

BESTUFS.NET

Best Urban Freight Solutions

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BESTUFS Good Practice Guide

Experience suggests that the most active cities implementing freight transport innovations tend to be the country capitals or the largest metropolises. This is because they have resources to support innovative transport solutions, to participate in city networks and to exchange knowledge and experiences with each other. An important objective of BESTUFS is to help small and medium sized cities since they are comparatively isolated from a European perspective. It is not unusual for local representatives to lack experience in foreign language problems and solutions. This puts limits on the learning opportunities they could gain from other European cities' experiences. To facilitate this, BESTUFS has prepared a Good Practice Guide (84 pages) on urban freight transport and translated it into 16 European languages. The different language versions will be available and actively distributed by the BESTUFS partners from August 2007 onwards. For more information please email to bestufs@nea.nl.



"Mobility Services for Goods - A challenge for ICT in FP7" and Nathalie Van Isacker, Stratec (BE) on "The landside freight services of the port of Brussels". The technical visit to the "Port of Göteborg and relevant Göteborg city districts" was highly informative. The full workshop minutes and presentations are available at the BESTUFS website: <http://www.bestufs.net/workshops/>

City Logistics Expo, Padova, Italy

The City Logistics Expo was held on 18-21 April 2007 in Padova, Italy. The Interporto di Padova (Padova Freight village) organized the Expo. It was a unique event in the sense that it is the first time a Fair has been dedicated to urban goods movement. Although the exhibition did not attract many visitors and the number of stands was quite small, the organizers were nonetheless satisfied. It can be seen as a trial intended to generate interest among stakeholders and to prepare for the City Logistics Expo of next year.

Many cities in Italy for example, Veneto, Lombardy and Emilia Romagna, have schemes (planned or in operation), to organise deliveries in the central zone through a consolidation centre using clean delivery vehicles. Veneto region has passed a law (36/99) introducing standards for the rationalization of urban distribution of goods and the diminution of impacts on air quality. A National

New BESTUFS CD

A CD on BESTUFS II Bibliographic Overview: Deliverable D7.5: September 2006 has been published. The CD provides links/information on the BESTUFS project, BESTUFS I Results (implemented under FP5), all published Newsletters and Best Practice Handbooks, presentations of Modelling Round Tables, Workshops, Conferences, Recommendations, and Quantification of Effects. A CD can be requested from dewan.islam@ncl.ac.uk

BESTUFS Workshop, Gothenburg, Sweden, 22-23 March 2007

BESTUFS held a workshop on the theme of "Port cities and innovative urban freight solutions" in Gothenburg on the 22-23 March 2007. The event was organised by NEA with the extensive local support of Chalmers University and the Port of Gothenburg. The workshop was opened by Jörgen Linder, Lord Mayor, City of Göteborg, and included presentations (amongst others) by Wolfgang Höfs (EC) on



Delegates at the Gothenburg Workshop

WHAT IS BESTUFS II?

BESTUFS II is a co-ordination action funded by the European Commission under the Framework 6 programme. It is a follow-up initiative of the thematic network BESTUFS and aims to maintain and expand an open European network in order to identify, describe and disseminate best practices, success criteria and bottlenecks with respect to City Logistics. The BESTUFS II project started in 2004 with a duration of 4 years. Anyone who wishes to participate in BESTUFS events or to receive information should contact the administration centre (bestufs@nea.nl).



Association of City Logistics has been created, led by Marco Spinedi, in 2003 to connect all these projects.

