpool facilities around Rotterdam to minimise vehicle kilometres and emissions in residential areas by e-commerce deliveries. Safety at the P&R sites is increased because of the presence of the personnel at the distribution portal.
- Promotion of an inner city logistic centre in Berlin, permitting a modal shift combining railway and inland navigation with Compressed Natural Gas(CNG)-powered utility vehicles
- Design of a financing model that will allow hauliers in Berlin to cost-optimised modernise the vehicle fleet to CNG propulsion
- Introducing an inner-city environmental zone in Göteborg with demands on load rates as well as on emission levels

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Access restrictions ➲ Tolls and HGV Fees ➲ Intermodal aspects of urban freight ➲ eCommerce ➲ Telematics ➲ Environmental vehicles ➲ Improvements for citizens ➲ Economic improvements ➲ Environmental improvements

ACRONYM	TRENDSETTER	**TITLE**	Setting Trends for Sustainable Urban Mobility		
REFERENCE	EU27				
STARTING DATE	2002	**STATUS**	Ongoing	**Country/ City**	Graz (AT), Lille (FR), Pecs (HU), Prague (CZ), Stockholm (SE)
FINISHING DATE	2006				
CONTACT DETAILS	Helene Carlsson (City of Stockholm) e-mail: helene.carlsson@miljo.stockholm.se Thematic co-ordination - Goods Distribution: Björn Hugosson, Environment and Health Administration, +46 8 508 28 940, bjorn.hugosson@miljo.stockholm.se http://www.trendsetter-europe.org				

OBJECTIVES

TRENDSETTER's objectives are to ameliorate urban air quality, noise levels and congestion while supporting exceptional mobility and urban quality of life through :

- Advanced mobility management schemes
- Promoted use of public and shared transport
- Improved goods logistics and efficiency
- Increased use of low-noise and low emission vehicles Some examples of measures:
- Demonstrate initiatives to decrease the number of deliveries to a new housing construction-site
- By setting up a material logistics centre
- Design and demonstrate a traffic database with data on traffic orders and traffic hindrance
- Facilitate the market penetration for clean vehicles through co-ordinated purchase
- Facilitate access to the city centre for clean modes of transport

RESULTS/EXPECTED RESULTS

The TRENDSETTER project aims to:

- Improve mobility and quality of life
- Improve air quality
- Reduce noise and traffic congestion.

A challenging goal is to prove that cities can reduce emissions of carbon dioxide from fossil fuels that contribute to global warming and climate change, i.e. that cities can meet the Kyoto goals/Bonn commitments of achieving a 5% annual CO2 reduction solely by using biogas from waste/sewage and bio-fuels from organic waste products.

Other quantified Trendsetter-targets are:

- Reduce NOx emissions by 900 tonnes per year (all cities combined) and
- Particulate matter by at least 1800 tonnes per year (all cities combined)
- Save over 850 TJ (20 300 TOE) energy per year (all cities combined).

In urban freight issues Trendsetter is addressing 2 specific projects:

- A freight consolidation centre for a housing development in Stockholm
- A logistics service centre in Graz served by a rail transhipment centre

THEME(S) RELATED TO	➲ Freight centres ➲ Traffic planning and policy ➲ Intermodal urban freight aspects ➲ Economic improvements ➲ Environmental improvements ➲ Public private partnership ➲ Improvements for citizens

ACRONYM	VIVALDI	**TITLE**	Visionary and Vibrant Actions through Local Transport Demonstration Initiatives		
REFERENCE	EU28				
STARTING DATE	Feb 2002	**STATUS**	Ongoing	**Country/ City**	Aalborg (DK), Bremen (DE), Bristol (GB), Kaunas (LIT), Nantes (FR
FINISHING DATE	Jan 2006				
CONTACT DETAILS	Barbara Davies (Bristol City Council) Phone : +44 117 903 6709 Fax : +44 117 903 6540 e-mail : barbara_davies@bristol-city.gov.uk http://www.vivaldiproject.org The Freight theme is being managed by Ingo Franssen, Ingo.Franssen@UMWELT.Bremen.de				

OBJECTIVES

Principal objectives:

The VIVALDI project seeks to demonstrate an integrated package of innovative transport strategies and measures and to assess their contribution to improving the four key urban policy goals of:

- Urban vitality and economic success
- Social inclusion
- The health and well-being of the citizens
- Sustainability

Some examples of measures:

- Introduction of company mobility plans
- Communication campaigns on mobility
- Real-time information systems at bus stops and on Internet
- Integration of public transport and car sharing

In the area of urban freight WP10 addresses the following issues in Bristol, Nantes and Bremen:

- Ensure the transport system contributes towards a successful economy by creating access to jobs and
- creating an attractive environment
- Implement actions in terms of goods delivery organisation in the aim of identifying best way of conducting future actions in that field

RESULTS/EXPECTED RESULTS

Bremen is taking the lead in this area within the VIVALDI group; although Aalborg is bring experience from its national programme. Some of the key innovations being demonstrated include:

- The development of an urban transhipment concept to integrate with the city centre Clear Zone;
- During the infrastructure works of Nantes tramway, provisional schemes of optimized goods distribution
- Will be established after an intensive communication process with shopkeepers;
- The introduction of clean fuelled delivery vehicles;
- The development of community and P&R pickup points for consolidated home deliveries;
- Integration of the concept of freight villages and collective goods delivery for the inner city area in connection with delivery demands from e-commerce offers;
- A shopping centre consolidation centre at Broadmead in Bristol.

