

# 12th BESTUFS Workshop, 13<sup>th</sup> – 14<sup>th</sup> October 2003, in Maribor, Slovenia

### *Thematic focus:*

**“Urban freight strategies: Laissez-faire or following a comprehensive strategy“**

### **Participants list:**

Company name	Contact person	E-mail address
ARRC Advanced Railway Research Centre	Mr T.H. Zunder	t.zunder@shef.ac.uk
C.S.S.T.- Centro Studi sui Sistemi di Trasporto	Mrs F. Sciscirot	flavia.sciscirot@csst.it
ECONSULT	Mr J. Schrampf	j.schrampf@econsult.at
Forum for City Logistics	Mr G.B. Nielsen	sekretariat@forum-citylogistik.dk
Gérardin Conseil	Mr B. Gérardin	bgerardin2@wanadoo.fr
INECO	Mr J. Bermejo	jbermejo@ineco.es
INECO	Mr R.C. García Cárceles	cgarcia@ineco.es
Institute of Geography - University of Würzburg	Mr T. Schenk	tille.schenk@t-online.de
Institute of Geography - University of Würzburg	Mr K. Schliephake	k.schliephake@mail.uni-wuerzburg.de
Institute of Geography - University of Würzburg	Mr S. Suffa	suffa@mail.uni-wuerzburg.de
Institute of Logistics and warehousing	Mr M. Stajniak	
Instytut Logistyki i Magazynowania	Mr T. Dowgielewicz	tomasz_Dowgielewicz@ilim.poznan.pl
Logistema	Mr R. Félix	ricardo@logistema.pt
Municipality of Copenhagen	Mr H.J. Jensen	heens@btf.kk.dk
NEA Transport research and training	Miss S. Pop	spo@nea.nl
NEA Transport research and training	Mr J.A. Visser	jvi@nea.nl
PTV Planung Transport Verkehr AG	Mr M. Huschebeck	marcel.huschebeck@ptv.de
PTV Planung Transport Verkehr AG	Mr Dr D. Wild	dieter.wild@ptv.de
RAPP Trans AG	Mr H. Abel	heiko.abel@rapp.ch
Regione Emilia-Romagna	Mr L. Mestroni	mestroni@iol.it
SCS Consulting	Mr C. Caremi	c.caremi@scsconsulting.it
SCS Consulting	Mr S. Melluso	s.melluso@scsconsulting.it
Technical University of Hamburg	Mrs H. Flämig	flaemig@tu-harburg.de
Transman ltd.	Mr Z. Berki	berki.zsolt@transman.hu
Transman ltd.	Mr B. Horvatth	horvatth.balazs@transman.hu
TRD International S.A.	Mr N. Balanos	nikos_balanos@trd.com.gr
ULTRA	Mr G. Kita	gregor.kita@ultra.si
ULTRA	Mr T. Uranio	
University of Maribor	Mr S. Bozicnik	stane.bozicnik@uni-mb.si
University of Maribor	Mr T. Letnik	Tomislav.letnik@uni-imb.si
University of Maribor	Miss M. Vargas	
Via Donau Entwicklungsgesellschaft für Telematik und Donauschifffahrt	Mr G. Schilk	schilk@via-donau.org

## AGENDA

Day 1  
13<sup>th</sup> October 2003

Chairman: Dieter Wild, PTV AG

### First Day: 13<sup>th</sup> October 2003

#### 1. Welcome and introduction

- 1a. Welcome and introduction by Dieter Wild, PTV AG
- 1b. Welcome by a representative of the Ministry of Transport of the Republic of Slovenia
- 1c. Short self-introduction by each participant

#### 2. Country overview on urban freight strategies

- 2a. Presentation by Mr Bernard Gérardin, Gerardin Conseil  
*"Specific experiences on urban goods strategies in France"*,
- 2b. Presentation by Mrs Heike Flämig, Technical University of Hamburg-Harburg  
*"Commercial transport in the municipal planning in Germany"*,
- 2c. Presentation by Mr Luca Mestroni, Representing the Regione Emilia Romagna  
*"The City Ports project – a city net following a co-ordinated approach to develop feasible sustainable solutions for city logistics"*.

