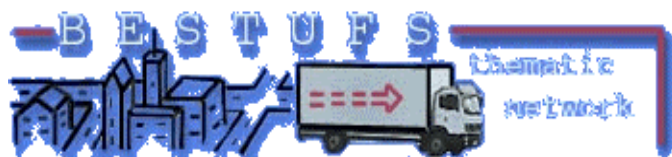


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*Best Urban Freight Solutions I
Barcelona, March 2001*

URBAN FREIGHT DISTRIBUTION IN SPAIN

Larrañeta, Muñuzuri, Montero, Canca
University of Seville



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OUTLINE

- **Sources of Secondary Information**
- **Information from the Providers :
Transport and Logistic Sector**
- **Information from the Receivers:
Commercial and Business Locations**
- **Information from Public Administration:
Traffic Regulations**
- **City Logistic Concept in Spain.
Developments**
- **Evaluation**



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SOURCES OF SECONDARY INFORMATION



Forthnight newspaper



Monthly journal



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SOURCES OF SECONDARY INFORMATION

CETM: Freight Transport Assoc.

FENADISMER: Road Transport Fed.

ANCC: Commercial Centres Assoc.

MCyT: Commerce and Distribution in Spain

WWW: Addresses of cities authorities of Spain

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Urban Freight included in Road Transport

<	500 Main Companies	6000 M€
<	Complete Cargo	1500M€
<	Fractioned Cargo	600M€
<	Agencies	1000M€
<	Courier	2000M€

¿How much is UFD?



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Main Urban Freight Distribution Companies

Fractioned Cargo, Business Parcel Services, Logistic Services, Courier

40% concentration of few main firms:

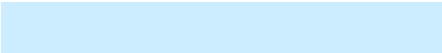
- Guipuzcoana
- Azkar
- Ochoa
- Seur
- MRW
- DHL



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MAIN CITIES IN SPAIN



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Main Urban Areas

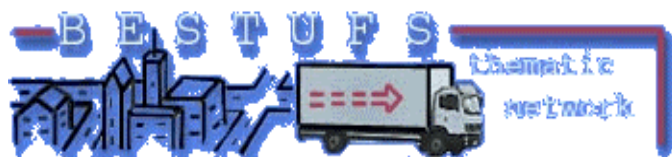
20 cities larger than 200.000 population

11 Million plus in 20 larger cities

Few incomplete UFD studies

INDICATORS:

- 20 commercial shops / 1000 habitants
- 40% commercial shops at CBD
- 55% rate of activity / population
- 1 UFD movement / job.week
- 6 Mill load-unload UFD movements/week



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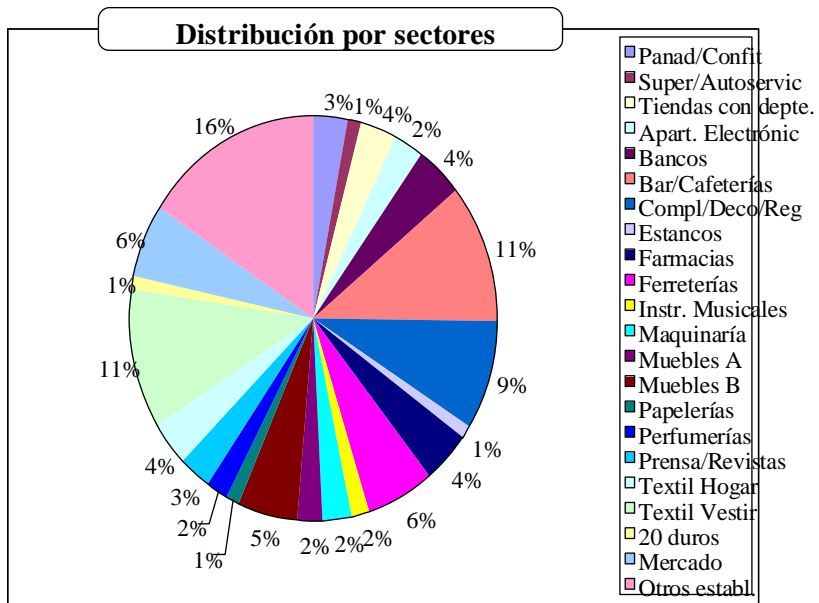
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Lack of Primary Data

- < **Some information as side outcome of mobility studies in metropolitan areas**
- < **Local surveys to validate external estimations**
- < **Referenced values from SMILE in Barcelona**
- < **Detailed exhaustive values from limited areas in the Sevilla Central District**
- < **Questionnaires to UFD actors**



DETAILED STUDY: FERIA STREET IN SEVILLE



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DETAILED STUDY: FERIA STREET IN SEVILLE

1. Vehicle counting

2. Interview freight receivers:

- How often do you receive deliveries?
- Which is the usual time of arrival?
- What type of company does the delivery?
- What type of vehicle is used?
- Where do they park?
- How long do they take to unload?

