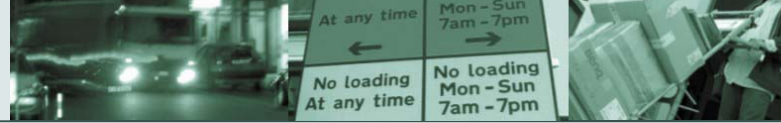


Urban distribution in Europe

Seven years of knowledge sharing in BESTUFS

Jarl Schoemaker, NEA

Joint conference Commission Urban Distribution and BESTUFS
Theater Diligentia, 26 November 2007



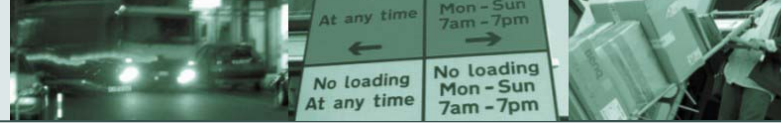
Role

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The role of urban commercial transport



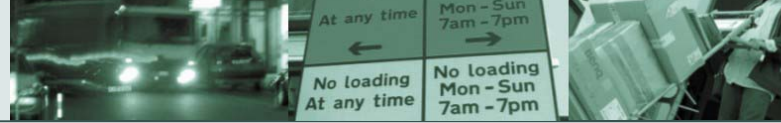
Urban commercial transport – a problem in EU cities and regions

Urban commercial transport

- ▶ Causes accidents
- ▶ Aggravates congestion
- ▶ Occupies urban space
- ▶ Causes noise and air pollution



Should neither be seen, heard nor smelled !?



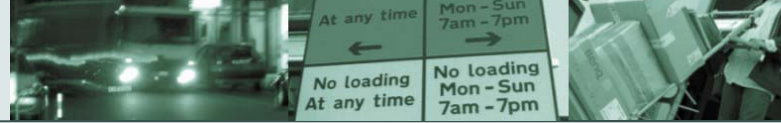
Urban commercial transport – a problem in EU cities and regions

Urban commercial transport

- ▶ Is essential for the cities: it guarantees goods supply of citizens and enterprises (comparable with water and energy supply)
- ▶ Represents very often the “*Last Mile*“ of transport chains



How to maintain this function and to reduce the negative external effects at the same time?



Role

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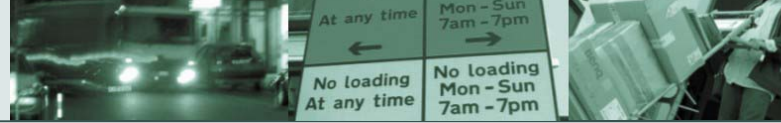
Conclusions



Aims

Working fields

Results



Role

Working fields and results

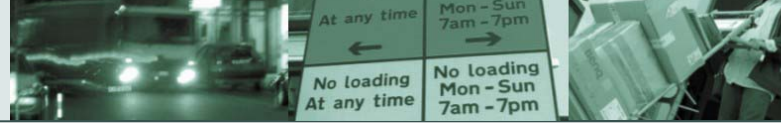
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BESTUFS aims