#### 3. Technical visit at:

- Gorenje production plant for 'white' goods and logistics centre in Velenje
- A mobile phone parking payment in Celje (by Ultra)

#### 4. End of the first day

<p><b>AGENDA</b> <b>Day 2</b> <b>14<sup>th</sup> October 2003</b></p>
---

Chairman: Dieter Wild, PTV AG

**Second Day: 14<sup>th</sup> October 2003**

**5. Specific approaches as a basis for urban freight strategies**

- 5a. Presentation by Mr Gregor Kita, Ultra  
*“Fleet management systems and its potentials for city Logistics”,*
- 5b. Presentation by Mr Stane Bozicnik, University of Maribor  
*“ITS based city logistics scheme of Maribor”,*
- 5c. Presentation by Mr Tomasz Dowgielewicz, Instytut Logistyki i Magazynowania (Poland)  
*“New concept for freight transport in Poznan based on urban logistic centre”,*
- 5d. Presentation by Mr Henrik Jensen, City Goods Denmark  
*“Conclusions from the Copenhagen city access scheme”.*

**6. Group discussion / round along the table**

All workshop participants (including also participants without presentation) are asked to actively participate and to prepare a very short statement on their view and expectations regarding urban freight strategies. E.g. to express the occurrence of special solutions, to highlight additional special problems, to recommend supporting or regulating policies or to address open questions which need to be answered, etc.

**7. End of the workshop**

# DAY 1

## 1. Welcome and introduction

- 1a. *Welcome and introduction by Dr Dieter Wild, PTV AG,  
-Structure and aims of the workshop.*

The chairman, Mr Wild, opens this 12<sup>th</sup> BESTUFS workshop and welcomes all the participants (32 people are present). First he thanks Mr Bozicnik for organising this workshop in such a short period of time. Mr Wild describes the goals, the approach and the current status of Thematic Network BESTUFS. He announces that there were three workshops on average every year and one conference. This is the final workshop of the first BESTUFS project, the project finalises the end of this year. The final conference of BESTUFS will take place on 13<sup>th</sup> and 14<sup>th</sup> November in Prague, Czech Republic. At the moment there are negotiations with the European Commission and it seems that next year a follow-up of the BESTUFS project will start. The contract period will be 4 years. In the last 4 years we have focussed on large cities, but in the follow-up project we want to concentrate on small and medium sized cities.

The Thematic Network of BESTUFS has a website where all information about the previous and coming workshops and conferences is given ([www.bestufs.net](http://www.bestufs.net)). The minutes of all the workshops you will be able to find on this website as well as the handouts of the presentations which were held on these workshops.

The subject of this 12th workshop is “Urban freight strategies: Laissez-faire or following a comprehensive strategy”. Presentations about this subject shall be held during this workshop. Experiences, ideas, concepts and/ or projects will be shared in the field of urban freight strategies. We hope that we will find out what the role is /or should be for the cities and local authorities concerning urban freight distribution. Therefore country overviews will be given as well as specific approaches concerning urban freight strategies. After the presentations there will be enough room for discussions in order to get a clear vision on those aspects and issues where more attention should be paid. Mr Wild expresses the hope that the workshop will be interesting for each participant and invites the participants to bring forward issues that are considered useful for this workshop.

We expect to learn from the different approaches and hope you will all have an active involvement in the workshop.

- 1b. *Welcome by a representative of the Ministry of Transport of the Republic of Slovenia*

This 12<sup>th</sup> workshop is taking place in Maribor, Slovenia. A representative of the Ministry of Transport welcomes all the participants and expresses the hope to have a very fruitful workshop.

