

# Urban Freight Transport in the Netherlands

Presentation EPTR/Bestufs workshop

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## Topics

1. Introduction Connekt
2. Developments in commercial urban transport in the Netherlands
3. Programmes and projects (selection)
4. International activities
5. Implementation strategies
6. General results
7. Funding instruments

# 1 Introduction Connekt (1)

- Founded in 1999
- Public private partnership
- With the goal to strengthen the knowledge base and research infrastructure and implement the results
- In the field of mobility
- Of persons and goods

# 1 Introduction Connekt (2)

- **Innovating**
  - stimulating innovations
- **Initiating**
  - Management of knowledge network
  - Nominating actual issues and place them on the agenda
- **Networking**
  - Bringing people and knowledge together, strengthening research infrastructure

## 2 Developments in commercial urban transport in the Netherlands (1)

Problems in urban transport are growing:

- Businesses have problems with on-time deliveries, loose customers and get extra costs of inefficiency due to congestion
- local authorities have problems with congestion, damage on roads and bridges, attractiveness of shopping areas, economic attractiveness, quality of life, environmental pressure
- Large diversity in city measures due to decentralisation of government (maximum length, weight, time of entry) plus lack of data on city transport
- Freight transport is not high on the public policy agenda

## 2 Developments in commercial urban transport in the Netherlands (2)

### Problems (continued):

- Ad-hoc and non-coordinated research for specific areas
- Strong bias to one party only: City Distribution Centres failed because the idea was too much government driven

### ... and successes:

- Platform of Urban Transport: starts in a new format
- Use of bus lanes for freight transport in Groningen has proven successful

## 2 Developments in commercial urban transport in the Netherlands (3)

New approach of Connekt and its partners:

- Find a non-biased bases for problem identification (both from the perspective of business and society) – distribution profile ‘bevoorradingprofiel’
- Create a broad data and knowledge base – ‘data collection’
- Form partnerships with public and private parties, and knowledge institutes – PSD, Connekt-program
- Systematically generate possible solutions – ‘layer scheme’ approach
- Select, tune and implement solutions together with all parties involved.

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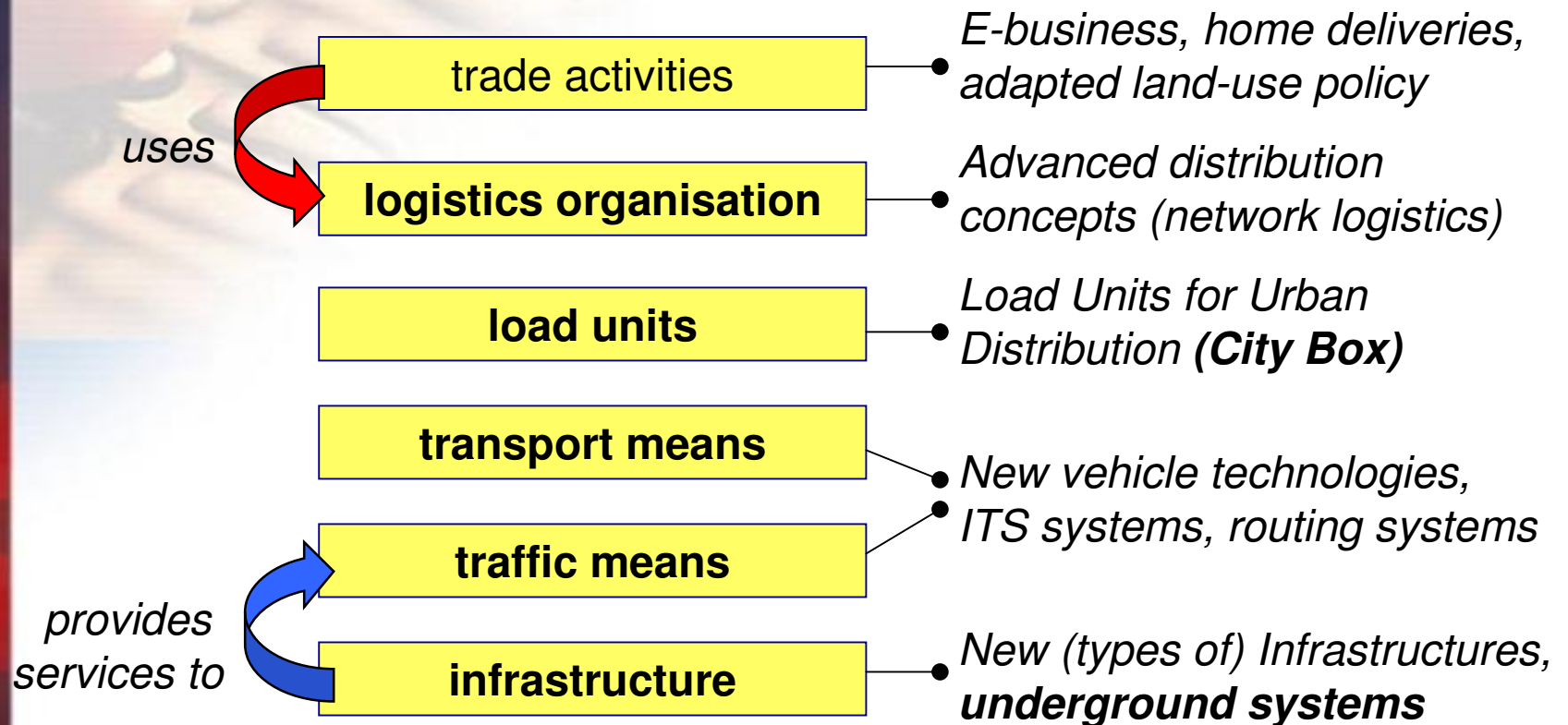
## 2 Developments in commercial urban transport in the Netherlands (4)