3. Interview drivers:

- Which is your route in this street?
- How often do you follow this route?
- How long does it take for you to complete it?
- How many deliveries do you have? How long does each one of them take
- Where do you usually park?



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URBAN LOGISTIC QUESTIONNAIRE – TRANSPORT COMPANIES

City:

Name of person interviewed:

Company and position:

Which are the main problems that have to be faced by urban freight distribution in the city?

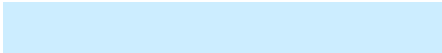
In what year were the local regulations affecting freight transport published?

Does your company use any freight infrastructure in the city?: CTM (Freight Transport Centre), Local industrial premises, Rail logistic grounds, Harbour logistic grounds, Own premises, Others (specify)

Which ones of the following policies are applied in the city? (CURRENT/EXPECTED)

- Access restrictions depending on vehicle size or weight
- Time windows for access to the city centre for freight vehicles
- Temporary use of load/unload zones
- Controlled access of freight vehicles to pedestrian areas
- Freight deliveries during valley hours
- Maximum allowed time on load/unload zone
- Enforcement of load/unload regulations
- Logistic use of rail grounds
- Logistic use of harbour grounds
- Freight mini-hubs or city terminals
- Use of taxi zones or public parking lots for loading and unloading
- Urban logistic forum (forwarders-receivers-administration)
- Cooperation among freight forwarders

Which were the general results of the implementation of these measures?



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**URBAN LOGISTIC QUESTIONNAIRE –
LOCAL AUTHORITIES**

City:
Name of person interviewed:
Position of person interviewed:

Are there any mobility studies in the city?
Are there any studies on freight loading/unloading in the city?
In what year were the local regulations affecting freight transport published?

Which ones of the following policies are applied in the city? (CURRENT/EXPECTED)

- Access restrictions depending on vehicle size or weight
- Time windows for access to the city centre for freight vehicles
- Temporary use of load/unload zones
- Controlled access of freight vehicles to pedestrian areas
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- Urban logistic forum (forwarders-receivers-administration)
- Cooperation among freight forwarders

Which were the general results of the implementation of these measures?
Is there any information available about the implementation or the results of these measures?



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PUBLIC ADMINISTRATION

- 0 **Central, Regional and Local Administrations**
- 0 **Local regulations on traffic include operating restrictions for UFD.**
- 0 **Minor consideration in local Urbanism norms**
- 0 **Some actions of regional authorities acting on road transport**



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TRAFFIC REGULATION CONSIDERATIONS

▽ **Independently generated norms.** The Federation of Municipalities has not proposed unified criteria.

▽ Mainly, restriction to operating concepts focusing on **when, where and how:**

- Time windows
- Load/unload parking zones
- Vehicles allowed

▽ **Tolerance** toward irregular behaviour



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ILLUSTRATIONS OF UFD CONSIDERATIONS IN SOME LOCAL REGULATIONS

MADRID (1998)

- three zone access categories for regulations
- large trucks banned, but special permits
- morning and afternoon access windows
- advise about how to unload: no noise, no store of goods on the curb, no traffic hassle, no delays
- explicit and exhaustive list of penalties

MÁLAGA

- Mini-hub area at public parking area dedicated to transshipment for access to the CBD with special vehicles.



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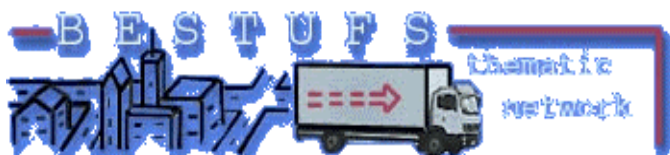
ILLUSTRATIONS OF UFD CONSIDERATIONS IN SOME LOCAL REGULATIONS

ZARAGOZA (1999)

- 3,5 Tm have access as private cars. Exempt for payment on parking meter areas while.
- 3,5 Tm up trucks regulated.
- 12,5 Tm up trucks banned.
- Short interval stops and parking allowed on otherwise forbidden areas.
- Night parking allowed.