The Government Minister of Transport has announced during the City Logistics Expo that a public fund for City Logistics was envisaged. Cities also asked for more legal protection of city logistics schemes, by way of a national law. The city of Padova's ordinance regarding the restricted access of old trucks into the city centre was cancelled by a regional court. Today, there are 28 identified planned or operating city logistics schemes in Italy, only four of these are in large cities. The following projects were presented in City Logistics Expo:

City Port, Padova (Region Veneto), location 6 km from city centre, operating with six CNG vans since April 2004 reached profitability last year. Its surface area is 1000 m² and about 7000 deliveries per month, with a steady increase since opening. A study by CERTeT (University Bocconi of Milan) for the period Oct 04 to Dec 05 (15 months) found the scheme saved 384 tonnes of CO₂, 163 kg of Nox and 41 kg of particulate matters. In monetary terms, the scheme will make a net profit of €756 000 to the community during its first five years of operation

Mestre City logistics project: Mestre is a borough of the municipality of Venice and its most polluted area. The municipality provides a kick off subsidy of €200 000. It is largely connected to the access control system: for example, transport operators who have been fined for accessing the city centre without a permit could have their fine reduced if they register to the City Logistics scheme.

Vicenza Veloce: This experiment started in January 2005. It is a public-private joint venture (51% municipality, 49% operators and retailers) with only electric vehicles. Its terminal is located 1.5 km from the city centre. A legal action is ongoing against the Veloce experiment, led by major parcel companies. Some argue that the scheme is monopolistic.

Modena City Porto project (ITACA): This city is one of the most motorised cities of the world. The project is scheduled to start on the 28th June 2007. Like the Padova experiment only electric vehicles will be used in this scheme. The terminal has been established 2 km from the city centre with 500 m² of area. There were 4500 deliveries in

the first month and the scheme is likely to reach the break-even point very soon.

Genova City Logistics scheme (MERCi), which started in March 2003 is one of the first city logistics experiments in Italy. It had platform of 1400 m² located 5 km from city centre with 8 electric vehicles and 2 CNG. There were on average 5000 deliveries per month in 2003, but subsequently closed due to lack of funding.



City Cargo Pilot in Amsterdam

Freight trams in Amsterdam

The city of Amsterdam is testing a scheme to reduce traffic congestion and air pollution by using freight trams to deliver goods in the inner city. Narrow, traffic-laden canals and streets make transport and deliveries difficult in Amsterdam. So, the city council decided to launch a pilot project to develop cargo transport in the city by freight tram. The project is an initiative of a private company called CityCargo Amsterdam BV. It is based on the assessment that most routes have capacity for more trams than they currently carry. The cargo trams run independently from passenger trams. Also, two transfer points have been established where the goods are unloaded onto small electrically powered vehicles, "E cars" that deliver the goods to their final delivery address. From 2008, around 50 special cargo trams and around 400 E cars will be able to supply shops, supermarkets and the catering industry. In the longer term, cargo trams should replace delivery by 2,500 trucks per day. For more information please visit: www.citycargo.nl

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John Berry, DGTREN, at BESTUFS Warsaw Conference

BESTUFS II Conference in Warsaw, Poland

The third BESTUFS II Conference presided over by Laurence Douvin, on 'Vital cities optimise city logistics' was held in Warsaw on 24-25 May 2007.

Mr. Mieczyslaw Reksins from the City of Warsaw welcomed the participants and briefly presented freight logistics system development efforts in the city. Mr Stig Franzen from Chalmers Industriteknik presented 'Evaluation of the Impact of a Pilot Evening Distribution System in Stockholm'. Dr Corinne Mulley from Newcastle University presented 'Evaluation of the Impact of No-Car Lanes in Tyneside'. Then Mr. Robert Govaers, Senter Novem PIEK presented an overview of noise reduction techniques for urban delivery.

Mr. Julio Garcia Ramon, from Barcelona presented Space Management and Night Delivery. Mr. Zdenek Suta, from the City of Prague presented on Central City Access in Prague. Mr Blaz

Jemensek from Prometni Institut in Ljubljana presented START: sustainable city logistics in collaboration with transport industry. Prof. Jacek Szoltysek, from The Karol Adamiecki Institute presented Urban logistics in Polish cities. Mr. Guido Firelli, Regione Emilia Romane Italian presented initiatives in urban logistics. Mr. Peter Kunisch, Wirtschaftskammer Wien presented Problems in freight distribution in Vienna. Mr. John Berry from EC highlighted EU Logistics Policy. Mr Stane Bozicnik, University of Maribor presented Rail freight for urban logistics: Dream or reality? Mr. Wojciech Sucharzewski, spoke on NICHES: New & Innovative Concepts for Helping European Transport Sustainability. Mr Stephen Steele, Transport for London updated on the London Freight Plan.

