

Urban Freight in Berlin: Challenges and Advantages of Growth

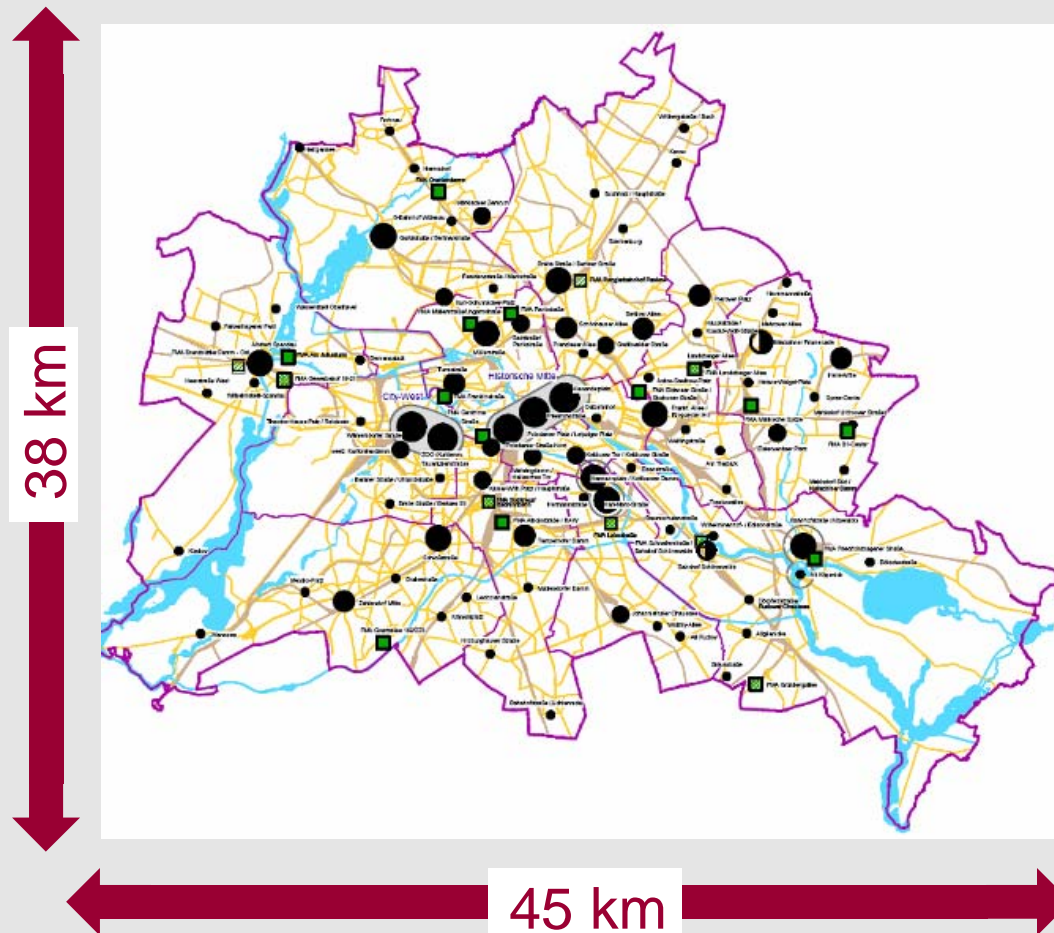
IMPACTS Conference 2017
Amsterdam

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and Climate Protection
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Background

Berlin is different from other large cities ...



