



The London Freight Plan

Waste Freight Issues

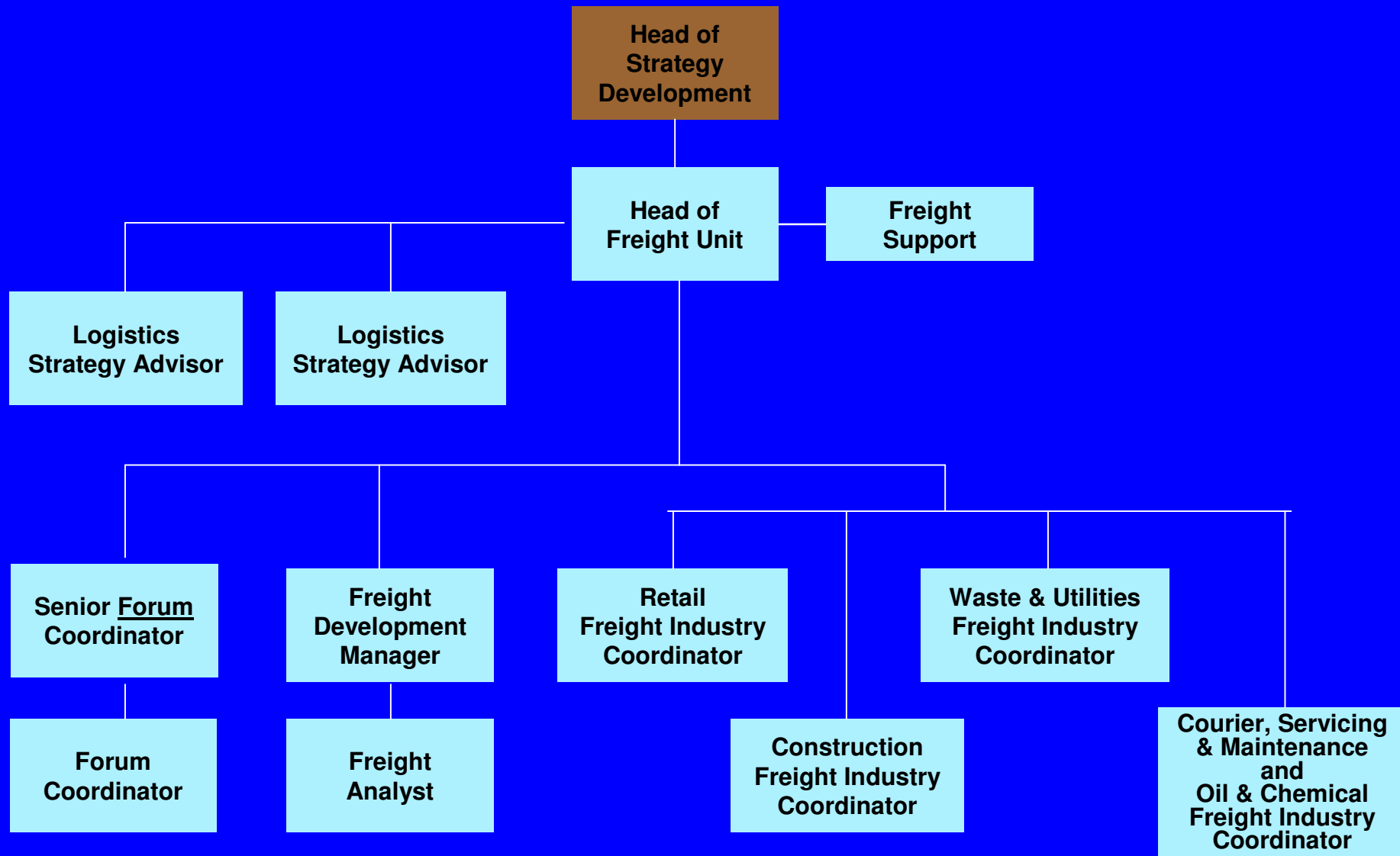
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Bestufs II “Urban Waste Logistics” Workshop Zurich

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Freight Unit - Organisational Structure



Vision

“The safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London’s economy, and in balance with the needs of other transport users, London’s environment and Londoners’ quality of life”