- 1c. *Short self-introduction by each participant*

Next the participants introduce themselves and explain their role/interest in BESTUFS.

*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](http://www.bestufs.net) under page “workshops”, then click on “13<sup>th</sup> & 14<sup>th</sup> October 2003” and on “downloads”.*

*In case you have problems with downloading, you can also contact the BESTUFS Administration centre at [bestufs@nea.nl](mailto:bestufs@nea.nl) or call +31 70 3988 356 / +31 70 3988 357.*

### 2. Country overview on urban freight strategies

- 2a. Presentation by Mr Bernard Gérardin, Gerardin Conseil  
“Specific experiences on urban goods strategies in France”.

Mr Gérardin presents the specific experiences on urban goods strategies in France. He brings forward experiences in city logistics of several projects in programmes like ELU, PREDIT, Merchandises en villa and gives some information about a few case studies, which have taken place in France.

The urban freight program of France is managed by the French Ministry of Transport and the French Agency for Environment and Energy savings; the program runs since 1993. The Government launched this program to improve the urban freight transport in France.

The program has three aims. The first aim is to establish a comprehensive database upon the different aspects of urban freight. The second aim is to develop enquiries and to appraise the impacts of action on transport, local economy and the environment. Finally the program aims to promote and estimate the experiences in juridical, technical and economical fields in tight cooperation with local authorities.

Experiences in city logistics projects have been collected in the following sectors: new organisation of supply chains, new urban organisations, new regulations, inter city cooperation and development of new technologies. Projects can be classified in the categories: Urban Logistic equipment, Business to Consumer, Regulations - Traffic management, Information technologies, other projects. Mr Gérardin presents a few examples of case studies in these fields. He finalises his presentation with some general conclusions and recommendations. His opinion is that public actors cannot regulate this sector without consultation and partnership with private actors, like: retailers, shippers, transport operators etc. Cooperation with the local actors is necessary to contribute to the optimisation of urban freight transport. The most promising way to follow is a step by step procedure at local level.

#### *Questions/ discussion:*

- Mr Huschebeck: A lot of the city projects were concerned with the use of electric vehicles. What are the expectations for the future? Will the use of electric vehicles in the cities increase in the future?
- Mr Gérardin: In France mostly electric vehicles are used for passenger transport. I think electric vehicles are a good solution, if you take a look at direct emission impacts at the local level. However also looking at the emission impacts of the generation of electricity (in France e.g. by means of nuclear energy) makes it less attractive in a long-term perspective (except for CO<sup>2</sup>-emissions).
- Mr Wild: It should be remarked that in France large cities are required by law to make mobility plans in which freight transport should be integrated. This type of legislation may become exemplary for other countries in Europe.  
How about city administration support in the project after the project initiation; will this be continued?
- Mr Gerardin: There will be no involvement in the exploitation only in demonstration projects.
- Mr Wild: Is there a reduction of passenger transport, because of PAD (home delivery solution)? To what extent can we see PAD's as a real substitution for visiting shops?
- Mr Gérardin: This is not evaluated yet. But we see that a lot of supermarkets using this service.

Mr Visser: You have presented several projects with ICT-applications. What do you think, of all these project experiences, is the best solution for solving sustainability problems in urban freight transport?

Mr Gérardin: I cannot say there is a single best technology solution when we talk about urban freight transport. No, it is usually a combination of different techniques that is most successful. The most effective techniques are generally the ones that incorporate social component. Logistics and actors are key factors in this process.

2b. Presentation by Mrs Heike Flämig, Technical University of Hamburg-Harburg  
*"Commercial transport in the municipal planning in Germany".*

Mrs Flämig presents the 'Integrated commercial traffic in conurbations: status quo in theory and praxis' project. The Federal Ministry of Transport, Building and Housing of Germany has commissioned this project. This project started in September 2001 till February 2003. The purpose of this investigation was "to identify the qualified measures, especially the integrated approaches, which are able to meet the requirements of commercial transport and simultaneously contribute to sustainable and town-friendly transport development" The investigation involved the analysis of policies in the main municipalities in Germany.

