

www.ptvag.com

The value of mapping and exchanging experiences in city logistics

Marcel Huschebeck, PTV AG, 4 May 2011



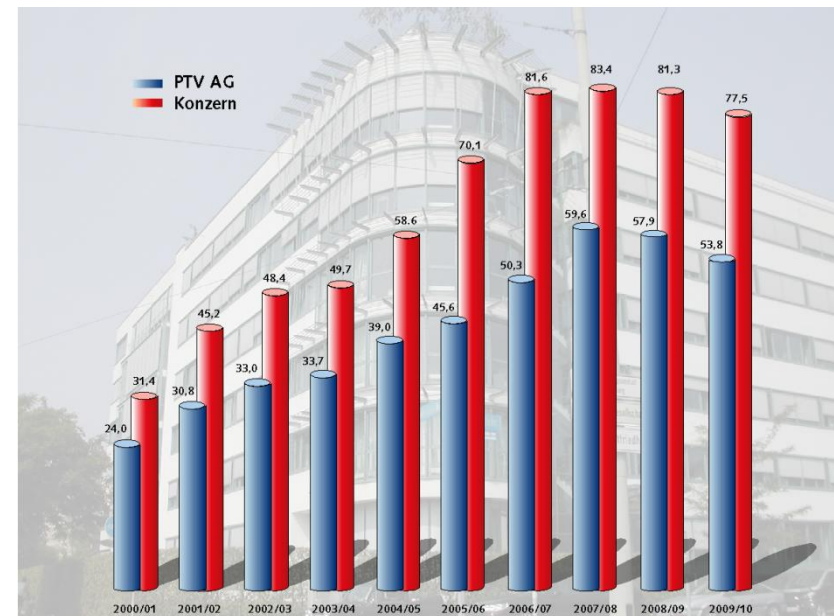
Agenda

- Trends in City Logistics
- BESTUFS I
- BESTUFS II
- BESTFACT

PTV Group – Short profile

Key figures

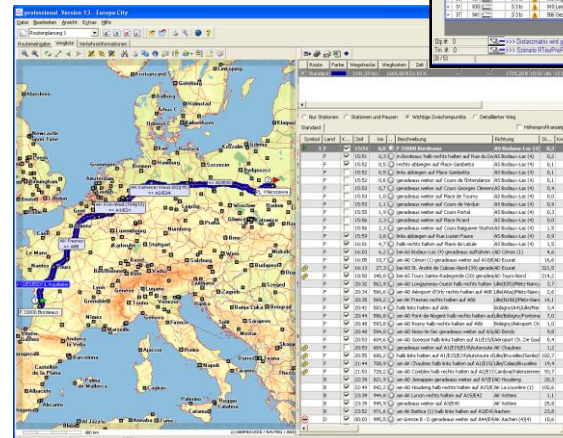
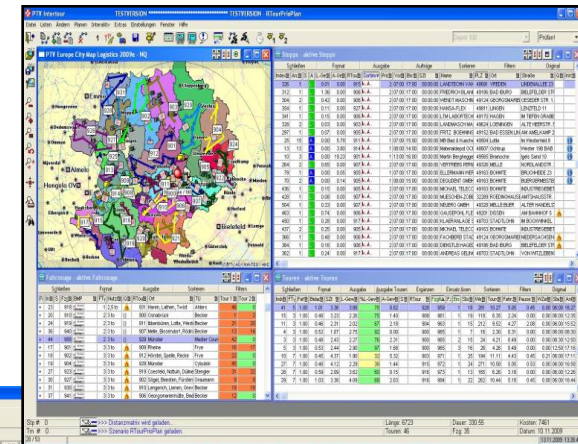
- 30 years of experience in professional solutions in the fields of traffic and transportation planning and optimisation
- More than 680 permanent employees, where of 450 in Germany
- 14 affiliates in 10 countries on 4 continents
- Turnover 2009/2010 : 77,5 M€, 48% outside Germany