area: 892 km²

3.610.156 (31.12.2015) inhabitants

approx. 1.8 m people in employment

10% unemployed rate

almost 40% of households without car

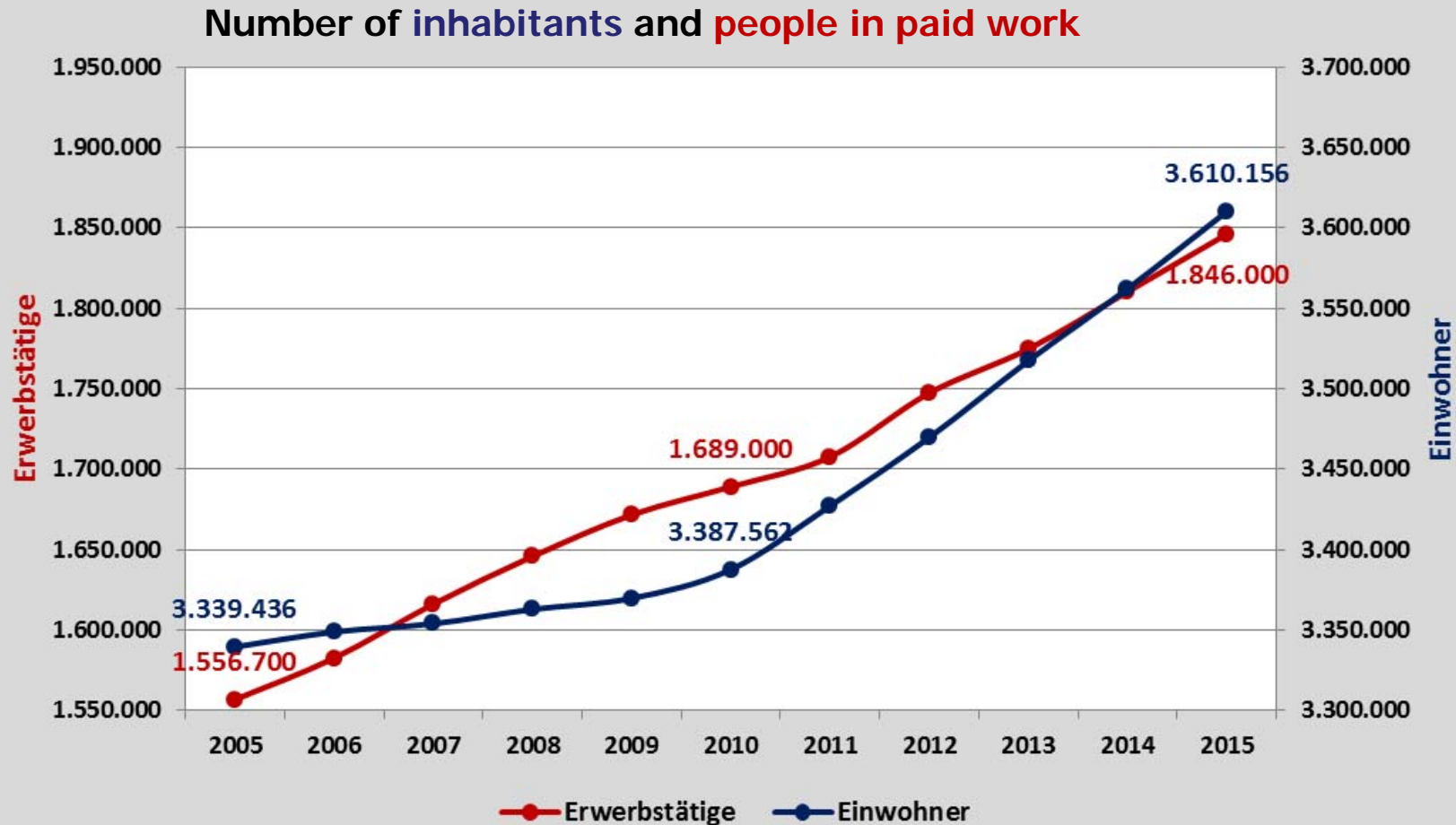
Low motorization rate (326 cars/1000 inh.)

low commuter numbers (but growing)

polycentric city of short distances

Figures: Statistical Office Berlin-Brandenburg

Berlin – a growing City

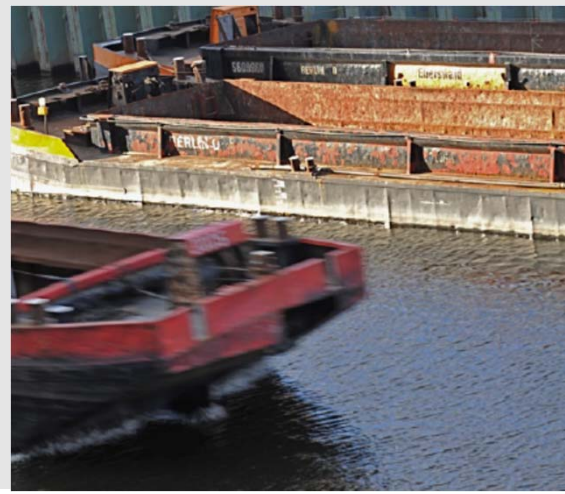


Daten: Amt für Statistik Berlin-Brandenburg; Darstellung: SenStadtUm

People in paid work: + 289,300 Pers.
(annual average)

Population: + 270,720 Pers.
(in each case 31.12.)