ACRONYM	eDRUL	**TITLE**	eCommerce Enabled, Demand Responsive Urban Logistics		
REFERENCE	EU29				
STARTING DATE	2002	**STATUS**	Ongoing	**Country/ City**	Siena, Eindhoven, Lisbon, Aalborg
FINISHING DATE	2004				
CONTACT DETAILS	Walter SCAPIGLIATI Siena Parcheggi Spa Via S. Agata 1 53100 Siena ITALIA Tel: +39-057-7228711 walter.scapigliati@sienaparcheggi.com info@edrul.com http://www.edrul.com				

OBJECTIVES

The overall objective of eDRUL Project is to investigate, develop and validate an innovative IST platform, and supported service models, for improved management of freight distribution and logistic processes in urban area. Strongly based on and integrated with e-Commerce/e-Business architectures and concepts, the developed solutions will enable:

1.Communication and team working among the various actors involved in the freight distribution process, through a set of innovative networked e-Business services (B2B segment);

2.Optimal use and improved interaction among the consumers and the logistics and retail system, through a number of e-Commerce services (B2C segment);

3. Management of available resources of the logistic system (fleets and available capacity, logistics platforms, goods collection and unload areas, routes, etc.) in a way to realise flexible, demand-driven freights distribution schemes integrated with the ITS urban scenario.

RESULTS/EXPECTED RESULTS

Milestones:

- Project results will include generic IST architectures based on the integration of logistics IST platform with e-business/ecommerce services, customised and validated in 3 different application sites. The main milestones are:
- User needs analysis, system requirements and business model;
- eDRUL architecture specification, design and development;
- Edification and site validation;
- Local and common eDRUL impacts evaluation;
- Guidelines for industrial deployment and results dissemination.

THEME(S) RELATED TO	➲ Telematics ➲ Economic improvements

ACRONYM	PDU	**TITLE**	Enqûetes quantitatives TMV (also new PDU initiatives)		
REFERENCE	F01				
STARTING DATE	1995	**STATUS**	Finished	**Country/City**	France
FINISHING DATE	1995				
CONTACT DETAILS	Jean-Louis Routhier (LET) 14, avenue Berthelot, 69363 Lyon cedex 07, France Tel +33 47272 6455 Fax +33 47272 6448 Jean-Louis.Routhier@ let.ish-lyons.cnrs.fr Laetitia Dablanc (GART) 17, Rue Jean Daudin, 75015 Paris, France. Tel +33 140563060 Fax +33 145678039 Laetitia.dablanc@gart.org				

OBJECTIVES

National methodology applied to several larger cities in France. Data collection from transport operators, service providers and shippers/receivers. A lean version of the methodology was also tested in other smaller cities and also within city districts or zones. The methodology was based on origin & destinations of freight vehicles. The data was needed for the modelling of urban freight, for environmental (clean air) and city planning purposes.

RESULTS/EXPECTED RESULTS

Use of a common nationally based methodology across a wide range of different cities. Use of a common control of defined vocabulary within the freight transport sector. High response rates achieved using interview and 'diary' type returns. The model proved to be a cost effective means of generating data and information on a common basis. The use of a common basis for data collection should allow for comparisons to be made with confidence in the data collected and the method of collection. Four cities have undertaken a comprehensive survey. Five are either in preparation or in the implementation phase. Of the 60+ cites of over 100K inhabitants many more have longer term projects for collection which is now required by law.

THEME(S) RELATED TO

- ➲ Traffic planning and policy
- ➲ Access restrictions
- ➲ Weight & dimensions
- ➲ Inter-modal urban freight
- ➲ E-commerce
- ➲ Telematics for urban goods transport
- ➲ Economic improvements
- ➲ Environmental improvements
- ➲ Improvements for citizens habitants

ACRONYM	PAD Paris (3)	**TITLE**	Paris 3 PAD (Portage et Accompagnement à domicile – Home Delivery and Transport Escort)		
REFERENCE	F02				
STARTING DATE	October 2000	**STATUS**	Finished	**Country/City**	Paris, France
FINISHING DATE	2 or 3 years from start date				
CONTACT DETAILS	Michel Chaudanson PAD Association des Artisans et Commerçants de Paris 3 10 rue Cafarelli 75003 Paris FRANCE				

OBJECTIVES

Demand of clients and shop keepers. Also a need for action because traditional city centre shops were losing customers, and there was a strong environmental need to decrease the use of the private car for shopping.

RESULTS/EXPECTED RESULTS

40 deliveries a day so far (it started in October 2000 with 20 deliveries a day).

So far it is rather successful and the current users are very happy with the service. Number of clients is expected to continue to grow (after summer).

However, operating costs are high and customers and shopkeepers do not want to pay for a large share of these costs.

THEME(S) RELATED TO	➲ Traffic Planning and policy ➲ Environmental improvements ➲ Economic improvements

ACRONYM	Relais-Liberté	**TITLE**	Relay Freedom – Strasbourg		
REFERENCE	F04				
STARTING DATE	Nov 1998	**STATUS**	Finished	**Country/ City**	Strasbourg, France
FINISHING DATE	Dec 1998				
CONTACT DETAILS	Olivier Weil Project Manager, Commerce and Crafts Department City of Strasbourg Laetitia Dablanc (GART) 17, Rue Jean Daudin, 75015 Paris, France. Tel +33 140563060 Fax +33 145678039 Laetitia.dablanc@gart.org				

OBJECTIVES

Demand of clients – help with shopping bags' transport while shopping during Christmas Season. Demand of the city – help people use public transit, especially tramway, when coming to the city centre for Christmas shopping.

