

## MINUTES

### BESTUFS II

Work package 3 “Urbane freight harmonisation and modelling”

Modelling approaches on Urban Goods Transport

2<sup>nd</sup> Round Table at TFH Wildau c/o Berlin

08/09 June 2006

#### Venue:

TFH Wildau - University of Applied Sciences

Bahnhofstraße, D-15745 Wildau

House 13, „Hofsaal“

#### Participants:

<b>Name</b>	<b>First Name</b>	<b>Organisation</b>
Alink	Gerard	Connekt B.V.
Allen	Julian	Westminster University
Binnenbruck	H.H.	PUTV
Bohnet	Max	Hamburg University of Technology (TUHH)
Browne	Michael	Westminster University
Decock	Davy	BRRC
Friedrich	Markus	University of Stuttgart
Karrer	Raphaël	RAPP Trans. AG
Kohlen	Ralf	Traffic Management Centre Berlin
Lischke	Andreas	Deutsches Zentrum fuer Luft und Raumfahrt
Meimbresse	Bertram	TFH Wildau
Monigl	Janos	Transman
Muñuzuri		Escuela Técnica Superior de Ingenieros
Sanz	Jesús	Industriales
Musso	Antonio	University of roma " La Sapienza"
Palmer	Andrew	Cranfield University
Patier	Daniele	LET
Raffailac	Julie	Steer Davis Gleave
Routhier	Jean-Louis	LET
Schultze	Mareike	TFH Wildau
Sonntag	Herbert	TFH Wildau
Steele	Stephen	Transport for London
Uhlig	Joerg	PTV
Ujhelyi	Zoltan	Transman
Ungvari	Laszlo	TFH Wildau
Vigo	Daniele	Facolta di Ingegneria - DEIS -
Visser	John	OTB
Vleugel	Jaap	Tu-Delft

## AGENDA

The aims of this second roundtable are to present the urban freight transport model descriptions and prototypical experiment results collected and compared in order to identify best practice approaches and to influence ongoing developments. Included are tools for diagnosis, simulation models and tools for the assessment of effects of urban goods movements on sustainable developments of a city (economic, environmental, social aspects). Three main approaches are generally carried out : - econometric models, starting with economy and activity figures, at a region/city level; - modelling emission-reception of goods traffic on a zoning; - modelling the transport distribution (calculation of an O/D matrix of goods transport in a region/city. Thanks to the active participation of about 12 European experts, we have today the possibility to discuss around a typology of modelling both methodological and geopolitical point of view .

The second roundtable work consists of 3 parts : the first one is dedicated to the state of the work, including the results of the first task about data collection. The second one is devoted to the national contribution with five topics and a large discussion about modelling approaches. The third is devoted to planer's experiences of modelling.

### **Wildau – 08 June 2006**

#### **14:00 – 15:45**

##### **Introduction to the Work Package and the Tasks - State of the Work**

- Welcome Address of the President of the Technische Prof. Dr. László Ungvári,  
Fachhochschule Wildau – University of Applied Sciences TFH Wildau
- Overview of the Project – Aims and Expected Results Danièle Patier/Jean-Louis  
Routhier, LET
- Synthesis of the Task 3.1 Data Harmonisation – Report of the Task Prof. Julian Allen/ Prof.  
Leader Mike Browne, UoW
- Discussion about Task 3.1
- Introduction to Task 3.2 Modelling Approaches – Methodology of Prof. Dr. Herbert Sonntag  
Survey, Feedback, General Results Bertram Meimbresse,  
TFH Wildau

#### **15:45 Coffee Break**

#### **16:15 – ca. 18:00**

##### **Task 3.2: Modelling Approaches – National Contributions Part I**

- The Netherlands modelling (30 min) German modelling Prof. Johan Visser
- German modelling, example VISEVA Prof. Dr. Markus  
Friedrich, University  
Stuttgart
- Dr. Jörg Uhlig, PTV

#### **18:00 End of Session**

## 19:00 Social Event – Dinner

Wildau – 09 June 2006

09:00 – 10:45

### Task 3.2: Modelling Approaches – National Contributions Part II

- French modelling (40 min) Dr. Jean-Louis Routhier, LET
  - Italian modelling (40 min) Prof. Daniele Vigo, Univ. Bologna
  - Discussion about technical aspects of modelling (25 min) Prof. Dr. Herbert Sonntag, TFH Wildau
- Introduction:* Aspects for Modelling Urban Freight transport
- J. Monigl, Transman, Budapest

10:45 Coffee break

11:15 – 13:00

### Task 3.2: Modelling Approaches – Application Cases

- Applications of Goods Traffic in London (Transport for London) Dr. Stephen Steele
- Applications of Goods Traffic in the VMZ Berlin (Traffic Management Centre) Dr. Ralf Kohlen
- Discussion about Goals, Applications, Lessons Learned and Implications for Task 3.3 Prof. Dr. Herbert Sonntag/  
Dr. Bertram Meimbresse  
TFH Wildau
- Final Statement Danièle Patier / Jean-Louis Routhier, LET

13:00 End of Roundtable, Lunch

14:30 Internal Session

Working comity for the WP3 follow up :

- Which data collection for which models?
- Which models for which use?
- State of progress of the first report

**Work Package Leaders**

16:00 End of Meeting

## Final Discussion

NAME	STATEMENT
Herbert Sonntag	The overview of models might not be complete. Bestufs requests anyone who learns about a different model to supply information about it. There remains the need for an integration of passenger and goods models. The interface especially in the urban traffic and the commercial traffic - for example of service units – are not exactly defined.
Daniele Patier	There is still a need to find out upstream information about the flows, regarding the whole supply chain. We should also ask ourselves, who asked to build the model?
Michael Browne	There is also a need to clarify what's really the purpose of models. Models might also benefit from some discussion between them, as to which models are better than others in what things. The value of goods is a concept that is often forgotten when building models.
Bertram Meimbrasse	The difference between models is the different needs for data. The units are not tons anymore, but trips or kms. Models are also beginning to introduce some type of decision-making processes.

## Final remarks and conclusions

NAME	STATEMENT
Jean-Louis Routhier	<ul style="list-style-type: none"> <li>▪ The issues that lead to the models (environmental protection, diagnosis, decision-making) are quite the same in different countries.</li> <li>▪ There are different approaches for the planning process (national level in France and the Netherlands, regional level in Germany and Italy).</li> <li>▪ The depth levels are also different (experimental in the Netherlands and Italy, in-house and software in Germany and France).</li> <li>▪ Urban goods modelling is often missing in the creation of master plans and planning processes.</li> <li>▪ The data is often bad or not adapted to the needs of the models.</li> <li>▪ Understanding the data is perhaps more important than modelling itself.</li> <li>▪ The models are essentially static and descriptive, and are not sensitive to radical changes or long-term policy simulations.</li> <li>▪ There is still a gap between the level of precision of the models and the expectations of the authorities.</li> <li>▪ Local authorities have at their disposal management and short-term simulation models, but there is a lack of long-term policy simulations and forecasts.</li> <li>▪ Modelling traffic needs both static data (location, network, facilities) and behavioural data.</li> <li>▪ It seems that the financial and research efforts do not reach the expected results from the point of view of sustainable development.</li> </ul>