PTV Group – Short profile

Unique experience in graphical information and planning systems

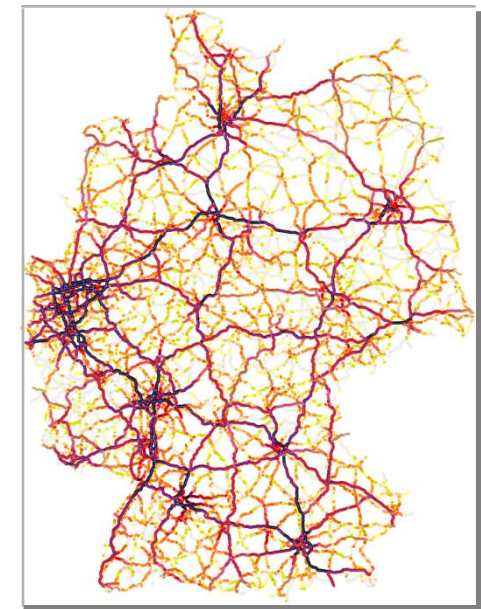
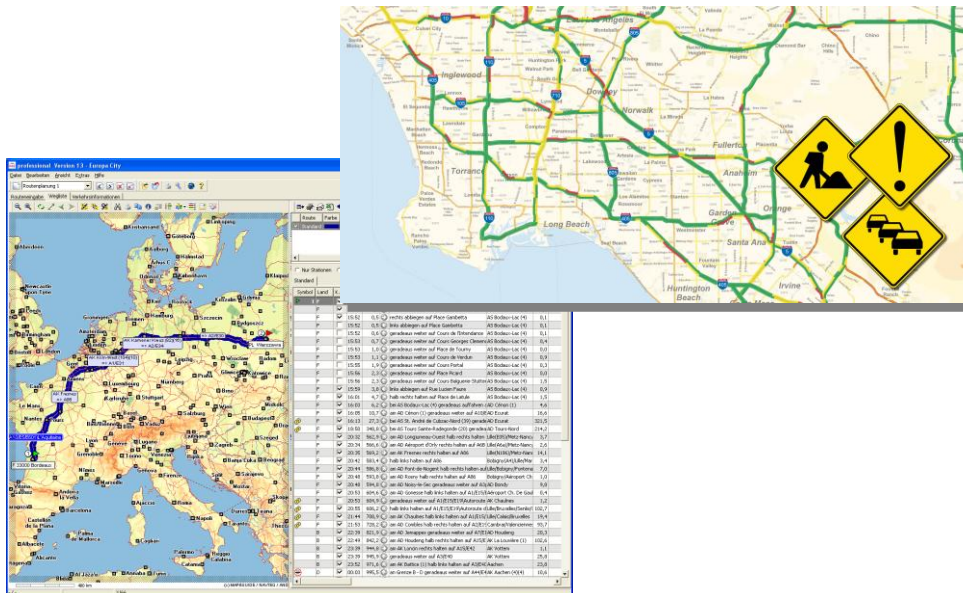
- Number one developer and vendor of standard software for route calculation and trip optimisation in Europe (MAP&GUIDE, PTV Intertour)
- More than 50.000 professional users in Europe
- More than 500 logistics project solutions in operation with success



PTV Group – Core Competencies

1. Transportation Information for Traffic and Transport

- > Collect, process and provide traffic data and information

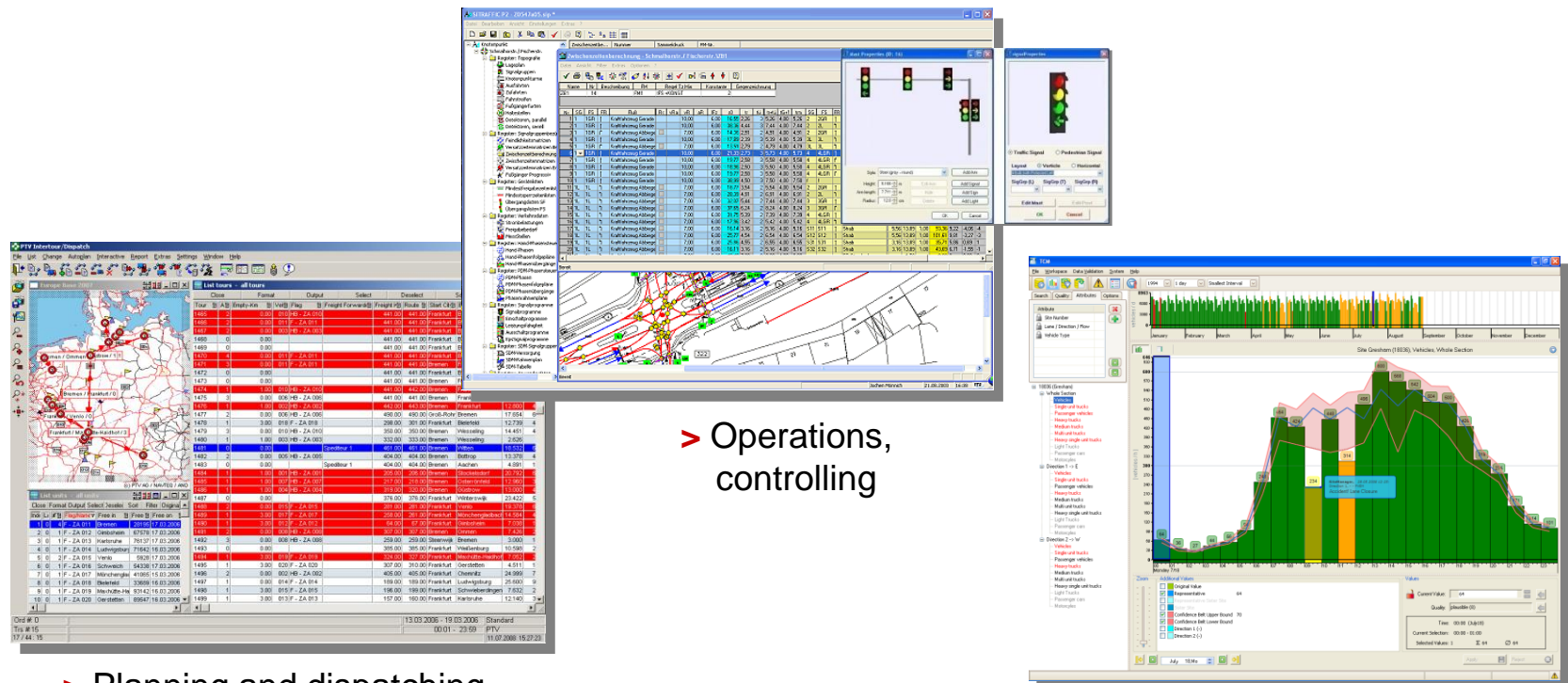


- > Traffic situation, Traffic forecast

- > Travel times, distances, routes, toll rates

PTV Group – Core Competencies

2. Geographical representation, planning and optimization



> Operations,
controlling

> Planning and dispatching

> Quality control

PTV Group – Core Competencies

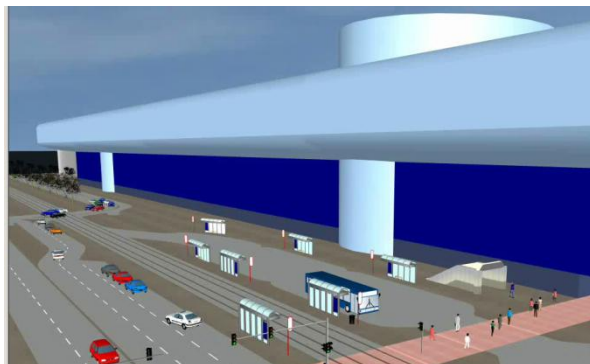
3. Modelling and consulting for Traffic and Transport