The research was carried by means of questionnaires directed to the German Municipalities. The questions asked were about the actual problems with commercial transport, urban and traffic planning, their involvement of measures, goods flows, freight distribution centres, restrictions, intermodal transport etc.

The research results generally indicate that in Germany commercial traffic is a not an important, perhaps even "forgotten", planning object. Moreover in the field of policy measures investigated many examples have been found where there is a strong discrepancy between theory and practice. Furthermore there is little attention for policy implementation ("Germans are concept champions") and in particular also of monitoring of results (perhaps indicating a "fear" of evaluation). Examples of projects where there is a discrepancy between theory and practice include: various urban freight distribution centre projects, lorry guidance systems and urban/city logistics concepts.

The recommendations with respect to policy measures concerning commercial transport for the conurbation level that came out of the research are:

-on short term: conducting freight traffic round-tables and preparing a 'strengths & weaknesses profile' of the conurbation.

-on medium-term: securing development areas for logistical nodes close to customers, implement and support of constraints and benefits to the user and promotion of commercial and municipal mobility management including measures for commercial transport.

-on long term: preparing integrated freight traffic plans.

On supra-regional level is recommended that transport prices and taxes have to depend on level of use, standardized limits have to be created, outcomes and compatibility which take the traffic implications into account have be monitored.

Finally I want to say: Today, Municipalities acts *laissez faire*.

But: Tomorrow we need a comprehensive strategy!

*Questions/ discussion:*

- Mr Wild: The situation in Germany is quite similar to other countries, but not comparable with France.
- Mr Berki: It would be nice to have a survey for Municipalities, where the key problems are explained.
- Mrs Flämig: The biggest problem of the Municipalities is for them to admit that they have a problem. If they do not investigate, they don't know they actually have a problem.
- Mr. Zunder: Did you find examples of good cooperation between carriers in the use of urban distribution platforms and how many did cooperate?
- Mrs. Fämig Yes, approximately 6-8 partners is a good level of cooperation

- 2c. Presentation by Mr Luca Mestroni, Representing the Regione Emilia Romagna  
*"The City Ports project – a city net following a co-ordinated approach to develop feasible sustainable solutions for the city logistics".*

Mr Mestroni presents an overview about the City Ports project. The overall objective of the City Ports is to develop urban logistic solutions in some European towns in order to reengineer their urban systems, making some important nodes of EU infrastructural network able to operate in a compliant, efficient, economical sustainable and stable manner. To meet this objective we develop, test and spread a methodology for analysis, selection, feasibility and implementation of integrated and optimized logistic solutions. We support the development of regulation policies of access to towns and also the logistic flows reengineering. In this project the City Ports of Vienna, Graz, Lubiana, Koper, Udine, Vicenza, Brescia, Parma, Ravenna, Ancona, Taranto, Athens and Kavala are involved as pilot subprojects; some cities participate in diffusion, some in feasibility and some in implementation pilots. In his presentation Mr Mestroni shows some elements of the city ports methodology. One of the objectives is to build a common and shared vision about mechanisms of city logistics, modelling criteria and assessment criteria. Besides this with the methodology we want to provide guidelines for the development of feasibility studies and the identification of solutions that are compliant with the context. The methodology bases itself on three fundamentals: the context – based approach (a city logistic solution must take into account the context in which it will be implemented), the integration (a city logistic solution must combine of a whole set of aspects), economic sustainability (the solution must also be economically sustainable in order to be durable). After presenting some general characteristics of the methodology, Mr Mestroni discusses tools used/ to be developed in the various stages of the City Ports project.