Priority Areas

- Matching Demand and Capacity
- Reliability
- Safety
- Environment
- Communications
- Planning

Draft Freight Plan Proposals (1)

Promoting Best Practice

1. Support the development of sub-regional Freight Quality Partnerships and improve means of communications
2. Produce an annual Freight Data Report
3. Develop and roll out a programme of freight training in London
4. Develop and roll out Freight Operator Recognition scheme in London

Draft Freight Plan Proposals (2)

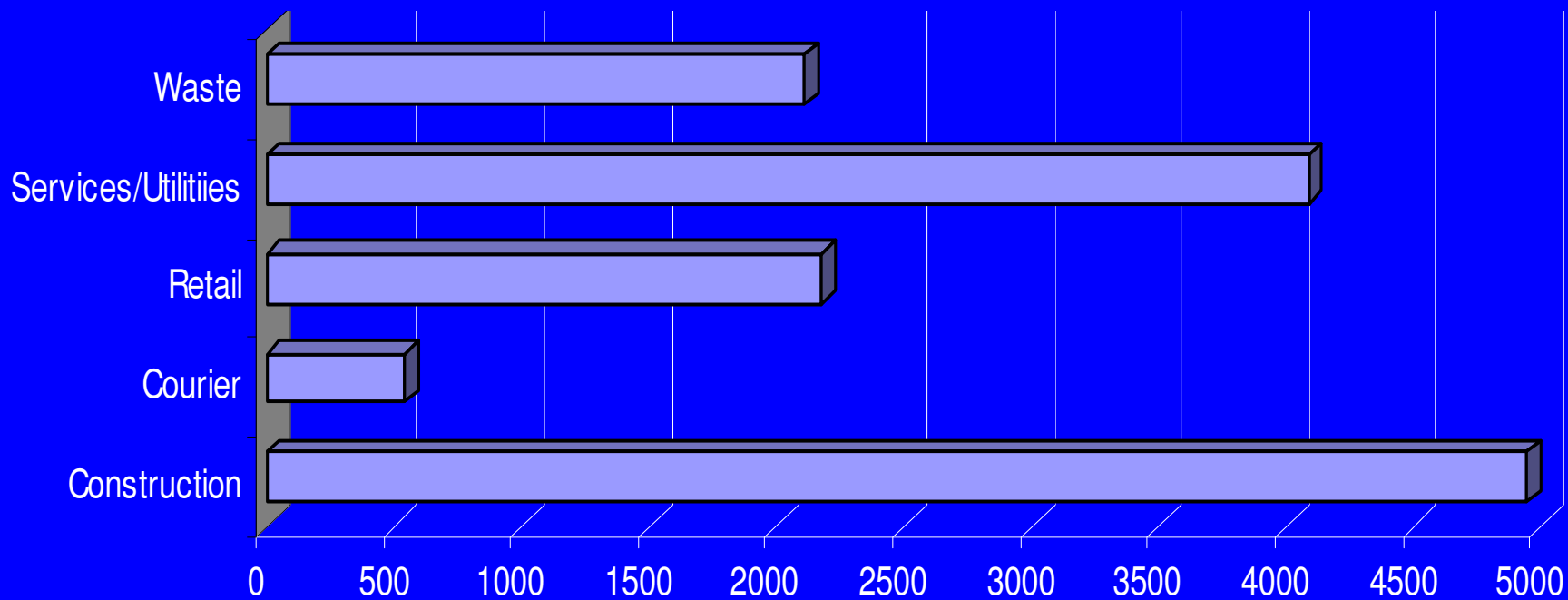
Promoting Reliability

5. Improve reliability of London deliveries and freight movements: regulations, design and best practice

Promoting Sustainable Development

6. Promote supply chain reconfiguration -supporting planning changes promoting modal change where economically and environmentally practicable
7. Promote supply chain reconfiguration - supporting planning changes and promoting consolidation where economically and environmentally practicable
8. Promote supply chain reconfiguration - promoting changes to vehicle specification/fuel where economically and environmentally practicable

Number of Vehicles Per Industry Sector



Management of London's Wastes

Waste Transport

- 43 million miles travelled by waste vehicles on London's roads.
- 5 million waste journeys made by waste vehicles
- Over 7 million tonnes of waste exported from the Capital annually (TfL Estimate up to 100 million miles)