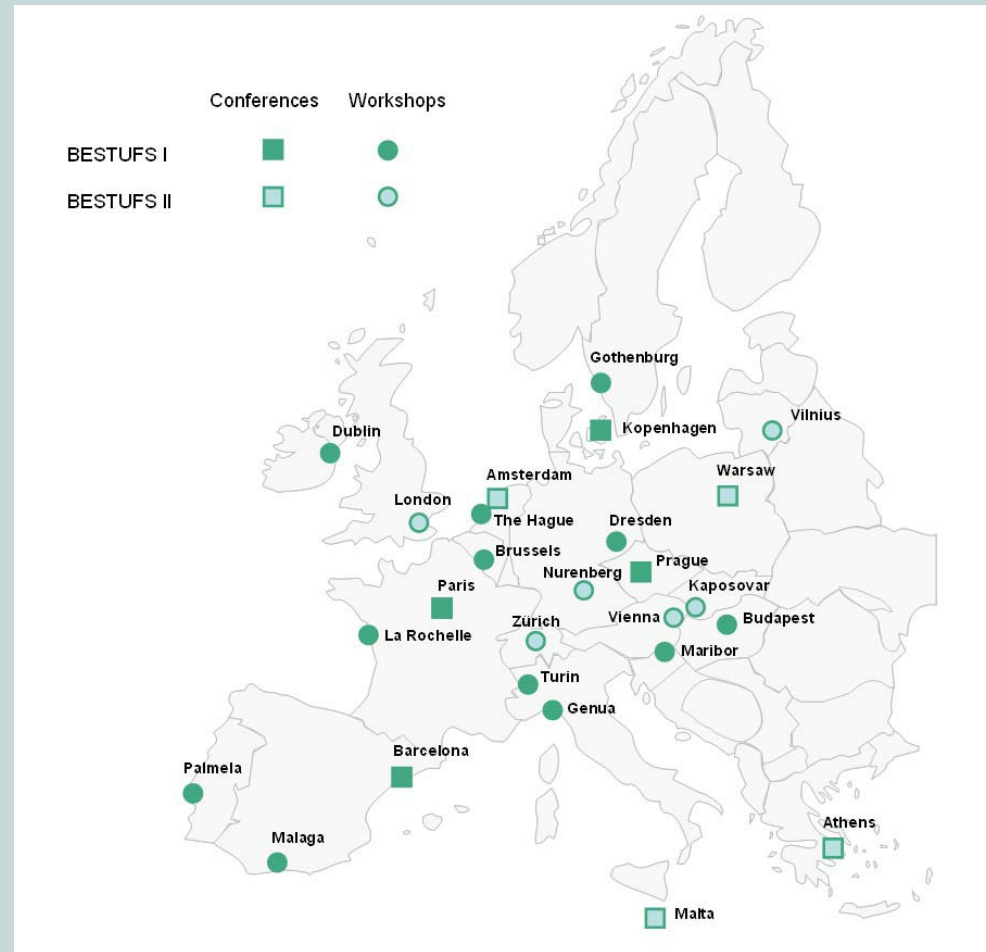
- ▶ The main objective is to identify, describe and disseminate best practices, success criteria and bottlenecks of urban freight transport solutions.
- ▶ Furthermore, BESTUFS aims to maintain and expand an open European network

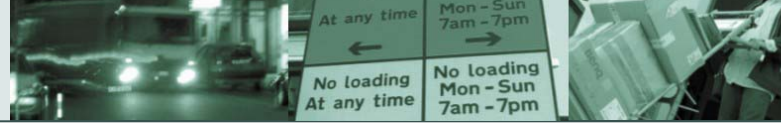
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BESTUFS workshops and conferences (I)

► Minutes, presentations (in English) and photographs are available





BESTUFS workshops and conferences (II)

Thematic focuses

- ▶ Parking regulations and city access incl. urban pricing
- ▶ Enforcement
- ▶ E-commerce and E-Logistics
- ▶ Rail based transport and intermodal transport incl. ports
- ▶ Urban distribution centres
- ▶ Private Public Partnership (PPP)
- ▶ Night delivery
- ▶ ITS
- ▶ Urban waste logistics

Recent specific interests

- ▶ Small and medium sized cities
- ▶ Air Quality and Noise Problems in Urban Freight Transport
- ▶ Integrated planning (public and freight)



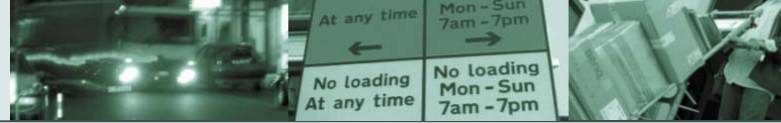
BESTUFS
Conference

Best Urban Freight Solutions

BESTUFS.NET
Best Urban Freight Solutions

Conference: Vital cities optimise city logistics
Chairman: Mme Laurence Douvin
Location: Conference Hall
Palace of Culture and Science
Dates: 24th and 25th May 2007

SCHENKER
Logistics



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Best Practice Handbooks and Best practice search

