

10th BESTUFS Workshop,
Joint EPTR – BESTUFS Workshop
28th – 29th April 2003,
Dublin, Ireland

Thematic focus:

“National Research Programmes Addressing Commercial Urban Transport“

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AGENDA

Day 1
28th April 2003

First Day: 28th April 2003

1. Welcome and short introduction by Mr Caffrey, EPTR
- 1a. Opening (Pat Mangan, Ass. Sec., Dept. of Transport)
Welcome & Background/Context, Schedule
Welcome from officer of Royal Irish Academy

Chair: Ireland, EPTR Member

2. Presentation on EPTR & on Workshop by James Caffrey, *Dept. of Transport*
Role & Purpose, Objectives
3. Presentation on BESTUFS Thematic Network by Dieter Wild, *PTV AG*
Role & Purpose, Objectives
4. "Overview of Studies & Research Initiatives in Commercial Urban Transport in Ireland"
by James Caffrey, *Dept. of Transport*
5. "Moving Goods within an Integrated Transport Strategy,"
by Michael Aherne, *Dublin Transportation Office*

Coffee Break

6. "Freight Distribution in a Congested Urban Centre",
by Mr Hugh Finlay, Trinity College

Chair: Germany, EPTR Member

7. "Optimising Transport in the Waste and Recycling Sectors" by Ulrich Schueller, *Federal Ministry of Education and Research (BMBF)* & Oliver Althoff, *TUEV*
8. "INVENT -Traffic Management in Transport and Logistics" by Dieter Wild, *PTV AG*
9. "FOPS- The German Research Programme on Urban Transport; Integrated Urban Freight Transport: Questions and Answers" by Heinrich Nöthe, *Federal Ministry of Transport, Building and Housing (BMVBW)*

Lunch

- 10. Ongoing or Planned Research Programmes including Funding Instruments Used:
Country Presentations
- 10a. Belgium, by Wanda Debauche, *Belgian Road Research Centre*
- 10b. Finland, by Ismo Makinen, *Consello Consulting Ltd*
- 10c. Hungary, by Zsolt Berki/Zoltam Bokor, *Transman Ltd.*
- 10d. Norway, by Toril Presttun, National Public Road Administration
- 10e. Sweden, by John Landborn, *Vinnova*

Coffee Break

- 11. Ongoing or Planned Research Programmes including Funding Instruments Used:
Country Presentations & Concluding Discussion
- 11a. Switzerland, by Martin Ruesch, *Rapp Trans*
- 11b. UK, by Roger Worth, *Dept. for Transport*
- 11c. The Netherlands, by Nico Anten, *Connekt*

- 12. Synthesis of Programme types, Project types & Funding Instruments Used
Inventory of Programmes, Projects, Funding Approaches & Other Initiatives
- 12a. by John Landborn, *Vinnova*

End of Day 1

Dinner in Commons, Trinity College Dublin (University experience)

Technical Visit facilitated by Dublin City Council (Presentation on Port Tunnel)

<p style="text-align: center;">AGENDA Day 2 29th April 2003</p>

Second Day: 29th April 2003

Chair: BESTUFS Dieter Wild

13. Results of the BESTUFS Clustering Analysis
by Tom Zunder, *ARRC, University of Sheffield*

14. Presentation by European Commission: Expectations of research co-operation
by Christos Tokamanis, *DG-RESEARCH*

Coffee Break

15. Discussion on Co-operation and Co-ordination Initiatives
Including:
Exchanging Information,
Exchanging personnel, temporary placements,
Site Visits,
Clustering of Projects,
Adding Value,
Co-operative benchmarking,
Other Joint Initiatives: Joint Programmes etc.

16. Concluding Remarks: Actions Arising from Workshop

Lunch/

End of the workshop

(Optional Tour of Trinity College Dublin by Hugh Finlay)

You can download the handouts of the presentations which were held on this workshop and other annexes belonging to this minutes from www.bestufs.net under page "workshops", then click on "28th and 29th April" and on "downloads".

In case you have problems with downloading, you can also contact the BESTUFS Administration Centre at bestufs@nea.nl or call +31 70 3988 356 / +31 70 3988 357.

DAY 1

1. *Short welcome by Mr Caffrey, EPTR
(European Platform for co-operation and co-ordination of Transport Research)*

This 10th workshop takes place in Dublin, Ireland. This is a joint BESTUFS – EPTR workshop with the theme “National Research Programmes addressing Commercial Urban Transport”. The intention of this workshop is to improve co-operation and co-ordination between national research programmes, and between national and EU programmes. There are in total 36 people participating to this workshop. Mr Caffrey welcomes the participants and expresses the hope to have a very fruitful workshop.

- 1a. *Welcome and opening by Mr Pat Mangan, Department of Transport*

Mr Mangan welcomes every participant in the Royal Irish Academy. As Mr Caffrey already mentioned this is a combined workshop from Thematic Network BESTUFS and EPTR (European Platform for co-operation and co-ordination of transport research). The Department of Transport and Trinity College in Dublin are hosting this workshop.

