

Summary

BESTUFS II national seminar in Switzerland

4th April 2008

Freight transport in Cities - a repressed problem?

ewz Kundenzentrum
Beatenplatz 2
Zurich

List of Presentations

1. Urs Steiger: Begrüssung, Einleitung, Situationsbilder (Welcome and Introduction)
2. Martin Ruesch: EU-Projekt Best Urban Freight Solutions - Zweck, Ziele, Ergebnisse (EU-Project Best Urban Freight Solutions - Objects, aims, results)
3. Wolfgang Stölzle: Aktuelle Verkehrsentwicklungen und Reaktionsoptionen in der Feindistribution (Current traffic developments and response options in fine distribution)
4. Willi Dietrich: Güterverkehr der Stadt Zürich (Freight transport in the City of Zurich)
5. Peter Geck: Blaue Zone in München (The "Blue Zone" in Munich)
6. Ludwig Arentz: Umweltzonen - erste Erfahrungen aus Köln (Environmental Zones – First experiences from Cologne)
7. Peter Geiger: Erfahrungen und Probleme aus Sicht eines Verteilers - Strategien der Migros (Experiences and problems from a distributors point of view)
8. Cornelia Petz: Innovative Massnahmen in europäischen Städten (Innovative measures in European Cities)
9. Peter Spörri: Modal Split Vorgaben für güterverkehrsintensive Einrichtungen (Modal Split demands for freight transport intensive devices)

Minutes

Mr. Urs Steiger did the moderation of the whole seminar.

1. Welcome and Introduction

by Mr. Urs Steiger, Implementation Officer National research Programme 54

Mr. Urs Steiger welcomes the participants and thanks the City of Zurich for their hospitality.

He started the session with an overview of the mood of the situation in the City of Lucerne.

He showed some pictures with typical situation of urban freight transport.

**2. EU-Project Best Urban Freight Solutions - Objects, aims, results
by Mr. Martin Ruesch, Rapp Trans Zurich, BESTUFS Partner**

Mr. Martin Ruesch gave an overview about the BESTUFS project. He informed the participants about the aims, objectives and results of the project. With particular focus, Martin presented the BESTUFS Good Practice Guide and the BESTUFS website as very helpful tools and information sources. Further, he informed about the National Research Programme (NRP 54). One part in this programme deals with sustainable goods supply and freight transport in agglomerations.

**3. Current traffic developments and response options in fine distribution
by Prof. Dr. Wolfgang Stölzle, University of St. Gallen, Chain for Logistic
management**

Dr. Stölzle contemplated urban freight distribution from the scientific point. He presented the current development of freight transport in Switzerland and pointed out that the congestion is the main bottleneck of the freight transport in Switzerland. He gave an overview about approaches in goods fine distribution.

Questions:

Dr. Stölzle gave a clear statement: every consumer at the end of the chain generates with its behaviour the effects of urban freight transport. Therefore, it needs strong measures with rigorous enforcement on all parts of the supply chain to effect changes in urban freight transport.

**4. Freight transport in the City of Zurich
by Dr. Willi Dietrich, City of Zurich, Mobility and Transport Planning**

Dr. Dietrich, as the representative of the City of Zurich and the responsible person for freight transport, gave a review of freight transport in Zurich from the beginning until today. He told the problems and challenges and gave some examples of doings, which the City undertakes to reduce the negative effects of urban freight distribution and better the situation in the city centre. These measures are organisational, planning and technological ones. That shows the high activity of the City of Zurich in the field of urban freight transport.

Questions:

The question about the involvement of the City in the planning of underground delivery Mr. Dietrich answered as follows: In some cases (e.g. Jelvoli, Zurich) the City is the owner of the area and can take influence on the planning. On the other hand, the City is responsible for the building permits and the building designs. In that way an administration has the freedom to take influence by regulating special measures.

Another question was about the Cargo Tram. Dr. Dietrich reported about the rising popularity under the population of Zurich.

**5. The "Blue Zone" in Munich
by Peter Geck, Department of traffic management of the City of Munich**

Peter Geck from the department of traffic management in Munich reported about the "Blue Zone" a special parking regime in the city centre of Munich. This measure is not only for urban freight transport but it includes special restrictions for delivery vehicles. There are dedicated loading places in this zone for urban freight vehicles. This political decision to introduce the "Blue Zone" is a very successful measure in Munich. The

retailers think positive because of better delivery conditions and the residents as well because of better conditions for pedestrians, cyclists and the individual traffic.

Questions:

The question about the handling of authorisation for delivery and loading inside the pedestrian zone Mr. Geck answered as followed: Every delivery vehicle can enter the pedestrian zone in a special time window. Additionally there are special (strong regularised) permits for craftsmen to enter the zone outside the time window if they are working inside. The delivery of the stores is also possible from the backside of the buildings, which are connected with the public road network. There the delivery is allowed without restrictions. The delivery and loading of stores inside the pedestrian zone work very well in Munich and are accepted by the resident dealers.

