

Minutes 6th BESTUFS II Workshop

Port cities and innovative urban freight solutions

22nd and 23rd of March 2007
Galären, Göteborg, Sweden

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Mr Angelo Aulicino, INTERPORTO BOLOGNA spa (IT)

Day 1: 22nd March 2007

Welcome and introduction

The workshop was opened by Dieter Wild (PTV). The theme of the sixth BESTUFS II workshop was “Port cities and innovative urban freight solutions”. Stig Fransen (Chalmers) welcomed everybody and provided details on the workshop venue and the technical visit in the afternoon.

Lord Mayor Jörgen Linder (City of Göteborg) introduced the city and port of Göteborg. The city of Göteborg was founded in 1621 for military reasons. The seaport has always been important for the city. Around 1900, the textile industry and the technical revolution made the shipyards very profitable. Nowadays, the shipyards are not as important anymore for the city as they used to be. Nowadays, there are more people working in the service industry in these old areas than there were in the past in the shipyards. The railway system is a key factor in the development of the container industry.

Presentation 1: “Mobility services for goods-A challenge for ICT in FP7” by Mr Wolfgang Höfs, European Commission

Mr Höfs presented the objectives for the 2007/2008 ICT for Mobility Program of the EU-DG Information Society and Media. The main objective of the presentation was the description of the FP 7 specific programs and its challenges. The 6th challenge (ICT for Mobility) was illustrated by the three objectives addressing this challenge: ICT for intelligent vehicles and mobility services, ICT for cooperative systems and ICT for environmental management and energy efficiency. Mr. Höfs invited all participants to send replies and/or additions to the research agenda of FP 7.

Questions and discussions:

It was asked whether it is also possible to cooperate with research activities from North or developing countries. It was answered positively. The Commission has a holistic view and supports cooperation beyond the EU borders.

Regarding FP 7, Dieter Wild asked whether it is necessary to develop new technology or that the present technology fit the needs for intelligent vehicles. It was answered that is not the intention of FP 7 to develop new ICT systems.

While it is a new way for using ICT it was asked by Dieter Wild if it necessary to have a demonstration, or whether a laboratory experiments would be enough. It was answered that the EU is primarily looking for tangible results, which could be life demonstrations. It is recommendable not to limit oneself to laboratory experiments.

Presentation 2: “A successful port and related impacts on urban freight” by Mr Eric Nilsson, Port of Göteborg (SE) and Mr Anders Roth, Göteborg Traffic and Public Transport Authority (SE)

Mr Nilsson gave a presentation on the history and development of the port of Göteborg. The port is mainly there to serve their customers, not to develop the city. But, the Göteborg Port does realize that they have to work together with the city to solve conflicts between port related activities and the population. Everything in the world becomes bigger, for instance there are now ships up to 13,500 TEU. The main challenge of the port is not the terminal capacity, but the landside: how to get the containers to the hinterland. The ambition is to transport 50% of the hinterland cargo by rail. To accommodate these transport flows, a Port of Göteborg rail centre will be developed.

Mr Roth gave a presentation on the city’s point of view. The city has an environmental zone for busses and trucks over 3.5 tonnes for ten years. The city aims at 95% of the trucks to be equipped with a particulate filter. In case of infringements, the vehicle is stopped and towed out of the environmental zone. The municipality plans to extend this regulation to the ferry terminals and for passenger traffic in 10 days. Next to the environmental zone, the city has incentives for higher load factors. The city actively seeks stakeholder participation.

Questions and discussion Mr Nilsson:

Ms Byrne asked whether any legal action has been taken against the port because of high noise levels. It was answered that this has not happened yet, but this problem is coming closer because of the building of expensive apartment buildings close to the port.

Mr Aulicino asked whether the port of Göteborg is interested in expanding the port with a dry port. It was answered that they try to cooperate with the railways to create a dry port close to the old port area.