The general idea was that city service would pick up parcels and errands from shops and deliver them to customers at the end of the day. Deliveries could be made:

- In small depot boxes close to the city centre (at a fare of 1 euro for the customer).
- In depot boxes in parking facilities of tramway park and ride terminals (cost: 2 euros).
- At home (cost: 5 euros).

30 employees were hired to run the delivery services. Electric and PLG cars were used.

RESULTS/EXPECTED RESULTS

In 1500 deliveries made: 950 in depot boxes, 275 on Park and Ride facilities, 270 home deliveries. These results were far less than expected (20,000 expected). Bad communication (from the CCI of Strasbourg for example) is supposed to be the explanation.

People who used the service however were extremely satisfied with the service (qualitative surveys were made). From a technical point of view, the service did not present any problems. Delivery schedules were respected. No commercial, legal or technical problems during deliveries.

A good communication is the key to such an experiment. Also, people are not yet used to paying for services such as transport and delivery of errands. Customers should be educated on realising that there are costs attached to these kinds of services.

THEME(S) RELATED TO	- Co-operation of transport operators - Economic improvements - Environmental improvements - Improvements for citizens/inhabitants

ACRONYM	Magasin de Quartier	**TITLE**	Magasin de Quartier en Ile-de-France (local delivery depots aimed at reducing the number of home deliveries)		
REFERENCE	F05				
STARTING DATE	2002	**STATUS**	Deferred	**Country/City**	Paris, France
FINISHING DATE	2003				
CONTACT DETAILS	Carole Boublil Direction des Etudes CCI de Paris 27, avenue de Friedland 75008 Paris FRANCE cboublil@ccip.fr				

OBJECTIVES

Demand of transport operators, for fear of an increase in home deliveries and subsequent problems (delivery hours, closed doors, stairs, etc.)
Demand of public institutions (City of Paris, Regional Council etc.) to alleviate traffic congestion due to commercial traffic and deliveries in dense areas.
A 100m2 depot, with 2 or 3 full time employees, located in dense commercial or residential areas. This local delivery zone will be opened from early in the morning until late in the evening. Carriers will be able to leave parcels and goods in this depot instead of delivering them all the way to their clients (whether shop keepers or households).
Clients will then be informed of the availability of their products. Magasin de Quartier employees will deliver the goods to the final clients, or wait until the client comes and picks them up.
What is interesting is that both household deliveries and shop deliveries are considered together. Magasins de Quartier should service both

RESULTS/EXPECTED RESULTS

Not yet implemented.
This experiment is strongly supported by transport companies and their organisations.

THEME(S) RELATED TO	➲ Traffic planning & policy ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	Achat-Grenoble	**TITLE**	Achat-Grenoble.com		
REFERENCE	F06				
STARTING DATE	June 2000	**STATUS**	Ongoing	**Country/City**	Grenoble, France
FINISHING DATE					
CONTACT DETAILS	Tel.: +33 (0)4 76 28 28 16 Email: contact@achat-grenoble.com Website: www.achat-grenoble.com				
OBJECTIVES					
Make local shops more dynamic and attractive to customers.					
RESULTS/EXPECTED RESULTS					
Increase in retail shopping activity and attractiveness. Since June 2000, membership and number of shops have steadily increased. One third of members do on-line e-commerce.					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens habitants				

ACRONYM	Telemarket	**TITLE**	Telemarket - Grocery eCommerce branch of Galeries Lafayette group.		
REFERENCE	F07				
STARTING DATE	mid-1990s	**STATUS**	Ongoing	**Country/ City**	Paris, France
FINISHING DATE					
CONTACT DETAILS	Laetitia Dablanc (GART) 17, Rue Jean Daudin, 75015 Paris, France. Tel +33 140563060 Fax +33 145678039 Laetitia.dablanc@gart.org Galeries Lafayette Group www.telemarket.fr				
OBJECTIVES					
On-line grocery shopping and delivery as an integrated commercial service					
RESULTS/EXPECTED RESULTS					
Sales in 2000 = approximately 200 million francs (30 million euros). Telemarket is not yet making profits. They are still losing money. However, it is considered an efficient high quality service company. Telemarket has just opened a new entirely automatic picking warehouse in the Paris northern suburb. It is expected to result in making the company profitable.					
THEME(S) RELATED TO	➲ E-commerce				

ACRONYM	Tunnel Prado	**TITLE**	Tunnel Prado Carénage in Marseille		
REFERENCE	F08				
STARTING DATE	1993	**STATUS**	Ongoing	**Country/City**	Marseille, France
FINISHING DATE					
CONTACT DETAILS	Laetitia Dablanc (GART) 17, Rue Jean Daudin, 75015 Paris, France. Tel +33 140563060 Fax +33 145678039 Laetitia.dablanc@gart.org				
OBJECTIVES					
The main reason was the congestion of the city and the huge difficulty in travelling across the city rapidly. Passage, 24/24 hour. The total distance 2.5 km. The revenue goes directly to the SMPTC for paying back infrastructure investment. Since 2000: 2.1 euros (it rose progressively from 1.5 euros in 1993). A “business tunnel pass” provides slightly lower fees. Objective: covering infrastructure costs. However, despite the fee increase, the financial situation of the SMTPC is still fragile. Tunnel with 2 unidirectional superposed lanes (one for each direction). An electronic charging system exists for passengers with the “tunnel pass”.					
RESULTS/EXPECTED RESULTS					
The tunnel is effective, practical and accepted by car users.					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Improvement of public private partnerships ➲ Environmental improvements				