In the early nineties integrated transport became interesting. Special attention was paid to major port centres, port traffic and passenger transport. During that time we were rather more focussed on people movement than on goods movement. That is the reason why goods movement is not developed as much. Today we are in Dublin, Ireland. Dublin has a major port. Inland movement of freight in Ireland is 90% by road and because of the country’s island status, 95% of exports and imports is through the sea ports. Tonight the Dublin City council gives a presentation on the Port Tunnel.

The goal of this workshop is to share the important information about commercial urban transport. Sharing the knowledge and experience is important; it’s an added value.

- 1a. *Welcome by Mrs Siobhán O’Rafferty, Librarian of the Royal Irish Academy*

The Royal Irish Academy was founded in the end of the 18th century and followed the earlier model of the Royal Society in London and the RIA was constituted in 1787 as the premier learned society for the kingdom of Ireland (This was before the union with Britain in 1801 to form the United Kingdom of Great Britain and Ireland). The Academy remains an all-Ireland institution. The oldest manuscript that Ireland has is “*The Cathac of Saint Colomba*”, dated of 6th Century.

2. *Presentation on EPTR by James Caffrey, Department of Transport*

Mr Caffrey presents the European Platform for co-operation and co-ordination of transport research. This platform was established in November 2001 and consists of several members in Austria, Belgium, Denmark, Finland, France, Germany, Hungary, Ireland, Italy, The Netherlands, Norway, Poland, Portugal, Spain, Sweden and UK. The EPTR is about exchanging information, putting together interesting project results and making joint analyses of the results. Strategic activities and implementation of these will take place within EPTR. Shortly the main objectives are: identifying research topics common to critical mass of MS, to find problem solving policies, networking, funding co-ordination and increasing the cohesion between national and community research. Four workshops have taken place in 2002. The first workshop was on road safety. Freight was the topic of the second workshop. The last workshops were on policy monitoring and intelligent transport systems (ITS).

3. *Presentation on BESTUFS Thematic Network by Dieter Wild, PTV AG*

Mr Wild describes the goals, the approach and the current status of Thematic Network BESTUFS. BESTUFS is 'bringing together' experts, projects, research results and stakeholders within one main theme, urban goods transport. BESTUFS is connecting European and national research and is establishing and maintaining a network of expertise. Besides this the Thematic Network identifies and collects good practices and disseminates these. But no deep research efforts are foreseen. Contract partners of this project are: ARRC (UK), NEA (NL), Rapp Trans (CH), Transman (H), CDV (CZ) and PTV (D) as coordinator.

Mr Wild explains that the network has been extended since 1st January 2003 with new contractors and members in NAS countries. This extension aims at opening and enriching this thematic network also to Eastern Europe. It is expected that new contacts are established between the already wide BESTUFS community and new urban freight transport experts, new user groups/associations, further ongoing projects, many more interested cities and also representatives of national, regional and local transport administrations – all located within or close to the NAS.

Several workshops have been hold in the past 3 years. This workshop is the 10th workshop. Two more workshops will take place later this year. Six BESTUFS Best Practice Handbooks have been written. The final Handbook will be written this year on ITS and urban freight. Four conferences will take place during the BESTUFS project. The third conference is very soon on 22/23 May in Copenhagen and the final conference will be on 13/14 November 2003 in Prague, Czech Republic. Three or four times a year a BESTUFS newsletter is published. Furthermore BESTUFS has a very active website: www.bestufs.net, where all information (minutes, presentations, reports, recommendations etc.) about BESTUFS can be found.

Finally there will be a BESTUFS follow up for the coming years. The aim is to widen and enlarge it on European level.

4. *“Overview of Studies & Research Initiatives in Commercial Urban Transport in Ireland” by James Caffrey, Department of Transport*

Mr Caffrey gives a short overview of the latest trends in Ireland. Topics addressed are economic growth, land-use developments requiring mechanised transport, outsourcing of freight transport provision, globalisation impacts, traffic congestion and environmental impacts. Noise and pollution are growing problems in the City Centre.

The Department of Transport has projects and programmes in the commercial Urban Transport and other Freight. Together with the Dublin Transportation Office they carried out a freight strategy study and with the national road authority they have done an ITS freight study. Other ministries like DES, DCMNR and DELG have projects and programmes concerning other transport. An overview is given in the presentation. The funding can be organised through direct provision to state body or competitive calls for proposals or tendering. The disadvantage of these research initiatives is that there is no overarching transport research strategy. Besides this there is the tendency to start from first principles rather than relying on previous research outputs. Important in these research initiatives is the rationale for co-operation and co-ordination.

5. *“Moving goods within an Integrated Transport Strategy” by Michael Aherne, Dublin Transportation Office*

Mr. Aherne’s presentation consists of four parts. Part A addresses the Dublin Transportation Initiative (DTI); the Government adopted this initiative in 1995. This meant the end of Predict-and-provide on private transport side. The main proposals for this initiative were: The Dublin Port Tunnel, the completion of C Ring (Motorway 50), the LUAS (tram), Quality Bus corridors, Cycle network and environmental Traffic Cells.

