Bestufs 2: Some Dutch results

Dr. Jaap Vleugel

Expert meeting Lyon, September 22-23, 2005

OTB Research Institute for Housing, Urban and Mobility Studies

TU Delft

Delft University of Technology

Content of presentation

- Data collection tools and methods
- Known databases
- Available data
- Private/missing data
- Situation in Dutch local freight transport
- Evaluation of previous studies
- Conclusions
- Future perspective

OTB Research Institute for Housing, Urban and Mobility Studies

TU Delft

Data collection tools and methods

- Effect Measuring
- Freight distribution during the night
- Delivery profile
- From B to A: instruments to manage freight transport in 278 Dutch cities
- City distribution in retail 1 and 2
- Impact of city distribution centres

Known databases

- Netherlands Bureau of Statistics:
  - national or regional data
  - regular publications

. NEA:
  - statistical and business-oriented
  - not local
  - regular publications

Known databases

- Connekt's Delivery profile:
  - available to members (local governments) who provide datasets
  - one-time only collection, but for several cities

Available data

- General data are available, e.g., number of trucks in the Netherlands
- Economic data: NEA and TLN publish financial indicators and data for trucking companies
- Economic data: available, but not at shop level
- Land-use data: partially available, not free
- Network data: available, but not free
- Policy/instruments: PSD, local governments

Private/missing data

- Logistical information:
  - what is happening?
  - why is it happening?
  - who is responsble?

  etc.

- Regular local data collection: traffic counts, annoyances, link between economic and transport data, etc.

Situation in Dutch freight transport

- Depends on the city and its policies
- Transport companies/truckers always complain, but in practice delivery is not impossible, but stress on drivers is high
- Congestion on highways and especially access routes near cities is a growing problem as is parking and delivery
- Night delivery is not feasible (noise constraints, opening hours)

Situation in Dutch freight transport

- Cities tend to press trucks into time windows or ban them from roads
- Attempt to use barges for bigger flows (Distrivaart) was not succesful
- Train is not used in city logistics
- Like elsewhere sustained growth in freight transport

Evaluation of previous studies

- TNO indicators (2001)
- Model by Weiss (2001)
- Model by Boerkamps (2001)
- Connekt Delivery profile (2003)
- Others?

Conclusions

- Very little scientists busy with urban freight transport
- Little is known about the planners/logistic experts of business firms
- Data is available, but exceptional for the local level

Future outlook

- How to raise money for research?
- How to interest business for ‘academic’ questions?
- Multi-disciplinary approach necessary