Lastly, the chair, Laurence Douvin, drew Conference Summary and Conclusions. The conference ended with a technical visit to the TESCO distribution system in Poland. The presentations of the conference are available on BESTUFS website: www.bestufs.net.

Rail Freight 2007 conference, London 5-6 June 07

The Rail Freight 2007 conference (5-6 June) was organised by the Waterfront Company in London on behalf of the Rail Freight Group. There was a wide range of subjects with over 25 speakers and the conference was full of interactions in the many discussion sessions. Rail Minister, Tom Harris MP, opened the conference by restating the UK Government's commitment to rail freight, and announced a three year budget of £44m Rail Environmental Benefit Procurement Scheme (REPS). Bill Emery, Chief Executive of the Office of Rail Regulation (ORR), updated the periodic review of freight access charges. EWS Planning Director Graham Smith, called on the ORR to give an early commitment to reducing track access charges in the next 5 year control period in order to enable businesses to plan their future with more certainty. Others called on the ORR to recognise this and government intentions, and at least announce a cap on rail freight access charges for ten years.

John Smith, Managing Director of GB Railfreight, attributed his company's nine-fold increase in turnover in six years to staff motivation, commitment and efficient use of assets. Keith Gray of Freightliner expected the deep sea container market to double by 2019. Eurotunnel's Francois Coart spoke of his company's successful shareholder vote on restructuring, and spoke of its Europorte 2 traction service for freight trains through the tunnel starting later this year. His company was committed to growing the volumes of rail freight carried through the Tunnel.

European rail policy was discussed in depth and many identified the failure of many member states to implement properly the First Railway Package. Bernhard Kunz, Managing Director of Hupac, whose continental services had grown by 40% in four years, expressed concern about recent trends of the larger incumbents purchasing independent operators and thereby reducing customer choice. Five years ago there were twenty or so large independent operators; now there are only three. There was a general discussion about whether some railways were in a dominant position in particular areas or member states, and whether the normally accepted rules of dominant position in competition law should apply to rail freight operations. The reported takeover of EWS Railway

(along with Transfesa of Spain and MAV in Hungary) provided a focus for a useful presentation by Laurens Elsen of the European Commission DG TREN of its policy on state aids in the railway sector.

There was general discussion about whether it was acceptable for vertically integrated companies to purchase train operating or other companies when in receipt of state aids for other activities and without any transparency. Further information and copies of most presentations from RFG chairman Tony Berkeley+44 (0)7710 413 542 or email: tony@rfg.org.uk

START meeting in Ljubljana

On 6-8 June 2007, the START meeting took place in Ljubljana, Slovenia. The objective of this 'peer-to-peer' workshop was to deepen the knowledge exchange with local stakeholders and provide opportunities for experts to meet, taking into account the problematic situations in the New Member States. In the workshop, Ljubljana described the local situation and identified a number of local problems and challenges. The experts from the START cities provided recommendations on possible approaches based on the experience in their own cities. The outcomes of the workshop will be recommendations for future actions on reorganizing transport of goods. For details please contact Lisa Sundell at lisa.sundell@trafikkontoret.goteborg.se or visit www.start-project.org



FREIGHTWISE Project

This project is funded by the European Commission under the Sixth Framework Programme from September 2006 for four years (until April 2010) with 55 participants in 14 countries with involvement in 9 business cases. Intermodal transport (i.e. one transport unit using a combination of modes) is recognised as an important option when seeking to influence modal split towards more sustainable modes such as rail, short sea shipping and inland waterways. However, road transport remains indispensable and incentives and methods must be found, which contribute to an optimum modal mix for every type of transport. There are a number of commercial, technical and organisational obstacles to overcome in this process of combining a number of transport services to an efficient transport chain. Integrated transport management requires a certain level of business integration which, demands trust and in consequence often a perspective of longer term co-operation.