Part B consisted of the Dublin Transportation Office (DTO) strategy review. During the first 5 years there has been a complete review of the DTI strategy, this strategy was developed in a period of dramatic economic growth. It’s the most comprehensive transportation plan ever developed for Dublin. The growth in travel increased, in 1991 the person trips in the AM peak hour was 172,000 and in 1999 283,000. It is expected that this number will be 488,000 in 2016. The integrated DTO strategy was focussed on congestion reduction by catering for all growth in trip demand on public transport. Furthermore the DTO plans to introduce mechanisms to alter patterns of travel behaviour. The aim was an average speed of 20 kph on the radial road network. Starting point for goods sector were the tunnel (20 kph radial speed) and a modal shift from road to rail and short sea transport.

The part C was focussed on the DTO regional freight/goods strategy. 17 reports were taken into the 2003 Goods Strategy Study, for instance “Rail review”, “Streetwise traffic information” and “Needs of freight industry”. The aim of this third study was to determine the OD patterns of goods distribution, to forecast future demand, to ensure that demand can be met effectively and to ensure compatibility with Platform for Change/Vision of Dublin. The key element in this part C was to exploit the tunnel/M50.

Part D consists of the potential outcomes and actions from the study. The key integration compatibility issues are: night time activity in residential areas, price incentives/tolls on main routes, air and noise quality, enforcement methods and resources (vs. other traffic requirements), distribution costs vs. city centre residential, balancing road space (loading vs. travel) and safety. The next steps are a phased implementation of the Strategy, for which a key date will be 2005.

6. *“Sustainable Freight Distribution in a Historic Urban Centre” by Hugh Finlay, Transport Study & Research Group, Trinity College Dublin*

Mr. Finley presents the hypothesis *“That a logistics configuration and regime can be found that justifies the combined use of eco-friendly vehicles and a dedicated urban delivery centre that is feasible, and which offers an environmentally beneficial, socially acceptable and economically sustainable solution for freight collection and deliveries in the historic part of Dublin”*.

Several challenges in Dublin are to be addressed, for example, “how can the social and environmental impacts of the supply chains in the city be ameliorated?”, “Can the city centre deliveries be managed in a sustainable way that it is cost effective and acceptable to businesses?” and “How might Dublin respond to the sustainable transport imperatives of the DoT and EC White Paper?”. Through best international practices like BESTUFS, through collation of existing data and surveys of 150 firms information is gathered. The current and planned parking restrictions and route mapping are investigated. Possibilities of niche applications and locations for urban distribution centres and for eco-friendly/ silent vehicles are explored. Finally we want to develop scenarios and solutions. In short, the Trinity College Dublin project will identify opportunities for introducing more sustainable traffic management solutions for freight deliveries and underpin the formulation of strategies by the authorities in accordance with stated national and EU policies.

7. *“Significance of Commercial Urban Transport in Germany” by Ulrich Schueller, Federal Ministry of Education and Research (BMBF) & Oliver Althoff, Association of Technical Inspection in Germany (TUEV)*

Mr. Schueller and Mr. Althoff give a joint presentation. There has been a strong increase of urban trade in the last decade. 31% of the total vehicle-km is for commercial transport. 25% of the urban transport is trade related (40% freight and 60% services). The consequences for the urban areas are: high noise and particulate emission, traffic flows, dis-/charging cargo in urban areas and high attrition of roads. Commuter traffic in peak hours overlays commercial urban transport and causes congestion. In the last years there has been a promotion of new projects. Important research objectives in these projects are: prevention of traffic, supporting modal shift (from road to rail), development of waste and recycling networks, development of innovative automotive, handling- and containers-solutions and improvement and integration of existing logistic-resources in waste management. The result of this call was that we have received 87 proposals from which 24 are selected for funding. The projects duration is from 1 to 4.5 years. The total costs are 17.3 million euro.

8. *“INVENT – Traffic Management in Transport and Logistics” by Dieter Wild, PTV AG*

Mr Wild gives a presentation on INVENT. INVENT is a German Research Initiative supported by the Federal Ministry of Education and Research. **INVENT** is **I**ntelligenter **VE**rkehr **N**utzergerechte **T**echnik; meaning Intelligent Traffic and User-orientated Technology. In other words, using intelligent vehicles as components of an intelligent transportation network and developing technical systems which are to be used simply and intuitively, which can be adapted intelligently to the ability of the users and which do not create new loads for the user.

In short the idea of this project is to use new systems for driver assistance and traffic management, which increases safety for all road users, eases driver’s load, improves the traffic efficiency, optimizes

traffic flows, avoids traffic jams and uses the roads to capacity. The INVENT projects are “Traffic Management 2010”, “Driver Assistance, Active Safety” and “Traffic Management in Transport and Logistics”. The project started in October 2001 and will continue till May 2005.

