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CITYFREIGHT

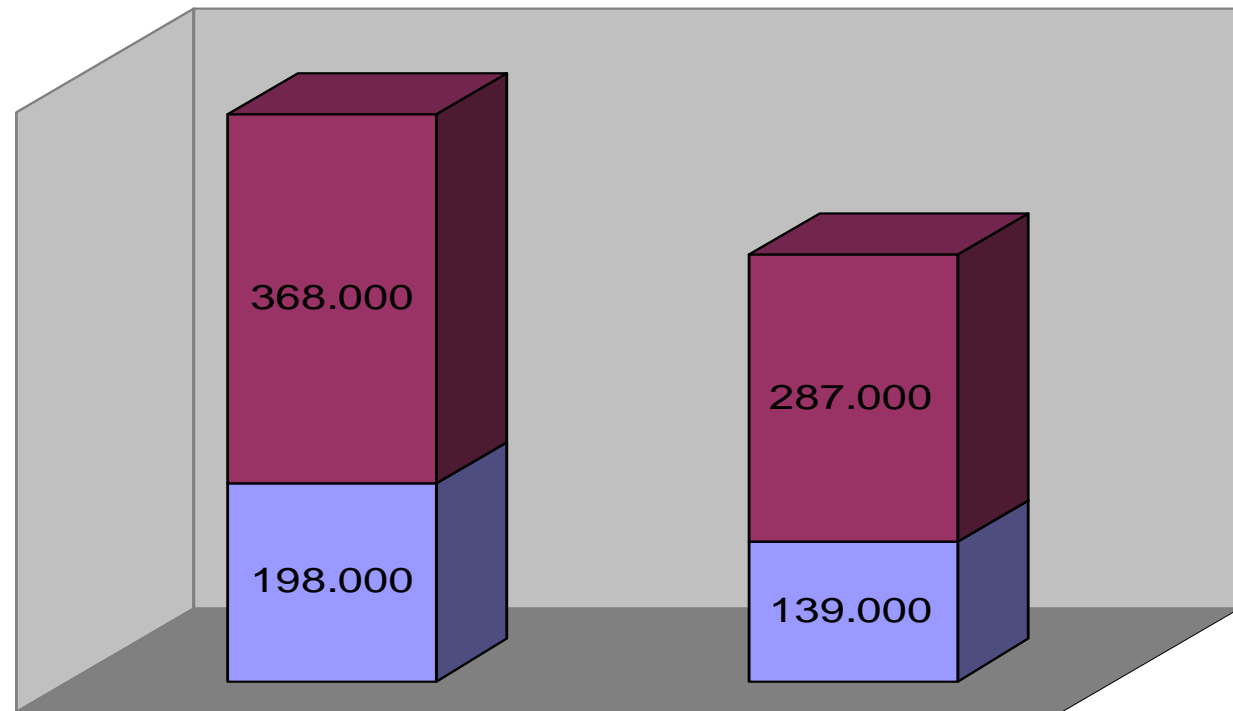
ITALIAN CASE STUDY

COPENHAGEN

22 – 23 MAY 2003

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Companies & Vehicles



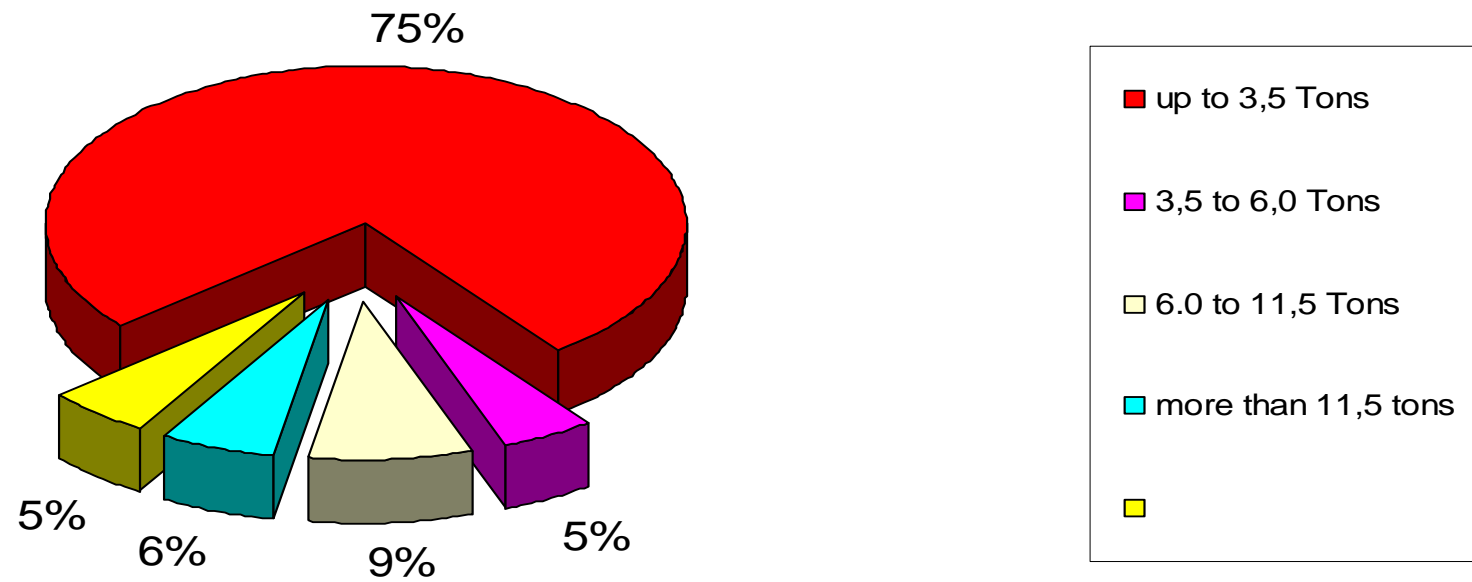
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■ N° Vehicles	368.000	287.000
■ N° Companies	198.000	139.000

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- In Italy the urban freight transport is monopolised by the road private transport, mainly using vehicles below 3500 Kg.
- Characteristics are:
 - Direct dependency from the commercial structure of the town;
 - High specialisation of the commodities transported and the vehicle used;
 - Extreme fragmentation of the spatial flows;
 - High level of empty travels (no merchandise up to 70% of return trips for up to 100% of enterprises);
 - Impossible estimation of the delivery time

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Registered Truks

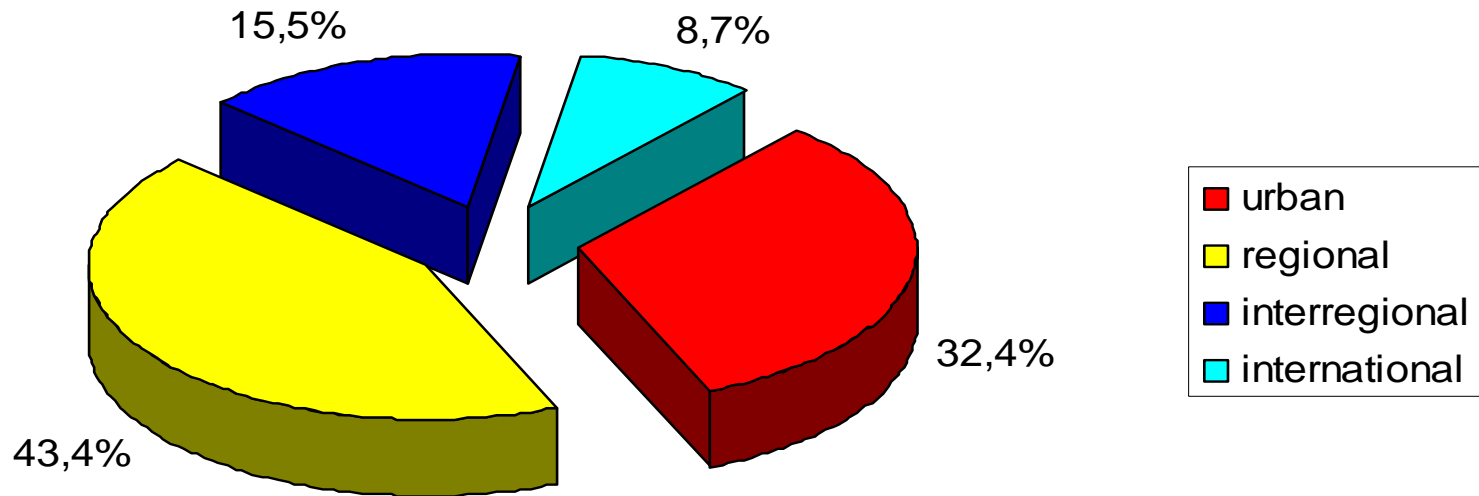


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Those elements are also affecting the Logistics of freight transport and the physical location of hubs and freight centres:

- The fleet is adapting to the demand increasing the number of large / long distance vehicles and small / urban-interurban trucks);
- “Just in time delivery” imposed the relocation of hubs (now logistic platforms) from the urban centres to peripheral areas close to transport infrastructures (ports, airports, intermodal terminals);
- In the same locations, transport companies affected by reduced profits on transport are organising themselves in logistic services providers (consolidation of loads, packaging, labelling);

Transport by distance



Which are the Italian Regions / Macro areas affected ?

- In the Area of Milan there is the demand of relocating outside the town 3 hubs (Smistamento FS, Rogoredo, Porta Romana). But a large presence of privately owned & managed hubs has not been considered yet. Additionally the hub of Segrate remain unused.
- The area of Rome requires a re-balancing of the infrastructures between north (missing) and south (existing). The role of the Fiumicino airport hub has to be clarified. The same apply for the hubs in the south area of Pomezia, Latina, Gaeta.
- The area of Napoli with the hub of Interporto Campano needs a improvement of the connections between the airport, the railway and the intermodal centre.

Which are the Reference Data needed for a the preparation of management plans for urban freight transport ?:

- Demographic data including housing and industrial development trends
- Economic data including import-export;
- Traffic flows data & dynamics of distribution flows (O/D matrices and by product groups)
- Transport operators data set (fleets composition, costs, etc.)

What is the role of the Public Administration:

In Italy the Central and local P.A. can act through the following Plans:

- P.G.T. (1999 National Transport Plan)**
- P.R.T.(Regional Transport plans)**
- P.U.T. (Urban & inter-urban level Traffic Plans)**
- Piano Urbano della Mobilità.(Urban Mobility Plan)**

Which are the Italian Towns proposing specific solutions ?

- A number of towns are approaching the problem of traffic congestion linked to the freight delivery, adopting the planning instruments and mainly enforcing traffic restriction policies.
- Several actions have been implemented in the frame of specific EC research projects (Bologna, Parma, Genoa, Florence, etc.).
- Additional policies are implemented with the support of national funded demonstrations (Milan, Turin, Roma, Varese, etc.).

In **Torino**, the company SITO just started to propose to the local public authorities a project for a “clean distribution system” in the town, implemented with electric vehicles incorporated into a public consortium for the management of deliveries

In **Parma** a feasibility study is almost ready made by its company Infomobility Spa with the idea of implementing some "transit points" to concentrate the merchandises, close to the ring road and to deliver into the town with ecological friendly (electric) vehicles

On May 17th the project should be presented

In **Firenze** a study has just be presented for the delivery of freight with electric vehicles into the center of the city