ALICANTE, LAS PALMAS (CANARIAS)

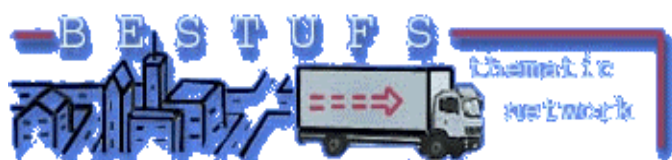
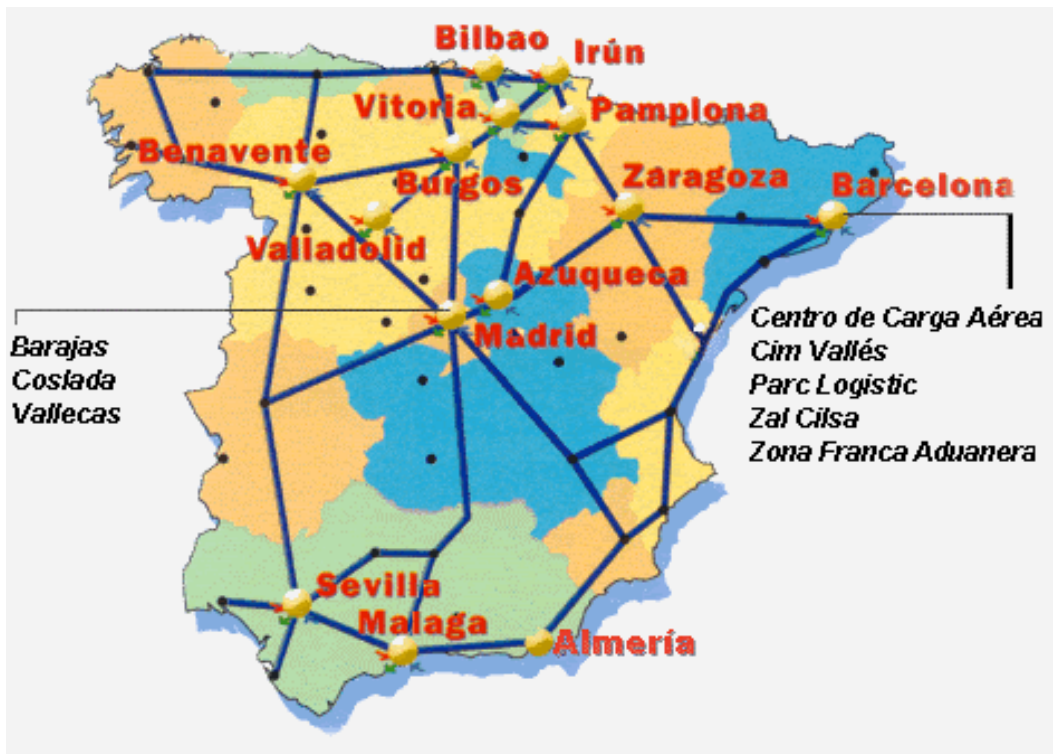
- 3,5 Tm public service of vans for furniture, goods and general service.



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FREIGHT TRANSPORT CENTRES (CTMs) IN SPAIN



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City Logistic Concept in Spain. Development

MARKET PULL

- Transport and logistic providers themselves do not include UFD as a sub-sector
- No option for coordination with other providers
- Technology update of providers

PUBLIC ADMINISTRATION PUSH

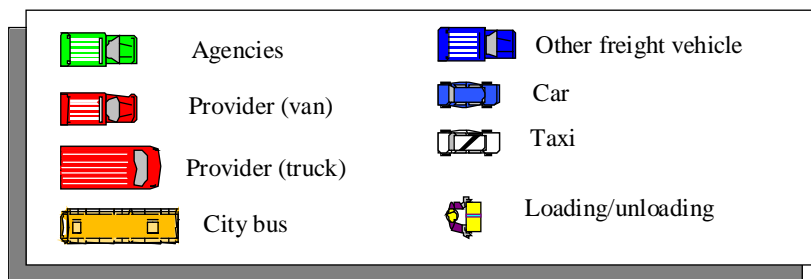
- CTM's facilities near cities
- Urban mini-hubs close to CBD's
- Pro-active attitude toward feeding pedestrian areas via special arrangements
- Inclusion of City Logistics in Urban Strategic Planning



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DETAILED STUDY: FERIA STREET IN SEVILLE



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