33 waste collection authorities
12 waste disposal authorities
4 area authorities

Waste Type	Quantity / tonne
MSW	4,400,000
C&I	4,200,000
C&D	8,000,000

London's Growth

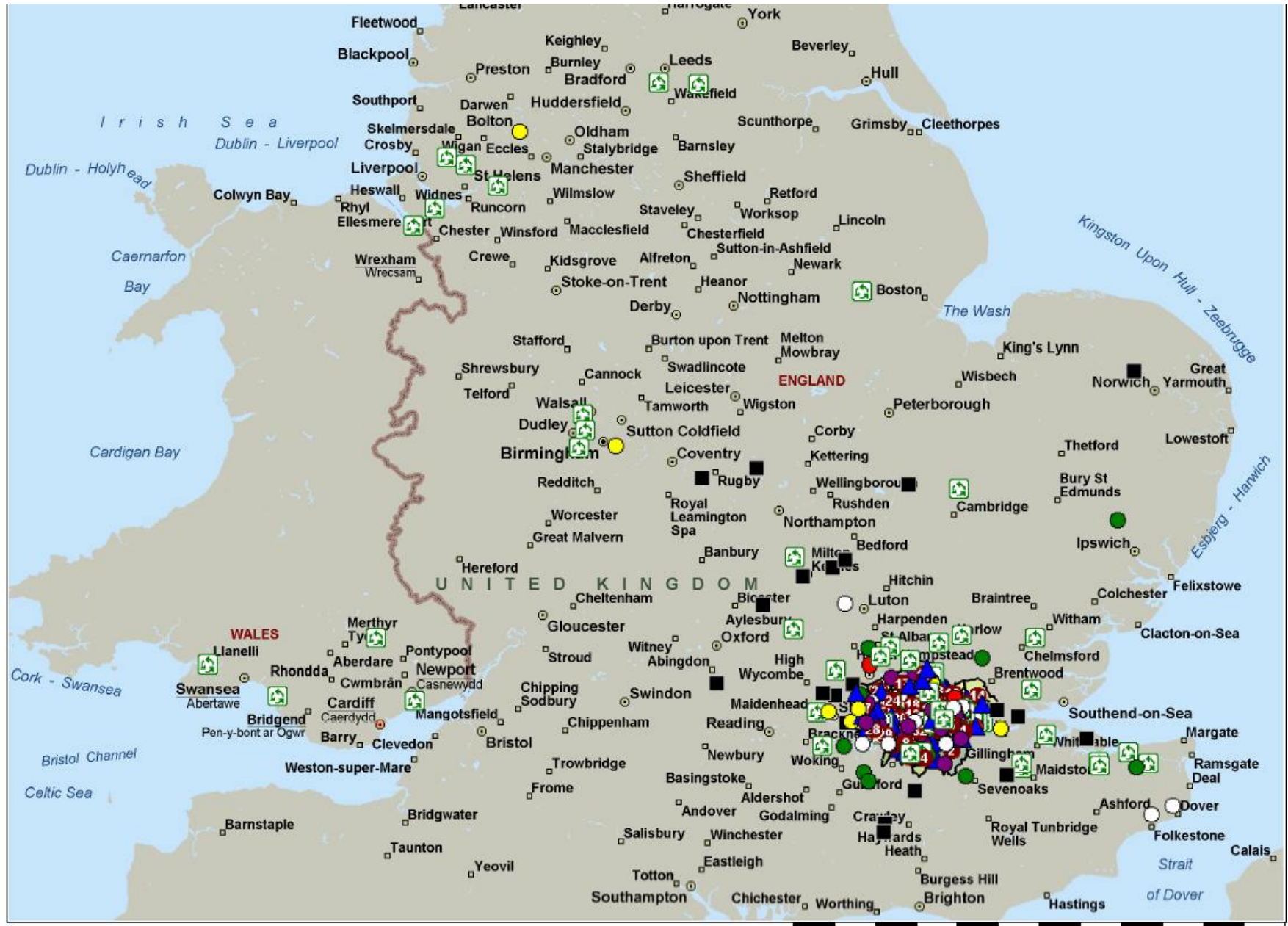
Population to grow by 800,000 by
Number of houses to increase by
310,000