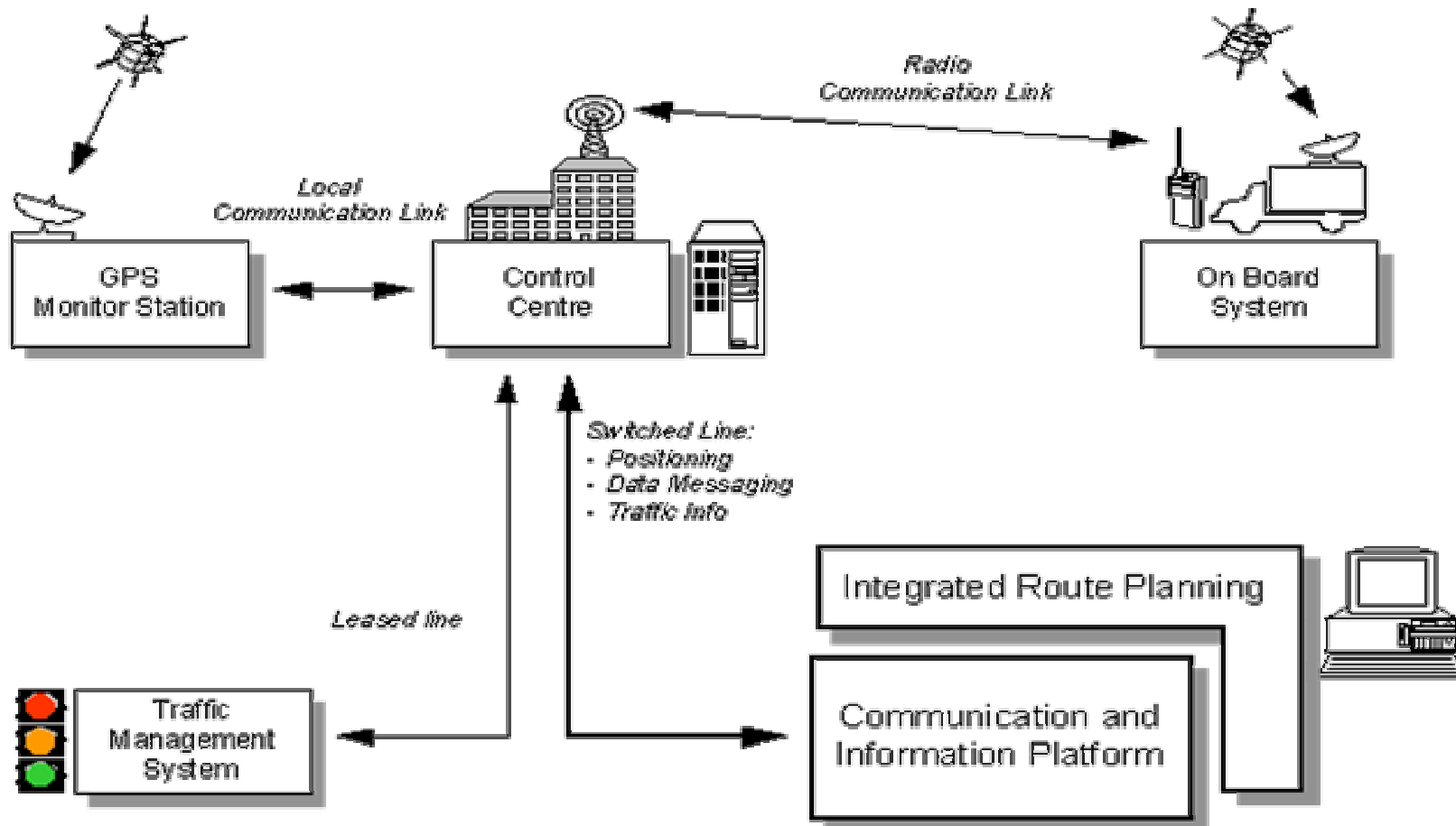
In **ROME**, the idea is focussing on the river Tevere, where "Fluvialbus", would transport passengers and commodities every 15 minutes along a 35 km strip of the river, from the center of the town (Ponte Marconi) to the seaside (lido di Ostia)

The Municipality of **Modena** will provide economic incentives for the support of 2 projects devoted to the rationalisation of the freight transport in town and within the historical center.

The idea is to involve the private sectors in order to have a bottom up solution coming from the end users (transport chain users)

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In BOLOGNA, a route planning approach has been selected within an EC co-funded project to be installed within the participating delivery companies



Which are the main actions adopted ?