ACRONYM	Périphérique	**TITLE**	Périphérique Nord de Lyon		
REFERENCE	F09				
STARTING DATE	1997	**STATUS**	Ongoing	**Country/City**	Lyon, France
FINISHING DATE					
CONTACT DETAILS	Director Périphérique Nord de Lyon Chemin de la Belle Cordière BP 177 69643 Caluire Cedex France Tel.: +33 (0)4 72 27 44 44 www.peripheriquenord.com				
OBJECTIVES					
The main reason was the congestion of the city and the huge difficulty for east-west transit in Lyon. Passage, 24/24 hour.					
RESULTS/EXPECTED RESULTS					
The tunnel is effective, practical and accepted after initial protests. No specific study has been made on the impact on urban freight transport. It has probably eased traffic conditions for trucks on local surface roads, but this remains to be looked at precisely.					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Weight and dimensions ➲ Improvement of public private partnerships ➲ Environmental improvements				

ACRONYM	Péage Roques	**TITLE**	Péage de Roques		
REFERENCE	F10				
STARTING DATE	1996	**STATUS**	Ongoing	**Country/City**	Toulouse, France
FINISHING DATE					
CONTACT DETAILS	National government, Local authorities, Autoroutes du Sud de la France				
OBJECTIVES					
To ease congestion in the city. The revenue was supposed to go directly to the operating company for paying back infrastructure investment. A PPP ("concession – sort of a PFI private finance initiative") was signed between the government and ASF in 1988.					
RESULTS/EXPECTED RESULTS					
The public does not accept that a traditionally free infrastructure be transformed into a paying highway, even though it means better quality of service.					
THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Improvement of Public Private Partnerships ➲ Environmental improvements ➲ Improvements for citizens habitants				

ACRONYM		**TITLE**	Commercial vehicle fleet management system		
REFERENCE	HU01				
STARTING DATE	09.05.2001	**STATUS**	Finished	**Country/ City**	Budapest Hungary
FINISHING DATE	31.07.2003				
CONTACT DETAILS	Dr. Jozsef BOKOR Computer and Automation Research Institute, Hungarian Academy of Sciences, Systems and Control Laboratory Kende u. 13-17. Budapest / 1111 Hungary bokor@sztaki.hu www.sztaki.hu (36-1)279-6167				

OBJECTIVES

The main objectives of the project are the elaboration of (i) the theory and methods of intelligent supervision, control and communication systems installed on the vehicles and (ii) an associated information service system for fleet management, and (iii) the elaboration of a prototype system with the information system for fleet management.

RESULTS/EXPECTED RESULTS

The developments of the information service as part of the fleet management system that collects, analyses and evaluates databases sent by the individual vehicles extends the utility of the installed vehicle systems and represent a significant added value to its application. This system integrates the capabilities of recent mobile telecommunication and the sensory and data measurement systems on the vehicle into a unified framework and has the feature to maintain a permanent communication among the data acquisition and control modules allocated on the vehicles of transportation companies. It can also supervise and control the transportation processes, can assist the driver in decision making, support the coordination of transport activities and provides an information database for all participants possessing the particular unit on the vehicle.

THEME(S) RELATED TO	➲ National R&D programme ➲ Intelligent transport systems (ITS) ➲ All transport sectors modes

ACRONYM		**TITLE**	Informational and communicational development of technology for improvement of traffic circumstances		
REFERENCE	HU02				
STARTING DATE	20.02.2002	**STATUS**	Finished	**Country/ City**	Hungary Budapest
FINISHING DATE	31.10.2003				
CONTACT DETAILS	Dr. Zsolt STUKOVSKY Budapest University of Technology and Economics, Department of Automobiles Muegyetem rkp. 3. Budapest / 1111 Hungary gjt@gjt.bme.hu (36-1)463-1615				

OBJECTIVES

The main goal of this project is to demonstrate the traffic management, the traffic monitoring, the preliminary and/or on-the-way route planning and the navigation systems - under real-life conditions, in a certain sample-area of Budapest.

RESULTS/EXPECTED RESULTS

During the realisation of the project the first task is to inform the road users and operators online and offline, while the second will be the demonstration mentioned above, completed with the design of a dynamic route planner. We are planning an online traffic survey in the sample-area based on closed-circuit video system and omission-monitoring system. A local data processor will evaluate traffic and omission data, and then evaluated data gets into a central database through a GSM/SMS communication network. The data from the Internet will be available to the users through a display (of a cellular phone or an onboard communication unit). After getting the certain pack of information the driver could modify the route of the vehicle in order to choose his/her optimal way. The last task would be to develop of an interactive route-planning module. The software (working with the algorithm) is generating a minimum matrix from databases coming from the traffic surveying system and static databases containing roadwork data etc., which matrix will suggest the traveller the optimal route to reach his/her destination.