> Analysis, optimisation and simulation



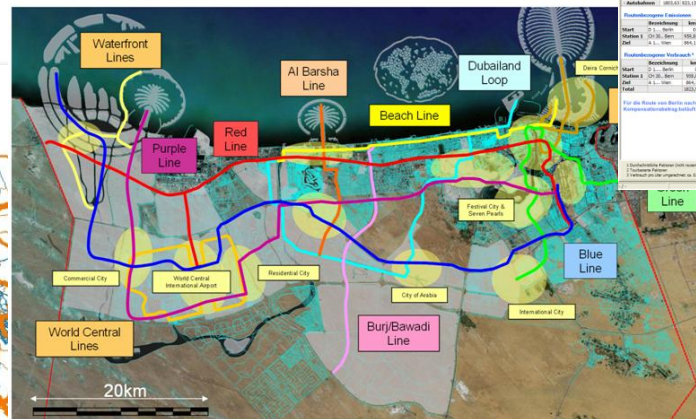
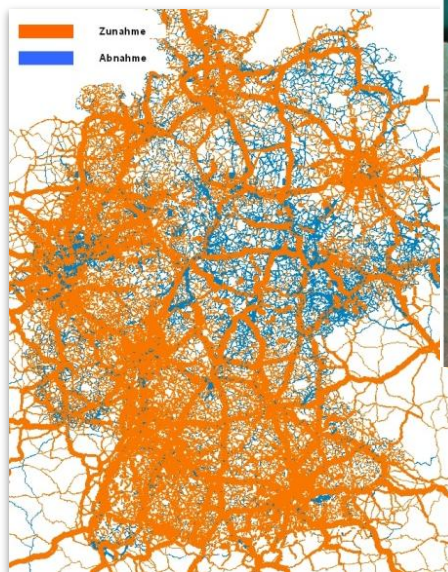
> Tactical and strategic planning



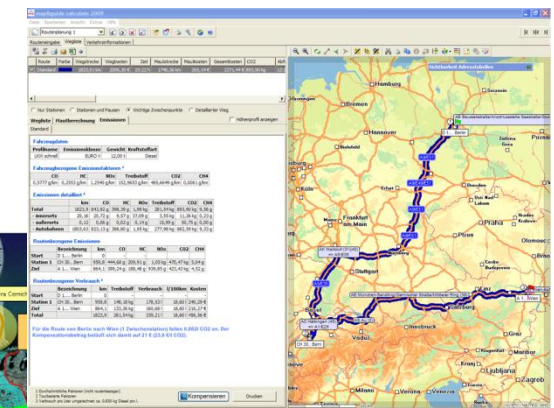
PTV Group – Core Competencies

4. Sustainable Mobility

> Traffic Forecast 2020 nationwide



> Public Transport Masterplan for Dubai



> Green Logistics
CO2 compensation

PTV Group – Business Units

PTV AG

Transport Consulting



Traffic Software



Logistics Software



Introduction (I)

Urban commercial transport



Represents very often the “Last Mile“ of transport chains and as such a major cost source

Guarantees the goods and services supply for citizens and enterprises

Is a very important function comparable to the water and the energy supply (!)

Introduction (II)

Urban commercial transport

- Causes noise and air pollution
- Causes accidents
- Aggravates congestion
- Occupies urban space
- Is not energy efficient



**Green City Logistics is needed,
as a major part of a sustainable urban mobility**

Trends in Urban Logistics

- Copenhagen agreement put priority on reducing GHG emissions
- Freight Transport growth is trigger for urban freight management; goods transport will be the only transport mode with increasing rates in the next years as well as costs for truck operations
- Megacities demand for new sustainable logistics solutions; activities and processes within agglomerations of 10 Mio. inhabitants will play a dominant role
- Internalisation of costs following the user pays principle; related costs for infrastructure or noise prevention has to be covered by extra charges
- Extension of service focus require for new logistics; gas station becomes grocery store, grocery store becomes post office and bank
- Sustainability as competitive factor; development and set up of sustainability indicators and management systems enhance transparency of companies leading to long term benefits
- Information technology and eCommerce will further increase; demand for transparency on processes and delivery status

Rising interest in Green City Logistics in Europe

European legislation, which reaches national, regional and finally local legislation

- Emissions (particulates, noise)
- Energy efficiency and resource consumption
- and all other sustainability dimensions



EU-wide initiatives

- CIVITAS (www.civitas-initiative.org)
- BESTUFS (www.bestufs.net)
- Citylog (www.citylog.org)



