



PTV  
Planung Transport  
Verkehr AG

Stumpfstr. 1  
D-76131 Karlsruhe  
Tel. +49 721 96 51-0  
Fax +49 721 96 51-696  
Internet: [www.ptv-ag.com](http://www.ptv-ag.com)



## Urban Freight Transport Themes and Experiences

As addressed by the Thematic  
Network BESTUFS

Dieter Wild  
2<sup>nd</sup> BESTUFS Conference  
Paris, 27-28 June 2002

## Content

- ▶ Freight transport role
- ▶ Overview on urban freight transport related themes
- ▶ Situation and experiences with respect to
  - ▶ Rail-based transports
  - ▶ City access pricing
- ▶ Needs for further investigation and research
- ▶ Information via BESTUFS

## Freight transport role

- ▶ Why shall we look at urban freight transport by addressing many single themes ?
- ▶ Are societies, cities and citizens aware of the (urban) freight transport role ?
- ▶ Freight flows are a vital element of our modern cities:
  - ▶ A wide range of available goods (Everywhere !)
  - ▶ Relying on fast and efficient transport chains (I want it now !)

## Freight transport role

- ▶ We are changing our living structures and our habits
  - ▶ e.g. from shopping for a family towards individual shopping
  - ▶ e.g. Internet or megastore shopping instead of small retailers
- ▶ Cities influence these changes by land-use, traffic and transport planning, access regulations, infrastructure or demand pricing, etc.
- ▶ Are these changes leading to appreciated developments ?
  - ▶ e.g. disappearing small retailers in urban centres
- ▶ We do not know the effects of these changes
- ▶ We need to understand the single themes in their context
- ▶ We need to adapt our grown traditional transport structures more radical in response to the changing structures

## Themes Overview I

- ▶ Statistical data, data acquisition and data analysis regarding urban freight transport
  - ▶ Best Practice Handbook Year 1
- ▶ City access, parking regulations and access time restrictions
  - ▶ Workshop 2000; Best Practice Handbook Year 1
- ▶ Enforcement support (e.g. by video control)
- ▶ Models and methods to deal with the complexity of urban freight transport chains and the shared responsibilities
- ▶ Improved management of the urban road space and the kerbside access
- ▶ Integration of freight transport movements and traffic management
- ▶ Traffic planning and policy



## Themes Overview II

- ▶ Enhanced signage and information systems (e.g. via variable message signs - VMS)
- ▶ Land use, infrastructure and regulations planning
- ▶ Relationship and harmonisation between the urban, regional, national and European legislation
- ▶ The role of rail based transport means for urban transport
  - ▶ **Workshop 2001**
- ▶ Unusual transport modes (e.g. bicycles)
- ▶ Innovative urban freight transport ideas (e.g. via underground systems, pipelines, etc.)
- ▶ Waste and reverse logistics
- ▶ Construction site logistics

## Themes Overview III

- ▶ E-commerce and distribution (home shopping)
  - ▶ Workshop 2001; Best Practice Handbook Year 2
- ▶ Innovative vehicle technologies (e.g. low-emission vehicles)
  - ▶ Workshop 2001
- ▶ Intelligent transport systems (ITS), transport telematics applications and systems
- ▶ Urban freight transport modelling tools
- ▶ Interfaces between public passenger transport and goods transport
- ▶ Public-private-partnerships (PPP) and stimulation e.g. via freight fora
  - ▶ Next workshop (Sept. 2002); Focus in 2002
- ▶ Win-win situations

## Themes Overview IV

- ▶ Freight centres and urban distribution centres
  - ▶ Workshop 2002
- ▶ Intermodal transfer facilities
- ▶ Infrastructural solutions (e.g. to improve loading and unloading)
- ▶ Small containers and e-commerce delivery boxes (standards ?)
- ▶ Goods transport efficiency, assessment and pricing
- ▶ Road pricing, access pricing, tolls and heavy vehicle fees
  - ▶ Workshop 2001; Best Practice Handbook Year 3
- ▶ Cooperation of transport operators and “City Logistics” schemes
- ▶ View of and improvements for citizens, inhabitants and residents
- ▶ Night deliveries

## Rail based urban freight transport

- ▶ There are 4 main areas:
  - ▶ Intermodal transports to/from urban terminals
  - ▶ Direct rail connections of private actors
  - ▶ Tram (light) rail solutions (e.g. CargoTram in Dresden)
  - ▶ Special underground solutions (e.g. London mail system)
- ▶ Many European cities still have a transport potential on rail
  - ▶ Available urban rail links, shunting yards and terminals
  - ▶ Many cities actually reduce this potential (!)
  - ▶ Their mid- and long-term strategic reuse should be carefully discussed
  - ▶ E.g. the City of Strasbourg is trying to revitalise existing infrastructures
- ▶ Consider changing conditions for intermodality



## City access prizing I

- ▶ There are 4 main prizing motivations
  - ▶ Fair charging of infrastructure cost
  - ▶ Charging external cost
  - ▶ Reducing negative transport impacts
  - ▶ Influencing the demand
- ▶ The currently discussed urban prizing schemes address several motivations
- ▶ Uses of the revenues are often not known
- ▶ Criticism and argumentation is often rather difficult because of lacking transparency (about real motivation)

## City access prizing II

- ▶ Freight transport must be explicitly considered when discussing about urban prizing schemes
- ▶ Freight transport experts (private or public) should be involved, showing the possible consequences
  - ▶ The potential consequences should again be matched with the initial motivations
- ▶ Citizens finally have to pay for the inherent transport costs
- ▶ Possible negative effects of urban prizing:
  - ▶ Small retailers in city centres become less competitive
  - ▶ Tendency of citizens to live outside of the city
  - ▶ Decreasing attractiveness for external shopping visitors

## City access pricing III

- ▶ Towards a fair and efficient transport pricing
  - ▶ Justification of the objectives (motivations) for freight
  - ▶ Harmonisation of freight transport taxation and charging
  - ▶ Transparency in the use of the revenues

## Recommended areas for R&D

- ▶ Key data, figures and statistics about urban freight transport first to be identified and harmonised and second to be collected for cities
  - ▶ Comparison and benchmarking will become possible
  - ▶ Basis for modelling tools and for the planning of measures
  
- ▶ Rail freight transports in the urban context of intermodality
  - ▶ Elaborate the domain for strategies and policies
  - ▶ Examples to show the potential
  - ▶ Transshipment and small containers

## Recommended areas for R&D

- ▶ B2C E-commerce (especially home-shopping)
  - ▶ Scenarios on possible effects
  - ▶ Providing a set of measures for cities to influence the changes
  
- ▶ Road pricing and urban freight transport
  - ▶ Provide steps towards a harmonisation of freight transport pricing and taxation within the EC
  - ▶ Matching of the fair and efficient pricing aim with the urban freight transport situation
  - ▶ Interrelationship between interurban road pricing and urban pre- and endhaulage



## BESTUFS Information

- ▶ Homepage at **www.bestufs.net**
  - ▶ Best Practice Handbooks and other reports
  - ▶ Conference and workshop minutes and presentations
  - ▶ Workshop announcements
  
- ▶ Next workshop
  - ▶ Successful private public partnerships (PPP) enhancing urban goods transports, 12-13 September 2002, Malaga (Spain)
  
- ▶ Administration centre

P.O. Box 1969, 2280 DZ Rijswijk, NL  
e-mail: bestufs@nea.nl  
Telephone No: +31 70 3988 393  
Fax No: +31 70 3988 426