THEME(S) RELATED TO	➲ Infocommunications Technologies and Applications ➲ Intelligent transport systems ➲ Urban transport

ACRONYM		**TITLE**	Intelligent GPS based vehicle tracking and decision supporting system		
REFERENCE	HU03				
STARTING DATE	15.11.2002	**STATUS**	Finished	**Country/ City**	Budapest Hungary
FINISHING DATE	31.10.2003				
CONTACT DETAILS	Sandor BODROGI MoD Electronics, Logistics and Property Management Co., Electronics Directorate, GPS Division Hidász u. 2B Budapest / 1026 Hungary elektronika@hmei.hu http://www.hmei.hu (36-1)275-0951				

OBJECTIVES

The aim of the development is to produce a registering system based on GPS and using an intelligent vehicle tracking definition. It had been developed by using up-to-date software (component based application development) and hardware technologies.

RESULTS/EXPECTED RESULTS

An important element of the system is the modern units installed in the vehicle which possesses an independent intelligence and is able to measure and evaluate the GPS data and other parameters of the vehicle. It is also possible to transmit real-time pictures and voice information via GPRS mobile telephones (or in option by using another medium of transmission) from the vehicle to the central operational office. During the project a data processing unit is also developed which is based on an independent graphical processor. It handles the transmission and the evaluation of voice and video information of the vehicle to the central data processing office.

THEME(S) RELATED TO	➲ National Committee for Technological Development ➲ Intelligent transport systems (ITS) ➲ All transport sectors modes

ACRONYM		**TITLE**	Intelligent transportation development data aiding collection and processing system		
REFERENCE	HU04				
STARTING DATE	01.07.2002	**STATUS**	Ongoing	**Country/ City**	Debrecen Hungary
FINISHING DATE	31.12.2004				
CONTACT DETAILS	Prof. Matyas ARATO University of Debrecen, Department of Information Technology 1. Egyetem ter, Debrecen / 4032 Hungary head@it.math.klte.hu (+36-52) 512-900/2814				

OBJECTIVES

The system, according to our plans, is to provide data on the amount, destination, distribution, dynamics and chronology of the traffic-flow in a way that will reform the presently known traffic-flow statistics methods in efficiency, accuracy and technology. Nowadays, the system and the planned research-development work is one of its kinds. However, it provides a solution the governmental and local authorities were lacking for a long time. The system's introduction to the foreign market can provide the organizations participating in the consortium with a possibility to deepen their foreign relations, furthermore, to gain an international recognition for the scientific institution and indirectly for Hungary and the domestic research-development efforts.

RESULTS/EXPECTED RESULTS

Traffic network development and environmental issues are a growing problem both in the European Union and worldwide. Intelligent transportation aiding system can serve as an efficient tool in the effort to find the right solution to the above-mentioned problems. The aim of the tender is to develop an intelligent traffic-flow statistics system that is based on the individual identification of the respective vehicles, and is able to optimise the regional highway network development processes.

THEME(S) RELATED TO	➲ National R&D programme ➲ Intelligent transport systems(ITS) ➲ Road sector

ACRONYM	DUBLIN	**TITLE**	Sustainable Freight Distribution in a Historic Urban Centre		
REFERENCE	IR01				
STARTING DATE	October 2002	**STATUS**	Ongoing	**Country/ City**	Dublin
FINISHING DATE	October2004				
CONTACT DETAILS	Dr. Margaret O'Mahony Hugh Finlay Transport Study & Research Group, Dept. of Civil, Structural Environmental, Engineering, Trinity College, Dublin +353 1 6082537 E-mails; margaret.omahony@tcd.ie, finlayh@tcd.ie				

OBJECTIVES

The hypothesis is evaluated that a logistics regime and configuration can be found that justifies the use of eco-friendly vehicles in conjunction with a dedicated Urban Delivery Centre (UDC) that offers an environmentally friendly, socially acceptable and economically sustainable solution for a significant proportion of freight collection and deliveries in Dublin city centre.

The research will determine whether deliveries and collections can be managed in a more sustainable way acceptable to businesses; whether a combination of modern logistics applications and eco-friendly vehicle and ICT related technologies can offer realistic solutions; how Dublin might respond appropriately to the transport policy objectives of the Department of Transport and of the European Commission.

The project will review current best practice in sustainable city logistics, develop a picture of goods traffic movements in the city centre by examining delivery and pick-up patterns to premises and will identify the firms and institutions that might meet the relevant criteria and are willing to participate. This feasibility study will show whether a follow up demonstration phase is justified. It will propose possible logistical configurations and specifications for a UDC and for a dedicated urban delivery fleet including the parking and re-fuelling points.

The regulatory and other incentives needed to promote acceptance of the scheme will be evaluated in terms of the likely benefits and costs accruing. Experiments will be devised in preparation for the possible more widespread introduction of innovative transport solutions.

RESULTS/EXPECTED RESULTS

- See above

THEME(S) RELATED TO	- Traffic Planning and Policy - Freight Centres - Environmentally Friendly Vehicles - Co-operation of Transport Operators - Environmental Improvements - Economic Improvements - Inter-modal urban freight - Access restrictions

ACRONYM	PSD	**TITLE**	Forum for Physical Distribution in Urban areas		
REFERENCE	NL01				
STARTING DATE	1995	**STATUS**	Ongoing	**Country/ City**	14 Urban areas including Amsterdam, Haarlem, Tilburg & Groningen
FINISHING DATE	Not specified				
CONTACT DETAILS	Dutch Ministry of Transport Platform Stedelijke Distributie Roeland van Bockel P O Box 20904 The Netherlands Tel.: +31 70 3511 697 Fax: +31 70 3511 693 Email: psd@psd-online.nl http://www.psd-online.nl/				

OBJECTIVES

To establish a rational and useful basis for policy planning and implementation measures to integrate urban freight transport into high density city areas.

