

CITY FREIGHT

BESTUFS conference
Copenhagen, 23 May 2003

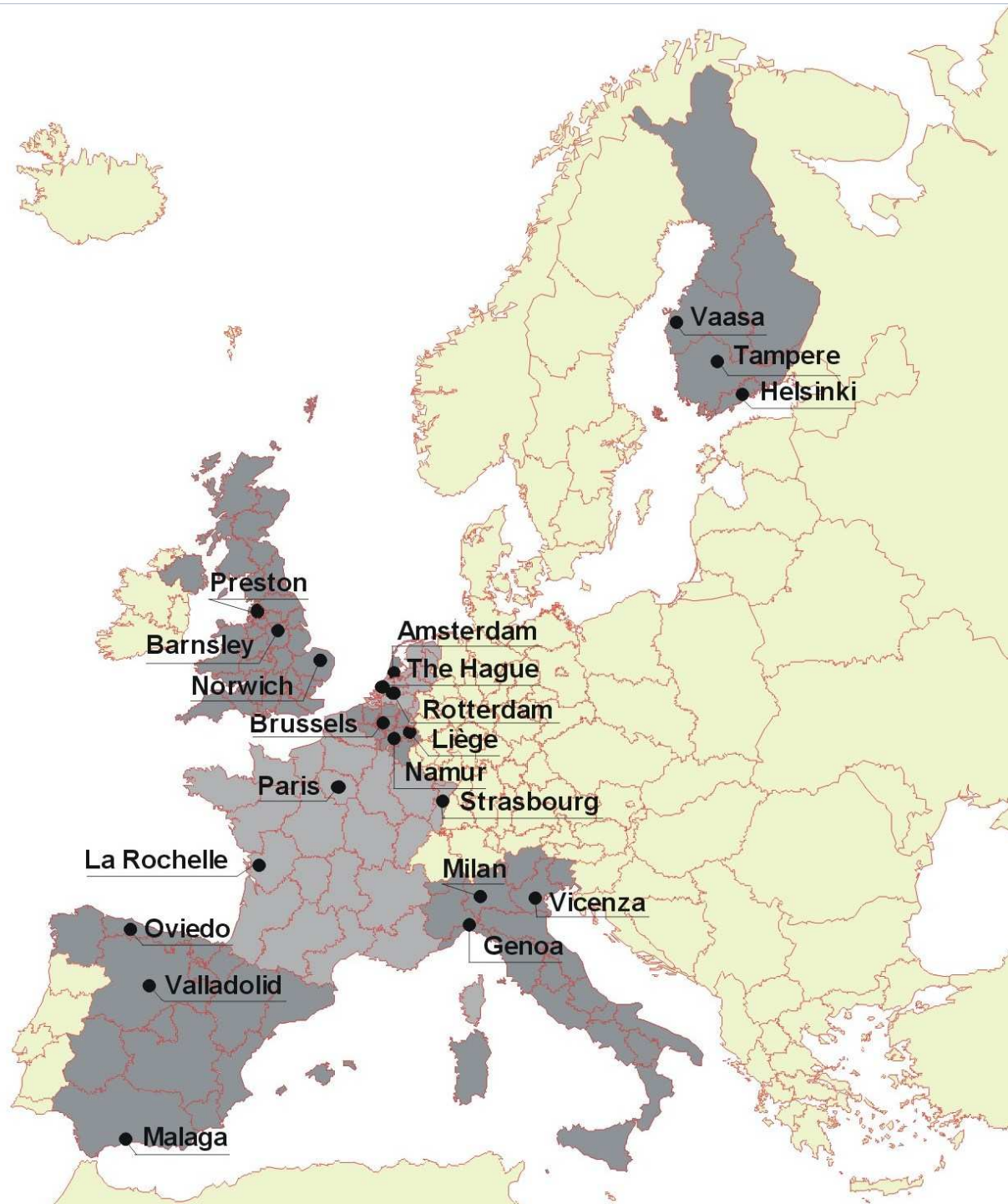


What is CITY FREIGHT ?

