

# An Overview of 8 years of BESTUFS and how Urban Freight will develop in the future



**BESTUFS II - Final Conference**

**Athens**

**11-13 June 2008**

**Dieter Wild**



## Starting to design BESTUFS in 1999

### Increasing interest to fill the gap of

- Addressing urban freight transport issues
- Stimulation of innovation
- Enabling access to best practices



### About at the same time

- The International Conference on City Logistics started its first Conference in Australia also in the year 1999



**Knowledge and scientific news here and there addressed in academic logistics groups and events**

## How to structure such a project ? (I)

**New project type “Thematic network” without own deep research efforts**

**Aiming at “Best practices”**

- Internal discussion on how to assess measures
- Which are the “best” practices when looking at given good practice innovations ?
- Practical approach chosen:  
Description of innovations with additional information about advantages, disadvantages, experiences etc. as available



## How to structure such a project ? (II)

**Workshops** – Mainly to increase knowledge on new projects and innovations and to offer a discussion platform

**Conferences** – Mainly to present and to disseminate a kind of innovation state of the art

**Clustering of projects**

**Dissemination**

**Network (Members/Subcontractors)**

**BESTUFS.NET**  
Best Urban Freight Solutions  
No. 15 - NOVEMBER - DECEMBER 2004



**Marseille-Dijon-CityPorts Joint Workshop**  
held in Florence

A Joint Workshop for the Marseille-Dijon-CityPorts project about Innovative Urban Logistics Services was held in Florence in October 2004. The workshop was opened with two days' joint participation from across the EU. The organizers (George Adamopoulos, National Road Administration, City Logistics, and other urban freight stakeholders) all within in urban freight distribution. The workshop had 70 attendees from 10 European and 10 national city logistics as follows: the state of the art in urban freight, reports from EU projects, problems and opportunities, requirements for specific transport planning projects. This was followed by the development of ICT needs and practices from the three projects MEROP, POLITEC and CITYLOG. These different EU programmes involving in European Commission, or European region, or urban and city projects were reviewed. The organizers hope that it resulted in the direction of working a common European integrated approach to the urban freight distribution project and in the second and subsequent BESTUFS II and CITYFREIGHT were represented by Tom Staller of Roadnet <http://www.roadnet.it>

**MEROP project**  
The MEROP project (Technological Instruments for Innovative Logistics and Mobility services in Urban and Metropolitan Areas) is a project funded by the European Commission under the 6th Framework Programme for Research and Technological Development. It is a follow-up initiative of the thematic network BESTUFS and aims to maintain and expand an open European network in order to identify, disseminate and disseminate best practices, success criteria and solutions with respect to City Logistics. The BESTUFS II project started in 2004 with a duration of 4 years.

**POLITEC 2004**  
Followed since the sixth international exhibition of environment equipment, technology and services was held from November 20 to 25 November 2004 in Lyon, France. France, in cooperation with ADEME through the city of Lyon, organized and coordinated the exhibition with the theme of "Sustainable Urban Logistics". The exhibition, the Green City Urban Community, is looking for local sustainable development objectives. This is done through the Agency's project, Lyon's position as a leader of innovation in urban freight distribution. Through the development of urban logistics and urban freight solutions, the exhibition is a platform for the dissemination of ideas and solutions. The exhibition is a platform for the dissemination of ideas and solutions. The exhibition is a platform for the dissemination of ideas and solutions.

**WHAT IS BESTUFS II?**  
BESTUFS II is a co-ordination action funded by the European Commission under the 6th Framework Programme for Research and Technological Development. It is a follow-up initiative of the thematic network BESTUFS and aims to maintain and expand an open European network in order to identify, disseminate and disseminate best practices, success criteria and solutions with respect to City Logistics. The BESTUFS II project started in 2004 with a duration of 4 years.





## Which urban freight aspects are most important ?



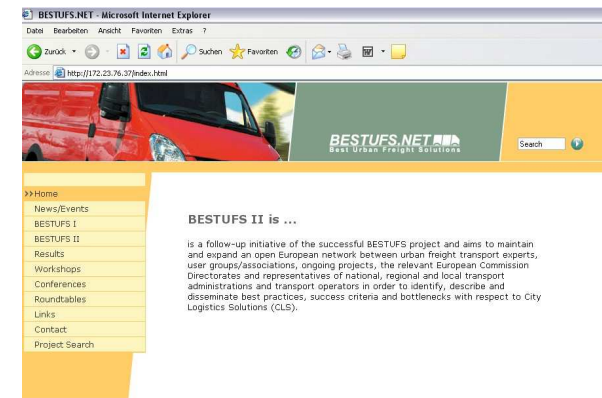
### Result of the first workshop in Brussels:

1. Definitions/Statistics - what is the urban freight problem/allowed growth?
2. City access/parking/time restrictions
3. Improved (automated) enforcement
4. Complexity (of urban) and shared responsibility logistic integration
5. Improved management of road space and kerbside access
6. Relationship urban, regional, national and European legislation
7. Innovative ideas (Underground logistic systems, pipelines, etc.)
8. ITS
9. PPP/freight fora
10. Enhanced signage and information systems
11. E-commerce and distribution (home shopping)
12. Vehicle technology and functionalities
13. Infrastructure, regulations and planning
14. Enhanced use/maintenance of infrastructure (road catalogue)
15. Inter-modal transfer facilities
16. Integration goods traffic management/distribution centres
17. Efficiencies (how to identify - costs/prizing?)
18. Infrastructural solutions

## Steering Committee (SC)

### Selection of topics by the SC

- Best practice handbook material collections
- Workshop contents



### Major project decisions (e.g. on dissemination material)

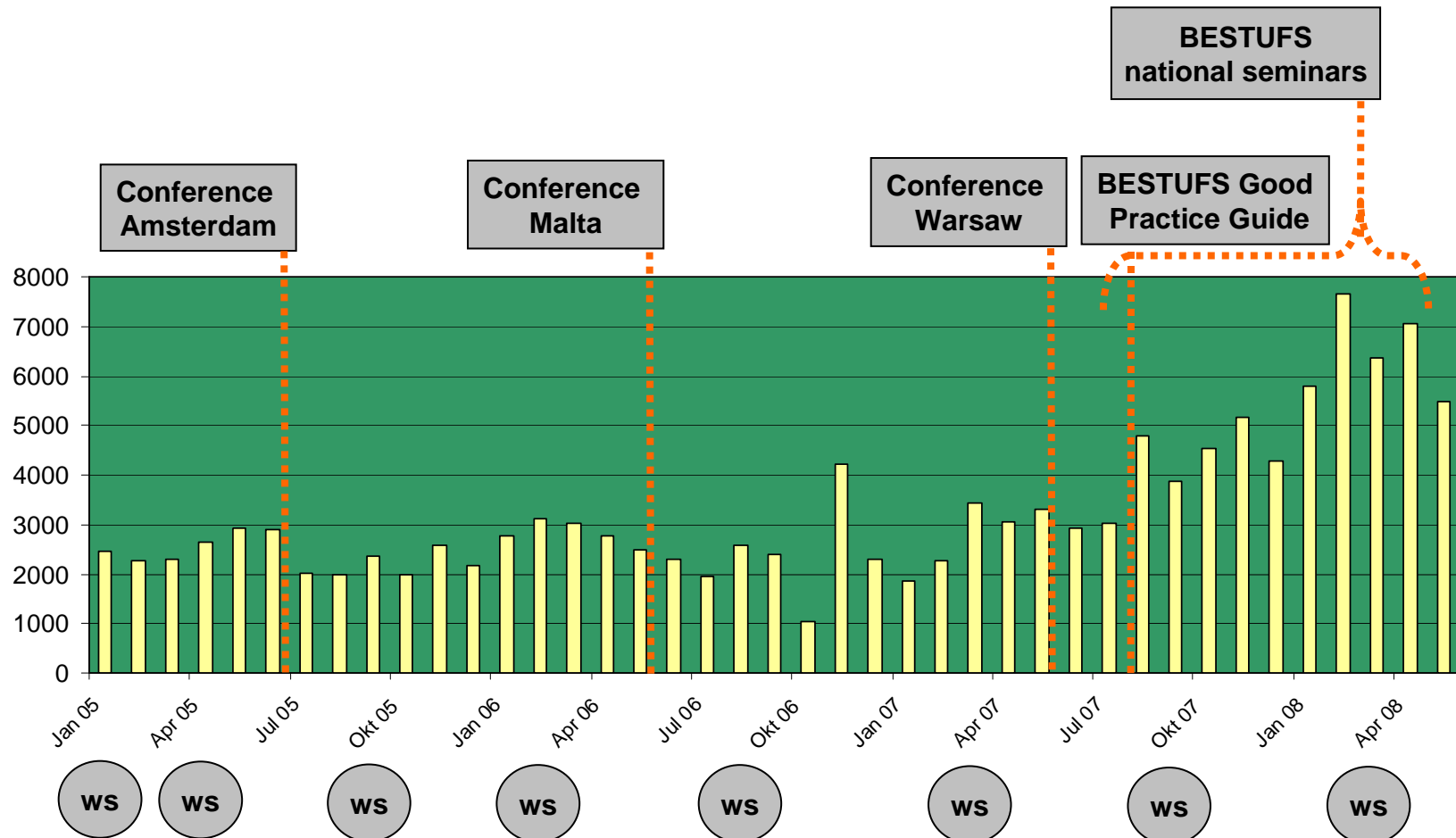
### Project statements

### Engaged SC members

Laurence Douvin, Laetitia Dablanc, Peter Sonnabend and Francesco Massa

**THANK YOU !**

## WWW.BESTUFS.NET – site requests per month



## Positive tendencies

The interest of cities to look at and to improve commercial transport activities is continuously growing since several years

More and more cities start with experimentations

Cities become interested in other cities experiments and experiences

More information about impacts of measures/solutions is becoming available

Large cities set up (freight) transport master plans

More and more cities organize round tables dedicated to freight transport

Private (logistics) actors recognize that contribution to a clean environment leads to an advantage in competition

**Stadt**  
**City**  
**Ville**  
**Città**  
**Ciudad**  
**Stad**  
**By**  
**Πόλη**  
**Cidade**  
**Kaupunki**  
**Város**  
**Pilsēta**  
**Miestas**  
**Suurlinn**  
**Ciutat**  
...