RESULTS/EXPECTED RESULTS

Measurement of impact of various measures in cities and the assessment of these against several criteria including accessibility, life style impacts, transport efficiency including all motorised and non-motorised modes, economic development and public support. Using measures such as tonne km, vehicle movement numbers, time driven, obstacles, vehicle type, noise, emissions, complaints, traffic safety and conflict, average payload, energy use, use of residential and retail space, business activity and the opinions of the various communities of interest involved including shippers, receivers, transport operators, service providers, city and regional planning bodies. The initiative has produced competent help for the individual cities and the regional planning authorities and a catalogue of measures for selection and implementation based on prior experience. The project will also provide a basis for partnership operations between the public and private sectors

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Access restrictions
- Weights and dimensions
- Transport units
- Intermodal urban freight aspects
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Environmentally friendly vehicles
- o-operation of transport operators
- Interfaces between public and goods transport
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants

ACRONYM	GUP	**TITLE**	Study on the success and fail factors of pick-up points as an alternative for the last-mile delivery in B2C and B2B logistics		
REFERENCE	NL02				
STARTING DATE	April 2003	**STATUS**	Finished	**Country/ City**	The Netherlands
FINISHING DATE	Sept 2003				
CONTACT DETAILS	Project manager Mr M. Quispel, MSc NEA Transport Research and Training Division: ICT, Innovation and Intermodality P.O.Box 1969, 2280 DZ, Rijswijk, The Netherlands Visitor's address: Sir Winston Churchilllaan 297, Rijswijk, NL Phone: +31 70 3988 356 Fax: +31 70 3988 426 E-mail: mqu@nea.nl				

OBJECTIVES

- Giving an overview of the state-of-the-art with respect to pick-up points as a solution to the last mile delivery problem for consumers and businesses using e-commerce and home shopping channels, both existent and in preparation.
- Comparison of existing approaches, projects and systems
- Analysis and identification of success and fail factors regarding the setting up of a network of pick-up points, relevance and effects on society (km reduction / reduction of external effects)
- Recommendations to GOVERA about their possible role in this matter. GOVERA is a partnership between several governmental bodies and representatives of the private sector with a focus on freight transport in the Randstad area

RESULTS/EXPECTED RESULTS

Report (in Dutch) containing an overview of last mile delivery systems and concepts in The Netherlands for B2B and B2C chains, both existent and in preparation. The report contains a functional analysis and comparison of effects on transport mileage and costs. It was concluded that there are systems available and rapidly expanding that are successful and also have positive effects on reduction of transport kilometres and logistic costs, reduce environmental burden and increase road safety.

THEME(S) RELATED TO	- E-commerce - Telematics for urban goods transport - Economic improvements - Traffic planning and policy

ACRONYM	STEDENLINK	**TITLE**	STEDENLINK		
REFERENCE	NL03				
STARTING DATE	2002	**STATUS**	Ongoing	**Country/ City**	Randstad
FINISHING DATE					
CONTACT DETAILS	Projectbureau GOVERA p/a RWS Directie Noord-Holland P.O.Box 3119, 2001 DC Haarlem, The Netherlands Phone: +31 23-5301816 Fax: +31 23-5301731 E-mail: govera@dnh.rws.minvenw.nl Internet: www.govera.info(dutch only)				

OBJECTIVES

- Improving the quality of life and transport and logistics in cities in the Randstad

RESULTS/EXPECTED RESULTS

The project STEDENLINK is part of the GOVERA project which is a partnership between several governmental bodies and representatives of the private sector. The STEDENLINK project has initiated research on home-deliveries (Home-net), better usage of infrastructure ('benuttingsmaatregelen') and innovative distribution networks for urban freight to be prepared for the future (Stedinet).

THEME(S) RELATED TO

- E-commerce
- Access restrictions
- Traffic planning and policy
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants
- Co-operation of transport operators

ACRONYM	SUST. DISTRIB	**TITLE**	Sustainable Distribution: A Strategy		
REFERENCE	UK01				
STARTING DATE	March 1999	**STATUS**	Ongoing	**Country/City**	UK
FINISHING DATE					
CONTACT DETAILS	Roger Worth Department for Transport Zone 2/15, Great Minster House 76 Marsham Street London +44 20 7944 4512 roger.worth@dft.gsi.gov.uk http://www.dft.gov.uk				

OBJECTIVES

- Promotion of the sustainable transport and distribution of goods.
- Promotion of integration within the freight transport sector.
- Promotion of the sustainable distribution of goods in urban areas.
- Promotion of best environmental practice in the distribution industry through noise reduction, air quality improvements and CO2 reduction.

RESULTS/EXPECTED RESULTS

Setting-up of a framework for the development of initiatives in the planning, commercial and operational fields of urban freight to align with wider government objectives on transport across all modes. Integration and the use of inter-modal techniques, technologies and systems to serve developing and existing supply chain scenarios more efficiently and effectively. Recognise the requirements of compliance with environmental limits.