9. *“FOPS – The German Research Programme on Urban Transport; Integrated Urban Freight Transport: Questions and Answers” by Heinrich Nöthe, Federal Ministry of Transport, Building and Housing (BMVBW)*

Mr Nöthe presents three items. First he gives an overview of the departmental research: it's a praxis-orientated advisory service for policy making oriented at the short and mid-term.

Secondly he presents several research programmes of short distance transport/mobility in urban and rural areas. Since 1967 the Municipal Transport Financing Act is the crucial basis for promoting investments in short distance transport/mobility and research. Since 1967 the subsidies are approximately 50 Billion EURO and for research 100 million EURO. Yearly the research programmes consists of approximately 25-30 projects. An overview of projects examples is given in the presentation.

Furthermore Mr Nöthe goes into depth in the research project “Integrated commercial transport in Urban areas”. The purpose of this project is to identify qualified measures especially of integrated approaches, which are able to meet the demands of commercial transport. Simultaneously it has to contribute to sustainable and sensitive arrangements and developments.

The research approach of this project is divided in three components. In the first component (A) an inventory of solutions and categorization will be made. The second component (B) consists of policy analysis. Integrated solutions will be put successfully into practice. Then the synthesis follows (component C); recommendation for action will be formulated.

- 10a. *“National Research Programmes addressing Commercial Urban Transport” by Wanda Debauche, Belgium Road Research Centre*

Mrs Debauche gives a presentation on the Belgian situation. The players of the transport/mobility research in Belgium are: federal, community regional and other public actors. In Belgium several research programmes addressing commercial urban transport were set up. The process is different depending on the responsible authority but in general, policymakers, universities and researchers are proposing to the Ministries, who in their turn propose to the Minister. Based on the propositions, the Minister starts thematic research programmes, for which sometimes approval by the Council of Ministers is required.

Furthermore Mrs Debauche gives an overview of ongoing and planned programmes in Belgium. Her conclusion is that Freight Transport is a key component of urban development but,

- there is little interest, few researchers address the theme, especially on specific local, urban level;
- there is no global research programme on urban freight transport;
- there are a lot of actors involved, but there is no integrated approach;
- often freight movements such as money collection, garbage, reverse logistics etc. are ignored.

10b. *“Commercial Urban Transport, country presentation FINLAND” by Ismo Mäkinen, Concello Consulting Ltd*

Mr Mäkinen elaborates on the situation in Finland. The trends in Finland are basically similar to the other western countries. There is an increasing competition and requirement for transportation going on. Companies are networking and using more ICT. Electronic shopping has slowly increased. Quality and environmental systems and standards have become more important. Economic growth and population growth in the main cities have also taken place in Finland. After the first ‘city logistic boom’ in Central Europe, national Finnish interest has moved towards the regional point of view. There are no special urban transport programmes in Finland, but there were several programmes which contained urban transport projects. Mr Ismo Mäkinen has listed the programmes and projects in his presentation. Besides the EU funding instruments, there are also national Finnish instruments like development programmes of the Ministry of Transport and Communications (MinTC), the MinTC unbound research (besides the programmes), technology programmes of the Finnish technology agency Tekes and the unbound (beside technology programmes) funding of Tekes for applied technology research and product development.

There are possibilities for cooperation concerning urban transport. It is important that regional aspects are wider accepted in EU research (Northern Dimension Policy). The Finnish have special interest in sub urban and surrounding areas. Finally, there is no experience in joint calls, this would be interesting.

10c. *“Research on city-logistics in Hungary” by Zoltán Bokor and Berki Zsolt, Budapest University of Technology and Economics and Transman Consulting for Transport System Management*

Mr. Zsolt Berki gives a general presentation about the city freight development trends. Since 1980 the freight transport performances changed. Most freight is transported by road nowadays; in 1980 it was transported mostly by rail. The number of shopping centres, hypermarkets and specialized stores has increased tremendously in the last years because of economical growth. There is more transport in the cities which causes problems to the environment, damage to road surface and infrastructure due to heavy goods vehicles, noise emissions, the need of enforcement of regulations, a lack of suitable infrastructure for deliveries etc. The detailed city views are presented using the results of BESTUFS city freight questionnaires.

In Budapest, the capital of Hungary, restricted zones are used where specific weight limits apply. Some more details of the main city: 30% of the loading processes in Budapest are carried out in public roads. 90% of goods transport processes are carried out during working hours. 60% of transport tasks have higher frequency than once a week; 20% of transport tasks are performed every day and 15% 2-3 times a day. The ratio of unloaded runs is 18%, but the partly loaded runs is 59%.

Furthermore, Mr Zoltan Bokor explains the importance of the research and developments projects. He explains the used methodology of these projects and the findings in Hungary. Finally he explains the funding instruments for the projects. These funding instruments are divided in public funds and private capital.

