IMPACTS 2001

FREIGHT MANAGEMENT STRATEGIES IN LARGE CITIES

July 12-14 in Berlin

Minutes of the Intercontinental Conférence

Attendees

Chairs

- Laurence DOUVIN, Paris City Councilor, Impacts Europe President,
- Andrea d'AMATO, Head Environmental Services and Commissioner of Transport, Boston ; NACTO and Impacts North America President,

Barcelona, Spain

- Julio GARCIA RAMON, Chief Engineer, Head Mobility Projects
- Pere NAVARRO OLIVELLA, Head Transport and traffic Directorate

Berlin, Germany

- Peter STRIEDER, Senator for Urban Development
- Maria KRAUTZBERGER, Secretary of State
- Friedemann KUNST, Head, Transport and Planning Division, Transport Directorate
- Cornelia POCSKA, Head International relations, Department of Urban Development,
- Harald KLUGE, Project Manager, Transport and Planning Division, Transport Directorate

Boston, U.S.A.

- Andrea d'AMATO, Head Environmental Services and Commissioner of Transport,

Brussels, Belgium

- Pierre SCHMITZ, Chief Engineer, Equipment and Mobility Directorate, Brussels Capital Region

Chicago, , U.S.A.

- Miguel d'ESCOTO, Commissioner of Transport,
- Merryl L. TREVIS, Chicago City adviser, President Lower Cost Solutions

Geneva, Switzrland

- Michel DUCRET, Member of the Parliament, Republic of Geneva Canton
- Fredy WITTWER, General Manager, Transport and Traffic Agency, Republic of Geneva Canton

Gothenburg, Sweden

- Jörgen LINDER, Mayor,
- Leif BLOMQUIST, Deputy Mayor for Traffic and Transport,
- Roland RYDIN, City councilor, Deputy Chairman Traffic and Public Transport Committee,
- Stig FALK, Head, Traffic and Transport Directorate
- Bengt WOOLFRAM, Regional Director, Swedish National Road Administration,
- Marie-Louise WIHLBORG, Head, Traffic Division,
- Jonas HOHANSSON, Head, Traffic and Transport Directorate
- Törbjörn BIDING, Head Traffic Management Division, Swedish National Road Administration,

Londres, United Kingdom

- Mick HICKFORD, Deputy Director, Street Management, Transport for London

Los Angeles, U.S.A.

- Amir SEDADI, Advisor to the Mayor

New York City, U.S.A.

- Peter A. PENNICA, Deputy Commisioner of Transport,
- Seth M. BERMAN, Project Officer, Department of Transport
- Susan KUPFERMAN, Co-Director, Rudin Centre for Transportation, New York

Paris, France

- Laurence DOUVIN, City Councilor,
- Ghislaine GEFFROY, Chief Engineer, Adviser to General Manager for Transport and mobility,
- Bernard JAMES, Chief Engineer, Head Quality and Development Division,
- Marie LOTTIER, Head Survey Division, Traffic, Transport and Commerce Division, State Headquarters for Paris.

Philadelphia, U.S.A

- Joseph R. SYRNICK, Head, Board of Engineers,

Rome, Italy

- Maurizio TOMASSINI, Head, Innovation and Systems, S.T.A.

Vienna, Austria

- Fritz DANTZMAYR, Head Transport and Traffic Directorate,
- Erich HERMAN, Transport and Traffic Directorate
- Peter LENZ, Chief Co-ordination services, Transport and Traffic Directorate

European Union, European projects

- Wolfgang B HÖFS, E.U. Commission, Information Society General Directorate,
- Marcel ROMMERTS, E.U. Commission, Energy and Transport Directorate,
- Dieter WILD, Research Director, PTV, Co-ordinator Best Ufs project

Industry and private sector

- Daniel AUGELLO, Delegate for Transport policies, Renault and ERTICO Vice-President

- Mike HOLLINGWORTH, European Association of Automobile Manufacturers
- André RAULT, Secretary General, EUCAR
- Heinz SODEIKAT, Head, Communication and Standardisation, SIEMENS AG, ITS Division
- Ingmar ACKERMAN, Deputy Secretary General, EUCAR,
- Bertram MEIMBRESSE, Consultant, IVU Traffic Technologies

Coordination

- Jean-Louis GRAINDORGE, Director URBA 2000 and Impacts Europe Secretary Genera
- Ilan JURAN, Director Urban Infrastructure Institute at Polytechnic University, New York, and Impacts North America Secretary General
- Pierre MAYET, General Engineer and URBA 2000 President, Paris.

Thursday 12 July 2001

Introductory Comments

Maria KRAUZBERGER wished all the participants a pleasant stay in Berlin. She was delighted to host such an important delegation with so many Cities. She underlined the quality of the historical center of Berlin which is composed of a number of remarkable buildings designed by architects from the whole world and encouraged all attendees to take time for visiting Berlin.

She explained that the building in which the conference is taking place belongs to GSW, a company for social housing that is owned by Berlin City. A Franco-English architect team designed this building. It uses the most recent ecological solutions for which it recently received a prize.

The Conference was introduced by IMPACTS Presidents, Laurence DOUVIN - IMPACTS Europe - and Andrea d' AMATO - NACTO and IMPACTS North America -.

Laurence DOUVIN, first thanked Peter STRIEDER, Senator in charge of the urban development and Maria KRAUTZBERGER, Secretary of State, who ensured the organization of the Conference in spite of a politically difficult period and expressed her pleasure to be in Berlin. She emphasized the major financial challenge that Berlin needs presently to face, indicating that such a critical time also presents a unique opportunity for the City to implement innovative strategies offered by the deployment of new technologies at a scale that could not be compared with any other city.

Laurence DOUVIN thanked all the Cities and an especially North American delegate pointing out that the commitment and of an important number of North American City representatives is most valuable for the success of the conference. She also thanked on behalf of all participants the IMPACTS Secretary-Generals, Jean-Louis GRAINDORGE and Ilan JURAN for their effort and significant contribution to coordinating the preparation of the Conference.

Turning to the Conference Agenda, Laurence DOUVIN presented the Conference main topic: *"Freight Management Strategies in Large Cities"*. She indicated that this topic has been agreed upon by all the participating Cities in Chicago, INPACTS2000 Conference, as it represents one of the major challenging problems that any city should address and raises the needs for innovative solutions with effective strategies for public - private partnerships.

Andrea d' AMATO expressed the great interest and pleasure of the American Cities who were able to take part, once more, in this IMPACTS Intercontinental Conference and their expectation to benefit from the different presentations. She suggested that IMPACTS could help creating an effective platform for the assessment of current practice on this critical topic and a necessary forum for promoting inter-city exchange of knowledge and know how to support the evaluation and deployment of innovative solutions for upgrading freight management strategies in major metropolitan Cities.

After an introduction of the delegates, the first plenary session of the Conference was opened.

I – Recent trends in Good Traffic and Freight Management Strategies in Large Cities

This session was co-chaired by Miguel d'ESCOTO, Commissioner of Transport, City of Chicago and Pere NAVARRO, Head Mobility and transportation policies of Barcelona.
It was divided into three periods: a general overview of the problem in Europe and North America and a presentation of the questions and solutions in various cities.

Miguel d'ESCOTO observed that, in their strategic considerations for land use planning, all cities must take into account the growth in transport flows, and especially freight transport. These flows, which are essential for local economy, should not however create traffic congestion. As transport operators are private companies there is a critical need for developing an effective dialogue between these operators and the Cities' transportation officials who have to implement global strategies in space management.

Pere NAVARRO stressed the complexity of the topic: City officials who are responsible for the urban mobility have the institutional means to control, with more or less success, the traffic of individual cars, thanks to the alternative modes of public transport. But there is no alternative for good delivery systems and commercial traffic. There is no providential solution. Cities must therefore develop traffic management strategies with a series of solutions, which need to be flexible, complementary, and adaptable to new situations, and implement relevant enforcement means for their effective deployment.