Projected impacts of growth

2001 - 17 million tonnes
2020 – 24 million tonnes

8% of freight traffic carries waste

Freight traffic is 14% of the
capitals traffic flow & contributes
26% of the Capitals emissions or
2.4 million tonnes of CO₂



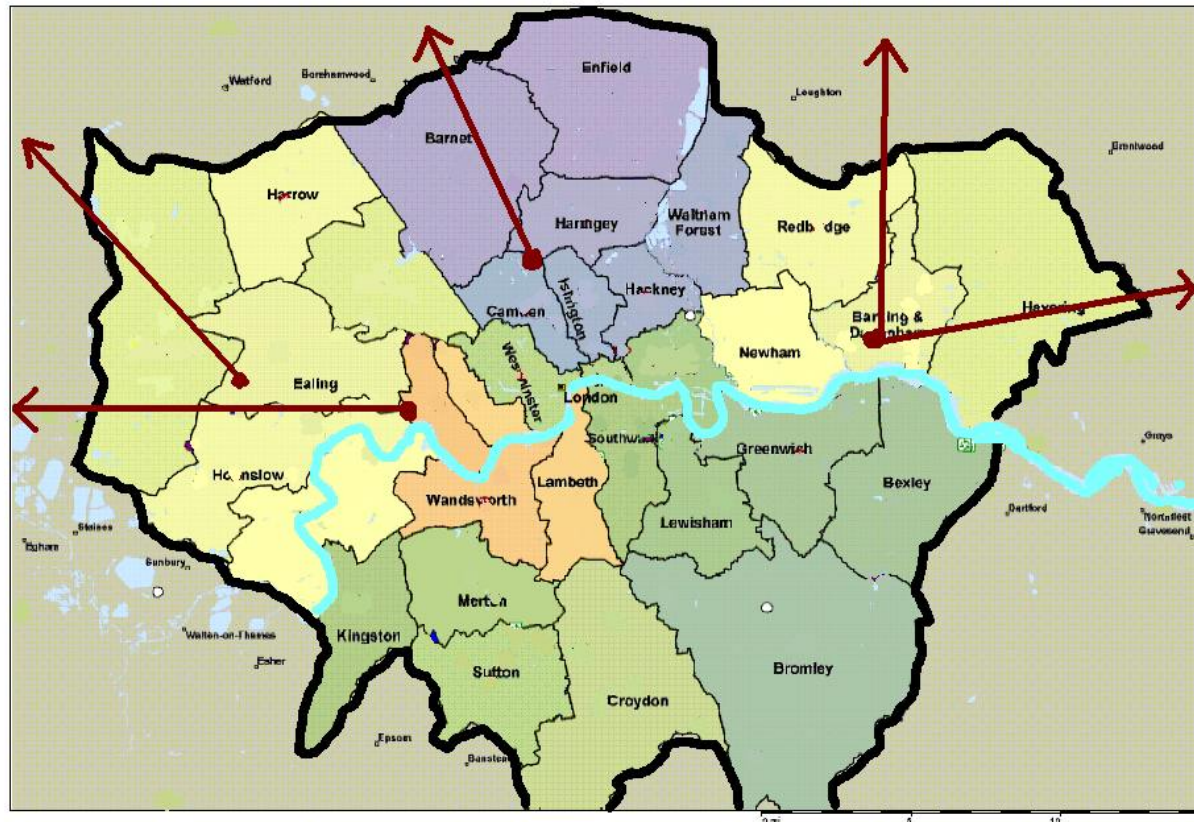
Estimates of modal movements

Table1. Estimates of modal freight quantities taken by waste transport in 2002.– Quantities/ million tonnes (Source: Tfl Freight Unit)

