




**Plume**



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**Freight DElivery Rationalisation In Cities**

Partnership





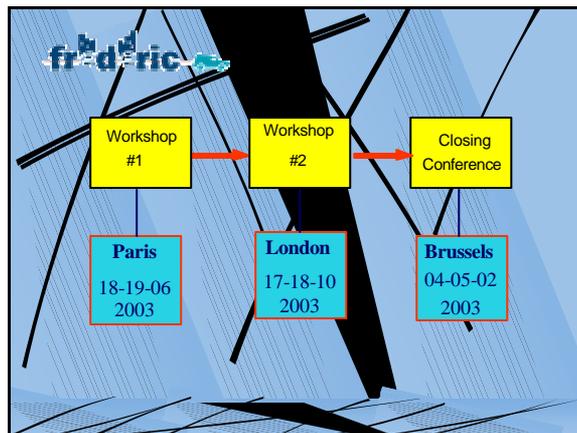




- *Impacts Europe, Coordinator*
- *Association of European Automobile Manufacturers*
- *European Shippers Council*
- *European Express Association*
- *Freight Forward Europe*
- *Urba 2000*



1. Build a joint vision on Freight Delivery between Cities, Transport and logistic suppliers, Automotive industry;
2. Design a coordinated approach of innovation and harmonisation of regulatory measures, innovations in organisation and logistics and innovation in transport means;
3. Draw up opportunities for future partnerships and common project(s)



**Objectives of the first workshop:**

- come towards a common understanding of the challenges that Cities, shippers and transport companies and vehicle manufacturers are facing
- start to build a joint vision on sustainable urban freight mobility

**Participants : 40**

- Cities ⇨ 9
- Transport chain ⇨ 7
- Vehicule Manufacturers ⇨ 11
- Other stakeholders ⇨ 4
- Experts ⇨ 9

**WORKSHOP 1**

**CONCLUSIONS WORKSHOP 1 (1)**

1. Cities do not have a sufficient access to the data necessary for developing a policy. Common methodologies for data collection and policy assessment were seen as a necessity
2. Simple measures, which mostly consist of easy but carefully planned adaptations of public space could provide quick benefits.
3. Intelligent transport systems (on-board information systems) are a particularly important tool to improve freight traffic.
4. Night delivery has an important potential but still noise reduction has to be improved and all sources of noise have to be taken into Consideration.

## CONCLUSIONS WORKSHOP 1 (3)

- From all sides, it was recognised that a certain level of harmonisation of regulations and policies among cities, regions and even countries is essential.
- Home deliveries whatever they are generated by classical retail or E-Commerce, which are growing very fast in big metropolitan areas, shall be part of the reflection.
- Service operations, which can be operated by small companies, shall not be ignored, even if their identification remains difficult and despite the difficulties to communicate with them. Best practice and successful methodologies shall be highlighted.

## FREDERIC, Workshop 2

### Objectives of the second workshop

- List of recommendations
- Opportunities for future partnerships

### Participants : 42

- Cities (10) : Barcelona, London, Paris, Stockholm, Stuttgart
- Vehicle Manufacturers (8) : Renault, Volkswagen, Daimler-Chrysler, IVECO, ACEA, EUCAR
- Transport chain (16) : shippers, express courier, retailers, ESC, EEA, FFE
- Experts (8) : Academies, Consultancy

### Best Practice

- Cities : London, Stuttgart
- Retailers/shippers : Safeway, EXEL
- Automotive industry : IVECO

### Parallel working groups

- Data collection and standardisation
- Management of Public space and ITS
- Night deliveries and noise reduction
- Harmonisation of regulations and policies
- Home deliveries
- Service operations

## OUTCOME OF THE WORKING GROUPS (1)

### Data collection and standardisation

City authorities should experiment a cooperation process with operators to test data exchange in specific areas (parcel distribution, food for retail sector...) and analyse how it could be possible to standardise this process

FREDERIC has opportunities to make a particular case because it represents a rich range of organisations and stakeholders which are in position to impulse changes.