1° Recent tendencies

1-1: In North America

Andrea d'AMATO explained that the Federal Government is currently redefining its policies and briefly discussed three types of analysis: tendencies which modify the demand for transport, strategies of globalization of the markets, the installation of new logistic systems based on military technologies.

She referred to a Report concerning Mobility in year 2000, which emphasizes the difficulty of making coherent national, regional and local decisions. Then she insisted on the need for creating a framework for public policy analysis with regard to freight management: it would be necessary to set up data bases for better evaluating various flows and their modal components and making estimations for 2020.

These databases would make it possible to better approach the needs for investments, to develop frameworks for new policies as well as new regulations. She added that the development of intermodal policies also constitutes a strong axis for the next years. That will require carrying out relevant case studies in regions where the need is most significant, like Chicago and Los Angeles,

Merryl TREVIS emphasized that freight management first implies effectively organized intermodal co-ordination of the transport systems. It is necessary to be able to manage in parallel the economic growth of major cities and the growing volumes of transport they create. The various means of transport must be taken into account: railroad, river transport, transport by trucks… detailed evaluations are required.

He explained that for almost one century Chicago has laid out an important railway system, which had to be adapted as freight management and transport needs evolved. Railway stations face nowadays the obligation to manage hundreds of thousands of tons of freight. These flows must be controlled. The position of the main actors makes this control difficult: private companies refuse to invest and wait for the federal government and the municipalities to address the increasing demand. Private companies refer to the highly competitive context in justifying the difficulty they face in addressing the needs for improving co-operation and increasing investments.

To day the municipality of Chicago has to follow proposals made by the federal government and apply strong pressures on the private operators to arrive to a closer co-operation with all the actors involved. This is a major challenge.

1-2: In Europe

Dieter WILD, Research Director of PTV, a German Company specialized in telematics tools for transport, is the coordinator of the European project BESTUFS (Best Urban Freights) which was initiated at the beginning of 2000. He presented a report on the information collected within the framework of this project.

Workshops were organized to cover various subjects:

- Identifying best practices and barriers for improvement. A City inquiry was carried out. Cities were invited to prioritize the main problems related to the transport of goods. City mobility, accessibility and congestion; consequences with regard to pollution, noise harmful effect, safety - and especially pedestrian safety -; waste of travel time and energy, degradations caused in the city - in particular in the historical cities – were cited as major difficulties to be addressed.

- Provisions of means for adequate deployment of regulations. Introduction of multi-modal transport systems is mentioned as essential element of effective freight management policies. As in U.S.A., the harmonization of the local, regional, national and European legislations is urgent, introducing road telematics and improving sign systems as well. The use of new types of vehicles, more adapted to deliveries, is also expected to be part of the solution. Addressing the problem of deliveries must be part of City planning and is expected to lead to new infrastructure solutions for improving loading and unloading.

- The need for statistical data and models to treat various flows is also pointed out. In the European Union countries, data available relative to most of the large cities are quite limited. Data acquisitions are indeed expensive, requiring personnel that are not frequently available and therefore they are rarely made.

- Public policies assessment is also lacking. The large cities would have therefore a significant interest in working together to define indicators and evaluation criteria, which would be useful for benchmarking.

In conclusion, **Dieter WILD**, quoted a number of interesting examples of recommendations, for instance, restraining accessibility to trucks at certain hours, except when they are electric vehicles, setting up specific itineraries, using electronic device for automated truck management...

Questions currently discussed relate to night delivery, urban road pricing and the standardization of containers.

Among the recommendations resulting from discussions within the BESTUFS network the following are of specific interest for this agenda: access control regulations are always preferred and more effective than prohibition and enforcement, there is a critical need for encouraging public - private partnerships and establishing standards to favor industrial developments.

2° Focus on Berlin

Maria KRAUTZBERGER presented the recent trends **in** freight transport and related management strategies in the Berlin region.

In the past ten years, Berlin has significantly changed. Turning from a divided city in a divided world into the capital of a unified Germany lead to economic, social and - last but not at least - traffic problems and challenges. Nowadays, the city of Berlin covers an area of 890 square kilometers and has approx. 3.5 million inhabitants. Including its surroundings, the number of inhabitants in the agglomeration of Berlin adds up to 4.3 million. Since reunification, industrial production in the area has been reduced significantly. The recent economic structure of the region is clearly dominated by administration and services. Although, the production sector is constantly shrinking, the region has

still a great research potential. Especially in the transport sector a number of innovative solutions have been developed.

Political and economical Development

Currently, one of the most important challenges Berlin has to face is the development of sub-urbanization. This sub-urbanization process started - compared to other European cities - late, but was - and still is - much more dynamic. Also the logistic market is affected by this development: a lot of logistic companies moved their facilities to the suburbs. This leads to growing supply transport flows from the suburbs to the city. But in Berlin, these supply flows are not concentrated at one city center - Berlin is polycentric and multifunctional. This means, that the bundling of transport flows is hard to achieve. The consequence is a high amount of trucks in many parts of the city.

But not only in the suburbs, also in the city center new administration, office and trade areas were developed. These urban development and construction works are taking place all over Berlin generating a large volume of additional freight

Infrastructures

The total road network in Berlin adds up to 5.200 km. The permanent maintenance and extension works are very cost intensive. The railway operates 450 km tracks in Berlin. Most sections were built at the beginning of the last century and the system needs strong improvements in order to meet recent transport demands, especially in terms of capacity and speed. Berlin has also a high inland navigation capacity. In total, Berlin has 150 km of rivers and canals of which most are currently under construction. Regarding transshipment facilities, in Berlin nowadays 3 main harbors and 6 rail freight terminals exist. Some of these terminals can deal with containers and swap bodies. In the outskirts, 3 large freight villages are located.

In 1999 the investment and maintenance costs for the urban road network added up to approx. 240 mill. Euro. Additional infrastructure investments in intermodal transport infrastructure are carried out. One of the projects is the extension of the existing waterway connecting Berlin with the West-European waterway net. The investment costs are excepted to reach approx. 2.3 billion Euro. Also the operator of the main rail infrastructure, the German Rail Company, invests more than 20 billion DM in the project "Rail node Berlin".

Some data relative to transport

Despite of these large investments, the freight transport operation in terms of modal split in Berlin is not sufficient to effectively meet the demand. In 1998 the total transport volume in the Berlin area added up to 84 mill. Tons, of which more than 70 mill tons were transported by truck and only 8 millions by rail.

One of the competitive advantages of truck transport in Berlin, is the unpaired structure of the goods flows. Berlin imports three times more than it exports. Another reason for the high share of road transport is the reorganization of the production process including outsourcing processes and new supply chains. These processes lead to a reduction of storage capacities and so called "rolling storage" on the roads. This is a very good example for the low costs of road transport: It is cheaper to have stocks running on the road than having them stored in warehouses.

Most of the freight transport is road oriented, because of the low costs of road transport and the comparatively good condition of the roads. Generally rail transport is not competitive because unlike

road haulage, companies need to pay the cost of infrastructures. However, in the Berlin region, rail transport still remains competitive.

A successful example for efficient intermodal transport is the restructuring of transport chains of one of the largest department store groups in Germany: “Karstadt”. By reducing their number of warehouses from 80 to 10 the bundling of transport flows was made possible. All goods coming from the central warehouse to Berlin are transported by rail to the inner city intermodal terminal Treptow.

