



WHAT IS BESTUFS?

BESTUFS (BEST Urban Freight Solutions) is a Thematic Network (TN) addressing all aspects of urban freight transport. The aim of BESTUFS is establishing and maintaining an open European network between urban freight transport experts, user groups/associations, ongoing projects, interested cities, the relevant EC DGs and representatives of national transport administrations in order to identify, describe and disseminate best practices, success criteria and bottlenecks with respect to the movement of goods in urban areas. This Thematic Network is operated with and funded by the EC in the 5th Framework Programme under the Key Action "Competitive and Sustainable Growth". The BESTUFS project started in 2000 with a duration of 4 years. Anyone who wishes to participate in BESTUFS events or to receive information should contact the administration centre (bestuufs@nea.nl).

SEVENTH BESTUFS WORKSHOP – LAND USE PLANNING AND BUSINESS MODELS FOR URBAN DISTRIBUTION CENTRES

25-26 APRIL 2002.

The Communauté d'Agglomération de La Rochelle kindly hosted the workshop and Mr Jacques Mollard welcomed the attendees to his home town. The theme of the workshop was very relevant to the interests of La Rochelle, which has pioneered an **urban distribution centre** (UDC) based on electrical delivery vehicles.

A UDC is a transshipment point set just outside a central urban centre where there are extensive less than lorry load deliveries by multiples freight operators. The stated purpose of a UDC is to consolidate partial loads into full loads, often in environmentally friendly vehicles, and thereby improve the utilisation of freight transport in an urban area, reducing pollution, congestion and noise.

Mr Hughes Duchâteau, STRATEC, made a presentation on freight transport planning for Brussels, detailing survey and analysis work on freight within the city in 1996-97. He detailed a surveying process that combined socio-economic, traffic and environmental impact assessments of freight through to 2010. Mr Beni Strub, RAPP AG, then detailed the conversion of the Rekingen Cement Plant to a logistics centre in north Switzerland next to the Rhine and the German border. He explained that, even as a cement plant, a third of the site had been dedicated to logistics. Due to the new lorry road use charging in Switzerland (LSVA, as detailed in workshop 6), HGV transport on roads is very expensive, making the location of Rekingen on the EU border very attractive.

A presentation on the Thessaloniki open freight centre was

delivered by Marcel Huschebeck (PTV AG, Germany) rather than Mrs. Katerina Papageorgiou (University of Thessaloniki) who was unable to attend. The presentation was clear and detailed the creation of an open centre for third party logistics (3PL) services for the port, and also to relocate existing freight operators in the urban centres of the city. Mr Albert Janssen, of NOVEM - Netherlands Agency for Energy & Environment, made a presentation on "Sustainable land use planning". He explained that NOVEM realised in their analysis that transport was one of the major areas of energy usage in modern society; 47% of all household energy is attributable to the car, whereas 21% is used for heating. Therefore NOVEM has focussed effort on the creation of spatial environments that promote optimal transport modes from an energy point of view.

Mr Jacques Mollard made a presentation on the "The ELCIDIS project: Features of La Rochelle". This detailed the development of the electric vehicle distribution of goods throughout the historic town centre of La Rochelle. A



beautiful town centre, the narrow cobbled streets attract 3 million tourists per annum and are not suited to large or noisy vehicles. In order to protect this centre, the ELCIDIS project was formed, starting in 1996 and becoming operational in February 2001. The objective was to assess the efficiency and environmental impact of electric vehicles in urban goods distribution systems.

Mr Lüder Wienberg, City of Berlin, presented the "Berlin-Brandenburg Integrated Goods Traffic Strategy", detailing a variety of freight centres (GVZ) and freight sub centres (GVS). Mr Johan Brisvall, HSLC Stockholm gave a fascinating presentation on a temporary distribution centre setup to facilitate efficient delivery to Sweden's largest housing project in Stockholm. Although it will have a lifespan of only some years, the project encompasses a load accumulation centre, use of intelligent transport systems to keep freight operators informed and most of the methods





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usually used to describe a UDC.

Mr. Florian Waibel, City of Nuremberg, presented details of an urban distribution centre in his home city, which has largely come to an end after the initial pilot due to the withdrawal of one of the two competitors working within the platform. It was noted in discussion that the very concept of competitors sharing a UDC, or allowing other operators to join one, runs directly counter to the imperative of a free market. In a cut throat and competitive marketplace, a company acting in it's best interest will not share the added value services that differentiate it from the other players in the market.

In the closing session of the workshop various themes emerged from the active participants that which can be summed up as stating that urban distribution centres are one of many tools that can be used to solve urban freight problems. In order to see if they are of use, a community needs to identify what problems or opportunities it has, and then consider a UDC only as one of several possible options. Since private companies co-operate extensively in the free market, operate their own distribution centres and seem reluctant to share a platform with competitors it may not be best for a city government to do more than suggest co-location of 3PL operators, and allow the free market to adjudicate who co-operates with whom. In some cases a UDC is a response to a very specific external cost which a city or industry (like tourism in La Rochelle, or congestion in a large building programme) is willing to pay to avoid, in other cases it may be that a UDC has to make an economic case alone, or via the subsidising effects of road pricing or direct regulation (Rekingen).