•The Best Practice Handbooks

- ▶ Are collections of good practice examples from all over Europe
- ▶ Cover 11 different thematic areas
- ▶ Are available in English

•Best practice search on website

BESTUFS
DELIVERABLE D 2.2
Best Practice Handbook (Year 2006)
Theme 3: Control and Enforcement in Urban Freight Transport
Theme 4: City Access Restriction Schemes
Public

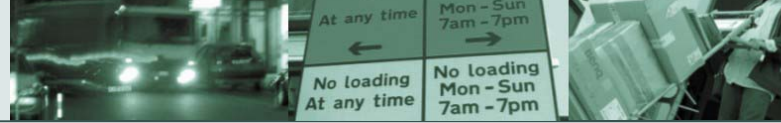
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PROJECT CO-ORDINATOR: PTV Planung Transport Verkehr AG (DE)
PROJECT PARTNERS : CDV – Centrum dopravního výskumu (CZ)
LET Laboratoire d' Economie des Transports (FR)
NEA Transport Research and Training (NL)
Newrail (UK)
Rapp Trans AG (CH)
TRANSMAN Consulting for Transport System Management Ltd (HU)
University of Westminster, Transport Studies Group (UK)

MAIN AUTHORS: Heiko Abel, Raphael Karrer, Rapp Trans AG
PROJECT START DATE: September 2004
DURATION: 48 months
DATE OF ISSUE OF THIS REPORT : 2006

CONTRACT Nº: TREN04/FP6TR/507.31723/506384
ACRONYM: BESTUFS II
TITLE: Best Urban Freight Solutions II


SIXTH FRAMEWORK PROGRAMME FOR RESEARCH AND TECHNOLOGICAL DEVELOPMENT: Integrating and Strengthening the European Research Area (2002-2006), Sustainable Surface Transport



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BESTUFS Good Practice Guide

Content

Free copy in conference bag

To be obtained upon returning of badge

Introduction

Part I: Goods vehicles access and loading in urban areas

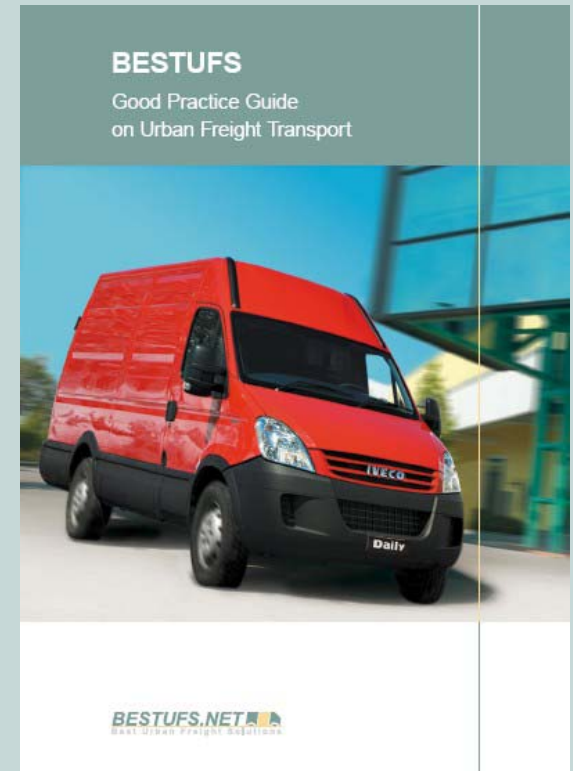
Part II: Last mile solutions

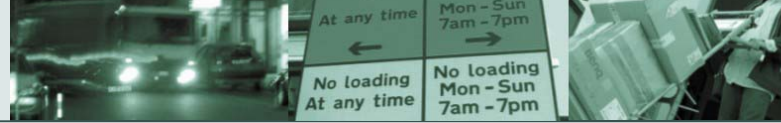
Part III: Urban consolidation centres

More about BESTUFS

Available in 17 languages

Bulgarian, Czech, Danish, Dutch, English, Finnish, French, German, Greek, Hungarian, Italian, Lithuanian, Polish, Portuguese, Slovene, Spanish and Swedish