Berlin strategies for the future

Berlin developed a number of strategies and several of them have been implemented. The first objective is the reduction and avoidance of commercial traffic through e.g. city logistic schemes. Another objective is to shift remaining road transport to alternative transport modes like rail and barge. The third objective is the reduction of negative impacts of freight transport, for example by the use of emission-reduced trucks or the separation of individual and commercial traffic to raise the road capacity.

One strategy is to invest in the development of an intermodal infrastructure**.** A system of transshipment points already exists as well as a comparatively dense railway and waterway net including links to harbors and industrial areas.

The large amount of construction areas in the city has to be underlined. Berlin has developed new logistic concepts for large construction sites to deal with this traffic. Especially at the Potsdamer Platz an integrated freight transport scheme was implemented. The heart of the concept was the establishment of the city terminal north where all goods for the construction site Potsdamer Platz were transshipped. All materials for the construction site had to be delivered by road/rail/barge to the city terminal, where they were transshipped to barges or rail which went directly to the construction site This organization has led to a significant reduction of truck traffic in the central area where the infrastructure would not have been capable to deal with the additional truck traffic.

Berlin municipality thinks that companies with the possibility to transport a high share of their products via rail should settle down on properties near rail tracks. A program to support this aim is under development. By spatial planning the Senate of Berlin has also the right to preserve certain areas for transport purposes, which includes the preservation of existing railway tracks.

In order to improve the conditions for commercial traffic, specific parking regulations have been introduced. In total, 12 square kilometer with 44,000 parking slots have been established. The parking slots in these districts are only allowed to be used by residents and by commercial vehicles. Logically, the business people in these areas like this solution and would like to extend it.

To day, one of the most important projects in Berlin is the establishment of the Berlin Traffic management center. It will capture near real time traffic-data such as traffic loads and mode of travel from the whole main street network. Based on this data, the traffic situation on the complete network can be modeled. On one hand, this information can be used to influence transport demand by recommending routes, transport modes and so on to the road user and thereby improve transport flows. On the other hand, such information can be used to efficiently implement transport strategies and policies, such as temporary driving bans for trucks, speed limits and others.

Lessons learned in the last years and open questions

The transport market is highly cost sensitive. Currently, certain modes are increasing while others are decreasing. A change in modal split can only be achieved when intermodal transport becomes more competitive. This is a challenge for policy makers who have to set the political framework in which intermodal transport becomes viable

At first, the information basis has to be improved. A precondition for implementing successful strategies is a good knowledge of transport patterns in the area. This means we should know more about the sources and destinations of good transport, the chosen routes etc.. Regarding the infrastructure policy: The provision of sufficient intermodal transport facilities as well as guaranteeing good access by rail to the city is needed to meet the demands of the actors

Open questions remain, such as: How can we reach our aims under the prerequisite of a city budget, which becomes smaller and smaller? How can we get better information about the regional transport market? Which tools and policy options have the decision-makers in other cities? And last but not least: is the supply oriented infrastructure development policy facing its limits and what is the alternative? What are your experiences in general?

3° Impacts Member Cities experiences

3-1 : BOSTON

Andrea d'AMATO pointed out that Boston is the most significant city of New England. Its population is of 590 000 inhabitants. It is still growing. The city includes 27% of migrants and still knows a period of economic growth. The City of Boston is 23rd with regard to the growth of the GDP.

She explained that, regarding transport, Boston must face a particular situation: 600 000 vehicles each day are entering the City, which means a ratio of 1/1 compared to the inhabitants. The municipality increased the number of parking slots without however being able to answer all the needs: the number of vehicles increased by 15 % whereas the increase of parking facilities was limited to 7%. Despite the quality of the public transport, many people still use their car for commuting.

Regarding freight management a combination of complementary solutions was settled: special lanes, unloading and loading areas, strict regulation of the parking downtown…

City services first re-organized street parking while emphasizing commercial vehicles and considering the importance of the growing needs. They used different sign strategies to differentiate the sites. To manage this policy in an effective way, the enforcement process was reinforced.

A program for improving the roadway system was set up. It benefits from the experience of other Cities with which discussions were undertaken.

Having noted that parking capacities were still available during the morning and the end of the afternoon, contacts were taken with transport companies, with art galleries, tradespeople, the craftsmen, and restaurants… to define the time ranges of loading and unloading. The residential parking was prohibited from 8:00 to 11:00 so that the trucks can use this time slot. After 11:00 private individuals are again allowed to park for a time measured by parking meters. Parking meters were first stopped at 6:00 p.m. and are now working up to 8:00 p.m. This device allowed improving up to 200 % the loading and unloading capacities and was overall well accepted by the citizens. .

Peter PENNICA (New York) asked if the City of Boston has limited the loading and unloading time and if drivers are requested to comply with the time limitation.

Andrea d.AMATO answered that there is a strict control. City services indeed supervise the phases of loading and unloading which should not in theory exceed 30 to 40 minutes. However, in certain residential zones, the craftsmen can be authorized to park during two hours.

She added that Boston has, moreover, tried to multiply the number of vehicles of smaller dimension, but it appears difficult to park all of them due to their increasing number,

Peter PENNICA (New York) asked how is treated the case of the deliveries which cannot be done between 8h and 11h.

Andrea d.AMATO answered that, to be effective, the regulation must be enforced with the derogation being as limited as possible. Therefore activities which could have a derogatory statute need to be identified and derogation very strictly limited to these activities.

3-2: ROME

Maurizio TOMASSINI explained that the objective of the municipality is protecting the city while guaranteeing its economic development. To face the problem arising from the existing infrastructures and the new requirements, Rome wishes to maintain mobility within the City but that supposes that limitations are introduced.

The decision to limit the accesses was made in 1989. A policy was defined but it only started in 1994. Since 1998 accesses are controlled and a tax is perceived from the vehicles which do not have a special authorization. Only vehicles of delivery that do not exceed 3,5 tons can reach the historical center at certain hours.

Access control

The access control system is working as follows: an electronic device, equipped with a chip that records the authorization is installed aboard vehicle. It allows identifying the vehicles, which wish to enter the center town. In addition, photographs are taken cameras in order to check coincidence between the figures recorded during the procedure of passage and the figures appearing in the authorization database. This system allows reaching a high rate of efficiency that, in any case, would be higher than a classical police control. There are possibilities of fraud, in particular entering using skirting routes. Although 40 % of transport flows still escape the control exerted by the system, the municipality considers the results are good enough and is expecting to decrease this rate in the future.

Good Deliveries

With regard to good deliveries, 90 000 tons are entering downtown per day. The center town whose surface is very low considering the whole territory is confronted with 33 % of all good deliveries. The way of carrying out the deliveries is particularly negative: 50 % of all deliveries are carried out by an illegal solution of parking. This situation involves congestion in zones where even the parking of the cars is prohibited.

The municipality of Rome worked out a plan of transport and logistics, based on data acquisitions. This plan foresees the economic growth will probably involve a big rise of the carriages of goods in the Center City. This question which is important nowadays must thus become more and more complex in the near future.

To prevent the difficulties, City services negotiated with the actors concerned with the central zone, the possibility of introducing a control system of the processes of delivery. A system of toll could be tested. Many authorizations would be necessary to escape from it. The technique selected is that which is used on the motorways. The town of Rome also studies the possibility of deliveries during the night, which could be encouraged by financial incentives.

The organization

Maurizio TOMASSINI stressed the need, for the city of Rome, to create a database that would identify all commercial vehicles, which enter the city. This database would make it possible to know the frequency of the access, the duration of the trip, etc…This is the objective of the MIRACLE European research project in which Rome and Barcelona are taking part.

Introduction of tolls is studied within the framework of another European project, PROGRESS, which consists in studying the feasibility of a toll system based on the length of the trip.

