SUGAR
FUTURE CITY LOGISTICS MEASURES TO BE APPLIED IN THE MUNICIPALITY OF ATHENS

Municipality of Athens
1st & 2nd of July, Heraklion

Aim of the presentation

- **The aim of the current presentation is to present the future plans for the improvement of the city logistics situation in the Municipality of Athens and set the topics for knowledge / experience transfer.**

- **Some of the plans refer to the expansion/ improvement of current practices while others are for measures that are of interest but not as yet designed.**

Institutional – Organisational Framework (1/8)

- **Organisation of a Metropolitan Authority for Urban Transport (1/2)**
  - ➢ Status review
    - » The Ministry of Infrastructure, Transport and Networks foresees the reformation of Athens Urban Transport Organisation - OASA to a Metropolitan Authority for Urban Transport during 2010.
    - » The main objective of this initiative is to reduce the operational cost by 20% and increase the share of passenger traffic using public transport by 10% in 2010.
    - » The Metropolitan Authority for Urban Transport will include all pubic transport organisations (i.e trolley buses-ILPAP, thermal buses-ETHEL, Athens/Piraeus electric railways-ISAP, Subway-Attiko Metro, suburban railway and urban buses)

Institutional – Organisational Framework (2/8)

- **Organisation of a Metropolitan Authority for Urban Transport (2/2)**
  - ➢ The aim and the responsibilities of the new Authority are:
    - » Aim
      - ▪ Reduction of the operational costs
      - ▪ Better coordination of transport activities
      - ▪ Provision of better services
      - ▪ Increase of the daily passenger volumes in public transport means

    - » Responsibilities
      - ▪ Maintenance of the infrastructure
      - ▪ Route planning
      - ▪ Public transport ticket control
      - ▪ Fines collection (1 out 5 passenger does not pay for a ticket)

Institutional – Organisational Framework (3/8)

- **Questions regarding the organisation of the Metropolitan Authority for Urban Transport**
  - What are the organisational models of other Metropolitan Authorities?
  - Organisational structure, functions included, types of integration, roadmap
  - Is there an ex-ante evaluation from the operation?
  - Lessons learned

- **Harmonisation of the Authorities responsibilities**
  - Status review
    - The fragmentation of responsibilities between Public Authorities as well as the overlapping on some of them create delays, bureaucracy and in some cases conflicts in decision making and actions realisation.

Institutional –Organisational Framework (5/8)

- **Questions regarding harmonisation of the Authorities responsibilities (1/2)**

    » What is the framework for the allocation of responsibilities between the Authorities?

    » Is operational integration sufficient to bring positive results or organisational merging is also required?

    » Does the decentralisation through "new Authorities, divisions, spin offs etc" with distinctive roles and responsibilities helps or brings more bureaucracy?

Institutional –Organisational Framework (6/8)

- **Questions regarding harmonisation of the Authorities responsibilities (2/2)**

    » How is the transport network managed? (i.e. the classification for the management of transport network is quite complicated in Greece. The main arteries and axis are under the responsibility of the Ministry, parts of the road network are under the responsibility of the Prefecture and others of the Municipality).

    » How the spatial planning and transport planning activities are coordinated?

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Institutional –Organisational Framework (7/8)

- **Integrated Regulatory Framework**
  - ➤ Status review
    - » Different Authorities introduce regulations in order to serve their scope of work.
    - » A systematic review of the regulations is missing and provisions that are of value for 20 years ago is still in force.
    - » Rationalisation of the regulatory framework is required since some times there are contradictive specifications that create more problems than benefits (e.g. provisions of Blue Zone decision and Ring Zone operation).

Institutional –Organisational Framework (8/8)