Mr Vogelbacher asked if they use inland navigation through the canals to Trollhätan. It was answered that there is no inland navigation for containers while the roads or railways are not congested yet at similar levels as in the rest of Europe. At the moment inland navigation is not competitive.

Mr Abramowski referred to the modal split target of 50% rail transport. He asked what the modal split looks like today. It was answered that 30% à 40% of the container transport goes via rail. RO-RO does not go via rail because this is too expensive.

Questions and discussion Mr Roth:

Mr Routhier asked if the municipality elaborated on criteria for the measures. It was answered that the focus 10 years ago was mainly on the air quality. This is still an important topic on the

political agenda but a new debate started in relation to avoid the climate change. We focus on alternative fuels instead of environmental zones.

Mr Wild asked why the pollution levels are so high since coastal cities are always windy. The answer to this question is the location of the mountains: the emissions can't get away.

Mr Kunish asked how they check the load factor of the trucks. It was answered that this is done based on the report of the driver and via spot checks at the location.

Presentation 3: "Experiences of the freight transportation planning especially in relation to the ports of Bremen" by Mr Hendrik Abramowski, Department of Traffic, Bremen, (DE)

The state of Bremen is divided in two cities Bremen and Bremerhaven. The main port is Bremerhaven with container and vehicle transshipment. Within the port of Bremen there is mainly timber, oil and grain transshipment. To optimize the traffic flow through and around the city the state of Bremen uses a GVZ system. This is a transmission platform for goods (rail <> lorry and lorry <> lorry). The city also uses a Truck Routing system that leads traffic via recommended routes on the main road system to reduce congestion. The city uses the traffic simulation model VENUS to analyse and forecast freight and economic traffic.

Questions and discussions:

Mr Höfs asked why the Urban Distribution Centre was so successful. Unfortunately, in reality, the volumes are decreasing because each operator has its own network.

The state of Bremen has beside regulations to reduce congestion also an environmental program. Within the environmental areas only diesel cars up to EURO 3 and lorries up to EURO 4 are allowed to enter the zone. Ms Dablanc asked if this measure is not too strict. It was answered that the state of Bremen understands the impact of this measure. Therefore, they will have a special permit for polluting vehicles that is valid for a few years. But when this measure exactly will be implemented is still the question. Mr Zunder asked whether this new form of environmental regulation in Bremen is not against EU law. Mr Abramowski answered that the charge in Bremen is similar to the congestion charge in London and it is not against EU law.

Mr Sonnabend asked what happen with traffic in Bremen when the new deep sea port in Willemshaven will go live. What will be the pressure on the infrastructure? Currently, it is not taken into account in the forecasts. Mr. Sonnabend expressed his concern that this will be a disaster for the traffic situation.

Presentation 4: “The landside freight services of the port of Brussels” Ms Nathalie Van Isacker, Stratec (BE)

Ms Van Isacker gave a presentation on the inland port of Brussels. The Brussels Capital-Region (which is divided into 19 municipalities) is responsible for the management of 14 km of inland waterways from the lock of Anderlecht on the Charleroi-Brussels canal in the south to the Vilvorde bridge on the Brussels-Schelde canal in the north of the region.. The port of Brussels has the status of a seaport; it is accessible round the clock and is located only 5 hours from Antwerp. The port area has rail and road connections to the hinterland. Construction materials represent 50% of the total transport within the port area and petroleum represents 30%. Ms Van Isacker mentioned shortly the EU project DIPCITY and the Regional Development Plan. The objective of the DIPCITY project is to share experiences between inland ports in various fields regarding the port and its infrastructure. The Port Master Plan includes options for the extension of the port area and the development of a bi-modal fluvial/road logistic centre.

Questions and discussion:

Mr Wild mentioned that usually big ports are managed on national level but that the local focus is very important for the port of Brussels. Inland ports could be very useful to improve the transport into the city.