Citizen acceptance

A survey by a panel of 600 inhabitants was carried out. The following questions were asked to them: according to you, does the system function well or badly? Which would be your d. proposals for improving the system? What are the consequences of the system for you? This survey showed that most of the Rome citizens are satisfied and, as it was unexpected, that tradespersons react positively.

Daniel AUGELLO asked which was the influence of this policy on the commercial activities of the City and if Rome carried out an analysis trade before and after the central zone access restrictions.

Maurizio TOMASSINI answered that Rome did not order any survey before introducing the system. Surveys were carried out afterwards. He stated that these political measures, in fact, did not generate a significant change. The center town of Rome is permanently changing. Price of the rents tends to increase. Keeping artisans activities is in any event difficult.

Several participants felt surprise of the percentage of clandestine access: 40 %. They asked which types of fines incur the drivers and how the city in the long term plans cause a drop in the number of clandestine

Maurizio TOMASSINI explained that the network of the old streets of Rome facilitates fraud. The fine to be paid in the event of fraud is relatively cheap - 60 Euros -. He considered that the greatest difficulty results from lack of efficiency of the municipal personnel to make observe the regulation. He pointed out however that the fraud is in constant fall and should gain in performance with time.

3-3: CHICAGO

Miguel d'ESCOTO axed his presentation on the question of railroad management that is a subject of major concern for the municipality. He provided the information that follows:

Chicago is significantly expanding. The City population counts three millions inhabitants and the urban area counts 6 million of them. Chicago is the junction point for all the United States: 22 % of the freight transported forward by Chicago. On the 1200 trains, which circulate each day, 800 leave or arrive to Chicago.

Railroad management in the United States is characterized by a plurality of companies exploiting networks, which are not always correctly inter-connected. Transported volumes are of constant increase, in particular with transport towards Mexico and Canada. Convoys arrive to Chicago that is a node where they must change way. Transport of persons must cohabit with freight. This complex infrastructure which crosses the city creates particularly acute problems with the municipality.

Chicago is proud of this position of national junction and derives economic advantages from it. But the City must assume the financial consequences and face various problems that are resulting for the inhabitants. These difficulties are increased because of the position of the companies, which do not

accept to act as Citizen enterprises. In spite of merging of companies lines are not yet harmonized and the number of trains is growing, causing harmful effects for the inhabitants and negative impacts for the city.

The municipality of Chicago invested considerable amount of money to improving the infrastructure, and to better managing these problems, but because of the lack of co-operation with the companies, activities cannot be correctly coordinated yet. Expenses for maintaining and the repair of the degradations caused by the rail traffic are enormous.

In its reflection of long-term planning, the City of Chicago integrates the recovery of railroads and buildings forsaken or misused by the railway companies, and the diversion of certain ways to rationalize certain courses. That could not be done, of course, only if companies would agree and this is not yet done.

The lack of means whose city suffers to be able to solve the problems involved in the carriage of goods by rail is due to the American legal context. The federal law precedes the local legislation. Railroads are subjected to the federal law what prevents City to impulse specific measures.

3.4: BARCELONA

Julio GARCIA RAMON pointed out that Barcelona counts 1,5 inhabitants on a surface of 100 hectares. It is thus a very dense city, one of densest of Europe. Service providing is growing a lot in Barcelona

Analyzing the problem of the deliveries, he provided the following statistical data:

- 41 000 small delivery vehicles are circulating in the city. They represent 7 % of the total of the vehicles. This percentage tend to grow since the number total of vehicle himself stabilize while the number of heavy lorry and of vehicle of delivery is increasing
- 16 % of trips in Barcelona are justified by economic reasons
- 6200 zone of transshipment have been installed
- Freight delivery takes place between 7:00 am and 3:00 p.m. and mainly between 9:00 am and 1:00pm.
- 96 % of deliveries are done in less than 30 minutes and the duration of 90% of them is less than 15 minutes.

- In Barcelona, 34 % of the licit parking slots are used for commercial deliveries, 20 % for tourism and 46 % for private parking.

The main concern of the municipality is to be able to impose a discipline that would be understood and then accepted by the population. For that aim, the municipality planned specific strategies:

- A monitoring system with labels stuck on the delivery vehicle authorizing access to parking places that are reserved with discs that are controlled by agents placed under the police authority. Sensors calculate the duration of parking of the car or the truck. A red signal announces the over duration of parking authorized so that the police can intervene. This system is supplemented by cameras
- Special lanes for multiple uses. Between 7:00am and 5:00pm the lane is used for deliveries, between 5:00pm and 10:00pm, it is used for general traffic, and during the night, residents can park their car there
- micro platforms are reserved for the largest trucks apart from the peak hours
- places are reserved in the underground car parks for people going in the shopping centers
- Access control zones to limit the number of cars have been created. Only people holding a special smart card are able to enter them.

Barcelona has a big problem with retail stores where it is necessary to deliver fresh goods daily. Along the streets places are reserved for a certain period. Stops are authorized for one period maximum 10 minutes.

Within the framework of the MIRACLE European project that is common with Rome Barcelona shall create an Internet site which will provide general information on traffic and on the unloading and loading areas.

3.5: LOS ANGELES

Amir SEDADI reminded that Los Angeles counts 3,7 millions inhabitants on a territory of 745 km2. As Chicago, LA is a junction point of significant transit. Approximately the quarter of the commercial traffic of the United States forwards by Los Angeles and Long Beach harbors. . San Pedro Bay is the third world complex of containers after Hong Kong and Singapore.

This explains why the most significant project of the municipality is to create an expressway to establish the junction between the eastern part and the western part of the City and the connection with the whole country. This project is called ALAMEDA CORRIDOR:

It is estimated that the quantity of freight entering Los Angeles and Long Beach harbors will double in 2020. The project, which has been studied for 2O years, was committed concretely in 1997. It aims at improving the rail traffic and the access by road to Long Beach and Los Angeles harbors by arranging a 20 miles length corridor to replace 90 miles of railways and 200 crossings. It will make it possible to divert most of the traffic to release the roads and to avoid the passage of the trains in the city. Most of travels will be made by underground ways.

Cities of Los Angeles and Length Beach as well as the County of Los Angeles and the Metropolitan Transport Authority are acting as partners for the realization of the project.

Then, videotape was shown to attendees.

And the presenter explained that such project first meets co-ordination difficulties due to the number of the actors that are involved in it. The complexity of the project also lies in the need for articulating the corridor with the existing infrastructures that ALAMEDA CORRIDOR is aiming to relieve and to improve. He underlined finally how much it is necessary, because of the constraints that it creates, to communicate permanently with the inhabitants and all economic actors of the city, and by focusing on the positive prospects of the project for local economic development.

3-6 : PARIS

Ghislaine GEFFROY axed her presentation on the problem of the cohabitation between public transport and freight deliveries. First, she reminded some statistical data:

Paris area must manage 315 million tons of delivery of which the quarter is in transit. This corresponds to 700 000 operations of delivery, 300 000 of which take place in Paris each day. The prospects are a doubling in the 20 next years. Road transport is dominating as it represents three quarters of the whole transport. River transport counts only 6%.

Regulation and organization of freight delivery in Paris

In Paris, deliveries are mainly operated on streets where about 9000 special parking slots have been created. A few years ago Paris officials felt that a conflict between deliveries on the public highway and public transport could happen because at this moment delivery was allowed in bus lanes.

Practically, at certain times of the day, buses could not use bus lanes as they were fully occupied by the vehicles loading or unloading freights.

In order to solve this problem, a reflection was carried out aiming to try to organize delivery in a way that does not disturb public transport. At the hours when public transport must function the most effectively - in particular from 7:30am to 9:30am and from 4:30pm to 7:30pm deliveries were prohibited either in all the streets or in the bus lanes. This was the first stage. But this regulation was difficult to set up and very badly respected.