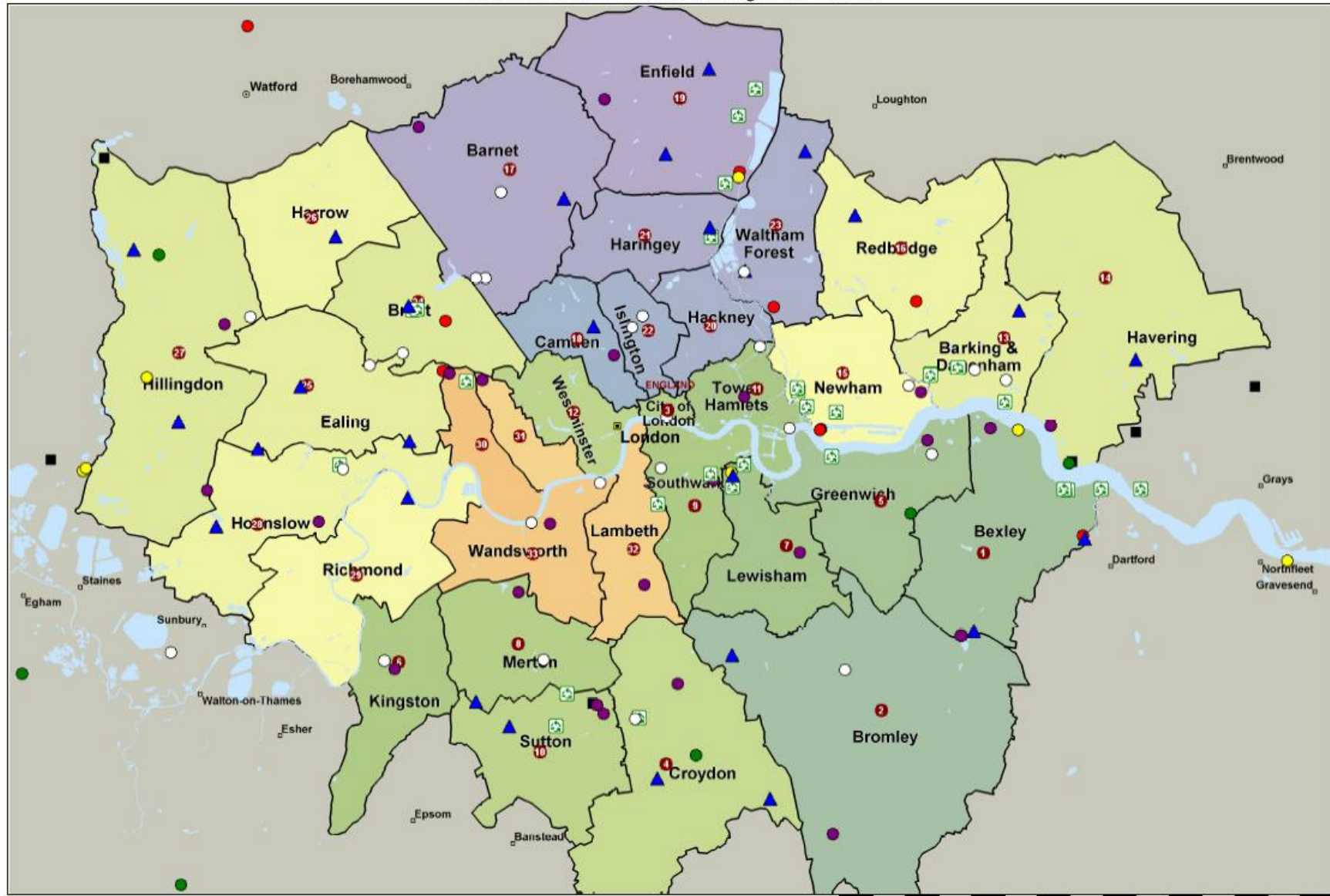
Waste type	Rail	Water	Road	Remains at site
MSW	1.20	1.20	4.40⁽¹⁾	0.00
C&I	0.10	0.30	6.00	?⁽²⁾
C&D	0.10	0.10	0.96	4.94 ⁽³⁾
Totals⁽⁴⁾	1.40	1.60	10.96	4.94

Notes: (1) Almost all wastes collected by road transport.(2) No data available. (3) Reused at site.
 (4) Total waste arisings (Defra 2002) 16.9m tonnes.

