



***Sustainable Urban Goods logistics
Achieved by Regional and local policies***

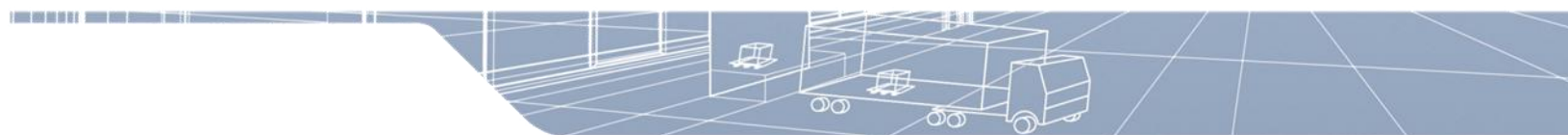
Bologna 26 Ottobre 2011

***Le Good Practices in City Logistics
Identificate in SUGAR***

www.sugarlogistics.eu

I Contenuti

- Il metodo di lavoro per l'identificazione delle Best Practice a livello Europeo e non
- Analisi SWOT a livello regionale
- Selezione delle Best Practice più vicine alle politiche regionali
- Valutazione dei criteri principali per la loro diffusione
 - Rilevanza
 - Sostenibilità
 - Applicabilità



L'identificazione delle Best Practices a livello Europeo e oltre

BEST PRACTICE: CRITERI DI SELEZIONE

- Le BP devono essere state **avviate e supportate** (parzialmente o totalmente) da una **pubblica amministrazione**
- Le BP **devono essere ancora operative** oppure devono esserlo state un tempo sufficientemente lungo da fornire conclusioni rilevanti.
- Le BP devono avere un **modello di business sostenibile** (che sia pubblico or pubblico/privato), e non devono dipendere da sostenibilità finanziaria se non per un periodo di tempo limitato.
- Le BP devono essere state valutate attraverso un qualche meccanismo di assessment

La selezione delle Best Practices

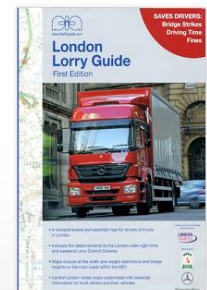
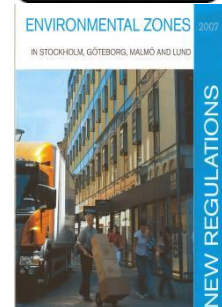
- Il Deliverable D3.3 contiene **44** best practices
- Il numero totale delle best practices identificate e selezionate sono state limitate ad un totale ragionevole cosicché non siano un banale elenco di pratiche ma una adeguata selezione di esperienze a cui ispirarsi

Cinque categorie di BEST PRACTICES

- Traffic and parking regulations, access regulations
- **Planning, land use, building code**
- **Intelligent Transport Systems (ITS)**
- **Consultation processes and labelling schemes**
- **Consolidation schemes and measures targeted towards urban supply chains**

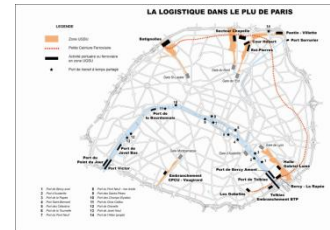
Traffic and parking regulations, access regulations

- The simplest and cheapest measures any local government can take, with the exception of enforcement
- Yet they can provide important impacts on the city's environment (if enforced)
- New standards used: Euro standards (truck pollution level), loading capacity
- New concepts such as congestion charging, low emission zones, night delivery time windows, time sharing of the roadway (multi-use)
- New enforcement measures: dedicated brigades, clock stickers, cameras, ITS



Planning, land use, building code

- Integrating freight into planning policies (urban and/or transport planning) and building codes is an interesting strategy for a local government
- Some experiences have shown that these strategies have both short and long term consequences
- Common concepts: off-street delivery space provision
- New concepts: compulsory storage space in businesses' premises, multi-story logistic terminals in urban areas, reservation of logistics land use in urban master plans



Intelligent Transport Systems (ITS)

- Not yet widely used for the management of freight transport in cities but the identified practices have proved very efficient
- Strategies to use ITS to better manage goods transport will develop in the future as ITS become more precise and less costly
- ITS are especially efficient to enforce access measures but they may also become crucial in data collection and real time information for truck drivers on traffic and parking conditions



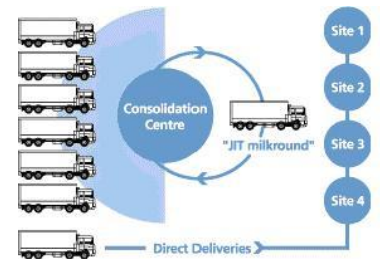
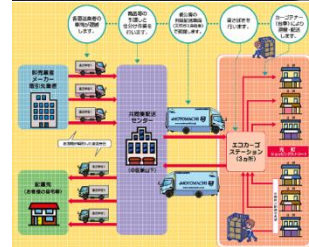
Consultation processes and labelling schemes

- These policies have proved crucial in raising awareness among freight transport companies
- Providing forums for discussion can ensure that a policy targeted towards freight transport is successful
- Giving specific labels to virtuous truck companies (companies using clean vehicles for example) has proved useful in some cities
- Signing “charters” or giving labels is well appreciated but promises must be met
- If not well enforced, the participating truck companies feel frustrated



Consolidation schemes and measures targeted towards urban supply chains

- Setting up urban consolidation centres and urban logistic spaces can be experimented by cities
- Many experiments failed because of costs
- Some experiments met with success:
 - When consolidation centres are specialized (construction sites)
 - When municipalities provide low cost urban logistic space to innovative companies
 - When retailers actively associated



I criteri utilizzati

- **Rilevanza per quanto riguarda l'interesse rispetto alle esigenze espresse da un territorio nelle sue diverse componenti**
- **Esistenza di criteri di armonizzazione a livello regionale**
- **Applicabilità reale nell'ambito di un adeguato piano di investimenti**
- **Attenzione alla sostenibilità sia nei grandi centri che nei comuni più piccoli**
- **Apertura e collaborazione con i partner privati**
- **Attenzione all'utilizzo del mezzo elettrico o altri mezzi eco-sostenibili**

Le Best Practice identificate

- 1.1 Freight Operators Recognition Scheme (FORS) – London
- 1.2 Inter city Coordination, RER, Italy
- 1.3 Clean transport in municipal procurement contracts, Göteborg (Sweden)
- 1.4 Life CEMD, Lucca (Italy)
- 1.5 Petite Reine (electrically assisted tricycles for deliveries), Rouen (France)
- 1.6 Cityssimo, La Défense (France)
- 1.7 Silent deliveries with PIEK labelling, Dutch cities

domande/spunti di discussione

1. Vincoli operativi all'applicazione delle buone pratiche, punto di vista della PA e dell'operatore
2. Benefici della buona pratica
3. Problematicità attuali nella city logistics (Operatori e PA)
4. Discussione su spunti per politiche future

Contacts



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