Changes in society

- More shopping malls - less small retailers
- Requirements of the citizens related to their living conditions
- eCommerce



citylog

sustainability and efficiency
of city logistics

New technology at reasonable cost

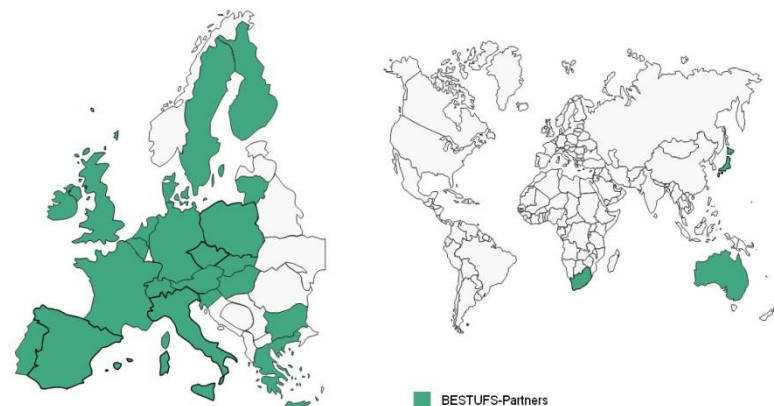
- Vehicles, equipment, ICT, ...

European Coordination Action: BESTUFS

Wide network established

Rich material is freely available and accessible on Internet

20 additional network contacts contribute actively in BESTUFS



Project budget

BESTUFS 1.300.000 €

BESTUFS II 2.800.000 €

Project duration

BESTUFS (Jan 2000 - Dec 2003)

BESTUFS II (Sep 2004 - Aug 2008)

Starting to design BESTUFS in 1999

Increasing interest to fill the gap of

- Addressing urban freight transport issues
- Stimulation of innovation
- Enabling access to best practices



About at the same time

- The International Conference on City Logistics started its first Conference in Australia also in the year 1999



Knowledge and scientific news here and there addressed in academic logistics groups and events

How to structure such a project ? (I)

New project type “Thematic network” without own deep research efforts

Aiming at “Best practices”

- Internal discussion on how to assess measures
- Which are the “best” practices when looking at given good practice innovations ?
- Practical approach chosen:
Description of innovations with additional information about advantages, disadvantages, experiences etc. as available



How to structure such a project ? (II)

Workshops – Mainly to increase knowledge on new projects and innovations and to offer a discussion platform

Conferences – Mainly to present and to disseminate a kind of innovation state of the art

Clustering of projects

Dissemination

Network (Members/Subcontractors)

BESTUFS.NET
Best Urban Freight Solutions
No.15 - NOVEMBER - DECEMBER 2004



Mercato-SORUL-CityPorte joint Workshop

held in Florence

A Joint Workshop for the Mercato-SORUL-CityPorte project about Innovative Urban Logistics Services was held in Florence on 10th November. The workshop was a success with over 40 participants from across the EU. The workshop, chaired by Massimo Balzano, Director General of CityPorte, was well attended and included a number of different sessions. The workshop was held in a large hall with a stage and a screen. The workshop was held in a large hall with a stage and a screen. The workshop was held in a large hall with a stage and a screen.

in the various local sites and to provide more solutions to the problem identified, particularly through the use of information technology. The project consortium expects to provide distribution, travel and car park management information and user information and user information.

One change in the dissemination in the literature, a number of studies, reports, in fact, a new finding, even the most sophisticated, cannot be considered as a final solution. The workshop was held in a large hall with a stage and a screen.

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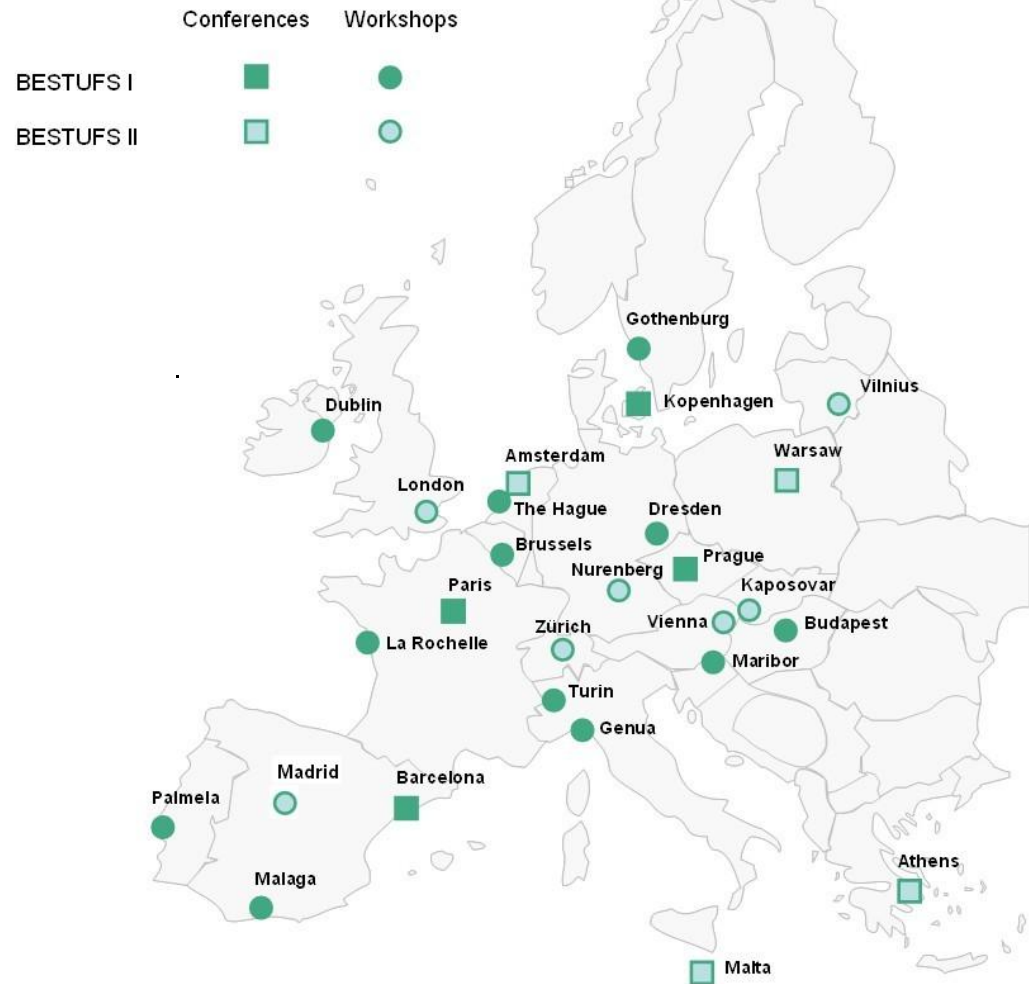
BESTUFS going to the Users/Cities