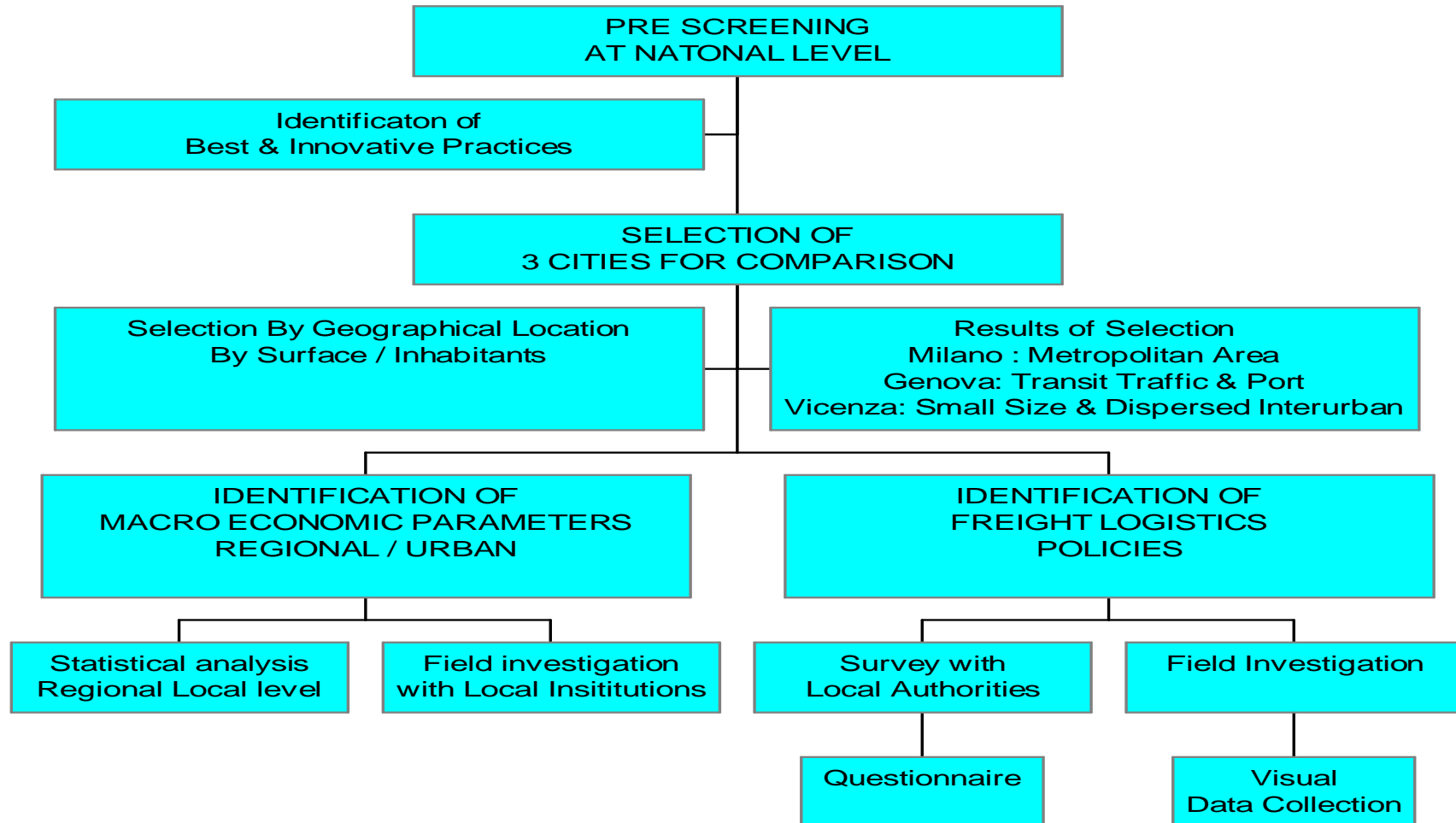
- ✓ To forbid the access to the centres of the cities,
- ✓ To allow the access but not the parking,
- ✓ To limit the access timing to the centres (Limited Traffic Zones)
- ✓ To adopt pricing policies (proposed for freight).

How to approach the problem within the CITYFREIGHT project ?

- Survey the activities & policies already proposed or implemented in Italian Towns / Regions in order to map the "state of the art" starting from on-going national & E.U. projects
- To actively involve end-users identified within the same projects with the immediate objective of identifying common procedures & policies and a long term objective of establishing a national focal point for the Public Administration (as proposed in the National P.G.T.)

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COMPARATIVE SURVEY



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In **Genova**, the project is funded by the Ministry of Environment with 1,5 Million euro.

A central areas has been identified with 328 commercial outlets.