Current projects

Then came the idea of protecting bus lanes from general traffic. Several cases arose:

Streets without delivery: they are ways without trade and thus without sites of delivery. A 11 to 12 cm height and 30 cm width separator protects the bus lane. In certain cases, bicycles are authorized to ride. It is then widened so that the bicycle and the bus can cohabit in full safety.

In the streets where exists a need for deliveries, it is necessary to support public transport without disturbing the deliveries. The first case is that of the streets with broad pavements where a space for delivery can be arranged on the pavement. .

In the streets where the pavement is narrow, there are the choices between protecting the bus lane and then disturbing deliveries or to maintain the deliveries and not to support public transport. Till recently, the municipality of Paris had chosen the second solution.

To day, the new municipality defined a new policy aiming at decreasing the motor vehicle traffic and to restrict the place of the car in Paris. This policy implies an absolute priority to public transport.

To protect the bus lane where delivery is now prohibited, another place should be found where to accept deliveries. They would be organized in a space about 70 cm broad along the bus lane. Deliveries would be allowed between 9:30am and 4:30pm and forbidden during peak hours. Paris new municipality is expecting to arrange 40 kilometers with such protected bus lanes during the next months.

Several questions were asked Ghislaine GEFFROY concerning security problems that the new organization could reveal. .

Ghislaine GEFFROY explained that for delivering their packages, professionals would indeed have to walk and cross the street on a pedestrian passage. She stated that, as the experience began at the beginning of summer 2001, conclusions about the consequence of the experience on safety couldn't yet be carried out.

However one can refer to a similar but limited experiment made several years ago when cycle tracks were arranged, in 1995-96. Then were created along the bus lanes, near the right pavement cycle tracks and zones for delivery. This organization did not generate new safety problems.

Several American participants asked how it is possible to distinguish the commercial vehicles according to their size.

Ghislaine GEFFROY answered that delivery authorizations in Paris are given according to the surface of the vehicles: the larger the vehicles are, the more they are constrained. The vehicles of more than 24 square meters are only allowed to make deliveries between 7:30pm and 7:30am. The surface of the vehicle is registered on a plate fixed on the vehicle and visible by the police enforcers.

Daniel AUGELLO asked if the profit for public transport of the new political measures has been estimated.

Ghislaine GEFFROY answered that the experience of protected bus lanes which have existed for several years made it possible to reveal an increase of the commercial speed of buses of about 18 % and an increase in 15 % of the frequentation of the lines.

Peter PENNICA asked whether taxis are allowed to use the protected bus lanes.

Ghislaine GEFFROY answered him positively. She mentioned that, however, the regulation prohibits to them to take and to deposit passengers, specifying that this regulation is very badly applied, especially with regard to the descent of the passengers.

Several American participants asked which standards are applicable to the parking of the vehicles of delivery on pavement.

Ghislaine GEFFROY explained that firemen must be able to reach less than 8 meters from the frontage of buildings and that access of the bordering buildings as well as commercial activities shall be preserved. In addition, access of handicapped persons must also be facilitated.

Miguel d'ESCOTO noticed that, to be really effective, this type of policy must be understood and accepted, which supposes that communication and education measures are taken.

3.7: NEW YORK CITY

Peter PENNICA explained that in New York 82% of the freight are delivered by trucks, the rail transporting only 3 % of freight and the other modes 15 %. This is due to the specific geographic situation of New York City: to reach the railway it is necessary to cross the Hudson River area, which creates a turning of 300 miles

Planning agencies have been working for a long time on that problem. Alternative would be to create tunnels to connect the center of New York with the Hudson River area it would be thus possible to significantly reduce the road transport.

At the beginning of the Fifties, the municipality of New York started to regulate the size of the trucks, then, starting from the middle of the Seventies, they set up a sign system that has been more and more improved. At the beginning of the Eighties, they created special routes for heavy lorries to take account of the needs for trade and industry while trying to reduce the after-effects of this transport for the inhabitants. The municipality created new definitions of the trucks according to length and multiplied controls for better enforcement of the regulations.

Recent studies led to the creation of two specific networks for trucks: a skirting route and special itineraries to enter main highways. These routes were developed by taking account of the starting point and of the arrival point while taking care of economical constraints they could generate. A third more limited network was set up around Central Park where the streets are narrower. In Manhattan access controlled zones were created.

From November 2000 specific zones for loading and unloading with a gradual toll system
were created in Manhattan. Delivery vehicles cannot be parked during more than three hours. For the first hour, they have to pay 1$, 2 $ for the second hour and 6 $. for the third one. It is an incentive system, which has yet provided benefit: 75 % of freight are now delivered within less than half an hour whereas the delivery in New York was traditionally very long. During the four first month, 300 commercial entities have bought parking cards for more than de 60 000 $.

The town of New York also set up a cartographic system, first in form paper, then computerized, to deliver reliable information with the commercial fleets with regard to the routes and traffic.

For such policies New York municipality takes care to associate all people concerned before taking measures.

Laurence DOUVIN asked why the City of New York maintained the possibility, for the commercial vehicles, to remain parked in delivery zones during three hours whereas the statistics show that, in fact, delivery should be much less long.

Peter PENNICA answered that it was considered as necessary to suitably manage the case of certain craftsmen whose services are longer.

2° Round Table Discussion

Co-Chairs : Pierre SCHMITZ, Brussels Capital Region
Joseph SYRNICK, Head, Town Engineers Committee, Philadelphia

Participants : Jörgen LINDER, Mayor of Gothenburg,
Marcel ROMMERTS, European Commission,
Michel DUCRET, Member of the Parliament, Geneva,
Mick HICKFORD, Deputy Director, Transport for London
Amir SEDADI, Adviser to the Mayor of Los Angeles
Seth BERMAN, New York Transport Department

With the request of the organizers, each participant in the round table had to comment on the presentations of cities.

Jörgen LINDBERG felt very interested by the presentations, which testify to the variety of the cities, their problems and solutions. It explained why Gothenburg, which is a smaller city, is worried by environmental problems and quality of life and has reflected for a long time on the status of cars in the town. The municipality created a zone known as of " protection of environment " where only cars presenting of ecological qualities can circulate. The current discussions relate to the introduction of congestion charging.

He added that Gothenburg is a big harbor for containers that generates significant traffic of trucks. With the accesses of the port were installed sensors, which measure pollution.

MicheL DUCRET noted that all cities have insisted on the need of a transferring a part of the carriage of goods made by trucks on the rail. He considered that, even if this transfer is essential, it will not make it possible, however, to solve the problem of the final courses of delivery. He observed that nowadays, due to the increasing competition, there is a growing lack of proportion between vehicles that are used and the volume of the parcels to be delivered. As the problem first consists in space management, it would be interesting to look at the results of current experiences consisting in creating a public service for good deliveries.

Finally he focused on the need for reinforcing controls so that regulations are correctly enforced.

Marcel ROMMERTS underlined the increasingly heavy consequences for towns of increasing volumes of freight transport. Considering that this results owing to the fact that the road transport is relatively cheap, he felt that economic tools that cities like London and Rome are setting up should help inflecting the tendency He also pointed out the importance of renewing co-ordination approaches, partnerships and use of new technologies.

He reminded that the European Commission has recently set up the "CIVITAS" initiative aiming to encourage innovations in urban transportation policies. CIVITAS gave rise to a certain number of projects, which will be carried out and evaluated in the next years. He invited Impacts Member Cities to be attentive with the later phase of this program, which will allow association of American and Japanese Cities.

Mick HICKFORD explains that London is very worried by rigorous enforcement of traffic and parking regulations. For this reason London decided, a long time ago, to install video cameras which made it possible to progress.

He pointed out that new practices appeared in London. Certain maintenance or service firms are now using cars only in the case of absolute and, as far as it is possible delivery people and repairers, use motor bikes or public transport.