## Reasons for growing interest

### European legislation, which reaches national, regional and finally local legislation

- Emissions (particulates, noise)
- Energy efficiency and resource consumption and all other sustainability dimensions



### EU-wide initiatives

- CIVITAS ([www.civitas-initiative.org](http://www.civitas-initiative.org))
- BESTUFS ([www.bestufs.net](http://www.bestufs.net))
- NICHES ([www.niches-transport.org](http://www.niches-transport.org))



### Changes in society

- More shopping malls - less small retailers
- Requirements of the citizens related to their living conditions
- eCommerce



### New technology at reasonable cost

- Vehicles, equipment, ICT, ...

## From the present to the future

### Commercial transport shall be compared with passenger transport regarding:

- the public spending
- the data acquisition
- the available models
- the public awareness and
- the know-how (e.g. on possible measures and effects)



**Society will have to devote more attention and support to urban freight transport in order to reach a sustainable urban mobility**

## Future (I) – Growing complexity of sustainability decisions

### Often there are conflicting objectives

- e.g. particulates
- e.g. road pricing, urban planning, economy

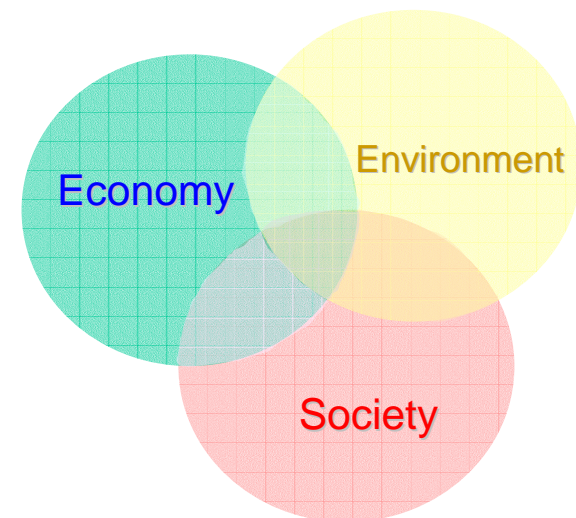
### Who is solving these conflicts ?

### Is there enough information

- on possibilities
- on consequences to expect

### in order to take a decision ?

→ **no, there isn't !**



**Strengthening efforts to achieve transparency on sustainability !**

**Decoupling CO<sub>2</sub> emission growth from economic growth !**

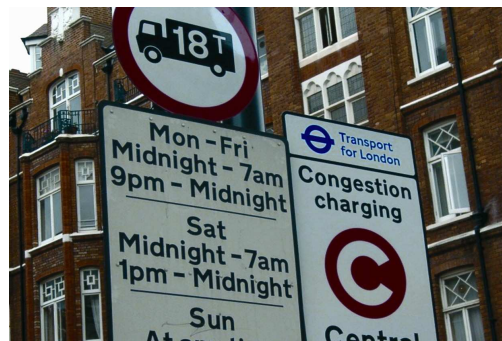
## Future (II) – SUTP

**Sustainable urban transport plans (SUTP) with obligatory addressing of freight transport**

**Integrated approaches including e.g. land use planning**

**Consolidation of rules and roles in the planning processes including public and private sectors**

**Consolidation of basic descriptions (data and modelling)**

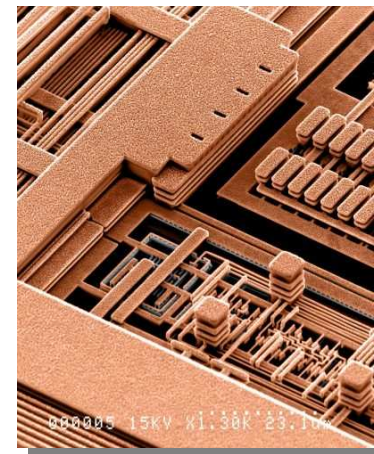


## Future (III) – eFulfillment

**Up to now:** Success of Internet-shopping and home-delivery in typical business segments (only)

**In the future:** The other business segments and especially regional commerce will follow (service technicians, construction site products, products needing a site measuring, etc.)

- eFulfillment solutions are to be developed including new mobility services for goods (and service technicians)
- Service levels increase and customers want to receive a prize as well as a delivery or visit date and time confirmation when placing an order
- Transport planning and optimization “services” will be integrated in the ordering processes
- Joint attempt of regional actors are needed to include SMEs in shared platform and service solutions



Finally, ....

## On European level

- Funding of a BESTUFS following Coordination Action ?!
- Further projects and initiatives (like CIVITAS, FP7 and following) are needed to demonstrate innovations
- Harmonisation and standardisation



Thank you for your attention !