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Access restrictions
- Weights and dimensions
- Transport units
- Tolls and heavy vehicle fees
- Intermodal urban freight aspects
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Environmentally friendly vehicles
- Co-operation of transport operators
- Interfaces between public and goods transport
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants

ACRONYM	Clear Zones	**TITLE**	Urban centres with reduced traffic and pollution		
REFERENCE	UK 02				
STARTING DATE	April 1997	**STATUS**	Ongoing	**Country/ City**	UK
FINISHING DATE					
CONTACT DETAILS	Clear Zones Office Arundel House 6 Portland Square Bristol BS2 8RR Tel: +44 117 9076520 Fax: +44 117 9074146 clearzones@ttr.globalnet.co.uk www.clearzones.org.uk				

OBJECTIVES

- Promotion of Clear Zone concepts.
- Promotion of technologies to reduce traffic and air pollution.
- Environmental and economic enhancement through the use of new technologies in transport.

RESULTS/EXPECTED RESULTS

- Clear Zones Awards made in February 1998 to six cities which have exemplified the use of innovative technologies towards better urban transport.
- Development of consortia to develop further technology innovations which are likely to be applied in Clear Zones.
- Contribution to UK Government policy aims to tackle the effects of urban congestion.
- Phase 2 project supported by UK government agencies (foresight), plus co-operation with cities acting as follow-on applications, industry, academia, and tiers of government.
- Conferences and seminars held to promote the concept

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Weights and dimensions ➲ Transport units ➲ Tolls and heavy vehicle fees ➲ Intermodal urban freight aspects ➲ E-commerce ➲ Door-to-door freight transport aspects ➲ Environmentally friendly vehicles ➲ Co-operation of transport operators ➲ Interfaces between public and goods transport ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	Trailblazer	**TITLE**	Clear Zones: Blazing the Trail to cut traffic and improve air quality		
REFERENCE	UK03				
STARTING DATE	March 2001	**STATUS**	Ongoing	**Country/ City**	UK
FINISHING DATE					
CONTACT DETAILS	Dr. G. Hitchcock +44 117 907 4146 Website: www.clearzones.org.uk or www.ttr-ltd.com				

OBJECTIVES

Environmental impact targets achieved through:

- Traffic reduction
- Mode share
- Reduced traffic noise and improved air quality
- Improved road safety
- Improved public open space
- Increased pedestrian activity in cities
- Increased retail turnover
- Increased employment in cities

RESULTS/EXPECTED RESULTS

Nine city implementation schemes using various elements of the Clear Zone concepts seeking to provide liveable, accessible and lively urban centres where traffic congestion, pollution, noise, stress and other negative impacts of mobility are eliminated or limited through the implementation of a package of transport related measures using innovative technologies. Clear Zone trailblazer applications are aimed at:

- Reducing the impact of traffic whilst maintaining accessibility, viability and vitality.
- Reducing emissions caused by goods distribution and public transport.
- Demand management.
- Provision of efficient interfaces and information between different types of transport, both passenger and freight.
- Implementation of a series of real life Clear zones in UK cities or towns.
- Evaluation of the benefits of the Clear Zones.
- Dissemination of the results to promote further implementation of Clear Zones.
- Demonstration of a clear, long-term vision (+20 years) in line with the Clear Zones concepts.
- Giving confidence to commitment to the concept by the host city where supported by some evidence of public acceptance, particularly where significant vehicle restrictions are planned.
- Presenting a coherent strategy linked to an overall host city vision.
- Demonstrating an integration of modes.
- Use of innovative technologies including alternative energy sources, new home delivery services and concepts, intra-modal trans-shipment and the deployment of an array of telematics services.

THEME(S) RELATED TO	- Traffic planning and policy - Access restrictions - Weights and dimensions - Transport units - Tolls and heavy vehicle fees - Intermodal urban freight aspects - E-commerce - Telematics for urban goods transport - Environmentally friendly vehicles - Economic improvements - Environmental improvements - Improvements for citizens/inhabitants

ACRONYM	@Your Home	**TITLE**	New Markets for Customer Service and Delivery		
REFERENCE	UK 04				
STARTING DATE	April 1999	**STATUS**	Finished	**Country/City**	UK
FINISHING DATE	Oct 2001				
CONTACT DETAILS	Dr. M Jackson The Freight Transport Association http://www.fta.co.uk				

OBJECTIVES

- Determine the present size of the UK home delivery market sector in total, and in sub-sectors by value and by volume.
- Explore options on methods of home delivery and secure delivery.
- Explore the implications of failed deliveries.
- Determine the cost structures of home delivery methods and models, including intangible costs such as environment and sustainability.
- Explore warehousing and distribution implications, land use and planning implications of expanded home delivery services.
- Examine transport and traffic implications of more home delivery services.

RESULTS/EXPECTED RESULTS

- Estimated doubling in value terms of home delivery markets, with grocery deliveries accounting for 15-16% of the total value.
- Expected ten-fold increase in the number of grocery deliveries by 2005 to 62.5 million.
- Rapid growth in small parcels sector, but low value per delivered item.
- Examination of pros and cons of various delivery methods and mechanisms to identify acceptable models.
- Identification of legal aspects of home delivery.
- Identification of environmental issues associated with home delivery.
- Traffic generation or suppression.
- Retail space displacement or added value in retail space.
- Growth in multi-channel retailing and the number of fulfilment centres (shops).
- Aspects of social exclusion.
- Future R&D priorities identified majoring on demand forecasts, economics, new technologies and arrangements for collection, KPIs, planning and land use implications.
- Published report October 2001 from UK Department of Trade and Industry.