He especially underlined the importance of London congestion charging project, which is a major challenge for the new Mayor of London, Ken LEVINGSTONE. This system of toll, which relates to the central zone of London, should be operational in 2003. It is foreseen that any vehicle entering the Center City should pay a 5£ tax. Originally, it had been imagined that commercial vehicles would pay more, but this had to be abandoned under the pressure.

The amount of investment to carry out the system, has been estimated at £ 230 millions. Resources provided by taxes would be reinvested for the modernization of public transport and rail transport.

Seth BERMAN pointed out the social injustice resulting from the current situation. Under privileged districts undergo the consequences of transport more than others. He recognized that restriction measures in New York are still limited and should be extended as well as innovative solutions been introduced.

Amir SEDADI underlined the quality of the presentations and felt that, unfortunately no universal key could be able to solve all problems. According to him, only series of measures adapted to specific contexts would be effective. Thus, for example, if the use of video cameras did not generate problems in London, the situation could be different in other Cities where privacy problems could be pointed. Elected officials must be vigilant because circumstances can change and regulations thus would have to be adapted. This is the reason why, as far as it is possible, calling upon innovative solutions would be positive.

Concerning duration of loading and unloading, Los Angeles also adopted restriction measures with time ranges. Amir SEDADI told that such regulations are always discussed with the population concerned before being enforced. Most generally Committees are made up to discuss the most significant subjects, to point on the advantages and the disadvantages of the measures.

Miguel d'ESCOTO also estimated that dialog is fundamental and explained that Chicago is nowadays making an increasing use of Internet to apply to the inhabitants, allow them to give their opinion, and then try to meet citizens' expectations.

Chairs then invited all attendees to react on the presentations and comments

Fredy WITTWER explained that Switzerland had prohibited the traffic of more than 28 tons heavy lorries whereas European Union authorizes the traffic of lorries up to 40 tons. Consequently, the North-South traffic of the most significant vehicles, crossing the Alps, had to be done either by France, or by Austria. European Union made a strong pressure on Switzerland to convince this country to opening its road network with the 40 tons trucks.

After a two years negotiation, European Union and Switzerland finally came to an agreement. Till 2006, Switzerland will gradually open its roads with the 40 tons trucks. But it requires that truck transport does not increase and, for that aim, decides to build two railways
Tunnels under the Alps at a cost of 30 billion $. These two tunnels will be finished in 2012. The counterpart is that all trucks circulating in Switzerland, including foreign trucks, would have to pay a tax whose amount is about 1 $ per kilometer.

At the border, trucks are equipped with a GPS device which makes it possible to measure the distance they are driving in Switzerland and the tax is paid when they are leaving the territory. Resources provided by the tax are shared as follows: two thirds are assigned to the financing of the tunnels and a third is redistributed to local authorities. In Geneva, one third of the product of the tax will be dedicated to decreasing of noise, protection compared another third to the modernization of public transport and the last part to improve delivery management downtown.

Several participants underlined the weak effects of restrictive policies of municipalities, which often are not effectively applied.

Michel DUCRET pointed out that sometimes the most interested persons do not respect the regulation. Thus, for instance, very often shop owners are using for their own need parking slots that are reserved for delivery

Such attitude is only possible because of the amount of their fines that these persons will pay less while stationing in infringement than if they had to rent an underground parking space. He considered that restrictive regulations could not be correctly respected as long as fines would not be really dissuasive.

Pierre SCHMITZ made the same report with regard to Brussels. He felt that municipal policies on that matter should be much more voluntary.

Miguel d'ESCOTO underlined that it is extremely difficult to make reconsider people their practices whereas during very a long time municipalities adopted a permissive attitude.

Andrea d'AMATO confirmed this point of view. She explained that, in Boston she has engaged campaigns to make comprehensible that parking is not an absolute right and is currently applying a draconian enforcement policy.

She also underlined that an effective enforcement policy requires additional personnel and that, obtaining this personal is not easy when these people are not placed under the authority of the municipality. She stressed the fact that, in United States taxes and fines are decided at higher level for all municipalities and that resources, organization, and the administration
which influence the operation of the city directly often escape it.

Michel DUCRET considered the possibilities of repressing have limits and suggests that self-regulation should be better. The project of Paris constitutes a way in this direction. The project of Barcelona setting up a kind of "citizen visual monitoring" can be another one. The third way is to call upon new technologies which can make it possible to diffuse direct information to the motorists, to help the more or less complex solutions of road pricing and even could allow remotely fines. He added that, of course, Policy-makers should be aware of privacy while engaging these measures.

Fredy WITTWER explained that nowadays, Geneva is removing delivery-parking slots in roadway system in order to widen the pavements and allow deliveries to be operated there. That makes it possible to limit the parking in the morning and to give all space to pedestrians during afternoons.

Pierre SCHMITZ noted that a number of presentations stressed the lack of statistics and the need for having data in a number and frequency sufficient. He considered that Impacts could help to propose common solutions to this problem.

Daniel AUGELLO mentioned the example of Bordeaux in France, which carried out a very complete survey and some other French studies, which showed it was possible to define a certain number of common indicators relative to freight management. It should be checked that from one country to another, from one City to another, same indicators could exist.

Dieter WILD considered that it would be useful to get common procedures and to have comparable statistics. He explained that before carrying out a survey, it should be necessary to consult shop owners and make counting of vehicles. Then, a finer analysis would be necessary to identify the origin of the freight and the location of their delivery. Such investigations have yet been made in Germany – Munich and Berlin – and in Sweden but they do not correspond to an harmonized model.

He concluded that, even if such studies cost a lot, Cities have to be aware they need them and should try to co-operate with national administrations and economic actors.

Friday July 13 2001

1° Report of the workshops

Chairs : Fredy Wittwer, Geneva
Amir Sedadi, Los Angeles

Workshop n° 1: Inner City truck management

Amir SEDADI stated first that the debate was very rich and allowed deepening different situations. Then he explained that improvements, which can be made, compared to the current situation are various:

Operational improvements can be made by a better coordination of the deliveries to reduce flows of carriages of goods; by a multiple use of the parking lots on roadway system; by an optimization of signs. Boston, Los Angeles and Chicago gave a report on their experiment. The setting in single direction of the ways is a discussed solution that should not be use in a systematic way because it can generate significant problems of security (New York and
London).

The use of new information and communication technologies is another way for getting progress. Gothenburg started a reflection on logistic models based on use of new technologies after, initially, having strongly encouraged the modernization of the automobile park, having noted that 65 % of the polluting emissions were created by 7 % of the vehicles.

Improvement supposes incitement according to Chicago viewpoint. Mobility shall be aware
in order to feel concerned. Having tried to persuade, it is necessary to resort to means of dissuasion to oblige most refractory people to apply the regulation. And at least there is a need to invent new sanctions such as the withdrawal of points of the driving license.

Political means must be set up: lack of efficiency of the police was underlined by many participants. In fact, this lack of efficiency often results from the idea that police officers are done of their mission. They feel invested with a global safety mission and regard infringements with parking and traffic as accessories. It is thus necessary to develop co-operations between the police and the municipality.

Chicago suggested, when a lack of personal exists, to extend the use of technical tools as videocameras.

Workshop attendees were strongly interested by the experience of Barcelona consisting in creating municipal companies for car parking management.

They also wished to be informed of how reflections concerning night delivery would evolve.

Workshop n° 2: Regional issues and Inter-modal Freight Transfers

Joseph SYRNYK explained that the workshop was an opportunity for approaching the question under its various aspects:

- *Political aspect*: which incentive means can local authorities use? Philadelphia presented its strategies for better management of transport flows coming from the harbor. Specific solutions are necessary, but they are complex to put in place because the port installations are serving several cities and several states.
  At general level, in the United States, as that was underlined by the representatives of Chicago during the plenary session, the competition between the railroad companies slows down the development of inter-modal transportation. The Federal Government should be approached so that the local solutions could be more easily carried out. Any policy as regards freight management within the Cities or towards the City might address the very whole chain.

