



Questions & Answers: GIUSEPPE LUPPINO

Q: About the transfer of the Padova business model: Why is it so difficult for other cities in RER to replicate the solution of consolidation centre+ clean vehicles +access rules?

A: In principal the model could be transferred but some of the problems are:

- huge cost of the infrastructure and its maintenance
- loading/unloading needs
- companies must leave the last mile delivery to another subject which probably doesn't follow the same performance rules (e.g.: some express couriers have as top product the delivery within h12 which could be not ensured from the last mile carrier)
- different IT systems for tracking services

Of course there are also positive impacts to be considered and the last studies report a good result in terms of pollution reduction, Km reduction, less traffic congestion.

From the information I have unfortunately it is not possible to have financial reports for CityPorto as they are included in Padova Interporto annual financial report, so for sure the economic sustainability can't be transferred.

As described below, our methodology is to award the most efficient operators with indirect incentives (e.g.: lower prices or free access to the city center, possibility to reserve a loading/unloading bay, etc. if the vehicle is EURO4+ or EV) and push for investments from the private transport companies (e.g.: fleet renewal, better IT system for the generation of the trips, etc.). This should have the same and maybe better impacts of Padova in terms of pollution or km but without a huge public sector investment and leaving to the transport operators the responsibility/management of the last mile delivery.

Q: Giuseppe, are you considering cargo trams for part of the chain? Montpellier Agglo (the Greater Montpellier Authority) has launched two studies on this issue. Since they are part of SMILE... "Cargo boxes" could be transferred from trams to electric vehicles (cf City Cargo Amsterdam) or cargo bikes

A: no, I didn't as I have not experiences in this sector. As far as I know the big problem of the cargotram is to find the slot (of course priority is given to passengers), and being the off-hours not suitable with the shopkeepers hours most of the times there are some problems with the deliveries (although unattended deliveries could occur).

Next smile meeting will be in Montpellier in December 2014, I will investigate on this, thanks for the input

Q: There are several maps which seem to come from a GIS. Which GIS is it ? Is there a weblink to consult the data?

A: in some slides I used some <http://www.openstreetmap.org/> maps, in the one with the pollution for the



Region is from the official document of the Emilia-Romagna Region, I don't have more information on this, sorry!

Q: Since most freight is 'own account'. Is there not a need for a level playing field for both 'own account' and 'outsourced' transport with regard to regulations?

A: yes, you hit the point, the real problem is the own account. Unfortunately in Italy local and regional Institutions have not the power to limit drastically the own account as shopkeepers and others are titled to use their own car to transport their own goods.

As ITL and in cooperation with Emilia-Romagna Region we are trying to raise the level indirectly awarding the most efficient and virtuous transport operators (in terms of km, emissions, type of vehicle and number of deliveries) with lower prices and lower controls, while the less efficient have to pay more to access to the city center. Of course it is hard to be enforced but at least in the limited traffic zones and in some specific area of the cities it's possible to install cameras and gates. Please see the slide on green labelling

Q: Will Uber be the new DHL? <http://www.eft.com/3pllogistics/will-uber-be-new-dhl>

A: who knows... I don't know in other countries but in Italy you must have a license to transport freight on third account. The second consideration is about the reliability and the service level provided by the transport operator which is not ensured by Uber as far as I know.