THEME(S) RELATED TO

- Freight centres
- Traffic planning and policy
- Access restrictions
- Weights and dimensions
- Transport units
- Tolls and heavy vehicle fees
- E-commerce
- Door-to-door freight transport aspects
- Telematics for urban goods transport
- Environmentally friendly vehicles
- Co-operation of transport operators
- Improvement of public private partnerships
- Economic improvements
- Environmental improvements
- Improvements for citizens/inhabitants

ACRONYM	Foresight Electronic Commerce	**TITLE**	Task Force Report		
REFERENCE	UK 05				
STARTING DATE	June 1999	**STATUS**	Finished	**Country/City**	UK
FINISHING DATE	September 2001				
CONTACT DETAILS	UK Government Department of Trade and Industry (DTI)				

OBJECTIVES

- To identify the implications for government, commerce, industry and other sectors of the widespread adoption and use of electronic commerce.
- To identify potential problems from the development of an energised economy, the emergence of an active consumer society routinely using e-commerce in its widest forms and with the adoption of new and derived technologies.
- To identify requirements to achieve the stated objectives in policy terms including training, risk evaluation, infrastructure provision and the development of open software, systems and markets, skills investment and clustering capabilities.

RESULTS/EXPECTED RESULTS

A range of policy options for government, industry and commerce to evaluate, adopt or ignore, including aspects of urban freight and commerce involving the movement of goods and products within and between cities.

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ E-commerce ➲ Telematics for urban goods transport ➲ Improvement of public private partnerships ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	Mouse to House	**TITLE**	TESCO Stores Mouse to House Strategy		
REFERENCE	UK06				
STARTING DATE	1996	**STATUS**	Ongoing	**Country/City**	UK
FINISHING DATE					
CONTACT DETAILS	Customer Services TESCO Stores plc TESCO House Delamere Road Chestnut Waltham Cross Hertfordshire EN8 UK www.tesco.com				

OBJECTIVES

- To deliver the full store range of goods and products to those unable or unwilling to spend time getting to/from and using a store.
- Various iterations using phone, fax or order book type systems were tried and rejected.
- A full linkage with the store's electronic system for produce and goods ordering, transports etc. is linked to by the e-commerce network.
- Now uses the Internet as the primary method of ordering.
- Full electronic shopping services with 24/7 access.
- Strategy aimed at specific market sectors and is a supplement to other channels of purchasing. TESCO claim profitability for their operation which is based on using the existing stores as the base for order consolidation and preparation.

RESULTS/EXPECTED RESULTS

Probably the most successful of the UK food retailers with others following on the TESCO lead. Penetration rates appear to be high which may reflect surges of initial interest before other patterns of purchase either re-establish them or the cost of delivery is a check on the level of use.
(As of 2004, Tesco online shopping is the market leader in grocery deliveries in UK)

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Economic improvements ➲ Environmental improvements ➲ Improvements for citizens/inhabitants

ACRONYM	London-Congestion	**TITLE**	London City Centre Congestion Charging		
REFERENCE	UK07				
STARTING DATE	2003	**STATUS**	Ongoing	**Country/City**	London, UK
FINISHING DATE					
CONTACT DETAILS	Mayor of London http://www.tfl.gov.uk/tfl/				

OBJECTIVES

The priority of the proposed central London congestion charging scheme is to reduce traffic congestion. In addition, all the revenues generated would be invested in transport in London for at least 10 years. If confirmed, congestion charging would only apply in central London where traffic congestion is at its worst. Motorists would be charged £5 a day to drive within the central zone between 7am and 6.30pm only, on Mondays to Fridays. There would be no charge on public holidays. Drivers using a vehicle in the central zone would pay the charge, either in advance or on the day. Congestion charging is to be accompanied by a wide range of measures designed to make public transport and other alternatives to car travel easier, cheaper, faster and more reliable. The Mayor is committed to making a real difference to public transport before introducing congestion charging in early 2003.

RESULTS/EXPECTED RESULTS

This improved journey times inside the charged zone, and cut congestion levels up to 30%. According to a survey carried out in February 2004 on 500 companies, business has been favourable to the charging scheme, with 72% reported it as a success. The acceptance of LCC is confirmed, as only 2% of companies would consider relocating outside the zone. However, There are other shops and businesses in London, who argue that they have been affected by the charge. The London Chamber of Commerce states 75% of their members have experienced a downturn in their business since 2002, and half blame LCC. The first six months since February 2003 saw at the John Lewis store on Oxford Street fall 7.3%. The Greater London Authority (GLA), the authority in charge refutes criticism stating that only 1-2,000 car trips carrying a maximum of 3,000 shoppers to Central London are being deterred, representing less than 1% of potential business. Further studies are pending. The reduction of congestion, the decreased journey times and the protection of the environment are undoubtedly aims achieved by this policy.
(As of 2004 plans were announce for a possible Western extension to the charging zone.)

THEME(S) RELATED TO	➲ Traffic planning and policy ➲ Access restrictions ➲ Tolls and heavy vehicles fees ➲ Economic improvements ➲ Environmental improvements