- *Economical aspect*: Workshop attendees discussed a lot on the economic and social costs of transport. Universalisation has as a consequence that the products manufactured at lower cost everywhere in the world generate a mass of transport

- *Technological aspect*: Intelligent transport system can be an essential complement to transport policies and must be extended to the railroads. Solutions based on new technologies are also useful for the private sector: Provided with reliable information, the expeditor will be able better to organize his transport, to better manage his activity. On this level, public interest and private interest can meet.

- Interest of Cities to have coherent and constantly updated data was again underlined. Intermodal organization of transport supposes to know the bases on which rest decisions of companies, reason for which they privilege a means of transport rather than another one etc.. Most generally private companies would not spontaneously come to expose their problem to public authorities. These must initiate contacts in order to make private companies aware of the advantages of alternative solutions.

Fredy WITTWER retained that everyone is considering that freight delivery conflicts with the other modes of transport within cities. Everyone is aware of its harmful effects for the quality of the life, on reduction in the road capacity., on pollutant emissions, on noise etc…

He stressed that Municipalities are responsible for solving these conflicts which cost money. Nowadays they are wondering how to integrate external costs of transport in the general economy of transport.

He considered that to answer this question, it is at the same time necessary to be concerned with productivity of transport and productivity of the networks. Transport is all the more productive because the load of the trucks is optimized. Intelligent transport systems can contribute to an improvement on that matter if they are able to improve the quality of information. In addition they must take part in the productivity of the network by providing the best routes.

Amir SEDADI felt it is at the same time necessary to reflect on the long term and to act on the short term by using the existing solutions He invited all participants to react to the conclusions of both workshops.

Laurence DOUVIN remarked that the experience of Berlin relative to “logistic villages" did not provided expected results and wished to know why

Friedemann KUNST answered that, according to his understanding, this policy did not yet meet great success because companies did not accept the coordination that was needed.

Pierre MAYET explained that delivery, which is the last chain link, is determining the total performance of transport. As regards time, if congestion is avoided and as regards reliability, which is essential. However this final way is determined by space and time affectations. As the urban space is weakly extensible, solutions must concentrate over the capacity of the
Municipality to well assigning and space and time to the various uses which are competing.

In these competitor uses of space where citizens are living, the question of the quality of life, of sustainable environment are concerned. This arbitration does not address the market, it concerns democracy.
Therefore Cities can assert near the national political authorities and near the economical bodies their legitimacy to lead strategic planning and organization of transport.

Pierre SCHMITZ and Maurizio TOMASSINI made a comparison between the problem of deliveries and the question of organizing the growing flows of tourism buses in the largest towns. They indicated that several Impacts Member are in the process of realizing a European project whose objective is the use of Intelligent transport systems for improving information relative to tourism buses. They considered that Impacts should be interested to hear about the results of this project.

All participants agreed. Then, Fredy WITTWER and Amir SEDADI closed the session.

2° Final Session: Impacts vision and action plan

Chairs: Laurence DOUVIN, Andrea d'AMATO

2.1: Impacts Europe action: towards public-private partnerships

Daniel AUGELLO made his presentation as Vice President of ERTICO.

He reminded that he had suggested in February 2000 in Geneva that Impacts Cities work on the theme of “freight management”. He felt delighted that this proposal was accepted and that it works in great progress.

He also stressed that, in March 2001, in Gothenburg, an additional step was crossed because it was proposed to form a joint action of Cities and car manufacturers So that this action is effective and successful, it must be based on socially desirable objectives and economically realistic. This project must be a global and integrated solution with juridical, technical and economic elements

This project would have to respect a process: objectives would have to be quantified, indicators would have to be clearly defined. It would start from an analysis to lead to a solution and might be assessed to evaluate the cost-benefit after experimentation.

André RAULT explained that EUCAR that will act as IMPACTS's partner in the project gathers the car manufacturers present in Europe. He told that this association is very happy with the future project as they recently created a working group on mobility.

Deliveries are a strong element of mobility. Cities must define strategies and the car manufacturers must adapt their offer to these strategies. IMPACTS is a relevant place for this type of step because members are major cities, because it has a political vocation and because it remains a small organization.

André RAULT stressed that the project should have a "win-win" strategy " which supposes that the actors first learn from each other better to deploying their respective potentialities and defining " good practices ".

He mentioned that contacts would be taken with the European Commission that could help to define the program within the framework of an accompanying measure of the program " City of to Morrow ".

Laurence DOUVIN felt happy with this process which should allow IMPACTS to lead concrete concrete actions implying its members. Then, she gave the floor to word to Heinz SODEIKAT to present the project of Berlin Traffic Management Center that will illustrate the private public partnership through a co-operation between Land of Berlin and a consortium formed of Daimler Chrysler and Siemens.

Heinz SODEIKAT stated that the project of Berlin consists in creating Traffic Management Center that will provide information before the course and during the course and would be able to deliver individual information during navigation. .

The center will allow motorists to adapt their travel according to the traffic conditions, to vary the speed limits in order to preserve the fluidity of the traffic and will provide methods for traffic control. Another objective is to be a useful tool for the development of intermodal transport Concurrently to these public and free services; it is expected that the center will supply paying individualized services.

The presenter explained that the originality of the project also lies in its assembly. Land of Berlin should finance investments necessary to the realization of the center whose exploitation should be entrusted to the Daimler Chrysler Siemens consortium. The contract makes obligation with the consortium to provide a certain number of free services: collection of the data, exploitation of an road information Internet site - including calculation of routes, information on parking, information on public transport and multimodale information. The consortium will, on one hand, have to guarantee the availability of these services. On the other hand, it will be allowed to supply individualized paying services that will first interest companies before being extended to individuals.

This assembly is, with the eyes of the consortium, an acceptable compromise between the wishes of the public sector and the need for the companies a satisfactory return on investment.

2.2: IMPACTS manifest

Andrea d'AMATO underlined how much IMPACTS can be a useful means of communication to share knowledge, and to learn from each other. She explained that, for this reason, a "manifest" is submitted to member Cities of both continents with the view of re-affirming a common vision and providing a framework for closer co-operations. Pierre MAYET who is the author of the document is invited to present it.

Pierre MAYET reminded that in 1998 Impacts Cities adopted a first Declaration and he explained that the purpose of the new text is to update and to precise this shared vision.

This text can be called a Manifest because it is a standpoint of Impacts member cities in Europe and North America on the question of transport and mobility. It expressed the common vision they are willing to build to meet expectations of citizens. Through this manifest, Cities also applies to media to and to industrial firms and service suppliers. They must be aware that Cities, sharing a common vision, are in situation to cooperate and elaborate joint solutions.

This manifest also applies to the Federal or National Governments and to the European Union and invites them to join partnerships wished by Cities with their private partners.

This text is a common reference including a working method, a method for exchanging and a method of joint setting. One city, even the largest one, is not strong enough to create needed by industry.

Governments should pay attention to the coordinated expression of the large cities that Impacts is assembling and should consider it as a legitimate partner for their strategic choices relative to transport and mobility.

After this presentation, IMPACTS Europe and IMPACTS North America Cities held a separated meeting to prepare the continuation of the discussion

Andrea d'AMATO announced **that** American cities declared their interest for the manifest and said that they considered that the project presented by Pierre MAYET could be approved subject to some minor modifications

The manifest indeed states principles, which are shared by all, and it could be used as resource for both continents to share knowledge and methods and to reflect together on the best political strategies to adopt.