*Questions/ discussion:*

- Mr Wild: I understand that you are still in the beginning of this project. For us it will be interesting to keep up to date of the developments in this project.
- Mr Huschebeck: From the presentation I understand that the city determines the approach the way to implement city logistic solutions. This contrasts with other projects. Furthermore I want to ask about the remark that social cost savings often balance private/ market costs of city logistic solutions. Who actually pays for the logistic solutions in the project?

Mr Mestroni: Defining the project will be done by the technical partner. There is no top-down methodology. The cities are the partners of the project; we have cooperation network with them. Other partners are: local associations and traffic operators. Concerning the costs; this project does not aim to make estimates of external costs. We only contribute to pay to the solutions. It is important that we have a very important stakeholder involvement.

## DAY 2

Mr Wild gives a short summary of the afternoon activities of Day 1. Yesterday afternoon we had a long visit to the Gorenje production plant for 'white' goods and besides this we visited the logistics centre in Velenje. After this Mr Kita demonstrated to us a mobile phone parking/ payment system in Celje. This morning he will give a presentation among others about the M-Pay system.

- 5a. Presentation by Mr Gregor Kita, Ultra  
*"Fleet management systems and its potentials for city Logistics".*

Mr Kita works for ULTRA, a company that is founded in 1989. ULTRA's core business is research, design, development and marketing of industrial electronics systems, telecommunication systems and data services. During the years we have built several solutions systems all with a different aim. We have the M-pay system; this is a mobile payment system. We have designed the Talktrack system; a vehicle location, monitoring and communication system. Besides this we have produced 'ULTRA Energy': a fuel supply chain management system.

The mobilepayment system is an unique system. With the mobile phone the user can pay car parks, taxis, busses, lemonades in a vending machine. It works very simple. The user has to dial to the M-Pay centre, add the amount he/she has to pay, then place the mobile phone against the P-Pay terminal and the transaction will take place. The mobile phone becomes your mobile wallet!

The Talktrack system consists of a mobile unit which has GPS & GPRS modules, position tracking, vehicle control, signal connections, an open door sensor and a hands-free phone installation. Furthermore a Talktrack Keypad is necessary to use this system. The keypad can be used as a mobile phone, includes a SOS / INFO button, voice station and is able to give the road conditions etc. Within the Talktrack system the control centre is indispensable. We have a Web portal control centre and a WAP portal. These control centres provide information of vehicle location, paths, digital maps and driving analysis (e.g. speed), warnings of dangerous situations, communication with the vehicles etc. The data from these Talktrack centres are also being used for data mining purposes.

The final application that we produced is called the ULTRA energy: a supply chain management. The ULTRA energy services together with the Talktrack system has definitely a good impact on transport in urban areas. Through automatic delivery scheduling, planned routes, truck-load optimisation and deliveries according to optimal time and delivery conditions, there will be optimisation of truck transport in the urban areas. By using these systems there will be produced less noise, less congestion and less air pollution.

### Questions/ discussion:

- Mr Wild: There are many similar systems on the market, it will be important to point out the added value of this Talktrack system. It is important for you to find your own market share.
- Mr Berki: Are the cost of communication high?
- Mr Kita: The GPRS costs are very low in Slovenia. SMS is much more expensive in Slovenia.
- Mr Schenk: This system does not help in vehicle routing, does it?
- Mr Wild: Vehicle routing and planning is a strategic problem and has nothing to do with monitoring as such. Vehicle routing will be important in a later stage in the development.
- Mr Visser: We see that many authorities are thinking about using this kind of equipment for tolls? Is it possible to use your system for tolls in the future?
- Mr Kita: We are thinking about this, t at this moment we are testing this. We are in the testing stage at the moment. At present GPRS is not sufficiently reliable.
- Mr Wild: I want to remark that there has to be a separation between a tolling system component and the added value services. It has to be an open system, therefore everyone can compete.
- Mr Visser: How many companies use your Talktrack tool at the moment?
- Mr Kita: 500 units are installed at the moment and 38 companies use these. At the end of the year we expect that 2000 units are installed.