**6. Environmental Zones – First experiences from Cologne
by Dr. Ludwig Arentz, Department of environment and customer protection of the
City of Cologne**

Since the beginning of 2008, the City of Cologne established an Environmental Zone. Mr. Arentz told about the legal framework, the aims and approach of the city, the area, detecting and measurement of pollution, the information strategy for the public and visitors. He explained the technical implementation and the enforcement. Further, he presented expected reductions concerning NO₂ and PM10 emissions, sold number of stickers and a look into the future.

Questions:

The question about first experiences and significant changes Mr. Arentz could not answer after just three month of operating and a few days after enforcement (start of enforcement was the 1st of April). Regarding pollution there are still no significant changes observable.

**7. Experiences and problems from a distributors point of view, Strategies of the
Migros
by Peter Geiger, MGB Zurich, Logistic and Transport**

Belieferung während der EM08

Peter Geiger as the representative of Migros, one of the Swiss leading retailers, presented the experiences and problems of urban freight transport from a distributor's point of view. At first, he gave an overview about the structure of the Migros concern regarding logistic and transport for a better understanding of the distribution channels. Further, he was talking about the interfaces between transport and delivery at the stores. In terms of ecological engagement, since about ten years Migros operates a fleet of CNG lorries which are particularly suitable for urban distribution because of noise and air pollution. Finally, Mr. Geiger told about the actual big challenge for urban distribution in Zurich: the EURO 08.

Questions:

The question about the main problems of an urban distributor Mr. Geiger answered as follows. The biggest problems are the variations over the week. It is difficult to handle the different amounts of goods demand during the week especially before weekend and holydays. Another problem in dense areas is noise. That problem occur not so much at the real transport operation rather at the cargo handling. There is a big challenge for technical solutions to quiet this process.

8. Innovative measures in European Cities

by Cornelia Petz, Rapp Trans Zurich, BESTUFS Partner

Cornelia Petz, as an active involved partner in the BESTUFS project presented some of the best practice cases evaluated during the project. A collection of best practice cases can be found in the different BESTUFS handbooks on the following topics:

- Statistical data, data acquisition and data analysis regarding urban freight transport
- City access, parking regulations, access time regulations and enforcement support
- E-Commerce and urban freight distribution (home shopping)
- Road pricing and urban freight transport
- Urban freight platforms (UFP)
- Intelligent Transport Systems (ITS)
- Public Private Partnerships (PPP) in urban freight
- Waste transport logistics in urban areas
- Experiments and incentives for environment-friendly vehicles
- Control and Enforcement in Urban Freight Transport
- City Access Restriction Schemes

The following cases were presented at the seminar:

- CarGo Tram (Dresden)
- loading and unloading lanes (Barcelona)
- Urban distribution centres (London- Heathrow, Siena, Amsterdam)
- Truck routing system (Bremen)
- City access restrictions for freight transport vehicles (Copenhagen)
- Opening of bus lanes for freight vehicles (Tyneside)
- E-commerce, B2C and DHL packing station
- Underground delivery (Zurich)

These cases contain a wide range of measures handling the challenges of urban freight transport.

9. Modal Split demands for freight transport intensive devices

by Peter Spörri, Canton of Zurich, Department of transport

The Swiss transport policy focuses on freight transport by rail. There are special Modal Split demands connecting with contribution on investments for transport intensive projects, for digging permits in the building industry and for the better public acceptance of transport projects. As an example, he chose the Gateway Terminal north of Zurich. There is the demand that long-distance transport and 80% of distribution has to be operated by rail. Already existing facilities have to be improved in terms of air and noise emissions and a compensation for the land use is needed.

Questions:

There was the question why the SBB accept the modal split demand of 80% of distribution on rail. Mr. Spörri explained that for the future, there are further handling points planned in the Canton of Zurich and this special Gateway terminal is planned as an rail to rail terminal. SBB is optimistic for the future. They see a high potential in the change of economic development and the development of new logistic sites to bundle the goods flow.

Final statements

Finally, Mr. Steiger, moderator of the whole seminar, summed up the discussed topics.

The different actors of freight transport are responsible for different problems:

Consumers:

- individual consumption behaviour causes increasing availability of goods

Retail market:

- reduction of store capacities cause higher delivery frequencies

Public authorities:

- missing integrated transport planning because of missing resources (staff and budget) at planning authorities
- discussions about negative effects of freight transport instead of searching solutions for increasing of efficiency
- missing total view, only selective approaches
- missing knowledge and data basis
- urban planning development of consolidation and redevelopment of areas cause higher transport

Logistic service providers:

- big players operate already very economical and efficient
- at small and medium-sized businesses is improvement potential

→ YES, urban freight transport is a repressed problem.