Urban freight in the German capital? What's that?



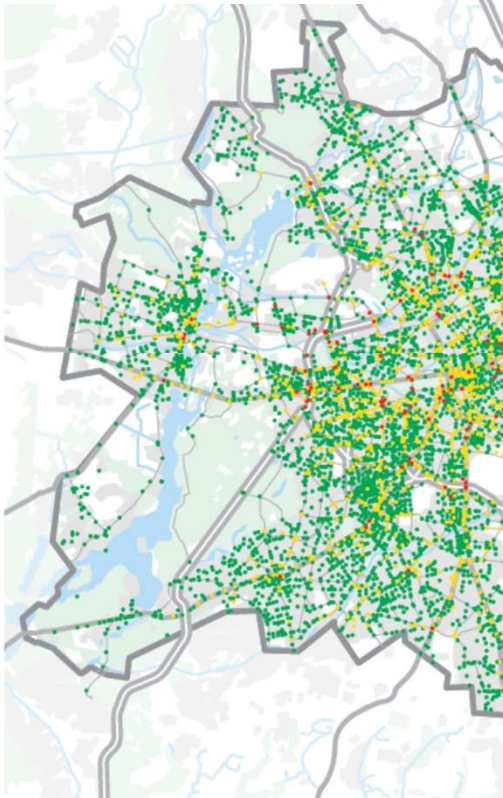
Facing the challenge: significant negative effects of traffic...

Verkehrsunfälle im Hauptverkehrsstraßennetz an den Knotenpu

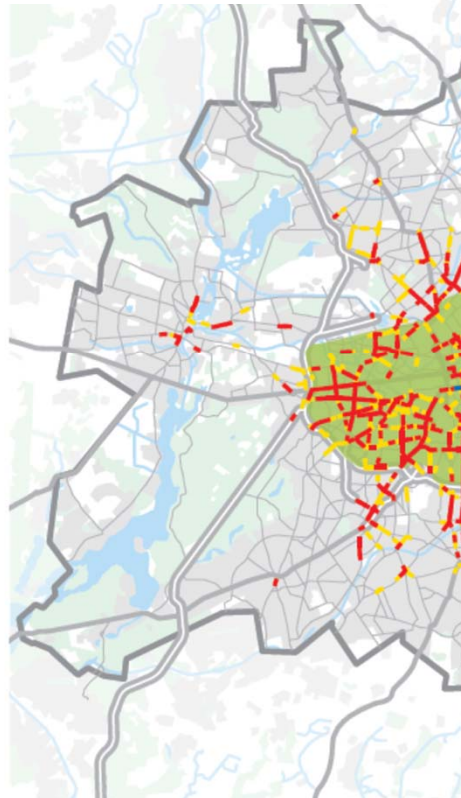
Verkehrsbedingte Luftschadstoffimmissionen durch Feinst

Lärmbelastungsschwerpunkte Straßenverkehr (2007)