5b. Presentation by Mr Stane Bozicnik, University of Maribor  
*"ITS based city logistics scheme of Maribor".*

Mr Bozicnik presents the city logistic scheme in Maribor (Slovenia), the city where this 12<sup>th</sup> BESTUFS workshop is held. Maribor has an area of 147 km<sup>2</sup> and a population of 150.000 people.

In Maribor the problems concerning city logistics increased in the last years. The number of businesses and also freight vehicles in the city has grown dramatically. But also the congestion has increased, together with the demand requirements of delivery. Therefore few city logistic solutions were needed. These were found in regulation, namely: access restrictions. City centre entrance and exit gates were developed, and also time-windows were introduced in the city centre. Entrance is only allowed with permits; transport companies, suppliers, ambulances, the police, city mini-busses, disabled transport, Hotel Orel guests etc. have the permission to enter the city. The regular delivery time is daily from 6h till 9h and from 19h to 22h. The delivery time on Saturdays, Sundays and in holidays is only from 13h to 15h. The exceptions on this regular scheme are the vehicles with a special permit (taxis, maintenance works etc.) and the trucks up to 3,5 ton; they also pay special fees. Fees need also to be paid if the deliveries take place out of regular delivery time. Furthermore the delivery in the city zone has a limitation of 40 minutes for all delivery vehicles.

The equipment we use to enforce entrance and exit restrictions is: a sink cylinder, an identification column, a stop-go sign column, a control box and an inductive loop. Besides this we use an information system with an entry RF-ID card. This entry card is connected with the following information: card owner, vehicle data and entrance and exit data.

This system introduced works well without complaints. It already has a positive influence on the congestion, noise and air pollution and on the safety for the pedestrians in the city.

*Questions/ discussion:*

- Mr Wild: What is the response of operators and retailer to these restrictions?
- Mr Bozicnik: They are positive. We only have one problem which is not solved yet. We have a problem with the McDonalds; they want to have access to the city centre with the size of the trucks. We are trying to find a solution for this. Overall the shopkeepers and transport companies find it better to have an orderly entry/exit of the city centre than congestion.
- Mr Wild: What is the reaction of the local authorities?
- Mr Bozicnik: No one is complaining locally because they see the advantages. The number of cars in the city have decreased.
- Mr Schrampf: Do you need extra personnel for this system?
- Mr Bozicnik: The same people remain in their position; three people are only working for this system.

- 5c. Presentation by Mr Tomasz Dowgielewicz, Instytut Logistyki i Magazynowania (Poland)  
*“New concept for freight transport in Poznan based on urban logistic centre”.*

Mr Dowgielewicz works for The Institute of Logistics and Warehousing in Poland. This institute develops, promotes and implements logistic solutions that facilitate business operations. The core competencies of this institute are: Logistics Management Consulting, Supply Chain Logistics, Macro-logistics Systems and E-business. In his presentation he gives a short introduction of the city of Poznan, he goes into the transport issues in this city and gives solutions concerning the city logistics of Poznan. Poznan has 600.000 habitants, with 100.000 students; it has an Industrial and Financial Centre, a railway and motorway node and cargo and passenger airports. The goods distribution has a 15% share of deliveries in total city traffic. The most disturbing transport problems in Poznan are: the transit transportation through the city, lack of parking lots in the city, the excessive traffic in relation to the efficiency of road infrastructure, the high level of noise and the safety problems for the pedestrians.

Looking at possible solutions started with defining the following requirements relating to goods transportation: right time; no delays, suitable technology, constant monitoring of the level of distribution reliability and monitoring of supply/ demand, service substitution, different infrastructures and licensing carriers.

The forwarders and transport companies expect that the benefits are: a full exploitation of loading space in the city, empty courses elimination and delivery in convenient time for the carrier. The citizens expect that the life quality improves, the city infrastructure will be more accessible for individual users and that the mini-centres will be used as merchandise points for individual customers.