10d. *“Commercial Urban Transport – Norway” by Toril Presttun, National Public Road Administration*

Mrs Toril Presttun presents the situation in Norway. There has not been much research and development on freight in Norway. Generally long distance and intermodal transport is dominant. The most important areas and drivers are: exploring developments in logistics (researchers), modal shift (government), a reduction in transport costs (industries) and congestion in Oslo. Some projects in the last decade are LOGITRANS from 1997 to 2001, under which two addressed urban commercial transport: “Effective delivery chains for city centres and shopping centres” (Centre for Economic Analysis) and “Urban freight” (Institute for Transport Economics). Some results of the urban studies are:

- identification of potential by cooperation between shops located in shopping centres and shopping areas in city centre;
- the frequency of goods deliveries to shops is higher than necessary from a customer’s point of view;
- improved load consolidation and capacity utilisation of goods vehicles is possible;
- the city size gives a good indication of the volumes of the various freight transport market segments in the city;
- local transport companies loose market share to national / international transport operators.

The ongoing programmes and projects are PULS (started in January 2002) covering services, commerce and logistics, development of transport models for freight, projects initiated and funded by local authorities, a project on city centre development including commercial urban transport by the Ministry of Environment and “Freight in cities”, which is part of “Transport in cities program”, funded by NPRA. The most active research initiatives are SINTEF, the Norwegian School of Management, the Institute of Transport Economics and the Centre for Economic Analysis.

Some results of the smaller locally funded projects in two cities (SINTEF) are: on average 1,4 deliveries to every shop on city centre per day, outside city centre 3-4; average discharging time 15-18 minutes and shop owners believe that transport operators can consolidate better, but only 10% of them would think of reducing delivery frequency.

The most important goals for the research in the years 2003-2005 are efficiency, working environment for drivers, safety and prosperity for all users of the street. The instruments to be used are exploring and communicating the problems, finding examples of good solutions and making guidelines for good practise. On international activities can be said that there is hardly any bi- or multilateral activity for the time being.

10e. *“National Research Programmes Addressing Commercial Urban Transport, Country presentation Sweden” by John Landborn, AB JOLARES*

Mr Landborn presents VINNOVA: Swedish Agency for Innovation Systems. The definition of an innovation system *is a network of public and private institutions in which production, distribution and use of new knowledge and technology take place*. VINNOVA’s mission is to promote growth for industry, society and people by improving development of innovation systems at different levels and through financing of research and development and demonstration in technology, transport and working life. In Sweden there are several research funding organisations divided in public research funding and private or semi private research funding foundations. Mr Landborn has listed these organisations in his presentation.

There are three cities in Sweden with more than 300,000 inhabitants: Stockholm, Gothenburg and Malmö. Increasing traffic causes congestion and an accessibility problem. Environmental zones were implemented in the mid 90's in the city areas for reducing the environmental impact of heavy vehicles. Like in other countries; the urban freight transport in Sweden is affected by the logistic trends, namely: increased competition on the market, outsourcing, ICT, e-commerce and environmental considerations. At last Mr Landborn gives an overview of important projects and programmes in Sweden. One is the ECO vehicle project in Gothenburg. The aim of this project is to increase the use of vehicles with less environmental impact. The target is to introduce 10,000 light eco vehicles in the Gothenburg region during a 5-year period (1998-2003).

11a. *“National Research Programmes Addressing Commercial Urban Transport, Country presentation Switzerland” by Martin Ruesch, Rapp Trans*

At first Mr Ruesch shows that there are different actors involved in transport research in Switzerland. There are programs with European Research or National Government involvement and projects where the Swiss Federal Institute of Technology and Universities are involved. Mr Ruesch has listed the national research programs (NRP) in transport which address urban freight: NRP 25 (cities and transport) and NRP 41 (transport and environment). The main focus of NRP 25 was the urban planning and transport (mostly passenger). This program started in 1989 and lasted till 1995. There were some projects with relevance to urban freight: external costs of urban transport, road pricing for urban transport, intermodal transport/liner trains to serve urban areas. The main focus of NRP 41 was national/international. Some projects in this program with relevance to urban freight are: behaviour and decision making process of shippers, corporate strategies and freight transport and freight platforms and urban planning. Besides the overview of projects that have taken place in the past, Mr Ruesch gives also an overview of the planned projects in Switzerland concerning urban areas. Information about the activities in DIANE 6 and COST 321 can be found in his presentation.

The conclusion is that there are no specific national programs for urban freight transport at the moment but there are urban freight topics within the urban area transport program, and permanent national research activities. Urban freight could play a more important role in Switzerland. Cities and regions should be more active in defining the research needs in urban freight and the national government should be more aware of the importance of urban freight issues. At last the possibilities and acceptance of a specific national research program on urban freight should be followed and proved!