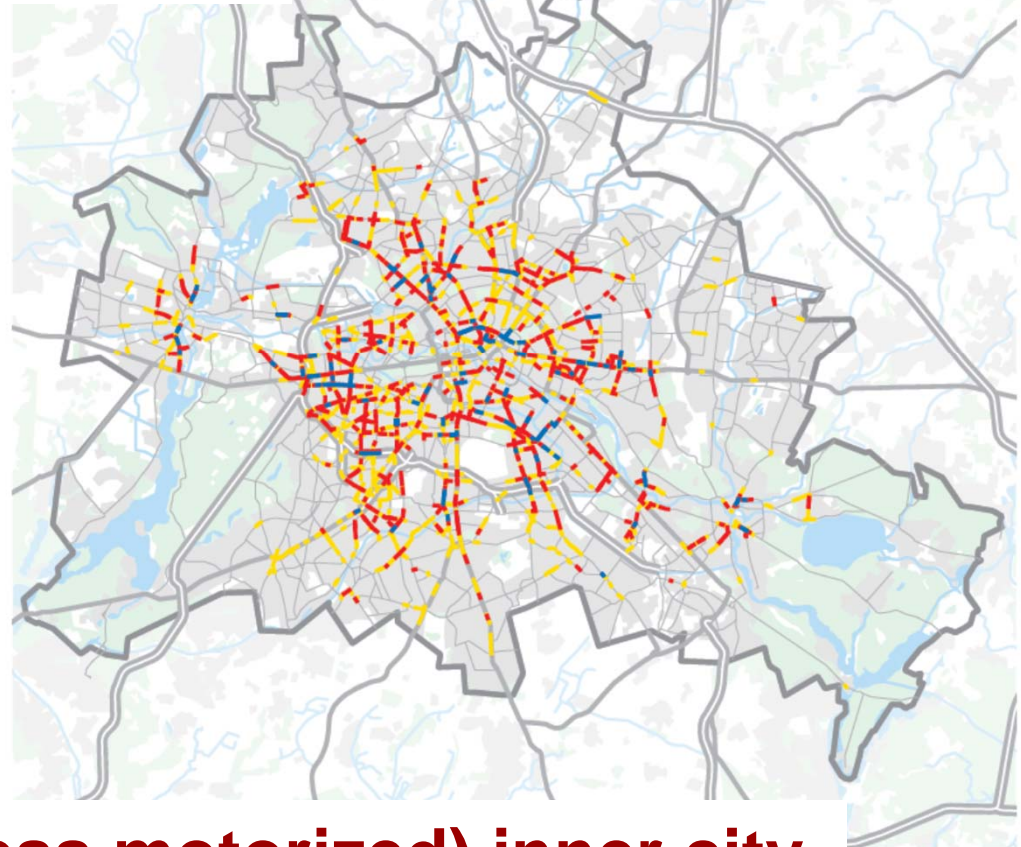
Accidents...



Emissions...



Noise...



... concentrated esp. to the (less motorized) inner city

Public space – the „battle“ for space and possibilities to use it has already begun



Public space – the „battle“ for space and possibilities to use it has already begun

- How high do you estimate the significance of urban goods traffic on street design in your city?
- How high are the potentials for redistributing space in the streets if you can implement sustainable urban goods transport strategies?

The strategic background

Framework for commercial transport development strategies

- Urban development and growth of the city
- Berlin's Urban transport development plan (fundament of the commercial transport strategy)
- Urban development plan for industrial activities
- Environment and climate protection:
 - Berlin energy and climate protection program (BEK)
 - Air quality plan
 - Noise reduction plan
- Legal framework
- Technological developments



Berlin's Commercial Transport Concept (IWKV): Aims and Tasks of the revision process

- Aiming at: Realisation and support of an efficient and compatible way of supplying the city (including waste disposal)
- Supporting the various central districts of Berlin, securing an adequate level of accessibility for commercial centres
- Consideration of tightening environmental standards
- Considering all relevant modes of transport, following Berlins approach of integrated transport (planning)
- Designed for the short and medium term timeline / planning period
- Maintaining and securing existing (infra-)structures