As a solution logistic Centre is planned to be built. Several factors were taken into account concerning the location of the logisitcs centre: access to the railway terminals, the convenient location on the city communication frame, nearby the A11 national road and the access to two airports (Krzesiny and Lawica).



### Questions/ discussion:

- Mr Bozicnik: What is the breakeven point of the volume of the goods of this centre covering their costs? How do you measure this?
- Mr Dowgielewicz: It should have been done by now, but it has not been settled yet. I have to answer you by e-mail on this.
- Mr Bozicnik: Is this logistic Centre in operation at the moment?
- Mr Dowgielewicz: No, it is not in operation. It is still in design.
- Mr Berki: By whom is the logistic Centre intended to be used?
- Mr Dowgielewicz: The idea is to use it as a cross docking systems. Delivery of goods to the centre to shops will take place in vehicles up to 3.5 tonnes. This to reduce heavy traffic into town.
- Mr Wild: The major question will be: Who will pay the costs?
- Mr Visser: In various countries like Germany, France and the Netherlands similar type of solutions have not been successful. Have you taken the failures of other cities in other countries into account in your study?
- Mr Dowgielewicz: Yes, we have. We have taken most of the case studies into account.
- Mr Berki: Do you have a database regarding how many transport operators enter the city?
- Mr Dowgielewicz: No we do not yet have this information. We need the help of the city for this information.

5d. Presentation by Mr Henrik Jensen, City Goods Denmark  
*"Conclusions from the Copenhagen city access scheme".*

Mr Jensen informs us about the city access scheme in Copenhagen, Denmark.  
The City Goods ordinance concerns:

1. Vans between 2.5000 and 3.500 kg total weight must have an engine less than 7 years old
2. Lorries heavier than 3.500 kg total weight must be 60% full/loaded

The aim is to increase the use of newer cars and to increase the use of capacity by granting city operational facilities to smaller/ better utilised vehicles..

To enter the city of Copenhagen vehicles need to have one out of three kinds of certificates, a Green, Yellow or a Red Certificate. The Green Certificate is for vehicles between 2,5 and 18 tons of total weight and for vehicles with an engine younger than 8 years. The vehicles have 60% capacity utilisation as average over a three month period; and need to report this capacity-utilisation, once every three months to the municipality. This Green Certificate costs around € 30,- and is valid for the entire trail period. The Yellow Certificate on the other hand is valid for six months and costs also around € 30,-. This certificate is for vehicles with a maximum of 3,5 tons and/or a length of 6 metres. The engine has to be 6 years or younger. The Red Certificate is an option for the vehicles that rarely come into the inner-city of Copenhagen. This certificate can be bought at petrol stations. The costs are approximately € 5,- and is valid for only one day.

The most important results of this access licence scheme (as monitored from November 2002 – January 2003) are: approximately 50% of the Green Certificates is used by vans between 3 and 3,5 tons, only 6% of the cars under 3 tons use this certificate. The Yellow Certificate is used by approximately 75% of the service related transport.

Because of this system; the number of vehicles did not change much but the average size of the vehicles used, has decreased and the average age of the cars is about 3 years less.

In the future we want to improve the ordinance. It turns out that capacity utilization is at present very difficult to verify. Therefore we want to verify this in the future electronically; using GPS and barcodes. Besides this we would like to increase the price of the Red Certificate; a quota system or stop selling of Red Certificates. To monitor this scheme we want to carry out comparable censuses once a year.

### *Questions/ discussion:*

- Mr Wild: Did you take samples from the operators for checking load rates?
- Mr Jensen: We take random controls, and ask for a list of what they have driven. The basis of making a successful scheme is that everybody accepts the scheme. We did take samples.
- Mr Visser: You also looked at garbage trucks; why are you interested in these trucks?
- Mr Jensen: These trucks are totally the same as the other trucks, only these trucks transport garbage instead of goods. For these garbage trucks is not enough space in the streets. The garbage transporters asked specifically not to exclude them, because the Municipality did this in the past.