Information access is a key element in any competitive intermodal chain, which requires some degree of interoperability between the systems of the organisations involved in the chain, but also with authorities who require reporting e.g. customs, coastguard and bodies who provide



traffic information. Small and Medium-sized Enterprises (SME) often find the threshold for using advanced Information Technology (IT)-based management tools still too high in term of costs and necessary know-how. Standards are too wide or inadequate for small enterprises and do not support the interaction of all parties involved.

Rapidly changing business and administrative requirements demand a high level of flexibility from the transport industry both in terms of the services offered and management systems. Software tools and IT-services to support management are developing, but they do not adequately serve the entire business community. The objective of FREIGHTWISE is to support the modal shift of cargo flows from road to intermodal transport using road in combination with short sea shipping, inland waterways and rail. It will achieve this objective by means of improved management and facilitation of information access and exchange between large and small, public and private stakeholders across all business sectors and transport modes. For more information please visit <http://www.freightwise.info/index.html>

CORELOG Project news

The Coordinated Regional Logistics (CORELOG) is funded by the European Commission. This work will shed new light on the present European debate about regional logistics in terms of stakeholders' needs and public policies. Its activities, within INTERREG IIIB CADSES NP, mainly aimed at the identification and implementation of firm needs-oriented logistics regional policies. A transnational survey has been performed in order to:

- Build up a shared vision between public and private bodies on logistics development and;
- Find out a set of policies targeted at the solution of the main inefficiencies linked to the logistics and to the freight transport.

The results of this survey will be published soon. For more details please contact: Cities Operating on Sustainable Mobility at Cosmo@Regione.Emilia-Romagna.it

Forthcoming Events:

7TH BESTUFS Workshop on "Accommodating the needs of passenger and freight transport" will be held on 27 and 28 September 2007 in Vilnius, Lithuania. Amongst others the following issues will be addressed: priority concepts for urban freight (e.g. use of bus-lanes), integrated planning (resulting e.g. in preference networks for HGVs), the question of favouring collective (i.e. organised) transport at the expense of less efficient, individual (i.e. non-organised) transport (passenger and goods transport can be found on both sides), and public versus Private roles in urban freight logistics. For more information please visit www.bestufs.net.

MATAARI Project Workshop on the subject of "Improving mobility and accessibility in urban and port areas, Tools for public authorities Technological and organisational solutions for transport and logistics", co-organised by Emilia-Romagna Region and Toscana Region, on 27th September 2007, Florence, Italy. For details please contact Cities Operating on Sustainable Mobility at Cosmo@Regione.Emilia-Romagna.it.

Transslo: Sustainable Transport Research Workshop will be held in Ljubljana, Slovenia, on 12 October 2007. It will discuss transport and research opportunities, industry and academic partnership for research and development, cross-cutting activity to support surface transport in Slovenia and EU followed by five breakout sessions. For more information please visit www.translo.com/Workshop_2007.html or email to sian.evans@ncl.ac.uk.

Living Labs Workshop: logistics for business competitiveness, and training in logistics. Organised by Emilia-Romagna Region and Institute for Transport and Logistics (ITL) under the CORELOG & ENLoCC projects on 22 and 23 October 2007, Bologna, Italy. For details please contact Cities Operating on Sustainable Mobility at Cosmo@Regione.Emilia-Romagna.it.

Freightwise International Conference Newcastle upon Tyne 31 October 2007. Network with both the 55 research, commercial and industrial partners within Freightwise and the wider ICT and intermodal community. John Berry from DG TREN will speak on the EC Logistics Action Plan as the keynote speaker. The conference is open

BESTUFS CONTACT DETAILS

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