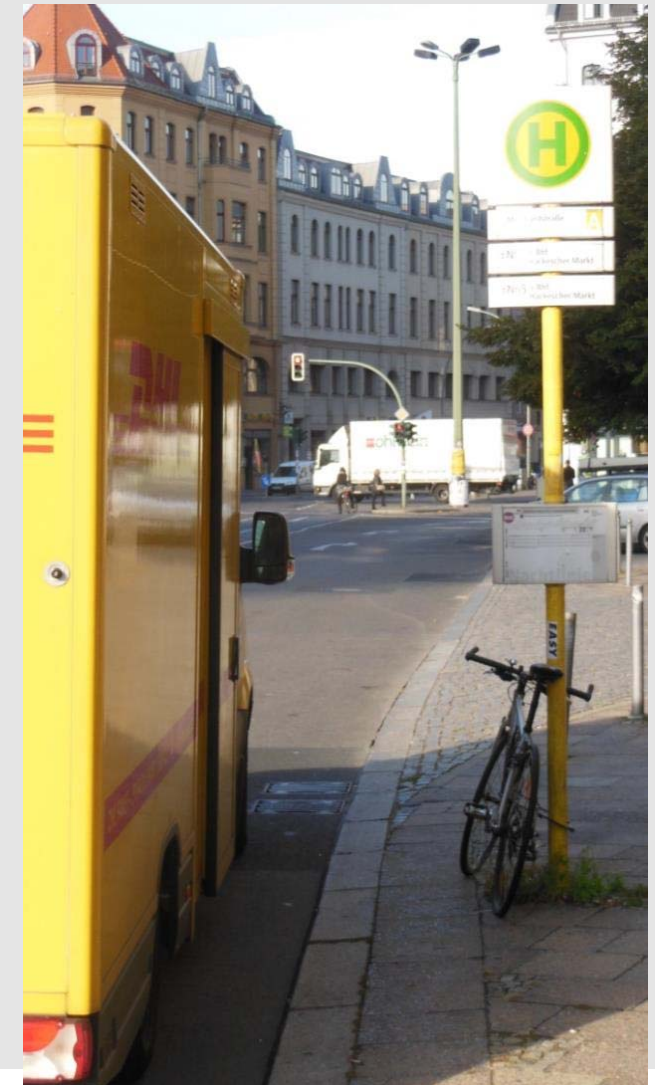


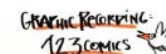
Bildnachweis: (oben links) DB AG/Kirsche / (oben rechts) Lutz Schönfeld / Unternehmenskomm. u. Pressestelle / Berliner Flughäfen

Integriertes Wirtschaftsverkehrskonzept Berlin

Steps of the process for Berlin's Commercial Transport Concept Revision

- Kick-off event in November 2016 (following up several preparatory steps)
- Stakeholder involvement (external) / thematically focussed working groups (2017)
- Stakeholder involvement (internal) / public authorities
- Studies and analysis to support the concept preparation (2017)
- Final meeting for the stakeholders (beginning of 2018)
- Draft version of the concept (beginning of 2018)
- Official approval by Berlins Senate (autumn 2018)





Thematically focussed working groups – key issue of the revision process

- Detailed consideration and discussion of specific topics:
 - Heavy and oversized-goods
 - Goods transport on urban roads
 - Disposal companies
 - Courier, express and parcel services
 - Rail / Barge / Combined transport
 - Logistics locations
 - Traffic data and information