11b. *“National Research Programmes Addressing Commercial Urban Transport, Country presentation United Kingdom” by Roger Worth, Department for Transport*

Mr Worth gives a presentation about sustainable distribution and the Road Haulage Modernization Fund (RHMF). Most important is what information we get out of projects. Sustainable distribution is understood to mean: freight quality partnerships, transport energy best practice programs, home deliveries, key performance indicators and supply chain resilience. When we look at the UK domestic freight movement, 64% is moved by road, 24% by water, 7% by rail and 5% by pipelines. The consequences of the high percentage of road movement are the emissions. Like climate change gas emissions (CO₂), air pollutant emissions (particulates, NO_x) and noise emissions. As a result of

several projects and after experiences Mr. Worth has listed the sustainable distribution recommendations:

- Remedy statistical gaps
- Commission research into key issues of freight transport and distribution
- Reducing noise
- Promoting wide use of key performance indicators
- Encourage best practice for driver training, maintenance and site operations
- Promote freight quality partnerships
- Research freight consolidation centres to improve urban distribution
- Promote fuel efficiency through driver training and performance monitoring
- Encourage transport industry to improve efficiency with aim of achieving a less fuel intensive more sustainable system

11c. *“Urban Freight Transport in The Netherlands” by Nico Anten, Connekt*

Mr. Anten gives a short introduction about Connekt, a public private partnership with the goal to strengthen the knowledge base and research infrastructure and to implement the results. Connekt stimulates innovations, initiates a management of knowledge network and nominates actual issues and places them on the agenda. Furthermore Connekt is a networking organisation.

After this introduction Mr. Anten presents the developments in commercial urban transport in The Netherlands. The problems are growing: businesses have problems with on-time deliveries, loose customers as a result and are faced with extra costs of inefficiency due to congestion. Local authorities have problems with congestion, damage on roads and bridges, attractiveness of shopping areas and environmental issues. Furthermore there is a large diversity in city measures (maximum length, weight, time of entry) due to decentralisation of government plus lack of data on city transport. A problem is also that freight transport is not high on the public policy agenda. There is ad-hoc and non-coordinated research for specific areas. Successes have been achieved as well: the Platform for physical distribution (PSD) starts in a new format and in the City of Groningen buslanes are used for freight transport. Now there is a new approach of Connekt and its partners: find a non-biased basis for problem identification, create a broad data and knowledge base ‘data collection’, systematically generate possible solutions and select, tune and implement solutions together with all parties involved. The research budget is about € 500,000 per year (divided over different organisations).

12. *“Synthesis of Programmes & Projects Commercial Urban Transport” by John Landborn, AB JOLARES/VINNOVA*

Mr Landborn first gives a description of the development in the commercial urban transport in the last decade. Secondly, he gives a description of programmes and projects in the field of commercial urban transport. He points out that there are no special urban transport programmes, but several programmes include urban transport aspects. The problem is that there is little interest in the subject and only few researchers address the theme. There is no global research programme on urban freight transport, there are a lot of actors involved who are operating without an integrated approach and the research is mainly concentrated on road transport and conventional goods in vehicles over 3,5 tons.

The key weaknesses are the lack of an overarching transport research strategy, a tendency to start from first principles rather than to rely on previous research output (because of the lack of statistical data and a poor dissemination of research results) and little evaluation of research output.

The rationale for co-operation and co-ordination are/ should be value for money for research funding, a scope for complementary research (no need to reinvent the wheel), a structural co-operation on a “juste retour” basis and access to “best practise” research programming.

The most important ongoing research areas are modelling, best practises, the assessment of transport policy measures regarding freight transport and new technologies. Mr Landborn reminds us that commercial urban freight transport is a part of all transport and is influenced by several aspects such as ICT, vehicle development, etc., and very importantly, the quality of life.

Mr Landborn further addresses the implementation strategies of the programmes:

- there is usually a restudy or feasibility study;
- the calls for proposals are usually in two steps (expression of interest and final project proposal);
- the proposals are evaluated by civil servants of the funding organisation. The use of extern experts or steering groups expertise are a more or less formal feature;
- typical dissemination activities are annual seminars, joint thematic seminars, road shows, web sites, etc.
- participation is the most successful implementation activity.

The working hypothesis is: “There is only rudimentary knowledge about the transfer conditions of integrated commercial transport concepts.” The research question is: Which solutions were planned and which have actually been implemented (analysis of implementation outputs and outcomes)?

It is important to continue the international activities in all levels of co-operation, such as information exchange (workshops, conferences and thematic networks) and joint projects (proposals, consortia and programmes). It is also important to co-ordinate the research in the field of commercial urban transport with other research areas such as supply chain management, traffic management, public transport, environmental research, etc.

Further he presents a structure of analysis, some examples, the logistics research in the last decade, the most important findings in the last decade, the implementations, the most important ongoing and future research, the most relevant areas for research cooperation and a draft synthesis of programmes and projects on commercial urban transport / city logistics.

Concluding, the following can be said:

- The implementation of logistic knowledge is dependent upon change processes within and between organisations.
- These change processes are in their turn dependent upon the inclination of organisational actors to accept a systemic view in competition with other views.

Out most important research question must always be: “How can the knowledge processes and innovation systems constituted by these actors be developed in ways that reduces the logistics knowledge gaps (as well as the knowledge gaps of other systemic disciplines)?”