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BESTUFS national seminars

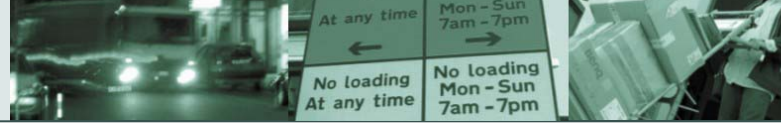
- ▶ Take place in more than 20 countries
- ▶ Are held in national language
- ▶ Are addressing all actors involved in urban freight transport
- ▶ Inform about BESTUFS
- ▶ Obtain information about the national / local situation
- ▶ Strengthen national / local network

In the Netherlands:

**Co-operation with Commission
Urban Distribution**

26 November 2007

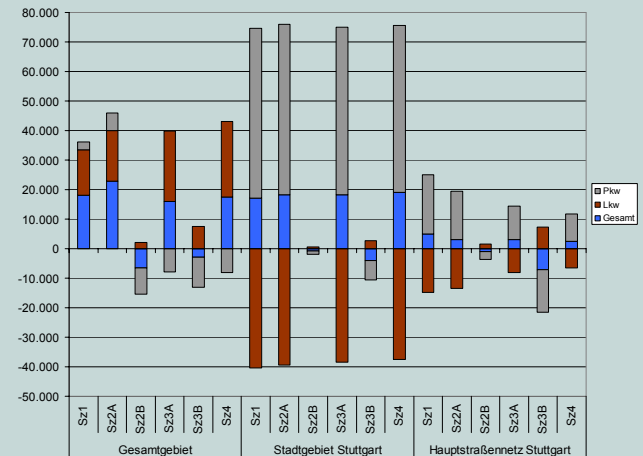
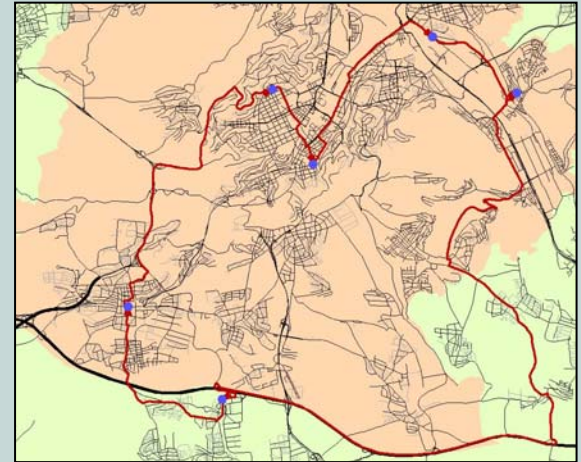


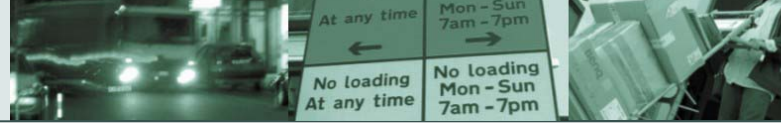


Urban freight data harmonization and modeling

A group within the BESTUFS examines the different data collection systems and transport models in Europe