Mr Aulicino asked if the port is considering a Public Private Partnership solution. It was answered that the port, with the region as major stakeholder, decides which parties will be included into the process.

Presentation 5: “Port city from the Baltic Sea”, by Mr Maciek Warszawski, City Gdynia, (PL)

Mr Warszawski gave a presentation about the contributions of the European Union to solving municipal congestion problems and contributing to the development of the port of Gdynia. A lot of traffic is generated by the port, which is located very close to the old city centre. While the city is widespread and separated by green areas, all traffic has to go through the centre or via the flyover that is connected to the port. Difficulties in accessing the port areas during rush hours decrease the port’s competitiveness and slow down the development of the extension of its container, RO-RO general cargo and passenger terminals. The port authority and the municipality of Gdynia are working together to work out different scenarios related to the port development and access to the port area. These scenarios cover the development of new infrastructure and improvement in port service levels.

Questions and discussions:

In reaction to the presented scenario's Dieter Wild asked if the dimension of the traffic volumes is also taken into account. It was answered that it is not done within the present scenarios but that it is interesting to investigate new solutions.

Day 2: 23rd March 2007

Presentation 1: “Multimodal inland port of Basel” by Mr Urs Vogelbacher, Rheinschiffahrtsdirektion Basel (CH)

Mr Vogelbacher gave a presentation on the multimodal inland Port of Basel, which is located on the border of Switzerland, France and Germany. The Port of Basel was built as a classic ship-to-rail port. The main import flows are raw materials and the main export flows are for containerised goods. The biggest bottleneck for the railway traffic is the bridge across the Rhine, which only has two tracks. In the near future, an extension to of two additional tracks is planned. There are long-term ideas to create a single port for the whole region, Eurodistrict Basel. Mr Vogelbacher also presented an interesting oddity: an inland waterway transport vessel from Hungary that anchored in Basel.

Questions and discussion:

Mr Wild asked if the vicinity to several cities in three different countries is causing any problems. The only problem is that fact that 30 years ago houses were built along the rail link and close to the port. Two weeks after the first inhabitants moved into their new house, the first complaints came in.

Mr Karrer asked whether a commercial inland waterway service to Hungary is commercially viable. For this kind of connections, a return load is necessary. A quick transport cost comparison shows that the distance from Hungary to Basel is 3000km via the inland waterways and only 1000km by road.

Presentation 2: “Innovative solution from shipper’s point of view” by Mr Lars Langenius, Volvo logistics (SE)

Mr Langenius gave a presentation about Volvo Logistics Corporation, which is a business unit within AB Volvo. There customers are within the Volvo Group and external customers. The core business is to buy the best logistics solutions and tailor them for the client. They combine flows with information flows. Mr Langenius presented the view on logistics developed, both on a global scale and specifically for Göteborg. Rail transport could become a very interesting solution, but it still faces many challenges. As long as it runs, it’s a great transport means, but when an accident happens, it takes a long time to get running again. It is not as reliable as it should be in terms of costs and efficiency. There is also no good combined terminal for rail. The current one is in the middle of the city. There are plans to develop a terminal, but preferably someone else that the Volvo Logistics Corporation should build that. Volvo is also pursuing the opportunity to extend the permission to drive 53-meter vehicles to more road stretches. They have special 4x4=16 car trucks and 2x45 feet container trucks with RFIP technology.

Mr Wild asked whether the permit for the 2x45 feet container trucks is permanent. This is not the case: it is valid for 3 years, but they hope it will be prolonged and extended. It is now only valid at a 200-meter road stretch.

Ms Dablanc asked how they see the competition of rail transport. It is considered a good solution, but it must be competitive on price (at least 20% cheaper than rail transport). However, at the moment, they are not competitive, although Deutsche Bahn is on the right track. The best solution would be to have a trailer on the train: in case of delays, one can change to road.

Mr Wild asked whether noise is a problem. This is not the case: the railroad is the problem. It's a noise and safety issue. A border between residents and the port area is needed, but good discussions with city planners are needed.