First two workshops in Brussels

European coverage

Looking for interesting technical visits and the mobilization of local/regional actors

Experienced language barrier



Which urban freight aspects are most important ?

Result of the first workshop in Brussels:



1. Definitions/Statistics - what is the urban freight problem/allowed growth?
2. City access/parking/time restrictions
3. Improved (automated) enforcement
4. Complexity (of urban) and shared responsibility logistic integration
5. Improved management of road space and kerbside access
6. Relationship urban, regional, national and European legislation
7. Innovative ideas (Underground logistic systems, pipelines, etc.)
8. ITS
9. PPP/freight fora
10. Enhanced signage and information systems
11. E-commerce and distribution (home shopping)
12. Vehicle technology and functionalities
13. Infrastructure, regulations and planning
14. Enhanced use/maintenance of infrastructure (road catalogue)
15. Inter-modal transfer facilities
16. Integration goods traffic management/distribution centres
17. Efficiencies (how to identify - costs/prizing?)
18. Infrastructural solutions

Main values of BESTUFS I

Set up and implementation of a Thematic Network

- Link up with initiatives and experts
- Set up of an appropriate workshop approach

Development of a practice methodology for Best Practices in Urban Freight Transport

- Collecting and processing urban freight solutions
- Assessment and presenting urban freight best practices in a user friendly format

Enhancing the awareness on urban freight transport

- Constantly increasing the community

BESTUFS II Best Practice on larger scale

- Workshops and conferences
- Best Practice Handbooks and Best practice search
- BESTUFS Good Practice Guide on urban freight transport in 17 languages
- National seminars in local languages
- Urban freight data harmonization and modeling
- Quantification of Urban Freight Transport Effects
- Information provision about interesting urban commercial transport related developments, demonstrations and events on European, national, regional and local level



BESTUFS workshops and conferences

Thematic focuses

- Parking regulations and city access incl. urban pricing
- Enforcement
- E-commerce and E-Logistics
- Rail based transport and intermodal transport incl. ports
- Urban distribution centres
- Private Public Partnership (PPP)
- Night delivery
- ITS
- Urban waste logistics

Specific interest

- Small and medium sized cities
- Air Quality and Noise Problems in Urban Freight Transport
- Integrated planning



Best Practice Handbooks and Best practice search (I)

The Best Practice Handbooks (BPH)

- Further develop the best practice methodology
- Collections of good practice examples from all over Europe
- Cover 11 different thematic areas
- Related to the specific thematic area
 - Definitions and general framework conditions
 - A country overview
 - Detailed information about case studies (project-level)
 - Conclusions and recommendations



Best Practice Handbooks and Best practice search (II)

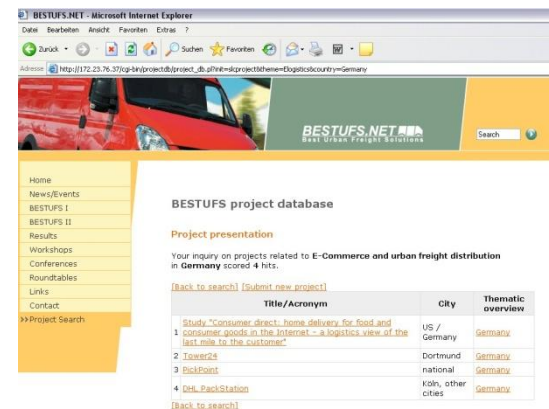
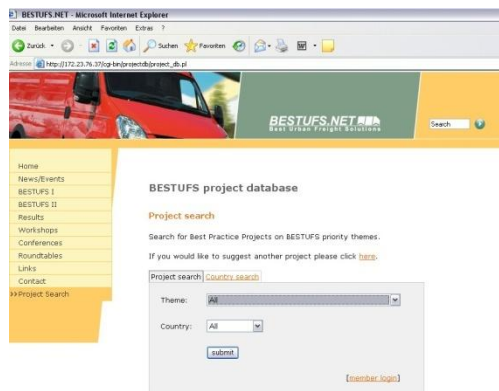
Available Best Practice Handbooks (BPH)

