D11.4 - Third Policy Statement

"Urban Freight Distribution"

Organisation: ISIS

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Cleaner and better transport in cities

<table>
<thead>
<tr>
<th>DELIVERABLE KEY INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Document Code</strong></td>
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<tr>
<td><strong>Title of Document</strong></td>
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<tr>
<td><strong>Reference Workpackage</strong></td>
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<tr>
<td><strong>Reference Measure</strong></td>
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<tr>
<td><strong>Actual Date of Delivery</strong></td>
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<td><strong>Dissemination Level</strong></td>
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<td><strong>Date of Final Preparation</strong></td>
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<td><strong>Author(s)</strong></td>
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1. Urban Freight Distribution Statement

Necessity of a good urban freight policy

1. Urban freight transport needs individual attention in every city: transport of goods is essential for a city to function but it also generates nuisances in terms of noise, air quality and traffic safety;

2. Freight transport and passenger transport operators have different problems, needs and solutions. Therefore freight transport should be considered more than a derivative of passenger transport. It also requires municipal staff with sufficient knowledge of freight transport and logistics;
Preconditions

3. Since freight transport normally operates regionally - or even nationwide, cooperation among national, regional and local authorities is fundamental. At the same time cooperation and communication with shippers, transport operators, shop owners and retailers is essential, since they are the major actors. Freight plans have to be defined together with all involved stakeholders, taking into account their different requirements and needs;

4. The role of the public authority is to define the general regulatory framework, to facilitate the search of win-win solutions, to inform and communicate; then, public authorities have to implement rules;

5. Freight transport has to be integrated in urban planning right from the start (with penalties and detailed plans), so that freight transport solutions can be adopted at the same time: integration has to be a precondition to get allowance for building districts, malls and shopping centres; urban planning in which freight transport is integrated and in which attention is paid to mixed (land)use, can contribute to efficient freight transport and to a sustainable city.
Essential elements

6. A city has to be attractive and safe for people to live, shop, enjoy leisure activities and be accessible for deliveries. Solutions for freight transport should take all these interests into account. Unloading facilities inside buildings, use of silent vehicles and equipment, drop off points on accessible locations, underground waste containers, etc. can represent solutions for unlimited deliveries with no or less hindrance for the surroundings. If these options are not possible/available, limitations and time differentiation of functions can be introduced (e.g., waste collection service after the closure of shops or freight delivery until 11 a.m., etc.);

7. Transhipment possibilities at distribution centres at the fringe of the city are very important. This concept can combine advantages for efficient long haul traffic (longer and heavier trucks or even transport by train or boat) with the advantages of a good environmentally friendly urban distribution system for short distances. Stimulating measures and good enforcement supported by modern access systems can increase the attractiveness of the concept;

8. Promoting consortia among operators (specially small operators) can help to optimise service costs and to support investments for technological tools and devices, for distribution platforms and for avoiding empty trips.

9. Goods flows from shops to consumers are of growing importance. Cities have to find solutions for the transport of purchases in order to reduce car traffic related to shopping; for example e-commerce and pick-up points (also combined with P+R) have a big potential but often they still are not known by the general public or the offer is not suited to the consumer’s needs;
10. Urban development not only leads to extra goods flows after completion of projects, but also during construction. Construction projects accompanied by a logistics plan could turn out positively for all parties. In construction projects, logistical inefficiencies can cause massive nuisances for both the builders and the surrounding environment. Still, construction companies often see logistics as a problem they solve ad hoc;

11. Synergies and integration should be developed with ITS and with access and pricing policies. ITS tools can play a fundamental role in optimising freight activities in terms of increasing load factor, route planning, real time information, harmonisation of different monitoring and information systems, etc. They have to be applied according to different frameworks and requirements, taking in duly account that the digital divide still exists;

12. The internalisation of transport costs and their transparency are crucial to reduce environmental pollution and to allow fair competition among economic stakeholders;

13. Developing and encouraging local and nearby economies can limit the impact of transport by reducing the distances and the number of trips that in turn will affect the price of goods.

The role of Europe

14. Clean freight vehicles and silent (un)loading techniques are very important for cities. Therefore the EU should issue more ambitious legislation and standards for clean and silent trucks, vans and equipment. Also cross-border access to vehicle data has to be improved, to help local authorities implement low emission zones.

15. Europe should continue to stimulate innovative local and national solutions by finance and harmonisation.
Signatures and date

City of Bologna - Michele Formiglio, Temporary Commissioner for Mobility

City of Funchal - Bruno Pereira, Vice Mayor and Councillor for Transport, Mobility, Traffic, Public Works and Civil Protection

City of Gdansk - Maciej Lisicki, Vice Mayor and in charge of Public Transport and Infrastructure

City of Tallinn - Taavi Aas, Deputy Mayor

City of Lyon - Gilles Vesco, Member of the city board in charge of Urban Mobility and Vice President of the greater Lyon

City of Utrecht - Frits Lintmeijer, Deputy Mayor for Mobility, Culture, Monuments and Archaeology, Regional and International affairs