The contributions of the speakers were greatly appreciated and whilst the workshop may have generated a 'not proven' view on the efficacy of the UDC concept, the understanding of the issues and problems was greatly increased.

All presentations, further textual notes and full minutes are available on the BESTUFS website (www.bestufs.net)

VISIT BY GART TO THE UK

From the 17th to 19th of April 2002 a delegation of French BESTUFS participants led by GART visited their British counterparts.

The reason for the visit was to take a look at deliveries, distribution and logistics in British cities. Transport for London Street Management Department had organised a comprehensive seminar on the developments in freight and deliveries in London. This included red routes, parking control systems and the new congestion charging scheme. This was followed by site visits,

including one to a Sainsbury's Depot, and a boat trip on the River Thames looking at remaining and projected industrial wharfs. The Port of London Authority detailed how urban freight on the river is limited to aggregates and waste, and that development has led to the loss of most wharves and future river use. Representatives from the Freight Transport Association (www.fta.co.uk) met the French participants over a friendly dinner where business/government partnerships were discussed. A further example of how British local governments deal with freight was illustrated by the City of Southampton. It showed how a local community could deal with a high number of big lorries going in and out of container terminals, providing both economic benefits and environmental problems.

As a result, many issues were raised and some very interesting points discussed during the 3-day introduction to British urban freight policies and planning. Particularly interesting to the French representatives was the high degree of concertation and partnerships between business leaders and local government. They were also impressed by the current/projected extensive use of hi-tech parking and traffic control systems (such as automatic number plate recognition systems). This is a path which French cities have not yet decided to follow, partly due to road users' resistance to such enforcement techniques.



GART (www.gart.org) or Groupment of Authorities Responsible for Transport is a non-profit association of 220 French local governments, including all the 150 major metropolitan areas (from cities with 30 000 inhabitants up to the city of Paris). It is one of the best-known transport organisations in France. It represents French cities in the BESTUFS network.





FORTHCOMING EVENTS

3rd to 5th July 2002

In Vehicle Telematics

The Mayfair Conference Centre, London, UK

Fax: +44 207 915 5056

14th to 17th July 2002

The 7th International Symposium on Logistics & The 2nd International Symposium on Operations Strategy

Melbourne, Australia

Email: Alison.Parrett@nottingham.ac.uk

5th & 6th September 2002

Logistics Research Network (LRN)

The Technology Innovation Centre, Millennium Point, Birmingham, UK.

The aim of this annual conference is for the exchange of the latest research information, ideas and practices in the fields of Logistics, Transport and Supply Chain Management.

URL: www.tic-online.com/lrn2002/details.htm

9th to 11th September 2002

European Transport Conference

Cambridge, UK

This event plans to cover a range of issues such as: Land-use planning; Freight modelling; Sustainable Transport in urban areas; Transport Trends.

URL: www.aetransport.co.uk

19th to 21st September 2002

TransAsean 2002

Jakarta, Indonesia

1st Asean Transport & Logistics Exhibition & Conference

Venue: Jakarta Convention Centre

Email: transport@ite-exhibitions.com

URL: www.ite-exhibitions.com/trans/transrussia

8th to 10th October 2002

8th International & 20th National Conference & Exhibition on Natural Gas Vehicles

Omni Shoreham Hotel, Washington D.C., USA

URL: www.ngvc.org

18th to 21st October 2002

Transped 2002

Prague, Czech Republic

9th International Exhibition of Trucks-, Ships-, Rail- and Air Transport, Logistics, Warehouse and Manipulation

Email: j.janacek@incheba.cz

URL: www.incheba.cz

11th to 12th November 2002

Energy and Transport 2002 Conference

Barcelona, Spain

Highlights include how to satisfy infrastructure demand; the regulatory framework; interoperability and technical solutions; finance and pricing.

URL: http://europa.eu.int/comm/dgs/energy_transport/

21st & 22nd November 2002

Promoting excellence in transport – Annual Polis Conference

Brussels, Belgium

One session will focus on “sustainable goods transport in cities, including e-freight”.

Tel: +32 2 282 84 63

Email: shoadley@polis-online.org

25th to 27th November 2002

International Conference on Seamless and Sustainable Transport

Centre for Transport Studies, Nanyang Technological University, Singapore

Fax: +65 6793 0997

URL: www.ntu.edu.sg/events.htm

20th December 2002

NVVP 2001

Rotterdam, The Netherlands

Congress covering up to date news regarding the national traffic and transport plan.