- **Questions regarding integrated regulatory framework**

  - ➤ What are the procedures to be followed for the establishment of a new regulation?
  - ➤ Is it generated by necessity due to current limitations or established in order to face future problems?
  - ➤ Is there an independent authority-body to evaluate the effectiveness? (like third party for objective evaluation of the regulations)
  - ➤ Is there a practical example of an integrated framework consolidating all aspects affecting urban transport systems performance?
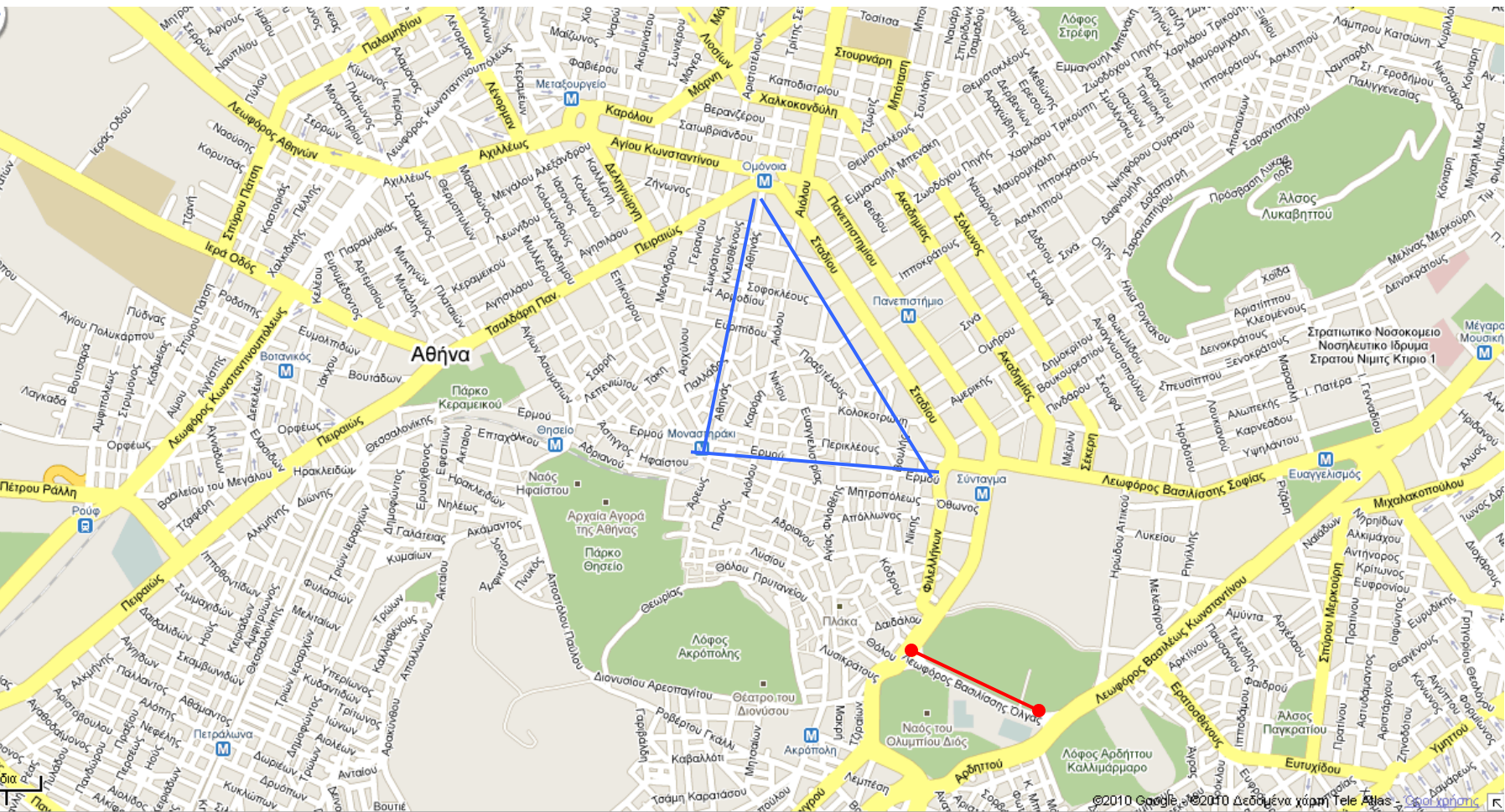
Pedestrianisation activities (1/3)

- **Completion of the Archaeological Grand Promenade**
  - Vas. Olgas
    - » A project of 4 million € that will complete Unification of the Archaeological SItes
    - » Total pedestrianisation length of 4 Km
    - » Traffic studies under development for new regulations
    - » Only public transport services will be available
    - » Construction based on bioclimatic materials
    - » Provision of additional measures for the aesthetic improvement of the city centre
    - » New spatial planning regulations

— The commercial Triangle

— Vas. Olgas Avenue

Pedestrianisation activities (3/3)

- **Other pedestrianisation – reformation activities**
  - ➢ The main objective is to upgrade the quality of life in the city centre and highlight the commercial identity of the area but also, and it is of the same importance, the residential character.
  - ➢ The Municipality in cooperation with other responsible authorities have performed traffic and reformation studies for several prime arteries in the city centre.