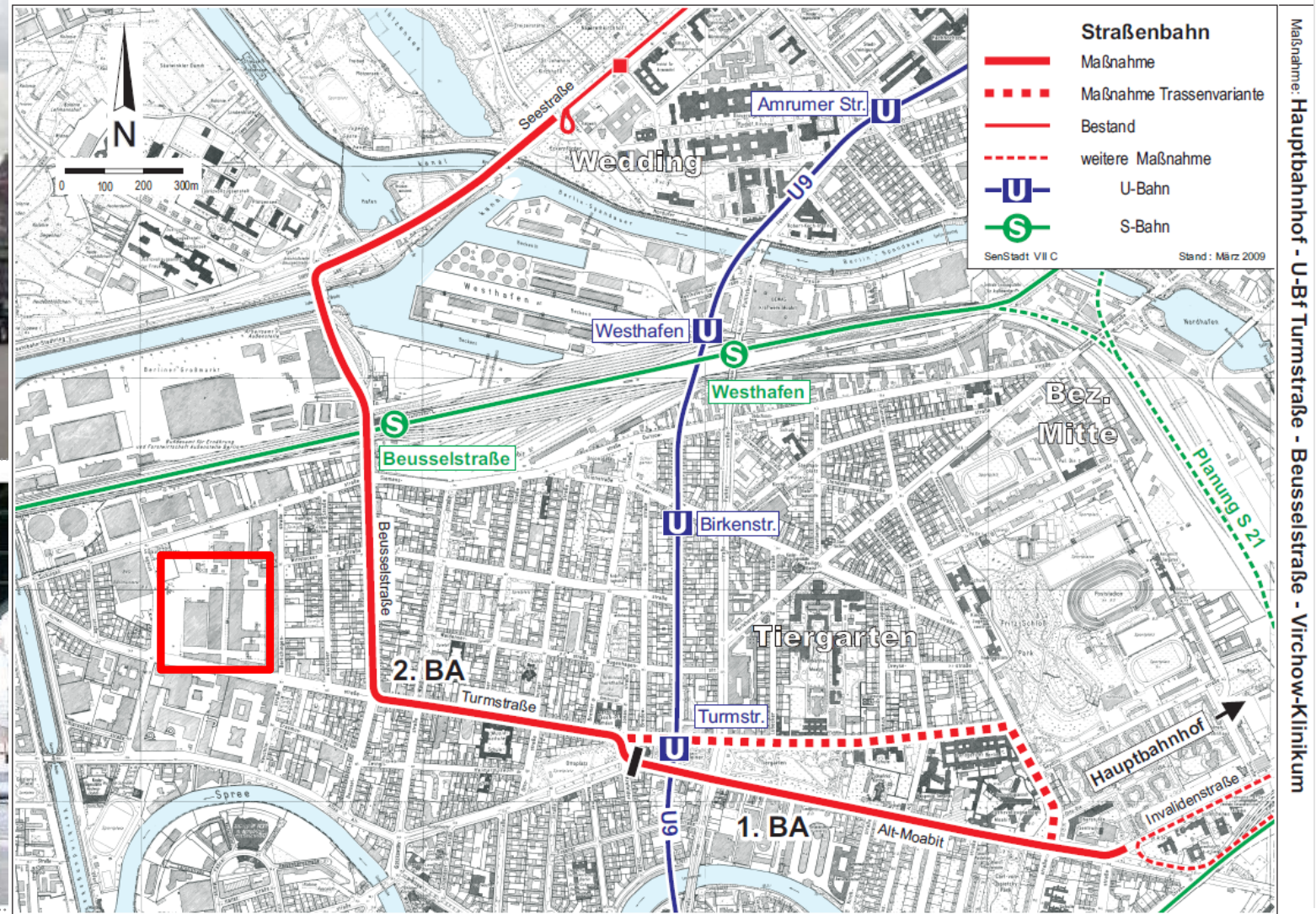


Current approaches and pilot projects (selected)

Example 1: Knowledge about needs: the fundament of successful working (heavy goods vs. Tram)



Kung Norden (stadtauswärts)



Example 2: Competition about space: Berlin inner city tri-modal goods terminal Berlin Westhafen



Example 3: “last mile” and Micro-Depots → one part of the puzzle



Quelle: http://www.mobil-tum.vt.bgu.tum.de/fileadmin/w00bqi/www/Session_Poster/Verlinde_et_al.pdf



Quelle: https://www.fairkehr-magazin.de/fileadmin/_migrated/pics/HH_UPS_5322_web.jpg

Example 3: Shall cities look like this?



© LNC Berlin

Example 3: Local challenges (Observation: 30 min; 50 m)



... conflicts between
delivery needs, cyclists
and traffic safety...

Example 3: Shared Micro Hubs



Example 3: Promotion of urban cargo bikes

Berliner Zeitung HOME BERLIN POLITIK WIRTSCHAFT SPORT KULTUR PANORAMA GESUNDHEIT FAMILIE

Radlogistik Wie eine Kreuzberger Firma den Lieferverkehr revolutioniert

13.05.17, 14:27 Uhr

EMAIL FACEBOOK TWITTER MESSENGER



Auf drei Rädern ist Platz für 250 Kilo Ladung.
Foto: Velogista

Es gibt gemütlichere Arbeitsorte. Gegen die Kühle hilft auch der Kräutertee in der Thermokanne wenig. Kartonstapel türmen sich, Lastenfahräder stehen im Weg. Auch an den Wänden ist kaum noch Platz. Dutzende von Klebezetteln in Rosa, Orange und Grelgrün hängen dort, mit Notizen, die auch in den Konferenzraum eines Konzerns passen würden: „Erfolgskontrolle“, „Effizienz Disposition“, „Systemanpassung“.