Statistical data, data acquisition and data analysis regarding urban freight transport	BESTUFS I – BPH 1
City access, parking regulations, access time regulations and enforcement support	BESTUFS I – BPH 1
E-Commerce and urban freight distribution (home shopping)	BESTUFS I – BPH 2
Road pricing and urban freight transport	BESTUFS I – BPH 3
Urban freight platforms (UFP)	BESTUFS I – BPH 3
Intelligent Transport Systems (ITS)	BESTUFS I – BPH 4
Public Private Partnerships (PPP) in urban freight	BESTUFS I – BPH 4
Waste transport logistics in urban areas	BESTUFS II – BPH 1
Experiments and incentives for environment-friendly vehicles	BESTUFS II – BPH 1
Control and Enforcement in Urban Freight Transport	BESTUFS II – BPH 2
City Access Restriction Schemes	BESTUFS II – BPH 2

Best Practice Handbooks and Best practice search (III)

The Best practice search on the BESTUFS-website

- Provides easy access to the huge number of best practice examples
 - On country level
 - According to the thematic areas
- Gives a summary of each example



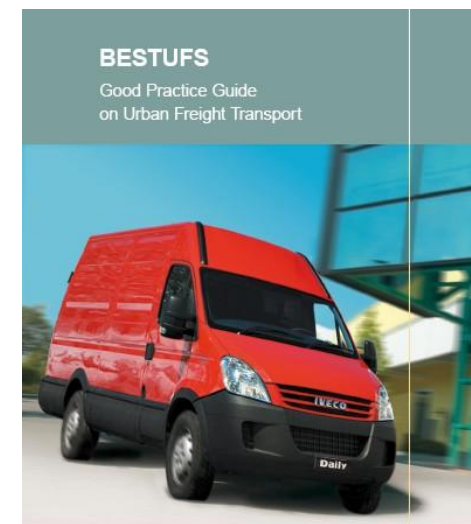
BESTUFS Good Practice Guide

Content

- Introduction
- Part I: Goods vehicles access and loading in urban areas
- Part II: Last mile solutions
- Part III: Urban consolidation centres
- More about BESTUFS

Available in 17 languages

Bulgarian, Czech, Danish, Dutch, English, Finnish
French, German, Greek, Hungarian, Italian, Lithu
Polish, Portuguese, Slovene, Spanish and Swedish



BESTUFS.NET

BESTUFS national seminars (I)

- Took place in more than 20 countries
- Were held in national language
- Addressed all actors involved in urban freight transport: active traffic planners in cities, transport operators, consultants, stakeholders from chambers of industry and commerce, etc.
- Informed about BESTUFS



BESTUFS national seminars (II)

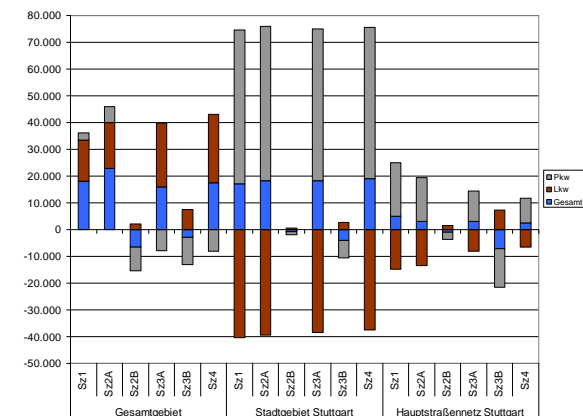
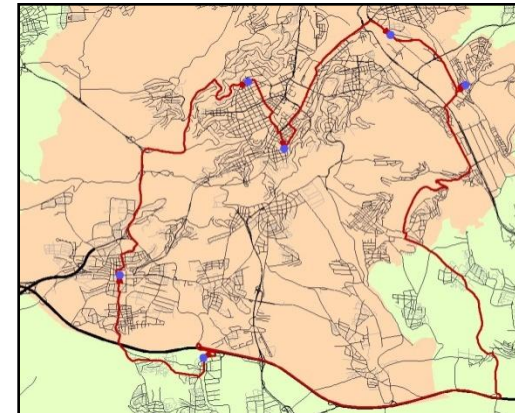
- Actively presented Best Urban Freight solutions
- Helped to get information about the national / local situation
- Helped to create a national / local network in parallel to the BESTUFS network
- A special focus was given to small and medium sized cities
- Summaries and presentations are available on the BESTUFS-website



Urban freight data harmonization and modeling

Within this working field

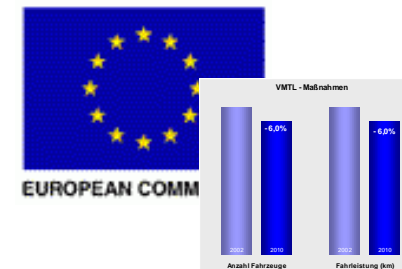
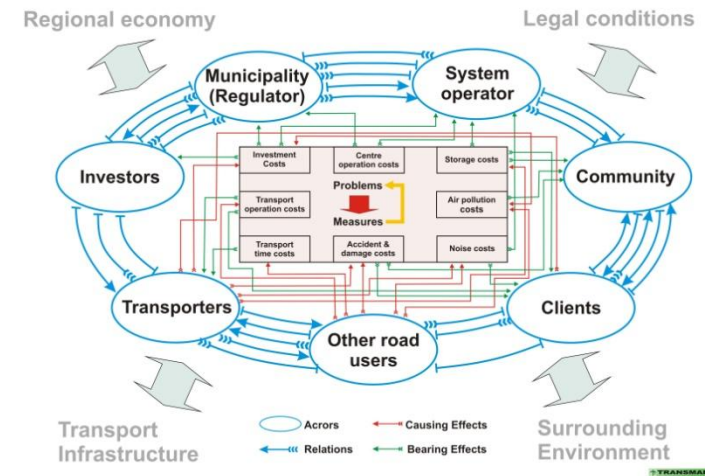
- A platform for the exchange of experts and practitioners was provided
- Harmonisation and standardisation of data collection methods
- Best practice reports including different data collection approaches, transport models and transport modelling use cases were derived