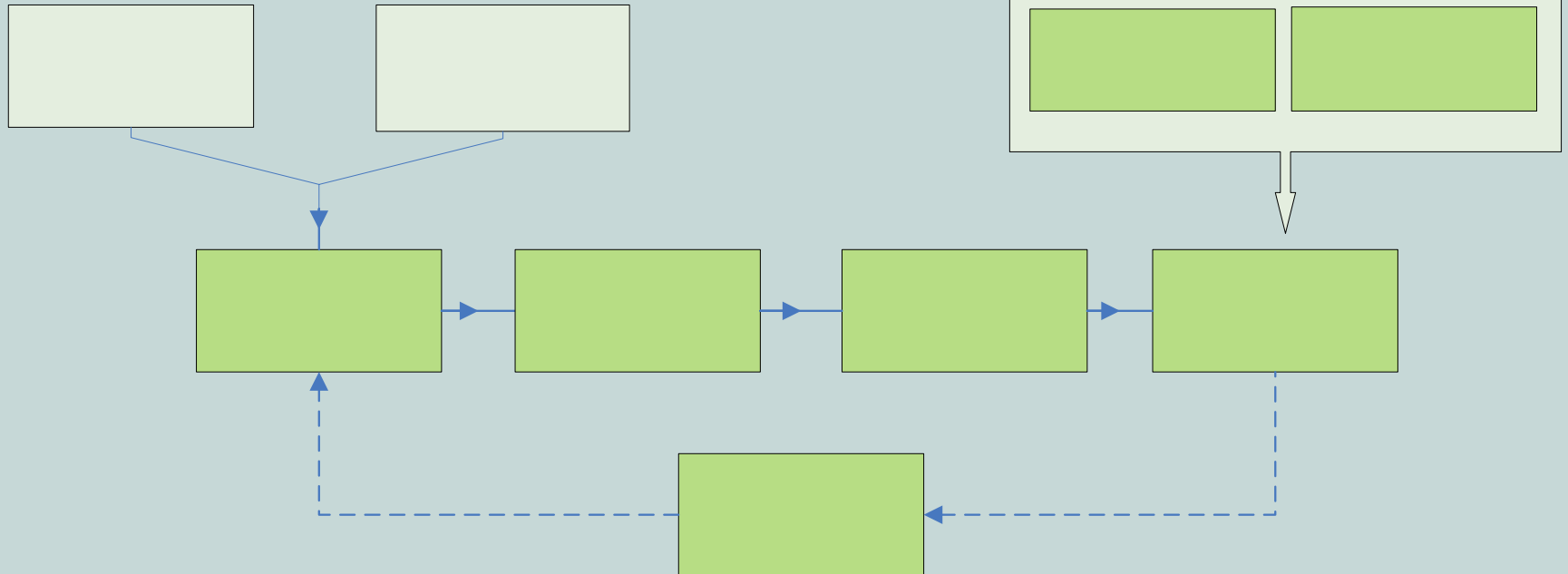
- ▶ Transport models allow a quantitative analysis of effects of measures on the transport system
- ▶ However, there is a lack of urban freight transport data and there is no widespread use of urban freight transport models

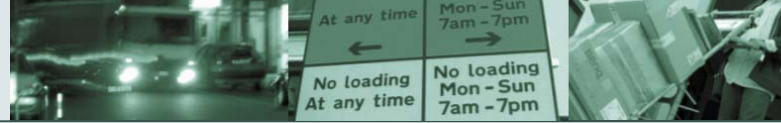




Quantification of Urban Freight Transport Effects (I)

- ▶ Quantification of contribution of urban freight solutions to EU policy objectives (noise, air pollution, accidents, etc.)
- ▶ Taken from existing examples in Europe
- ▶ A guide will be produced





Quantification of Urban Freight Transport Effects (II)

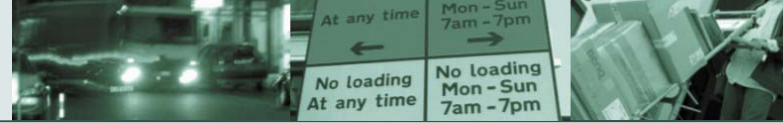
Urban freight solution structured by measure type

•Government measures:

- ▶ Integrative (transport) planning
- ▶ Infrastructure and technology
- ▶ Incentives
- ▶ Accompanying measures

•Business measures:

- ▶ Infrastructure and equipment
- ▶ Logistics and transport organisation
- ▶ Accompanying measures



Interesting examples presented at BESTUFS events

Accessibility:

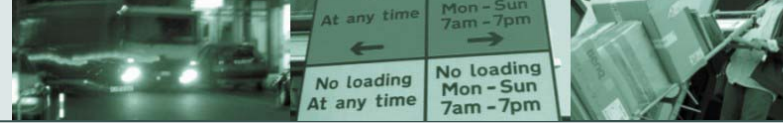
- ▶ *Gothenburg*: extending environmental zone, incentives for increasing load factor (access to bus lanes and loading bays)
- ▶ *London*: congestion charging
- ▶ *Bremen*: truck routing system
- ▶ *Italy*: limited Transport Zones in (length, weight, engine, etc.)