- **No questions on this measure but comments are wellcome**

Control and Enforcement mechanism (1/2)

- **Status review**

  - ➤ The control and enforcement of the measures implemented by the Municipality is performed by the Municipal Police.
  - ➤ The use of advanced electronic systems for more efficient control and enforcement is a significant economic burden for the Municipality.
  - ➤ The Municipality will try to optimise its control and enforcement mechanism with less expensive solutions.

Control and Enforcement mechanism (2/2)

- **Questions for parking control enforcement (for private and commercial vehicles)**

  - ➢ How is the control area specified –what is the size? (e.g in the Athens on street parking system, the controlled parking areas are divided in zones putting emphasis on the most critical ones)
  - ➢ What is the max roundtrip time in order to complete an assigned route for control? (e.g. 45 minutes in Athens)
  - ➢ Are there any incentives foreseen for encouraging the compliance with the rules?
  - ➢ Are there any disincentives foreseen for discouraging illegal actions? (e.g. high fines)

Intelligent Transport Systems (1/2)

- **Status review**

    ➢ The Municipality uses route planning and monitoring application for the garbage fleet.

    ➢ VMSs that are under the authority of the Ministry of Environment and Climate Change provide information regarding current traffic conditions, special events and incidents, on line time estimation on selected routes, instructions for safe driving etc.

    ➢ Traffic cameras are used (or planned to be used) for Traffic Control Code supervision.

Intelligent Transport Systems (2/2)

- **Questions for application of ITS in urban freight transport**

  - ➤ Why the booking of loading/unloading spaces is successful in Gothenburg while in Barcelona was only a pilot application?
  - ➤ Are there successful examples for the monitoring of loading/unloading operations with the use of ICT? (e.g. with smart cards, RFID tags use)
  - ➤ What type of information could be provided to freight operators to improve their operations?

Development of available Municipal land (1/2)

- **Status Review**

  ➢ The spatial planning for the available Municipal land is mainly focused on the provision of recreation places (like parks, playgrounds, square reformation etc)

  ➢ Furthermore, the Municipality has created several parking stations to facilitate parking and reduce illegal parking.

  ➢ There are no specific plans to support urban freight transport and may be the time to explore the planning potentials is now.

Development of available Municipal land (2/2)

- **Questions for development potentials of available Municipal land**

  - ➢ What are the most common uses (related measures) of Municipal land in supporting urban logistics (apart from car park stations)?
  - ➢ Are there land use models and related criteria concerning urban logistics measures?
  - ➢ Are there successful PPP schemes/projects for exploitation of municipal land?

Development of Urban Consolidation Centres (1/3)

- **Status Review**

  - ➢ There are not examples of Urban Consolidation Centres in Greece.
  - ➢ Athens has targeted consolidation nodes (perishables, fish and flowers).
  - ➢ The logistics centres in the greater Athens area serve national flows and local distribution needs of specific logistics companies.
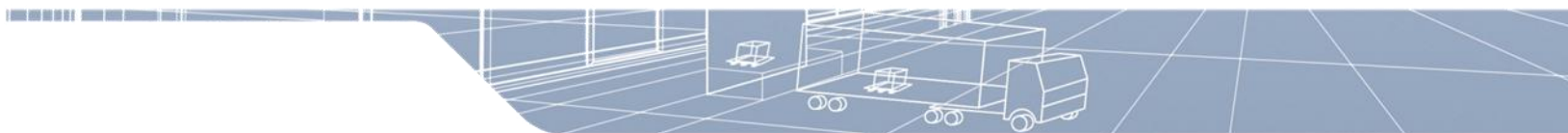
Development of Urban Consolidation Centres (2/3)

- **Questions regarding the development of UCCs (1/2)**
  - Assumption: Availability of municipality land
    - » From the best practices description, in most cases there is exploitation of current logistics facilities. Is the construction cost prohibitive?
    - » From transport infrastructure point of view, what are the characteristics regarding location? (distance from main axis, distance from city centre for last mile deliveries)
    - » How the PPP schemes are formulated (responsibilities between partners)
    - » Athens has targeted consolidation nodes (perishables, fish and flowers). Should a 4m city distribution be supported by general cargo UCCs. available experiences?

Development of Urban Consolidation Centres (3/3)

- **Questions regarding the development of UCCs (2/2)**
    - » Does the Public Authority participate in the management scheme?
    - » Is there a methodology for dimensioning of a UCC?
    - » What are the requirements for freight data (O-D)
    - » The main incentives for users to participate is facilitation of access to prohibitive zones with cleaner vehicles. This is quite expensive investment for the users. What is the approach to promote it?
    - » What other incentives may be given to the market?

Thank you for your attention