

BESTUFS WARSAW CONFERENCE May 2007

Some conclusions from the chairman Laurence Douvin (Paris) to the conference in order to open the debate.

“Vital cities optimise city logistics”

Did we fulfil our commitment in this conference to deal with this subject efficiently?

My first impression is that the conference has been productive, since we heard a lot of examples, experiments and ideas coming from large and middle-sized cities of Europe and from European regions.

My second thought is that the presentations have been very honest, not hesitating to underline difficulties and limits that could be met.

In this summary, I tried to select the main topics we discussed during the conference.

Several speakers chose to speak about **evening distribution**:

Stig Franzen for Stockholm, Robert Govaerts for the Peak Programme in Holland or Julio Garcia Ramon for Barcelona for example.

Some numbers given by Robert Govaerts on noise pollution were very striking. 74 db/ for a slamming door – 110 for a reversing beep – 70 to 78 db for the refrigerator kicking in – but he also gave us good news: silent products exist at a supplementary cost of 10 to 15% and some of the stakeholders are now convinced by the benefits of acquiring this kind of equipment.

The decrease in air pollution and traffic measured in Holland is very encouraging and I hope that R. Govaert's call for support for the 8th framework programme will be answered.

In the Peak program business and government work together to find solutions for quicker loading and unloading at night.

We need international cooperation, of course we need more silent vehicles and the source approach is obviously the best one to reduce noise.

But there is always a dark side and it is better to know it. Stig Franzen explained some of its aspects: I picked out 3 of them. Shop-owners are not always willing to accept night deliveries. Passenger cars often block loading/unloading bays during evening or night hours. There is less help from shop personnel for unloading.

At this time, I will mention the indispensable part of an active **enforcement** and I very much agree with Ms Mulley when, during the discussions, she mentioned that in cities where there is no municipal body to enforce illegal parking it is a problem because police forces concentrate themselves on security and safety issues; Decentralisation might bring a change in this situation.

Multiple use of lanes has also been a subject during this conference: Useful comparison between bus lanes, bus and taxi lanes and no car lanes made by Ms Mulley, with the conclusion to her study that no car lanes was the best solution in priority lanes. I am more sceptical when it comes to forbid left turns!

Julio Garcia Ramon explained multi-use lanes in Barcelona – the experiment is satisfying and the system will be extended – Peter Kunisch also mentioned the use of bus lanes by lorries out of peak hours in Vienna.

I think a better use of public space is highly possible, thanks to technology.

Access limitations

Access limitation has been at the core of many presentations, with several possible kinds of limitations:

1. Limitation in time:

- An accurate use of time windows
For example in the pedestrian zones in Barcelona to adjust as exactly as possible supply to the demand.

2. Limitation in zones:

- Environmental zones tend to extend.
Ms Suta mentioned it in the Transportation programme in Prague and explained the new inner zone when only two and better vehicles that use 3.5 T and buses will be admitted.

Ms Jemensek described Gothenburg's environmental zone, enlarged this year from 15 to 27 km².

3. Limitation of weight or volume of the lorries:

There is a debate on that point.

Peter Kunisch explained the disadvantages of a limit that is too rigid because then companies do not possess smaller vehicles to match the new rules.

4. Limitation in the number of facilities for lorries:

Refer to the Warsaw example presented by Mr Reksnis from the city of Warsaw with the limitation of the number of permits of lorries.

The great question is: is a city's access limitation penalising trade in the centre and favouring people buying in super or hypermarkets in the suburb? In the cities where this has been experienced (in Italy for example) has it been prejudicial to the shops in the city centres?

Of course **rail freight** was not forgotten.

Stave Bozinickz has been very persuasive on that matter on several points :

Equal train running priority of passengers and freight trains.

Priority for a standardized vehicle

New possibilities in innovative train shipment technologies – truck/train type – to be suggested as pilot project

He underlined many capacities in cities potential as well as the need of a political support to succeed.

The organisation of deliveries, platforms and consolidation centres:

The mini platforms in Barcelona, supported by the municipality, started last April with deliveries made by small allocated vans. We have the same in Paris in a public parking in the centre. A part of it has been converted and deliveries are made from there using less polluting vehicles.

To my opinion, consolidation centres are one of the subjects that are still in discussion between us. I still remember the presentation of an enquiry in Bristol with the 94% of satisfaction amongst the participating retailers, the 30% saying they have more time to spend with their customers but I also remember the experts opinion mentioned by Guido Ferilli about city logistic platforms outside the cities considering these as largely inefficient.

Parking use:

Apart from the aspect of enforcement, parking has often been mentioned as a main problem.

Not enough unload/loading bays, occupied by private cars if not by the shop owner himself.

The extension of the paying parking time in Vienna from 20 to 22 hours at night is interesting but will probably have no effect on one specific delivery problems.

The yellow card for trespassers shows a great sense of citizenship in Vienna.

CONCLUSION:

Conditions of success is city logistics policy relies on partnership
Partnership is a key supporting structure.

As long as partnership with cities is concerned, I would like to recall one of the lessons of the START programme, mentioning five conditions for cities wishing to develop a city logistics programme:

- Efficient enforcement
- Political commitment
- Real involvement of stakeholders
- Building of long term relations between parties
- Transparent communication to inform the wider public.

Mr Szoltysek pointed out some difficulties to be analysed in Poland:

- Cities have no sufficient knowledge of what city logistics for example they establish a bicycle network instead of a logistic system.
- People refuse any limitation in the use of private cars (52% in 2002/ versus 58% in 2006)

- Cities have limited funds and more urgent priorities in a short election time.

But on the other hand, Mr Ferilli described two European projects, City Port and MEROPE, and very well showed the interest of the cooperation between the two cities networks and the lessons that could be shared by all cities involved.

Let us recollect his statement about Emilia Romagna:” we have a lot of money but we die early because of pollution.”

The statement was followed by a question “Can we shift some of the surplus that we spend to other expenses, directly against pollution and congestion?” May be one of the answers can be found in the London Freight Strategic plan that Steven Steele just presented and in the Mayor of London’s commitment for 2025?

I would like to conclude this very personal resume by mentioning some of Mr Berry’s reflection. This is particularly hard because he made a very rich presentation.

I picked up his suggestion on compatibility matters: a single operator for tolling on trucks and a container’s compatibility.

He also mentioned the shortage of people in logistic professions and the importance to have a logistics unit in each country.

He explained his belief in progress thanks to members in technology to improve transport efficiency: more freight on the existing network and about the decrease in CO² emissions by 2020. He explained that the 20% decrease would not rely only on transport but that the goal was to make transport as efficient as it can be.

Last word will be for Bestufs since Mr Berry said it is presently the only programme that has logistics at his core! – Encouraging reward to go on.

Now the conclusion is yours and the debate is open.

Laurence Douvin