- **CITY FREIGHT, a European research project (5th framework programme) on inter- and intra- urban freight distribution networks**
 - To look for innovating and existing solutions for inter- and intra-urban freight problems
 - To develop a common evaluation methodology
 - To develop implementation scenarios and evaluate them in several large cities
 - To prepare best practice guidelines and disseminate them to stakeholders and local authorities

CITY FREIGHT – Where?

- **Belgium: Brussels, Liège and Namur**
- **Finland: the Helsinki Metropolitan Area, Tampere and Vaasa**
- **France: Paris, Strasbourg and La Rochelle**
- **Great Britain: Barnsley, Preston and Norwich**
- **Italy: Milan, Genoa and Vicenza**
- **The Netherlands: Amsterdam, Rotterdam and the Hague**
- **Spain: Malaga, Valladolid and Oviedo**



Study team

- **STRATEC (Belgium)**
- **ARRC – Urban Freight Unit (United Kingdom)**
- **Buck Consultants International (Netherlands)**
- **Cybernétix (France)**
- **Euretitalia (Italy)**
- **INECO (Spain)**
- **LT Consulting (Finland)**

Work plan

- **WP1: Comparative survey of urban freight & logistics**
- **WP2: Set up of a common evaluation procedure**
- **WP3: Selection of innovative systems or methods**
- **WP4: Construction of scenarios**
- **WP5: Assessment of the scenarios**
- **WP6: Best practice guidelines**
- **WP7: Practical recommendation for participating cities**
- **WP8: Dissemination and exploitation**

Evaluation methodology

- **We want to evaluate**
 - Technical feasibility
 - Market reaction
 - Impacts on freight efficiency, environment, traffic, ...
- **Impacts will be evaluated through the use of models**
 - Land use and transport
 - Network assignment
 - Micro simulation models

Example of potential scenarios

- **Concentration of retail**
- **Waste collection**
- **Urban distribution centre**
- **Distribution for the last km**
- **Use of alternative fuels/vehicles**
- **Night and off-peak deliveries**

Concentration of retail

- **There is a trend in concentration of retail activities: supermarkets and shopping malls**
- **Advantages:**
 - economies of scale
 - clustering effect
- **Consequences:**
 - Concentration of freight transport
 - Atomisation of deliveries
 - Land-use changes

Restructuring of waste collection

- **Use river or canal to ship collected wastes to an incinerator**
 - Reduces length of collection trips, thus more efficient use of truck fleet and smaller impact on other traffic – reduces congestion
 - Increase cost, in particular due an additional transshipment
- **What are the conditions under which this would be worth implementing?**
 - Level of existing congestion
 - Maximum distance to the river or distance between collection point and waste processing point

Urban distribution centre

- **Attractive idea, but hard to implement**
 - High operating costs, additional transshipment
 - Competition problems
 - Concerns about the customer/supplier relationship
 - Impact on traffic
- **Specialised distribution centres may succeed, but they are not purely urban**
 - Example: food markets

Decentralised distribution

- **Home deliveries are replaced by delivery at local collection centres with suitable opening hours (in the evening)**
 - Supermarkets, gas stations, newspaper agents, ...
 - Exists in several countries and cities
- **Apply to distance shopping (internet, mail)**
- **Question:**
 - Which volume of freight would be concerned ?

Use of alternative fuels/vehicles

- **Use electric, hybrid, natural gas etc. engines instead of gasoline/diesel**
 - Possible changes in delivery networks if characteristics of vehicle differ significantly (such as smaller vehicles or lower range)
 - Changes in emissions of pollutants

Night and off-peak deliveries

- **Optimisation of infrastructure usage**
- **Problems:**
 - Noise
 - Liabilities
 - Night work

CITY FREIGHT contact

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