Needs:

- rising of the awareness of the public for freight transport → changing the behaviour
- strong measures and actions instead of “only aesthetic changes”
- integrated urban planning, transport planning hand in hand with spatial planning
- cooperation and involvement of all actors already in the planning phase
- bundle of measures instead of single measures because of stronger effects
- win-win solutions instead of only ordinances increase the acceptance of all actors (the public and logistic operators)
- different local framework conditions need local solutions
- consideration of technical improvement (environmental friendly solutions)
- incentives for small and medium-sized businesses because of efficiency potential
- advancements of cooperations: public-private and private-private
- communication between all actors

Photographs:



BESTUFS_Switzerland_photo1.jpg



BESTUFS_Switzerland_photo2.jpg

Short summary:

The Swiss National BESTUFS seminar in Zurich was a well-adopted opportunity of the different parties involved in urban freight transport for discussing, contacting and exchanging of knowledge and experiences. The participants were active traffic planners, authorities in the field of traffic planning and space planning, dispatchers from transport companies, researchers in the field of traffic planning and space planning. The presentations of the seminar were wide spread. There was a range from the scientific point of view and the planners approach to the problems and challenges of the transport operators. Further presentations gave an overview of the BESTUFS project and some experiences from the Good Practice Guide and the Best Practice Handbooks.

The breaks were used for dialogue, discussion and networking. The final statement of all participants of the seminar answers the question on the top "Freight transport in cities – a repressed problem?" with a clear YES.

Most of involved parties – municipalities, operators, shippers and consumers – repress this problem. At first there are the consumers with their needs for an overall availability of goods, at any time, any place in freshest quality. The next are the retailers, which minimise their stocks and increase with this the delivery frequencies and increase freight transports. Finally yet importantly, there is the missing total view of the planning authorities. There exists a kind of laissez-faire policy in most of the cities, which implements many selected measures with only little effects. The City of Zurich is an exception. It is very active in the field of urban freight transport and acts as a positive example.

A stronger view from the beginning to the end, from the loading of the freight vehicle to the unpacking at the consumer's home is needed. The importance of dialogue between the different parties involved in urban distribution was highlighted. All actors are exigent requested to contribute to the stronger public perception of the challenges and problems of urban freight transport. The improvement of the environmental and living conditions and the economical competitiveness in an urban region should be of vital interest for all involved actors.

The Swiss national seminar was a successful day and a thought-provoking event.

Annex 1: Participants list

Last name	First name	Company name
Aregger	Kurt	Combibox-System
Arentz	Ludwig	Stadt Köln, Umwelt- und Verbraucherschutzamt
Barbara	Schultz	IRL ETHZ
Barth	John	Amt für Raumentwicklung und Geoinformation AREG, Kt. SG
Berger	Ernst	Verkehrsbetriebe Zürich
Berweger	Thomas	Rudolf Keller und Partner Verkehrsingenieure AG
Bonzanigo	Fabienne	Dipartimento del Territorio, Sezione della mobilità
Bopp	Bernd	IVT ETHZ
Dietrich	Willi	Stadt Zürich, Tiefbauamt
Dörnenburg	Klaus	Sigmaplan AG
Dürst	Peter	TB- und Vermessungsamt Stadt Chur
Ehrenbold	Walter	Denner AG
Etter	Martin	VSS
Fenner	Kurt	Umschlags AG Basel
Ferrari	Claudio	Combibox-System
Fries	Nicolaus	IVT ETHZ
Geck	Peter	Landeshauptstadt München, Verkehrsmanagement
Geiger	Peter	Genossenschaft Migros Zürich
Gloor	Urs	Verkehrsplanung Stadt Bern
Haefeli	Ueli	Interface
Hasler	Christian	TBA St. Gallen
Hegi	Philipp	Rapp Trans AG
Honermann	Helmut	ARE
Huonder	Stefan	ASTRA
Jegerlehner	Simone	Tiefbauamt Kt. BL
Klöti	Martin	FHNW, Institut für Business Engineering
Lehmann	Urs	TBA Kanton Zug
Lorenzi	Reto	ARE
Lusti	Andreas	stadt raum verkehr, Birchler+Wicki
Mächler	Markus	Kanton Luzern rawi
Marty	Armin	Planzer Transport AG
Matti	Daniel	Interface
Müller	Hansruedi	Dep. Bau, Verkehr und Umwelt Kt. Aargau
Petz	Cornelia	Rapp Trans AG
Reutimann	Felix	BAFU/Sektion Verkehr
Rohrbach	Fred	Combibox-System
Rudin	Daniel	Stadtbauamt Aarau
Rüegger	Jürg	Baudirektion Kt ZH
Ruesch	Martin	Rapp Trans AG
Schär	Stefan	Fachstelle für Luftreinhaltung Kt. Bern
Schloeth	Lucas	Amt für raumordnung und Vermessung Kt. ZH
Spörri	Peter	Kanton Zürich
Steiger	Urs	NFP54
Stölzle	Wolfgang	Universität St.Gallen
Strozzi	Elena	Verkehrs-Club der Schweiz
Stucki	Christoph	unireso TPG
Wichser	Jost	IVT ETHZ
Zaugg	Thomas	Coop