Tel: +31 40 297 4889

Fax: +31 40 297 4924

NEWS

The annual European Conference on Mobility Management (ECOMM) was held on 15th to 17th May 2002 in Gent, Belgium. ECOMM 2002 was the sixth international annual Conference. The focus of the event was to explore strategies for setting up active partnerships that promote the demand for sustainable transport. Examples from European practice were used to gauge the opportunities and limitations of such active partnerships. Martin Quispel of NEA made a presentation on BESTUFS. (www.ecomm2002.be)

23rd to 24th May 2002 saw a European Conference held in Dresden in Germany covering the currently topical area of “Road Pricing Strategies”. It focussed on the acceptability of transport pricing strategies (MC-ICAM project). Highlights included: innovative solutions, already applied methods, frameworks for acceptance studies and successful implementation strategies. Contact: Jens Schade at Schade@verkerpsychologie-dresden.de

The OECD has established an international working group called the OECD Working Group on Urban Freight Transport. The aim of the Group is to develop the requirements for sustainable development on urban goods transport. The goal of the project is to recommend sustainable solutions for developments in freight transport in urban areas. The final draft report is scheduled by March 2003. Participation in the working Group is actively encouraged. If you are interested in further information please go to: <http://www.distriweb.nl/distriweb/index.html>

Rotterdam is trying out an innovative system to solve the “customer not at home” syndrome. It is called the Via Collect System that incorporates a pick-up point for packages. The





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initiative is part of the European funded Tellus project. The purpose of the Via Collect System is to decrease the number of trips made in residential areas by small goods vehicles.

A controversial scheme has been approved by the London Mayor, Ken Livingstone, to charge motorists to drive into the centre London. From February 17 2003 drivers will be charged £5 each weekday from 7am to 6.30pm to enter a toll area policed by 230 video cameras intended to catch non-payers, who will be liable for an £80 fine. Emergency vehicles, motorcycles and mopeds, buses and coaches are exempt from the charge as are residents living within the charging zone who will receive a 90% discount. Mr Livingstone hopes to raise circa 200-225m Euro a year and cut congestion by 10-15%. The setup costs of the scheme, including set up and feasibility studies is around 160m Euro plus another 160m Euro for complementary measures. The charge has caused huge controversy and has provoked some Westminster City Council to mount a legal challenge. (www.streetmanagement.org.uk)

The Dutch Roadpricing initiative has been put on hold. "Due to the political uncertainties regarding the Roadpricing Project we consider it sensible to put parts of the Roadpricing Project on hold. This means specifically that communication with the market, the workshops about the business models and the several tenders are postponed until further notice." (www.roadpricing.nl)

LUTR is the short name for a cluster of projects (under the City of tomorrow key action of EC's Sustainable Development and Global Change programme) addressing urban mobility issues from the perspective of urban planning, with the aim to "develop integrated approaches guaranteeing an optimal balance between different, and sometimes conflicting, policy objectives." LUTR's purpose is to provide city authorities with "the tools they need for better managing transport demand in the medium and long term and to promote urban sustainability". (www.lutr.net)

The UK Government has decided to introduce a distance-based lorry road-user charge and aims to introduce it in 2005 or 2006. This will be applied to all lorries irrespective of nationality, and be offset by a reduction in fixed vehicle taxes currently levied in the UK. The UK Freight Transport Association (www.fta.co.uk) has welcomed the scheme, the UK Road Haulage Association seems more reserved (www.rha.net).

URL: <http://www.dtlr.gov.uk/itwp/lorryroad/lruc01.htm>

During the month of February 2002, the kick-off meetings of the CIVITAS Initiative took place. The CIVITAS Initiative brings together cities that are committed to combat the growth in pollution and congestion caused by transport in cities. The funds will be shared between four demonstration projects (TRENDSETTER: Stockholm, Graz, Lille, Pecs, Prague; TELLUS: Rotterdam, Berlin, Gothenburg, Gdynia,

Bucharest; VIVALDI: Bristol, Nantes, Bremen, Aalborg, Kaunas; MIRACLES: Rome, Barcelona, Cork, Winchester). No web resources are available for these projects yet.

The recent EC transport conference Surface Transport Technologies for Sustainable Development (4-6 June 2002, Valencia, Spain) had some potentially interesting aspects for the urban freight domain particularly in relation to new vehicle technologies with low emission engines. Whilst these initially were focussed on the passenger car sector the carry over of this type of technology into urban freight vehicles would seem possible and practical. In relation to inter-modal urban freight some new vehicle technologies and experience gained on these in practice in Switzerland was reviewed. The application of this type of technology to broader commodity groups and other city situations is under review (see Switzerland national programme in BESTUFS).

URL: <http://europa.eu.int/>

Tom Zunder of ARRC gave a presentation on urban freight partnerships at the managEnergy conference on Sustainable Transport in Brussels, 12-13 June. The main sessions were broadcast live by internet where they attracted over 350 viewers. Other presentations included the ZEUS project (www.zeus-europe.org), and the first purchasing group to be formed for ZEVs, LEVs and related infrastructure in the UK and the City of Denmark City Goods Ordinance scheme (www.citygoods.dk) which uses utilisation of vehicles as an access criteria with the benefit of dedicated loading and unloading zones for qualifying vehicles. The fact that the system is simple, states clearly its objective and then allows actors to develop the best solutions make it of interest to BESTUFS. Presentations available at the site below;

URL: <http://www.managenergy.org>

The BESTUFS Best Practice Handbook on Roadpricing is now available on the BESTUFS website in draft form.

URL: <http://www.bestuvs.net>

BESTUFS CONTACT DETAILS

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