Train routes for Municipal wastes out of London



Waste facilities in London receiving London waste



Mayoral strategies and tensions

- To develop proximity principle strategies
- Proposal to develop single waste authority
- To manage 85% of wastes arising within the capital by 2020
- Recycling and biodegradable waste diversion targets
- To make greater use of alternative modes of transport – water and rail

Tensions

Waste strategy targets are often increase to waste transport impacts

Waste management industry economies of scale that do not assess the future environmental economic impacts of waste transport.

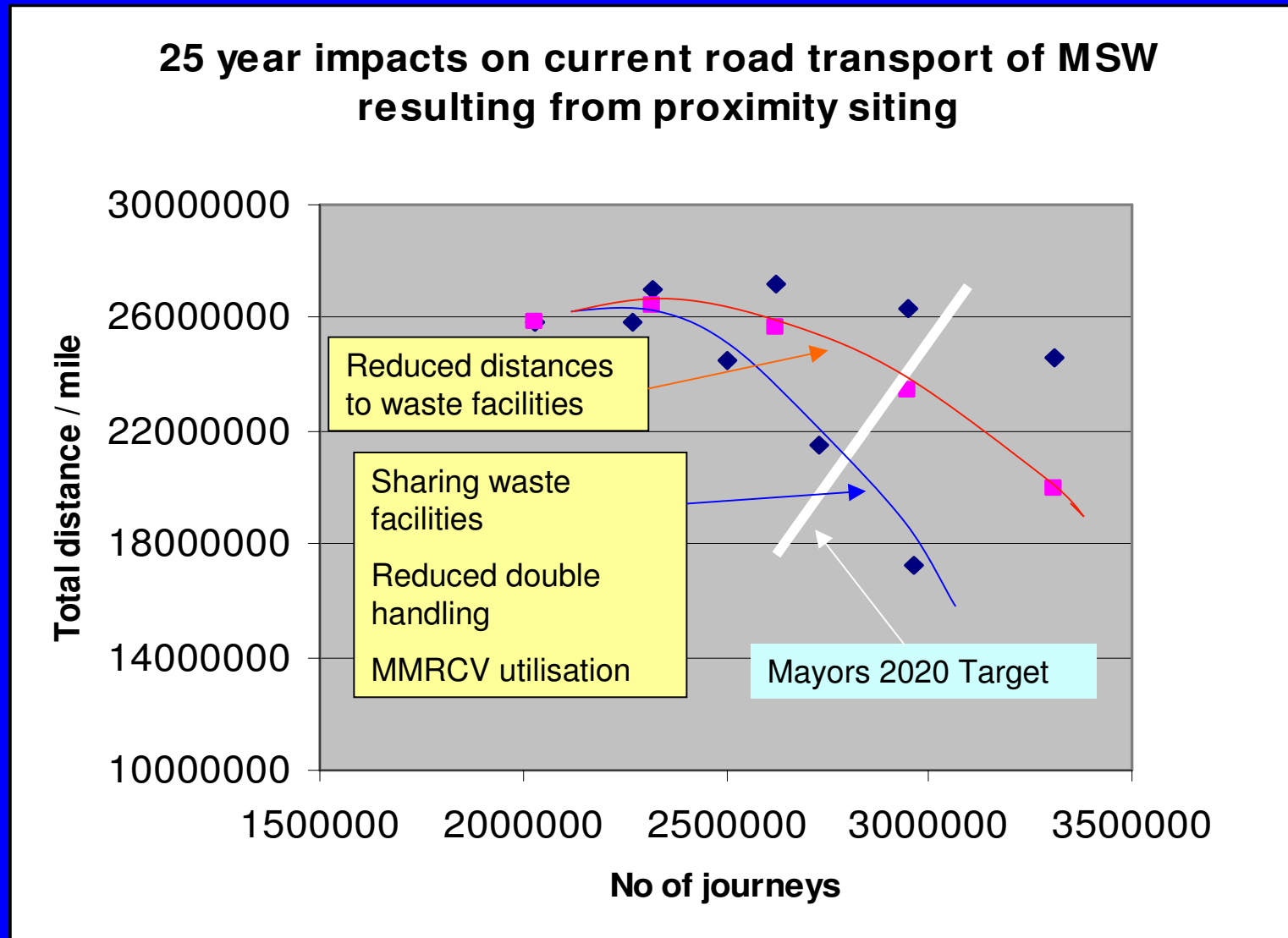
Waste transport differentiated as profit centre by waste sector

View planning system and development costs as significant barriers for larger scale urban development of waste facilities

Some waste recovery plants will always based outside the capital – e.g. large paper plants.