- Research budget of about € 500.000 per year (divided over different organisations and projects)

## 3 Programmes and projects: Problem definition

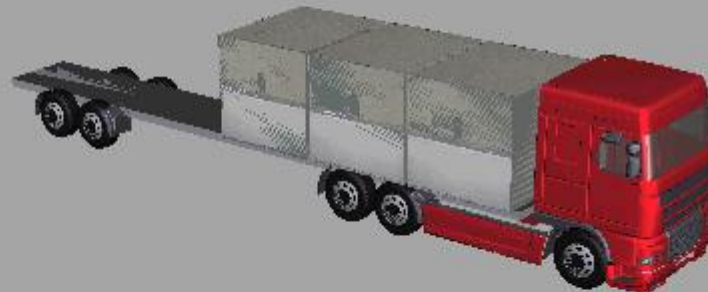
- A unique model of data collection in cities has been developed in a joint venture of transport companies, researchers, consultants and cities. This method leads to a so-called distribution profile for the inner city, which city officials can use to define proper solutions based on policy goals. Data is then comparable between cities
- This project is currently followed by a project using the data to find explanations for the relations between factors, so the most effective measures can be made and solutions can be found

## 3 Programmes and projects: Solutions



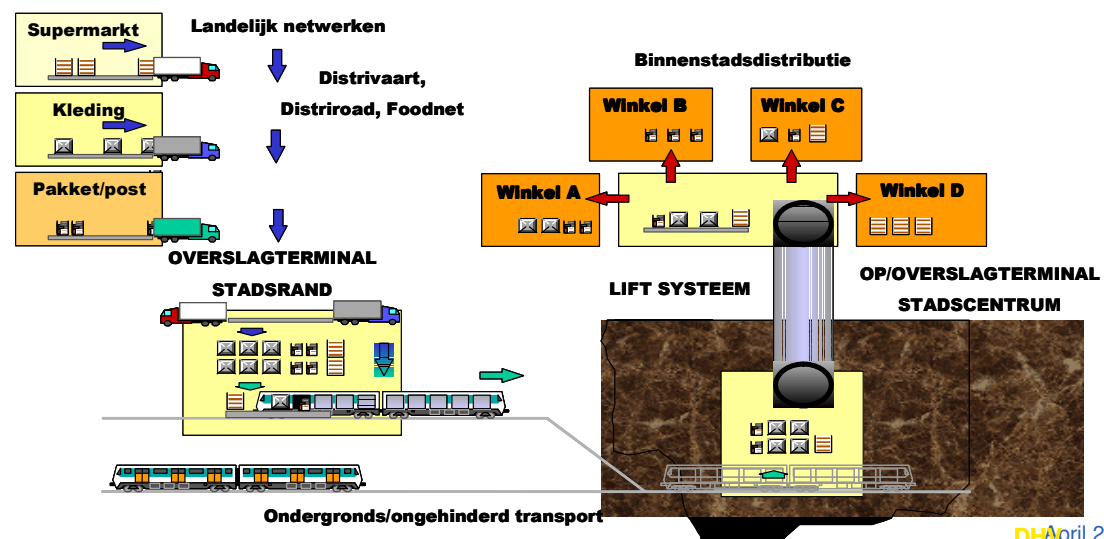
## 3 Programmes and projects: example

- A feasibility study of the Citybox delivers good results on local authorities goals and commercial attractiveness



## 3 Programmes and projects: example

- In the city of Tilburg a study is being conducted on the possibilities of an underground logistics system of dedicated infrastructure for freight transport
- Early results show that technically it is possible, the quality of life in the centre improves, public-private investment structures are difficult to develop, all parties are waiting for each other



## 3 Programmes and projects: example

- Logistics parks: Not feasible for the coming years due to:
  - Government driven, commercial value is limited
  - Optimisation of land use, but little attention has been paid to other interests (transport of persons, spatial economic structure, commercial, building quality, employment, local finance)
  - Government has no legal means to force development

## 4 International activities

- Participation in European projects:
  - E-Drul
  - City Freight
  - Delivering the goods – OESO (June/July)

## 5 Implementation strategies

- All projects in Connekt are conducted with private companies, public parties and researchers to insure implementation of satisfying results
- Knowledge dissemination is a very important part of implementing results
- More needs to be done to prove study results in pilots

## 6 General results

- The coming years will show more attention for transition management: what is needed to make a real change (public-private partnerships, public coordination, etc)
- Also focus will be on:
  - Data collection and problem definition
  - Coordination between cities
  - Citybox and other innovative solutions

## 7 Funding instruments

- Connekt on innovation, public private partnerships and transition management (from 2004) – [www.connekt.nl](http://www.connekt.nl)
- Novem on CO2 reduction – [www.novem.nl](http://www.novem.nl)
- Verdi for city/government officials – [www.kennisplatform-verdi.nl](http://www.kennisplatform-verdi.nl)
- Ministry of Transport – [www.minvenw.nl](http://www.minvenw.nl)
- TLN [www.tln.nl](http://www.tln.nl)
- PSD (continued platform) [www.psd-online.nl](http://www.psd-online.nl)
- TRAIL / TU-Delft (own R&D budget) [www.rstrail.nl](http://www.rstrail.nl)

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