Presentation 3: "Terminals point of view" by Mr Sebastian Bäckström, WSP Strategy & Analysis (SE)

Mr Bäckström presented an analysis of the effects of moving three city terminals to different locations on the traffic situation and the environmental impact. Truck traffic puts a strong pressure on the Göteborg infrastructure. The city and the port want to know how many trucks have their final destination within the port area or the city and use dedicated camera's to estimate travel times. Vehicles pass several camera's on their way through the city, which read their registration plates. The transit time is calculated after registration at the most remote camera. The data obtained from the cameras is used to determine the number of trucks, the distribution of traffic on different highways and the destination of the trucks. Simulations showed that the current location of the terminals is optimal in terms of CO2 emissions. Additional benefits of the camera system for the harbour could be the introduction of an early warning regarding the expected arrival time and the possibility to avoid congestion in the harbour by making trucks hold outside the city instead of lining up in the harbour.

Questions and discussions:

Mr Sonnabend expressed his concern that although the current DHL terminal is located ideally in terms of CO2 emissions, the city is still determined to drive the terminal out of the city and thus significantly increasing emissions. He wonders whether logistics is still just not important enough. Indeed, apparently the city aims to earn money by using the area for non-logistics purposes.

Mr Langenius asked if dirt causes any problems for the cameras to capture the registration number from the registration plates. At the moment, there is a 20% data loss because of technical problems.

Mr Kunish asked if there are legal problems with the data security. It was answered that they are not sure about this. There is a PR problem while nobody knows the camera's are there and register every cross passing vehicle.

Presentation 4: "The role of freight villages in logistic transport chain-The strategic infrastructure for urban distribution" by Mr Angelo Aulicino, INTERPORTO BOLOGNA spa (IT)

Mr Aulicino gave a presentation on the concept of freight villages (FVs) as a solution for urban freight transport problems. Freight villages are defined as areas within which all activities relating to transport, logistic and distribution of goods, both for national and international transit are carried out by various operators. Important aspects are Public Private Partnerships and intermodal transport. For Bologna, the FV created a decline in the congestion in and around the city while no heavy traffic needs to go inside the city. One of the strategies of INTERPORTO BOLOGNA is creating synergy between the maritime port and FV Bologna-Ravenna rail service connection to shift 8500 lorries/year to rail. At the end of the presentation Mr Aulicino asked attention for a new project for city logistics in the city of Bologna.

Questions and discussion:

Mr Kunish asked if there is a weight limit for trucks entering the FV. It was answered that there is no absolute weight limit. For the city area there is a weight limit and the old city centre is completely closed.

Mr Langenius asked how the cooperation between the FV and the urban area is organized. It was answered that INTERPORTO BOLOGNA is a high-level partner but is not involved in the transportation. They only offer logistic services to the transport companies. We want to stimulate consortia to create synergy and let all parties work together to solve the last mile problem.

Mr Sonnabend asked if INTERPORTO BOLOGNA has a joint venture company for city logistics. It was answered that they are looking for joint venture parties. First INTERPORTO has to confirm that the potential candidates are trust worthy (and vice versa), this takes most of the time in the search for good joint venture candidates.

Mr Briggs asked in relation to the PPP if money is given back to the public (the city). No money is given back. They needed a lot of investment money to buy land, equipment etc. the municipality is actually the owner of the FV, private parties are included for their knowledge of real estate. At the end the social benefits, decline in congestion rate, created by the FV is given back to society.

Next events

The next workshop is planned on 27th and 28th September 2007 in Vilnius, Lithuania. The theme of the workshop will be “Accommodating the needs of passenger and freight transport in cities”. The next conference is planned on 24th and 25th May 2007 in Warsaw, Poland.

More information on the activities and events of BESTUFS is available at www.bestufs.net. For any further information, please contact to the BESTUFS Administration Centre.

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