Quantification of Urban Freight Transport Effects

Facts and effects with regard to urban freight transport

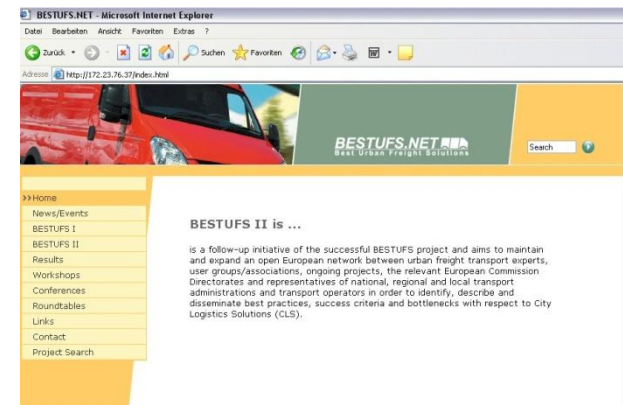
- Role of urban freight transport in the context of the whole urban traffic
- External effects of urban freight transport: noise, air pollution, accidents, etc.
- Contributions to EC policy objectives of changes in urban freight transport
- Expectable average impacts of typical best practice scenarios
- Reports: Quantification of Urban Freight Transport Effects I + II



Information provision

Results and News are available via www.bestufs.net

- Reports
 - 4 Best Practice Handbooks on 11 topics
 - Best Practice in data collection, modelling approaches and application fields for urban commercial transport models
 - Quantification of Urban Freight Transport Effects
 - Policy recommendations
 - Clustering reports
- Good Practice Guide in 17 languages
- Presentations of workshops, conferences, round tables and national seminars
- Newsletters
- News section including external news

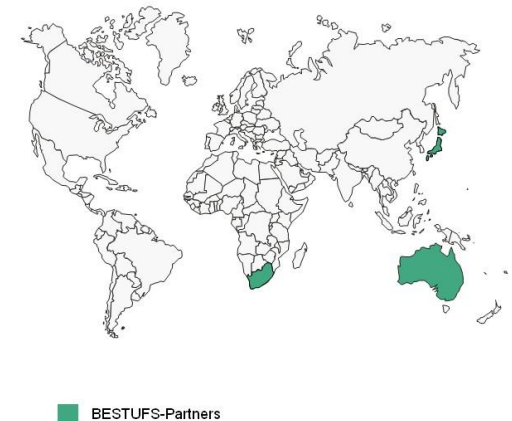


The BESTUFS Network

Partners/steering committee

- PTV AG, Germany (Coordinator)
- NEWRAIL, UK
- NEA, The Netherlands
- RappTrans, Switzerland
- Transman, Hungary
- CDV, Czech Republic
- LET ISH, France
- Univ. of Westminster, UK
- Inrets, France
- Deutsche Post, Germany
- Paris, France
- IVECO, Italy

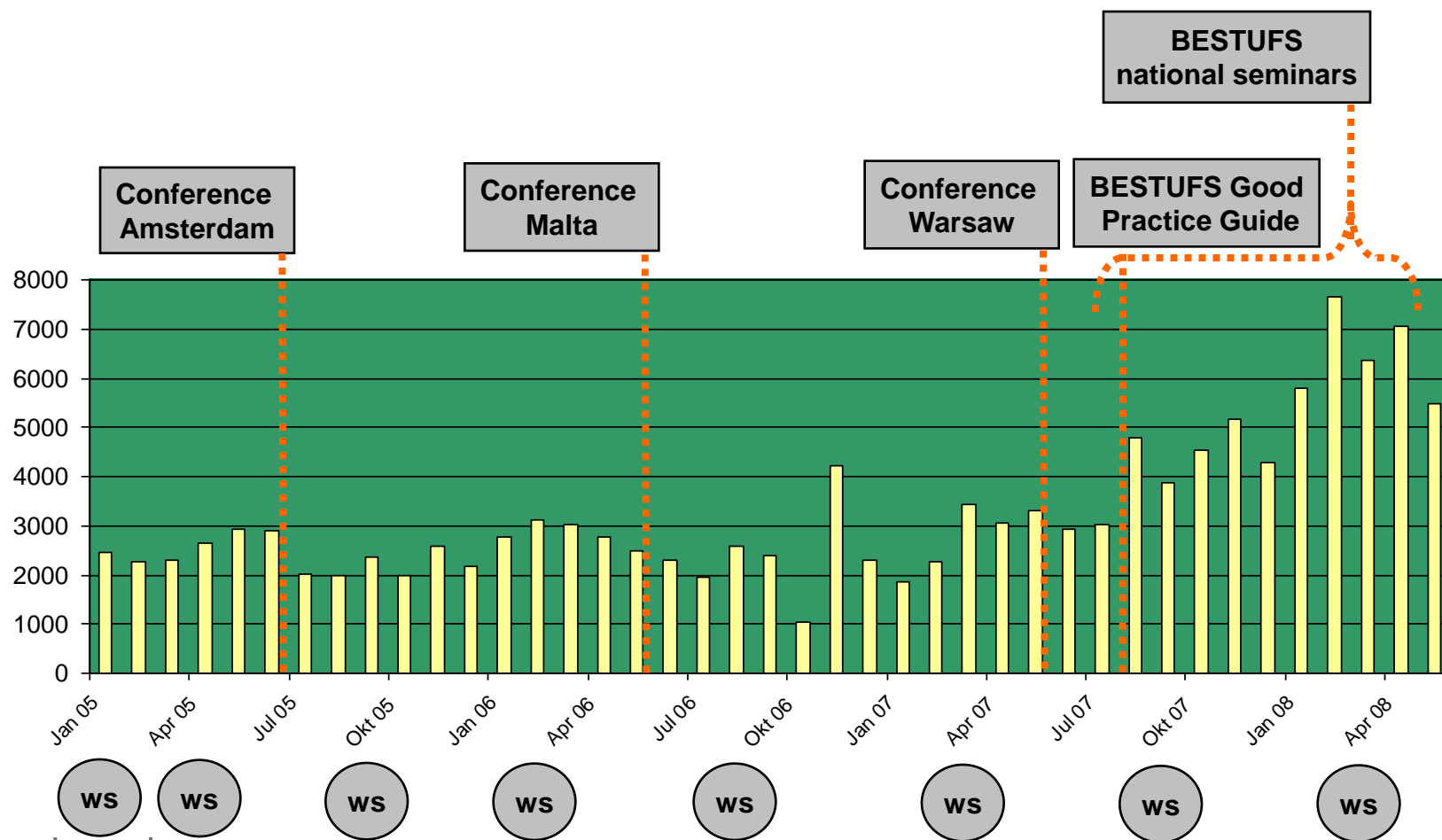
20 additional network contacts contributed actively in BESTUFS