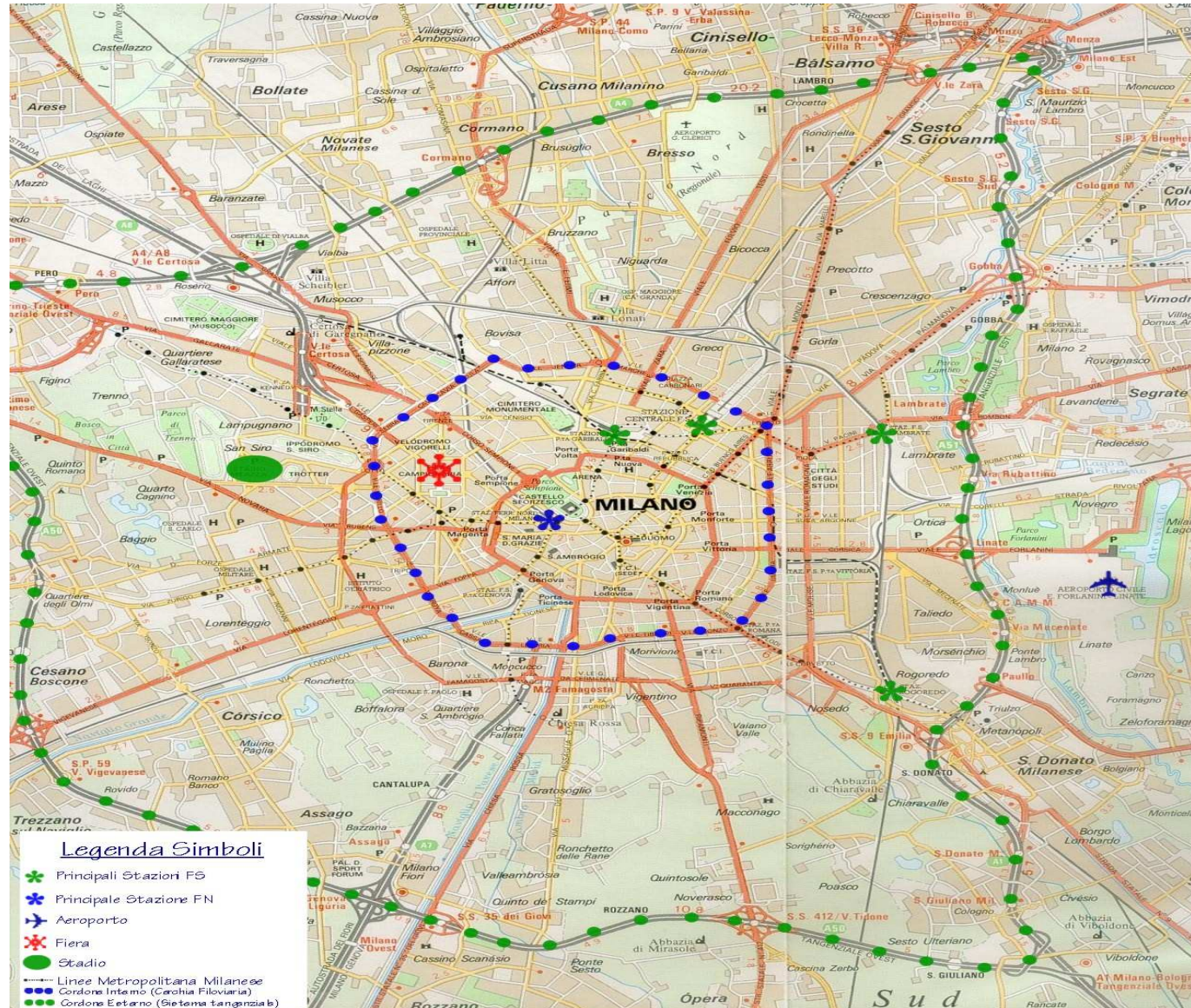
All the freight incoming to this experimental area, will be transported by a single delivery company selected with a tender.

The company will have to use a pre-identified freight platform close to the center and the vehicles will be environmental friendly (probably electric), with a computer aided delivery system.

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In **MILAN**, the project “Experimental Centre for the Goods Distribution” was recently launched with the support of the Ministry of Industry, the Municipality and the Region.

The natural adoption of environmental friendly vehicles, linked the intervention to the ELCIDIS programme with the adoption of electric vehicles.

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Vicenza historical Center



At the end of March in **Vicenza** was established the private/public company devoted to the management of the Logistic City Center

The project intends to investigate and apply best practices for the freight traffic limitations within the city

Additionally intends to implement a freight distribution system coordinated by the Logistic Center