### Management of Public space and ITS

Using the existing road space is often too regimental, saying that this space is for parking, this space is for loading, this space is for bikes... There is a need to review the existing arrangements for more flexible allocation of space.

There are best practices happening in Europe and outside Europe. They need to be monitored : What are the secret ingredients for a successful scheme? Are they universally applicable to other cities? Can we propose others?

Information gathering is essential because we need to know what comes in, what comes out and what's in it. The role of ITS in management and enforcement of information was also mentioned as being essential but we need to get some handle on for instance ITS systems

## OUTCOME OF THE WORKING GROUPS (2)

### Night deliveries

Most cities are not aware of night delivery as an option and others do not want to tackle this subject politically because of the residents' reactions. In contrast, operators ask for more freedom. They are very interested in using night for deliveries. And indeed, it is a win-win situation both for the operators and cities.

The major problems to be solved are related to the noise. A stronger involvement of the national bodies is needed. Together with the vehicle manufacturers and the technology providers, solutions must be found.

At the moment, there is a gap between residents who want to have the lowest noise level and vehicle manufacturers who can only provide a noise level to a certain extent. But it might be useful to bring together cities who are interested in night deliveries to discuss with the vehicle manufacturers and the relevant operators to find a compromise and make experience based on it.

The first standard will not cover all Europe because there are different expectations and different habits in the cities. It's better to work with interested cities to see which level of standard is manageable for the moment with the current technologies.

## OUTCOME OF THE WORKING GROUPS (3)

### Harmonisation of regulations and policies

- Step by step process, with a long term approach
- Train awareness
- Monitor best practice

### Home deliveries

There is a need for Cities to better understand new shopping behaviour and to be aware of changes. Good practice should be identified, and standardisation should be targeted. It was proposed to draw up guidance for planning, getting the most of what has already been done.

### Service operations

Services within cities are very fragmented. Innovation concerning the organisations as well as facilities management must be favoured to reduce the number of service trips. Possibility for other modes as well as shared Services must be encouraged.

## PLUME Thematic Network

### Objective

*to facilitate the transfer of innovation in the field of planning and urban mobility from the research community to end users in the cities of Europe in order to improve urban quality of life*

## PLUME NETWORK

Partners	Advisory Group	Projects Group	Exploitation Group	End-User Group
TTR ITS ISIS POLIS	<b>Funded</b> Stockholm Cologne Pierre Laconte Peter Nijkamp	<b>A-List</b> UCL; University of Lund; Certu; TUH; IRPUD; ENEA; LT; TUW-IVV; STRATEC; Master Plan B.V.	TUW-IVV UP Madrid Environment Ministry, Greece TNO; TIS Swedish Association of Local Authorities ILS; TCD TRL; TOI	<b>IMPACTS;</b> INSULA; Aalborg; Merseyside; Athens; Naples; Stockholm; Brussels; Sucava; Clermont-Ferrand; Cologne; Dresden; Amsterdam; Gdansk; Genoa; Geneva; Southwark, London; Rome; Lisbon; Vienna
	<b>Unfunded</b> JRC (UITP/ECMT)	<b>B-List</b> UoW; Nagoya University, Japan; University of South Australia; ICLEI; VTT; TIS; TCD; ESS; UPM		

## PLUME activities

- Review needs of end-users
- Synthesise results of relevant national and international projects and produce an annual state-of-the-art review
- Peer review by independent experts
- Benchmarking performance of cities and LUTR policies
- Facilitate discussions between researchers and end users at a series of workshops
- Disseminate and exploit best practice via a group of national facilitators

## PLUME timetable

Contract : November 2002 – April 2005

- 1<sup>st</sup> Workshop, 3-4 April 2003
- 2<sup>nd</sup> Workshop, 29-30 March 2004

## QUESTIONS ?