Waste and reverse logistics:

- ▶ *Graz*: integrated reverse & recycling logistics
- ▶ *Gothenburg*: hybrid waste collection vehicles

New technologies:

- ▶ *NL*: silent vehicles (PIEK, SenterNovem)
- ▶ *Italy*: more efficient (un-)loading of containers



Interesting examples presented at BESTUFS events

Alternative modes:

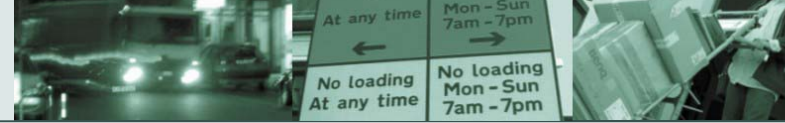
- ▶ Italy, Belgium, Germany and others: increased promotion of intermodal access
- ▶ Amsterdam: cargo tram
- ▶ Zurich: waste logistics cargo tram
- ▶ Utrecht: beer boat

Accompanying measures:

- ▶ London, Bremen and others: truck driver map (optimal truck routes)

London Freight Plan:

- ▶ Construction site logistics (bundling of construction materials)
- ▶ Freight Operators Recognition Scheme
- ▶ Many other measures



Interesting examples presented at BESTUFS events

Last mile delivery system:

- ▶ Espace de livraison de proximite (nearby delivery area)
- ▶ DHL Packstation
- ▶ Kiala

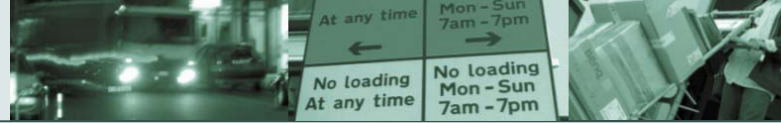
Urban consolidation centres:

- ▶ Appear to be working well in Italy due to specific circumstances
- ▶ Bristol

Research:

- ▶ UK: comparison of Energy Intensity by Fleet
- ▶ UK: study on which type of priority lanes works best (bus-only versus non-car)





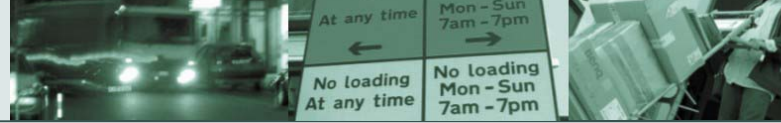
Role

Working fields and results

Trends

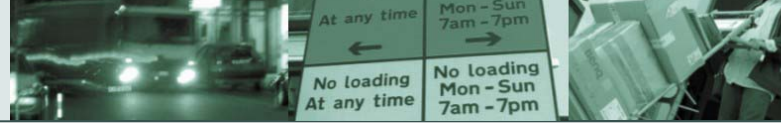
Conclusions

Trends



Global long-term trends (partially treated in BESTUFS)

- Increasing prices of fuel, food and raw materials. Consequently:
 - ▶ Increasing transport prices
 - ▶ Strong growth of use of alternative fuels
 - ▶ Restructuring of supply chains (more local sourcing)
 - Environmental concerns (more stringent regulations – e.g. adoption of Kyoto protocol and introduction of environmental zones)
 - Higher level of urbanisation
 - Increase of short distance freight transport operations (e-commerce)
 - Citizens demand higher living standards (less acceptance of nuisances caused by transport)
 - Ageing population (different services to be offered)
- => Urban (freight) transport will become more and more important**



Role

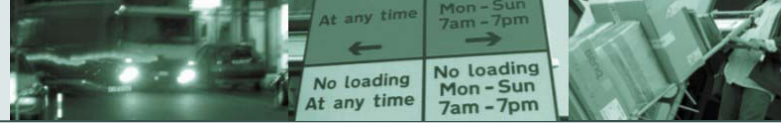
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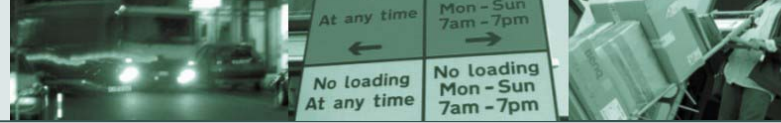
Conclusions