## **6. Group discussion/ Round a long the table**

- Mr Visser: I agree that there have to be urban strategies in stead of "laissez faire". But I do not agree that individual cities have to do draw up these strategies. This will only result in non-harmonised, vastly different regulations. What matters in freight transport is supply chain optimalization and this is not necessarily bound to the city. So I think urban strategies need to be designed, but then preferably with a view to the level of the market (e.g. whether this is on the city, regional, national or EU level.
- Mr Bozicnik: I agree with Mr Visser, but certain transport legislation is necessary at city level. The city has the right to make their own decisions on what they want for their city. If there is a strategic decision on a higher level, this may be a solution. But the problem is how do we come there? Cities are facing the problems and they need support from policy transport level, either national or international.
- Mr Nielsen: Transporters need to use the infrastructure in the cities to go to the shops etc. Some of us are afraid of increasing too much the costs of transport to city centres, and are afraid of growing competition and the consequence for the city centres. Outside the area they do not have to pay these additional costs. I think the problem is that we look too much at charging and cost increasing measures .
- Mr Jensen: There were a lot of transporters opposed to the scheme of Copenhagen as well. But now they discover that is actually cheaper for them to utilize their vehicles, they have seen that is has been a benefit for them even though they had to change their infrastructure or planning. Comprehensive strategies should be smart and include incentives other than costs e.g. service levels.
- Mr Schrampf: In designing a comprehensive strategy we could start with the charging, but steps need to be taken after this, for which more coordination is needed.

- Mr Nielsen: I think there are a lot of relatively cheap activities, like making loading zones, that will make working conditions in freight transport more efficient at a local level and which are of a great advantage for the town.
- Mr Schliephake: I have heard in this workshop a lot about several projects and plans, but little that gives insight in the behaviour of transporters companies. No behavioural analyses were in this workshop.
- Mr Wild: Some information on operator behaviour was definitely available in this workshop. But much is known about this for some while. For example if we take a look at the intercity or interregional transport, we see that transport charges are effective. But we do not see many examples of charging in cities yet. I believe this will come in the future and that this will be a solution.
- Mr Schliephake: As I understand in some cities only certain transport companies have access to the city centre.. But this will start discussions again, because this is very negative for the competitiveness and for the open market.
- Mr Wild: If there are regulations on a local level, it is important to harmonize these. Overall regulation is needed which will be suitable for all transport chains. But cities also have local responsibilities. Why is it not the duty of the city to make the town attractive? Why isn't there a budget for this? These are also questions you can raise. However the main variables that one must study for all cities are the same; there is a common framework.
- Mr Visser: I think it is important to create such an urban framework that suits most of the actors. BESTUFS may be an initiative to find such a framework.
- Mr Nielsen:
- Mr Bozicnik: Mr Wild, I want to thank you for holding this workshop in the city of Maribor, Slovenia and I would like to give you a bottle of wine.
- Mr Wild: I would like to thank Mr Bozicnik for this present and for the organisation of this workshop. Besides this I want to thank the company ULTRA for the wine tasting. Furthermore I want to thank you all for your contribution to this workshop. In addition to this the fourth BESTUFS conference will take place in Prague, Czech Republic on 13<sup>th</sup> and 14<sup>th</sup> November 2003.

Besides this, other events are taking place:

- Final SPIN Conference/ ITL2003, 5<sup>th</sup> November 2003, Rotterdam
- City Logistics, Germany, 13/14 November 2003, Germany
- ITS World Congress: 16-20 November 2003, Madrid, Spain
- Short Course on City Logistics: 20/21 November 2003, London, UK (by University of Westminster)
- Annual POLIS Conference: 4/5 December 2003, Köln, Germany
- Training initiative (including urban freight transport): 22/23 January 2003, Parma, Italy (booked out)