American Cities wished that the manifest stresses the question of safety and security in addition to the environmental problems and expresses in a stronger way this requirement. The text insists on the quality of life and public safety is in fact a part of quality of life.

Cities cannot escape the need for decreasing the effects of greenhouse. It is necessary to take account of transit in cities.

Cities also asked that the resources that they can share within IMPACTS be more clearly identified. It is very important indeed to know which are the credits and how it is possible to communicate.

The manifest uses the term of performance measures. It would be preferable to speak about suitable methods.

On a general level, **Andrea d'AMATO**, reported that American cities expressed the desire to continue to work on the theme of freight management and would wish to tackle the question of the standards.

Laurence DOUVIN told that European cities also agreed on the draft of the manifest but requested for two modifications:

- When the partnership of the cities with the private sector is evoked, one should mention the partnership with automotive but, more globally refer to all potential manufacturers of products and service suppliers.
- The manifest should clearly show well that, if sustainable mobility is an objective that Impacts member cities are willing to reach, it remains a long path to traverse to really reach it.

Andrea d'AMATO and **Laurence DOUVIN** thanked Pierre MAYET for his work. They asked him to work over again the project according to the comments of both continental delegations. They announced that they would sign the final text on behalf of all Impacts member Cities. They invited Cities to make known the manifest as largely as possible.

2.3: Axes of work, recommendations and conclusions

2.3.1: " Scanning tour "

Laurence DOUVIN explained that, to concretize their co-operation with their American homologies, IMPACTS Europe Member Cities suggested to organize a so-called "scanning tour", which means a visit focused on a specific theme.

They thought that this " tour " could be an opportunity to deepen discussions on "freight management» and to see what policies are decided and which benefit they can provide.

Andrea d'AMATO, on behalf of American delegates told that she supports strongly this project, considering that a visit, if correctly managed, is irreplaceable. American Cities moreover would be honored to host their European counterparts.

Having agreed without reserve, she suggested discussing in a more precise way the subjects, which could be tackled.

Several participants proposed to focus on electronic commerce and its consequences on good deliveries within cities. .

Miguel d'ESCOTO considered that indeed electronic commerce shall be a major concern for the years to come and that Cities will have to develop specific strategies taking it into account.

Heinz SODEIKAT suggested that the topic of the visit be widened. He stressed that working groups were set up recently and that the result of their work could be useful. He proposed that American cities would identify their achievements quickly.

Andrea d'AMATO announced that, if Boston were chosen for the visit of the European cities, she would organize a meeting with a group of MIT searchers who are currently working on the impacts of electronic commerce on traffic.

Fredy WITTWER suggested to adopt, for the preparation of the visits, a method based on quality assurance which supposes that 4 essential points are taken into consideration: planning, action, evaluation and correction.

Pierre MAYET remarked that electronic commerce is one aspect of the more general problem of the development of electronic mail and distribution of small packages.

Daniel AUGELLO considered that, indeed, it would be of interest to target on the deliveries in residence that are partly generated by electronic commerce, which in the recent years was significantly developed and that is expected to grow in the next future. According to him, the American experience, which is more advanced could interest European Cities where the trend is still emerging.

Maria KRAUTZBERGER felt that European cities should formulate their interest more concretely and she suggested that a quick survey be carried out in order to send a list of questions to American cities that could react.

Laurence DOUVIN agreed on this proposal.

Taking all comments into consideration, **Andrea d'AMATO** stated that the proposal for " a scanning tour " is unanimously approved and she felt happy. Although electronic commerce appears interesting, she suggested adopting an open approach which makes it possible to European cities perceiving the characteristics of towns they will be visiting.

She invited American cities to make known quickly what achievements they would like to show. And, finally, she suggested that visits are summarized in Washington DC with attendance of Cities and representatives of the United States administration.

2.3.2: Synthesis

Laurence DOUVIN was delighted by the recent Impacts progress in the recent months, which is attested by the marks of interest expressed by each City. She also said that she was impressed by the quality of presentations and debates Starting from that point, she wanted to give her own impression on the future of Impacts.

She told this is the City elected official's viewpoint that agrees with Pierre MAYET when he said that policy-makers are responsible for affecting time and space within Cities. Freight management is indeed a very wide topic and certainly the whole challenge has not yet been really measured. It requires short term as well as long term solutions. It supposes a strong implication of public authorities at national or federal level, which must fix the legal framework –concerning pollution or noise for example -, and a vigilant action of Local authorities through their urbanism and police competencies. . One of the essential tasks is to arrive to a better harmonization of the regulations.

Many are speakers who stressed the need, for cities, to get a better knowledge of the problem: data bases, indicators, methodologies.

In this field, the partnership is necessary. This is real in Europe as well in North America. However this partnership is not easy to set up. The best way is creating the means for dialog – working groups, for instance – at national and at local levels. On the means, additional remarks must be made:

- We must be aware of the contrast between the cost, for companies, of using the roadway system and the cost, for them to keep goods in warehouses. The discussion on sharing of transport is only beginning
- Innovative solutions are often most powerful. Innovation does not reside only in use of of technology, but in creative new political decisions. The idea to vary the price of the parking according to the duration is a good example.

Importance of traditions has also been stressed. City officials shall communicate with the citizens, try to make them aware of the problems, accept the decisions and finally cooperate.

In conclusion, **Laurence DOUVIN** suggested realizing a simple questionnaire to be sent to each Impacts member City enabling it to give report on its experience. This investigation will allow also a dialog between the various persons in charge.

Ilan JURAN felt very happy to note progress, which was made in Europe in order to consolidate co-operation between cities and industry and announced his interest for EUCAR-IMPACTS Europe project whose results he would be waiting for. According to him, the manifest also appears an interesting and solid base to him to continue in the right direction on two sides of Atlantic.

Jean-Louis GRAINDORGE shared this satisfaction and considered that, taking into account the quality of the conference, the richness of the ideas which were presented and of the proposals that

were made, this 6th IMPACTS. Intercontinental conference marked a significant progress in IMPACTS' life.

Both secretaries-general then drew up the list of the actions to be engaged:

- In the European plan, elaborating a questionnaire and to carry out a survey near Cities on freight management. The questionnaire will be drawn up with the assistance of Barcelona;
- Diffusing the proceedings of the Conference as far as possible
- Publishing a CD ROM into which will be introduced the exhaustive presentations of the Conference
- Updating IMPACTS Web site. Geneva will carry out this task. The new site should be operational in January 2002.
- Preparing the " scanning tour" which should take place in September 2002. European Cities are invited to make known their points of interest that will be communicated to the American cities to make them react.

2.3: Thanks

Maria KRAUTZBERGER was pleased with the level of the Conference. It made it possible to reveal the major questions and has shown that in United States as well in Europe a number of solutions are progressing but however a lot of problems still need to be solved. She considered that such situation fully justifies the existence and the interest of IMPACTS.

She expressed her regret that intermodal transport was not more debated. Cities have common objectives of sustainable development, of citizen's acceptance. That rests on improvement of transport organization and a rational use of new technologies. That also supposes to be able to effectively proportion the incentives and rigorous enforcement of the regulations. She concluded by thanking all participants.

Andrea d'AMATO and Laurence DOUVIN, on behalf of all attendees, addressed, very strong thanks to Berlin's organizers who succeeded to make this 6th Intercontinental Conference a great event. They testified to their gratitude testify to their gratitude towards Senator STRIEDER, Maria KRAUTZBERGER and their collaborators, Friedemann KUNST, Cornelia POCZKA, Harald KLUGE as well as the interpreters.

Laurence DOUVIN communicated the regrets of Mick HICKFORD who has not been able to take part in the final session. She announced that London accepted to host the next IMPACTS European Conference on March 6th and 7th 2002.