Hertz

ERLEBEN SIE EINEN HERTZ MOMENT ZAHLEN SIE JETZT IM VORAUS UND SPAREN SIE BIS ZU 15%*

jetzt buchen

Quelle: <http://www.berliner-zeitung.de/26886202> ©2017

Anmelden Berliner Morgenpost Suche

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Home – Berlin – DHL fährt in Berlin jetzt Pakete mit neuen Lastenrädern

REGELBETRIEB STARTET

DHL fährt in Berlin jetzt Pakete mit neuen Lastenrädern

Sieben Lastenräder sollen in der östlichen Innenstadt fahren. Zum Einsatz kommen e „Parcycles“ mit und ohne Elektroantrieb.

Von Marvin Rosé
31.05.2017, 05:00



Umweltfreundlich: ein Lastenfahrzeug des Kurierdienstes DHL

Foto: Monika Skolimowska / dpa

Quelle: <https://www.morgenpost.de/berlin/article210749865/DHL-faehrt-in-Berlin-jetzt-Pakete-mit-neuen-Lastenraedern.html>

Example 3: Promotion of urban cargo bikes

- Can urban cargo bikes help substantially in reducing the negative effects of delivery traffic?

Example 4: Alternative fuels and drive technologies



Example 5: enhancing traffic safety (conflicts between right turning cars/trucks and cyclists)



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- Are conflicts between trucks and cyclists a big traffic safety issue in your city?

Example 5: enhancing traffic safety (conflicts between right turning cars/trucks and cyclists)

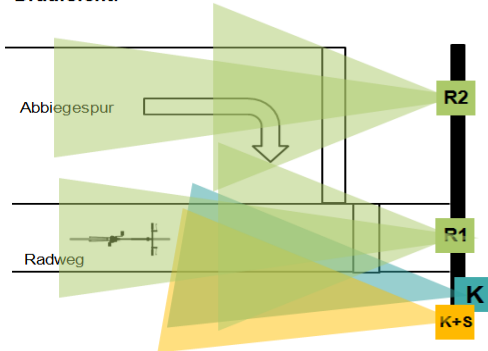


Quelle: SenStadtUm

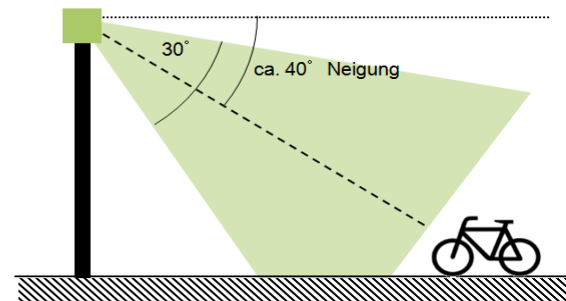
Example 5: enhancing traffic safety (conflicts between right turning cars/trucks and cyclists)



Draufsicht:

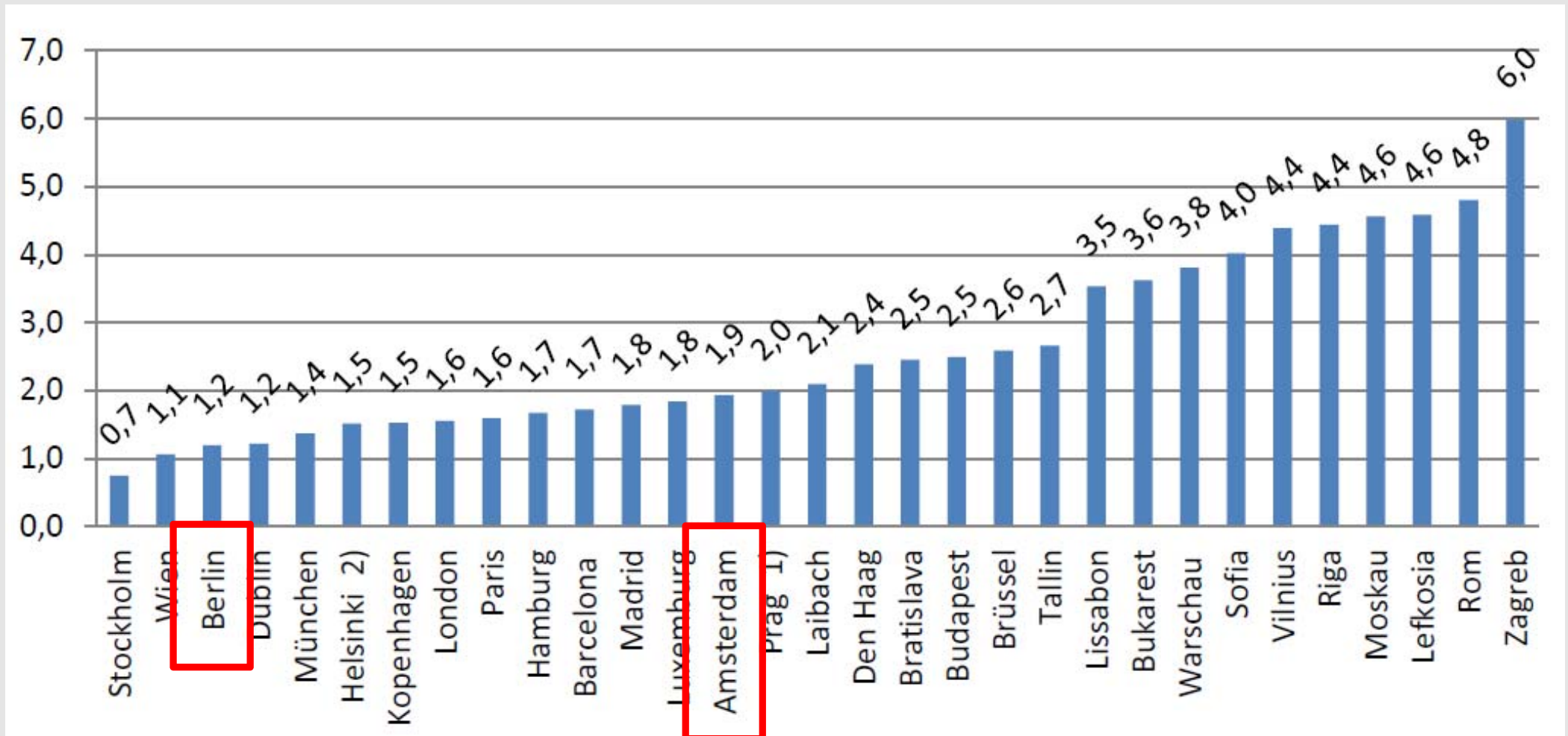


Seitenansicht:



(Quellen: Siemens; Boehlke Beleuchtung)

... positive results:
accidents with fatalities per 100.000 inhabitants



Conclusions

Conclusions

- Various challenges...
 - Demographic, social, urban development (for example logistics in new housing areas)
 - Technological progress
 - Competition about space (road/rail as well as for locations (i. e. for hubs) within the urban area)
 - New regulations (NOx, noise, CO2, ...)
 - Shortage of skilled drivers (road / rail)
- ... create advantages
 - Willingness to cooperate and act (political level, companies, developers...)
 - More interest in politics and resources

The future ... ???



Bildquelle: <http://www.wien.gv.at/umwelt/ma48/entsorgung/problemstoffsammlung/images/mobile-prosa.jpg>

Let's stay on the floor...

EUROPEAN CYCLE LOGISTICS CONFERENCE

was held in VIENNA on 20-21 MARCH 2017

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THANK YOU

The Conference is now over: with 400 participants, 41 exhibitors, and 27 countries represented, we held our largest and most successful event to date.

A big **Thank You** to all our presenters, sponsors, exhibitors, delegates, the EU CycleLogistics Project, Mobilitätsagentur Wien and the City of Vienna for making this happen.



ELCF 2018 is in Germany and our hosts will be the Senate of Berlin



EUROPEAN CYCLE LOGISTICS FEDERATION

Vienna!
ahead
Designing the Future

City of Vienna

Thank you very much for your attention!

Burkhard Horn

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