DAY 2

13. *“Findings, Conclusions and Recommendations” by Tom Zunder, Urban Freight Unit – ARRC, University of Sheffield*

Mr Zunder gives a presentation on projects throughout Europe. Our objective is to identify work already undertaken around the key themes and where additional effort may need to be considered. The method used is a clustering of relevant R&TD projects. The themes are identified and listed which leads to a theme description and definition. In the next step the projects are classified by theme. Clustering grids have been made for European and national projects. Finally the results of the clustering effort were evaluated. The most important findings are that research in Europe has explored the urban freight arena to some great depth in some areas, there has been little commercial success in publicly initiated urban distribution, a great deal of information has been generated and certain areas merit closer study. The recommendations are that the viability and requirement for new urban freight research in the following areas need to be evaluated: integrating public ITS systems and private telematics systems, public private initiatives, inter and mono modal urban transport units, urban congestion charging and freight, weights and dimensions, the validity of the “urban distribution centres” and cooperation concept as a policy, and finally establishing the institutional, legal and business parameters for co-operation between operators.

14. *“Expectations of Research Co-operation for Transport” by Christos Tokamanis*

Mr Tokamanis, who appears on personal title on the workshop, presents his vision that if a vision for a European transportation system is to create a mode independent transportation system, then governments, academia and industry ought to be working together under a common strategic initiative. This means all parties need to work together under a common strategy. Clearly there are gaps in the research carried out up till now.

The main limitations of the current planning process are:

- the need for enhancement of consensus on a European transportation strategy;
- the need to encourage long-term outcomes/goals to stimulate new ideas and to promote innovation;
- the fact that a 10-year planning period is insufficient for a paradigm shift;
- the predominance of a modal-oriented transport system;
- the extension of incentives for organisations to work together to identify and implement systemic solutions across the transport system.

In the co-ordination approach it is important to build on European, national and regional transport policies, science and technology strategic planning efforts. The approach should be a long-term systemic view of transportation challenges and opportunities. Consensus needs to be build within the transportation community for vision on the role of transportation, the challenges, the goals and opportunities. But most important is to work together for implementation.

The enabling environment consists of political and legislative foresight, the RTD framework programmes, national initiatives and regional measures.

The expected outcome should be a definition of the role of transportation in supporting future EU needs, an agreement on the trends in transportation, the will to achieve ambitious goals, the deployment of innovative technologies and concepts to address goals, the support of research, education and training requirements, the synergistic roles of partners (multi-stakeholder approach) and the removal barriers.

The planning process can be performed in four steps: first the definition of a strategy, secondly the planning, programming and budgeting, thirdly the implementation and finally the evaluation.

Some working principles should be borne in mind:

- Maintain long-term, system-level perspective of needs & opportunities
- Focus on customer & stakeholder needs (e.g., goals)
- Establish meaningful “ambitious” performance goals & targets
- Develop innovation system
- Leverage R&D investments (European, national, all sectors (brown field/green field investments))
- Capitalise on international trends & market opportunities
- Foster efficient & effective program implementation
- Ensure peer review evaluation
- Measure impact of R&D on system performance
- Co-operate on already agreed areas of common interest

15. *Discussion on Co-operation and Co-ordination Initiatives*

Mr Wild gives a short summary of yesterday and today:

We have seen interesting presentations. We have seen several instruments that are used for funding the urban freight projects. We have seen the differences for funding between countries. We can say that there is overall lack of understanding between different bodies.

The EPTR (European Platform for co-operation and co-ordination of Transport Research) is now aware of the Thematic Network BESTUFS and the other way around. We both collect important information and disseminate this information through workshops, newsletters and internet. We will keep each other posted of all the information.

Now it is time to start the discussion. We are going to discuss the best ways of exchanging information, exchanging personnel, temporary placements, site visits. We can have a discussion about clustering of projects and cooperative benchmarking. In the presentations we have heard yesterday and today several joint programmes and initiatives came forward. We can discuss these or other joint programmes.

