

Conclusions from CIVITAS CATALIST Thematic group on Urban Goods workshop in cooperation with POLIS

Location: Brussels

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Urban goods and city logistics is in many cities not a prioritised subject and many different stakeholders depend on a functioning and efficient urban goods system. The idea with this joint CIVITAS CATALIST and POLIS workshop in Brussels was to gather representatives from cities and other organisations involved in urban goods measures to discuss the role of the cities when it comes to urban goods on a more strategic level. It was also to ensure a good transfer of knowledge from the participants of POLIS network (and the goods projects they are involved in such as SUGAR, SMARTFREIGHT and FREILOT) and CIVITAS CATALIST and take up cities as well as to stimulate valuable personal contacts between freight experts. In total, 40 participants attended the two-day workshop, which was more than expected (planned was 25-30).

The workshop started off by a presentation from the European Commission DG TREN with a presentation about the Logistics Action Plan and a cross reference to the Action Plan on urban mobility. POLIS then presented some funding opportunities within the field of urban goods. ISIS introduced the aims of CIVITAS CATALIST and Göteborg the Urban goods thematic working group and its activities. TTR presented a comprehensive overview of previous freight and logistics projects that were carried out within CIVITAS I, II and +. After that, 5 city presentations from Göteborg, Rotterdam, Bremen (CIVITAS I), Norwich (CIVITAS II) and Perugia (CIVITAS +) followed. The cities presented their experiences from working with urban freight measures in CIVITAS, their policies and strategies, challenges and future plans.

After the city presentations, Rupprecht Consult gave an overview of the long-term evaluation results from CIVITAS and the barriers and drivers observed during implementation. This was also the introduction to the group discussion which, among others, focussed on determining the best way for a city to get involved in developing urban freight solutions as well as on developing suggestions for potential take-up cities intending to start up urban freight measures.

The second day of the workshop was chaired by POLIS and presentations were made by Ile-de-France about their freight strategy, by London about the London Freight Plan and Emilia-Romagna presented the SUGAR project and their freight strategy. The first session ended with a concrete example from the Freight Transport Association in London about Quiet night deliveries. In the second part, Southampton University presented the SMARTFREIGHT project and EUCAR described the CITYMOVE project.

The workshop managed to attract participants from many different kinds of organisations and made the links stronger between the urban goods work carried out in CIVITAS CATALIST cities and the FREILOT, SUGAR and SMARTFREIGHT projects as well as with the POLIS urban freight working group.

Conclusions from the two-day workshop and its group discussions:

- The issue of urban goods is in general low on the cities' agendas. It is not possible for cities to solve problems related to urban freight themselves. They are only one of

many stakeholders/actors involved, others being for example haulers, retailers, and residents of the affected areas. Due to the many actors involved, the processes are probably slower than within other transport fields. Pushing urban freight on cities' agendas is therefore a process which requires a relatively long time and patience.

- Urban goods is a difficult field and even cities that have worked a long time with urban goods measures still do not have easy solutions to the challenges. The experience exchange in this field must therefore be about understanding processes and pick up bits and pieces here and there. It must be taken into account that there are different stakeholders involved in every city and the specific and individual framework conditions and legal systems are also influencing implementation.
- As the examples of among others Göteborg and Bristol show, building up a freight collaboration network with identified local stakeholders could be a basis for successful urban freight measures. This would then be the forum for discussion and anchoring of ideas for the city.
- Exploit current legislation and existing initiatives and develop a strategy, preferably integrated with strategies for other modes of transport, instead of just running independent pilot projects.
- Make sure that the goods questions are integrated in the urban planning strategies, for example when building new neighbourhoods
- What take-up cities could do in the field of urban goods is to:
 - Be open-minded and willing to learn from others who have more experience in the field.
 - Start networking with the private sector
 - Define a strategy
 - Employ someone to be responsible for the urban goods questions
- The role of the cities could for example be to:
 - Provide framework as well as incentives/regulations favouring sustainable urban goods measures
 - Facilitate and coordinate processes for the stakeholders; if necessary, act as a „continuator“ and maintain discussions and exchange among stakeholders
 - Have a strategic role and define an urban goods strategy
 - Get the necessary background knowledge about the goods flows
 - Look at transport from a societal perspective and take into account what is needed to meet air quality standards
 - Serve by example; demonstrate that sustainable urban goods solution can be implemented within its own vehicle fleet

Speakers on the workshop:

- Evi Lardi, EC representative, presenting European Freight & Urban Mobility policies
- Karen Vancluysen, POLIS, presenting Funding opportunities for Urban Goods
- Donald Chalker and Corina Negrea Transport and Travel Research (TTR) presenting Freight in CIVITAS I, II and CIVITAS+
- Frank Wefering, Rupprecht Consult, presenting long-term evaluation results
- City presentations from Göteborg, Genoa, Bremen, Rotterdam, Norwich and Perugia.
- Francoise Guaspere, Ile-de-France
- Ian Wainwright, Transport for London
- Aki Ishiwa from Emilia Romagna
- Natalie Chapman from the Freight Transport Association
- Fraser McLeod, Southampton University
- Alessandro Coda, EUCAR

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