Water and rail transported wastes often first to be stopped.

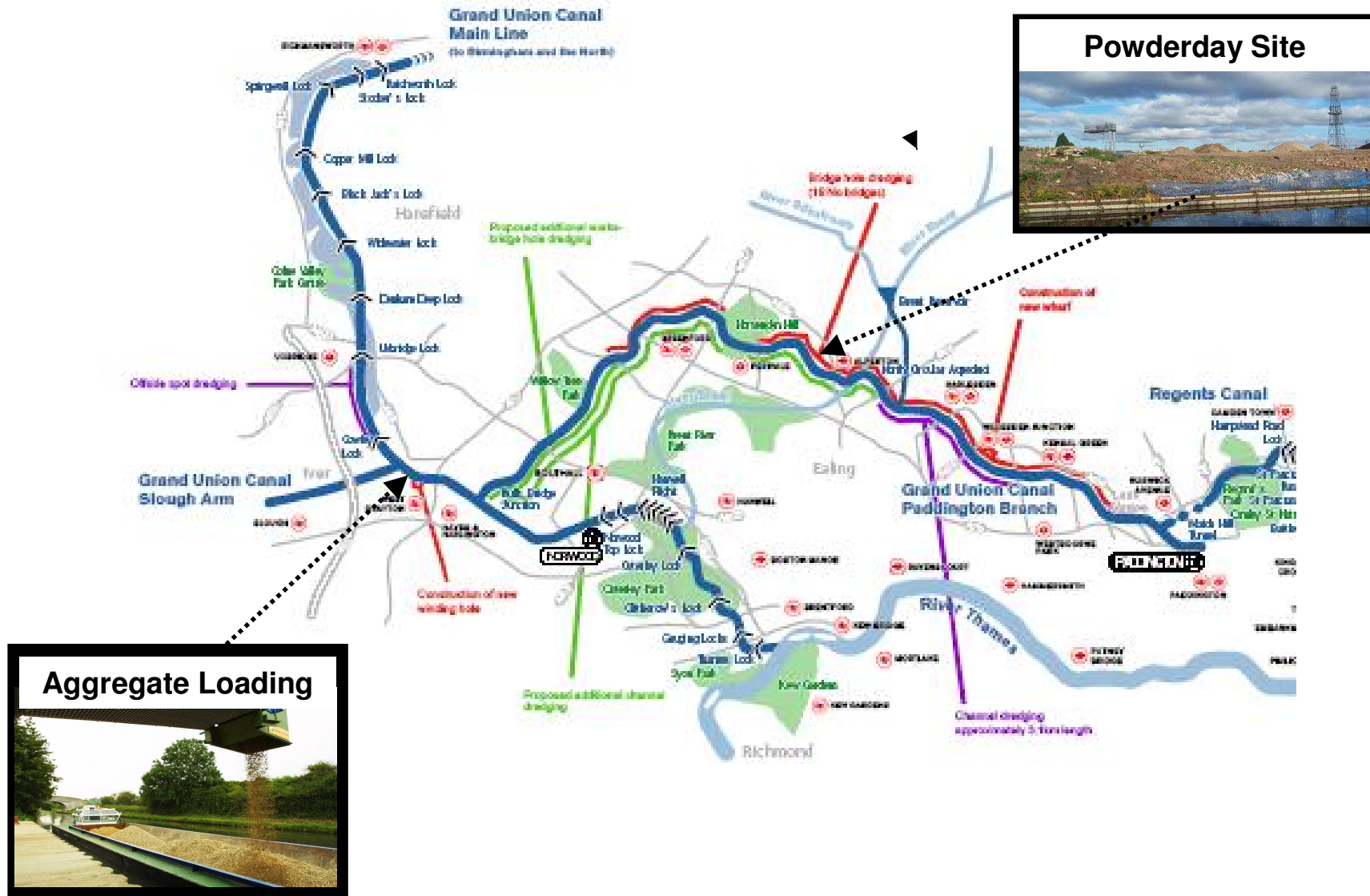
Impacts on road transport on proximity siting of waste facilities in London