EU policy under development: GREEN PAPER “Towards a new culture for urban mobility”

- EC wants more influence of urban transport policies:
 - ▶ It is recognized that transport problems are **to a large extent** urban problems!
 - ▶ Diversity in city transport policies can be at odds with the internal market objective
 - ▶ Some cities are considered to be insufficiently effective in solving their transport problems and to be causing problems outside their city boundaries
- So far, limited attention to urban freight: the focus is on public transport in this document
- Also funds available for projects
- Stakeholders are invited to take part in the consultation until 15 March 2008



Conclusions and recommendations



Role

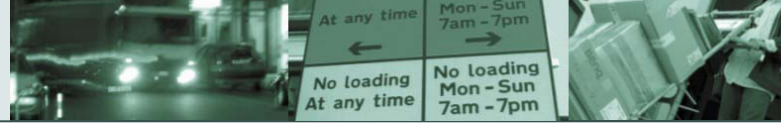
Working fields and results

Trends

Conclusions

Conclusions

- Problems are similar between countries and cities and just about every solution has already been “invented”. Therefore, a lot can be learned from experiences in other cities
- Local characteristics determine which solutions are successful, however, a national framework and regional involvement seem to be essential
- Good indicators are essential to assess the impacts of measures, however, data is often lacking, which makes it difficult to make good decisions



Role

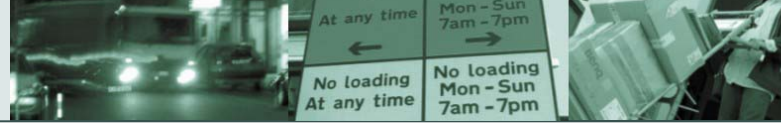
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Conclusions

- In most cities, passenger transport gets more attention than freight transport. One of the problems is: goods don't vote!
- It is remarkable that it takes an environmental EU-regulation to get urban freight back on the agenda (environmental zones)
- Non-harmonised, local solutions can increase cost because development cost have to be carried by a small market
- Global trends will have increasing impacts on cities
- Note that EC and national authorities might take away decision power from cities based on Kyoto protocol!



Role

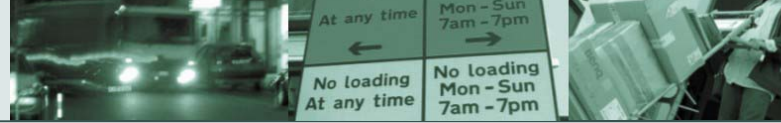
Working fields and results

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Recommendations – long term

- Understand the position of your city in the (global) supply chains and the way these might change in the future;
- Consider consequences and opportunities of global long-term trends, like a carbon reduction policies and a transition to alternative fuels
- Put urban freight transport higher on the political agenda
- Be prepared for a growing involvement from European Commission in urban transport issues
- Implement integrative transport planning: integrate public and freight, and involve economic affairs, spatial planning and environmental departments
- Keep your city accessible for other transport modes (waterways, rail) and avoid the “housing-trap” (giving up ports in favor of new houses and offices)



Role

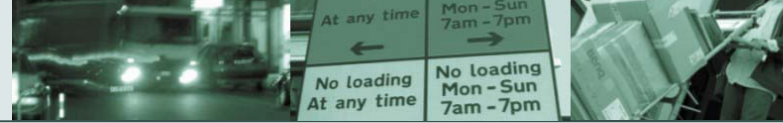
Working fields and results

Trends

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Recommendations – short term

- Strive for stakeholder participation
- Follow experiments in other cities – use the available platforms
- Contact other cities about their experiences
- Attend the next BESTUFS meetings:
 - ▶ **Workshop on Environmental Zones, March 2008, Madrid**
 - ▶ **Final Conference, June 2008, Athens**



Thank you!

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