- Mr Althoff: EPTR (European Platform for Co-operation and co-ordination of Transport Research) is a platform for co-ordination and co-operation. We have seen a lot of interesting presentations yesterday and today. We have seen what kind of Thematic Network BESTUFS is. We have seen what is important and what kind of projects are going on. We now have a good idea how countries cope with problems concerning Urban Freight. In the next meeting of the EPTR we will discuss all this information and will see what will come out for the EPTR. For now no definite conclusions are made for the EPTR. We do not have a budget yet.
- Mr Wild: Is EPTR just a discussion group? What are you intending in the EPTR? Our idea is to participate in a joint program like Euronet. Besides this we want to bring countries together by preparing workshops and papers.
- Mr Landborn: The EPTR will not cover all transport, does it? I have the following questions: How do project managers become aware? How do you inform countries about ongoing projects?
- Mr Wild: The questions have everything to do with dissemination. There are several dissemination levels, there are national and European sources. A problem is that at the moment most dissemination of BESTUFS is available in English and some of the "clients" aren't used to English.
- Mr Sonnabend: I think there is also another problem. Logistic operators shy away from investments now, companies are cutting the costs. They don't take action which gives an immediate profit. That is why it's so hard to have the companies participating in a network. Deutsche Post has a large profit by goods mobility, that's the reason why we are participating.
- Mr Worth: I think the language does matter. If the documents are in their own language, it is indeed better to understand. It is also important to use a good style of writing fitted to the target group. We for instance have three reports that say the same but written differently, depending on the target groups.
- Mr Wild: The best practice Handbooks we write in the BESTUFS project are written for the consultants. We have the consultants as our target group and have their style of writing. I agree that language and style of writing are important for dissemination.
- Mr Berki: The transport companies dealing with city freight are profit oriented, therefore the exact presentation of best practices are crucial. The dissemination activities of BESTUFS should be organised to be open for operators as well. On the planning side the data quality and availability are important issues; this data collection is very limited in Hungary as well.
- Mr Caffrey: It is very important to get information from several sources. This workshop is for the EPTR very useful for identifying their sources.
- Mr Zunder: There is a lack of underlying data on urban freight. Data on basic research on an European level will be useful. The tendency is to go back to the principals of research. We have to go back to other project results and look at their objectives. Some projects that have taken place in the past were said to be successful but were they really?
- Mr Wild: Project managers are not aware of other country's activities. It's just by chance that they become aware. They should be aware, because they have the budget and process management. A common approach would be interesting. A forum can be an idea.

- Mr Zunder: I agree to this, but this is not a role for BESTUFS. EPTR can look into this problem and perhaps contribute to a solution. It would be nice if all important freight projects have to transfer their information to a central point. This central point gathers all this information and the EPTR can play an important role in dissemination of this information. They can reach the program managers.
- Mr Ahere: It is important that there is a common structure of dissemination. A common way of reporting, then it will be easy to collect the information.
- Mr Anderson: I agree that dissemination is very important. Maybe that the European Commission can think about dissemination structure for all countries or projects.
- Mr Wild: We all profit from the internet, it's a good tool. The problem is that there are already exist a lot of platforms that gather the same information, but they are not aware of each other. Harmonisation and maintenance is a big problem.
- Mr Berki: There is no point to organise a new but simple Internet site just to create a new storage place. It should contain valuable and up-to-date news; a key question is the maintenance.
- Mr Finlay: I regard BESTUFS as a very useful network for researchers. It encourages bi-lateral personal contacts between key players and allows participants to visit demonstration projects on the ground in different cities. In the case of the research on sustainable city logistics currently under way in Dublin, the BESTUFS thematic network has proved to be very beneficial in terms of enabling us to follow best practise for the methodologies involved and for obviating the need to start from first principles.
- Mr Wild: I agree, through European contacts we have a workshop every time in a different country. We give locals an opportunity to show us their problem in their city. This is now our 10th workshop. We have addressed several topics. We would like to give more information about certain topics but we have our limitations.
- Mr Worth: Can't we learn anything from America or South America? We are only talking about Europe. I think there is more to learn from other States.
- Mr Anderson: There is a project "STELLA", a focus group meeting will take place in Quebec in May 2003.
- Mr Wild: BESTUFS does have contact with the Institute of City Logistics and the IMPACT groups. Americans have different problems, because of other types of cities. But I think we can indeed learn from the USA with regard to intermodal transport. The options for BESTUFS in that way are limited due to the budget of the project. In the future we will have contact with South Africa and this year BESTUFS was extended with the NAS countries.
- Mr Capka: The task of dissemination is also growing in the NAS countries.
- Mr Zunder: BESTUFS is a dissemination network. A lot of information is gathered through BESTUFS in the last 4 years like presentations, Best Practices etc. I think this can be very useful for the EPTR. We as BESTUFS have found a lot of information that can and needs to be explore in other countries, maybe something for the EPTR.

16. *Concluding Remarks: Actions Arising from Workshop*

Mr Wild:

In short:

- We would like to see that Commercial Urban Transport to be a part of the programme, this part needs to be strengthened.
- A follow-up of BESTUFS will take place next year. We can strengthen with Euronet and try to get better and more results.
- Development of city centres can be strengthened.
- Small medium-sized cities will be included in the follow-up of BESTUFS.
- Dissemination over the internet will take place.
- There is a request to provide a list of priorities; this list will go to the project managers.

The next workshop will take place on the 18th and 19th of September 2003. This 11th BESTUFS workshop will be held in Palmela, Portugal. The workshop will address the theme "ITS in urban goods transport". This workshop will cover all kind of ITS solutions having a link to urban goods transport.

Mr Wild thanks everybody for their participation and contributions. Furthermore Mr Wild thanks the Trinity College and the Royal Irish Academy for their hospitality. Mr Wild especially thanks Mr Finlay, Mr Althof and Mr Caffrey for the organisation of this workshop.