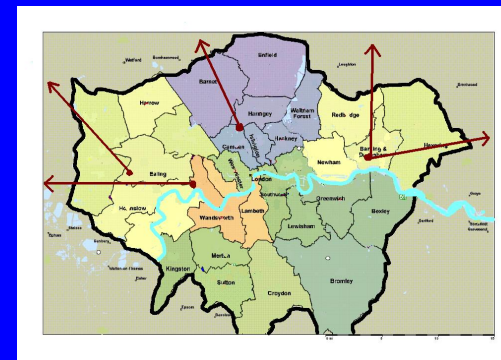
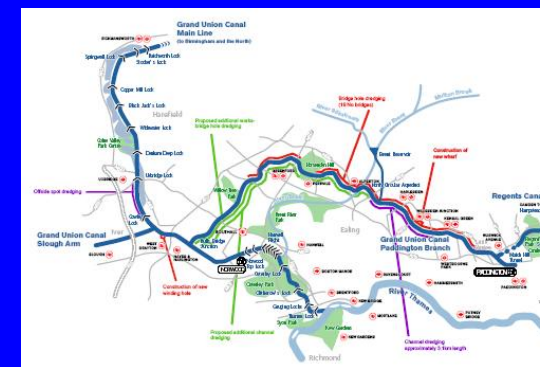
**Prototype Multi Modal Refuse Collection
Vehicle**

West London Canal Network



Supporting modal change (Proposal 1& 5)

- MMRCV
 - Vehicle development
 - Modelling modal opportunities
- West London Canal Initiative
 - Servicing origins and destinations
 - Dredging
 - Wharf development
 - Development of cost model - road to canal
 - Park Royal business case for waste treatment facility (C&I waste)
- Minimise loss of rail transport
- Minimise loss of water transport

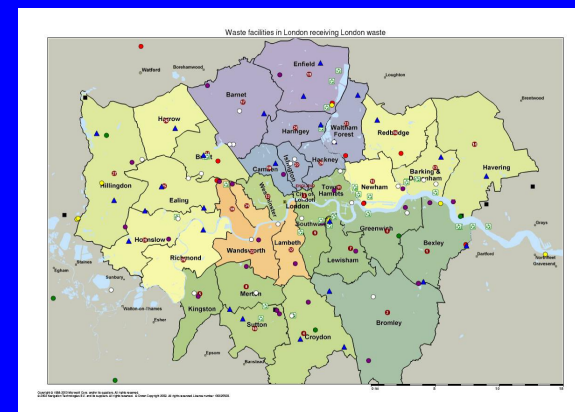
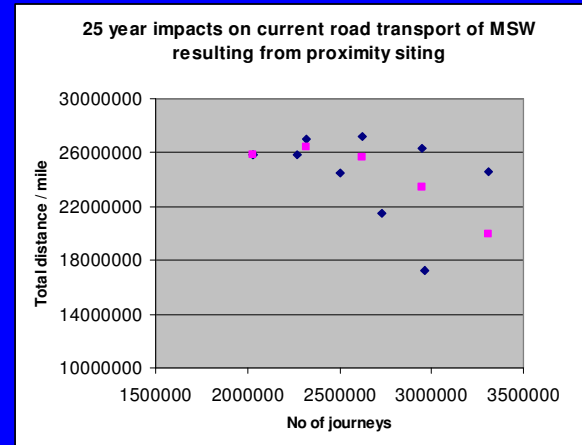


Supporting consolidation (Proposals 2 & 7)

- Single waste authority
- Strategic modelling
- Business park models – Park Royal
- Consolidation for C&I and MSW facilities
- Load consolidation (include MMRCV)

Developing training (Proposals 3 & 4)

- Integrating training into FORS programme
- Route/ workplace planning



Key Messages

- Benefits of considering transport impacts when developing waste strategies
- Need to get better access to waste transport data
- Need better co-ordination of activities of waste collection and waste disposal authorities
- Need for better interpretation of waste and transport issues in the land-use planning framework

Questions?