Project duration

- BESTUFS (Jan 00 – Dec 03)
- BESTUFS II (Sept 04 - Aug 08)

WWW.BESTUFS.NET – site requests per month



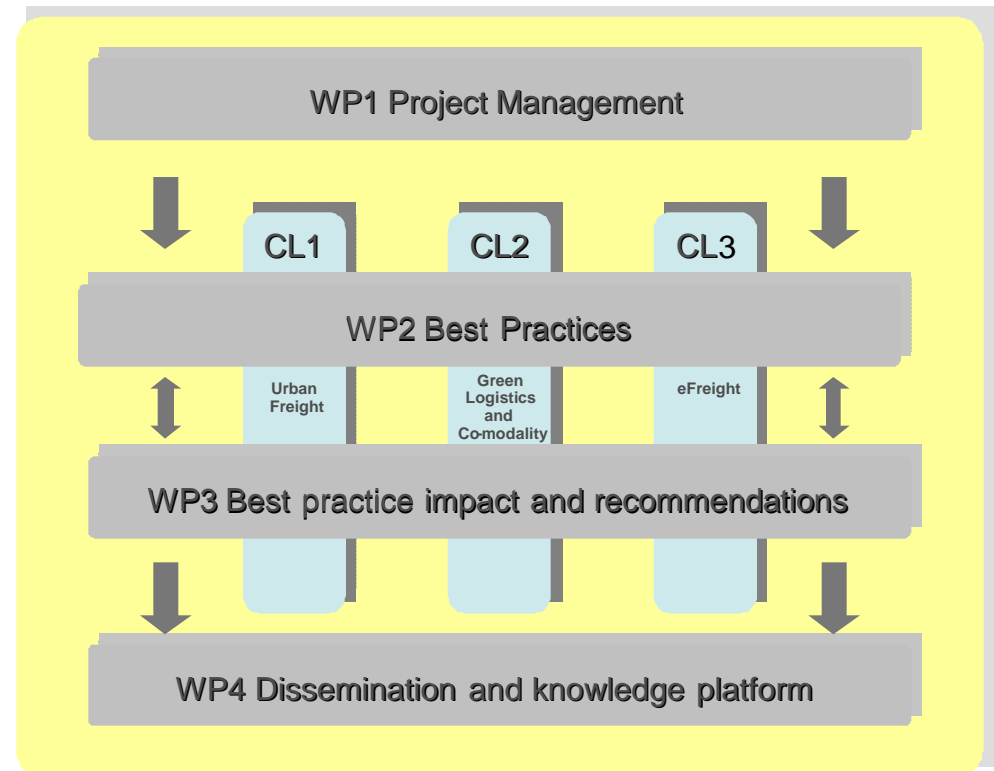
Values and positive tendencies

- The interest of cities to look at and to improve city logistics activities is continuously growing since several years
- More and more cities start with experimentations
- Cities become interested in other cities experiments and experiences
- More information about impacts of measures/solutions is becoming available
- Large cities set up (freight) transport master plans
- More and more cities organize round tables dedicated to freight transport
- Private (logistics) actors recognize that contribution to a clean environment leads to an advantage in competition

Stadt
City
Ville
Città
Ciudad
Stad
By
Πόλη
Cidade
Kaupunki
Város
Pilsēta
Miestas
Suurlinn
Ciutat
...

BESTFACT

- Continue from Summer 2011 with new project
- City logistics implementation strategy by information
- Single window for freight logistics in 3 clusters



BESTFACT implementation of Best Practices

The main BESTFACT outcomes are:

- **To produce 150 new short descriptions of European best practice cases**
- **To produce 60 detailed best practice surveys on European freight logistics solutions**
- **To initiate 4 best practice implementation support actions**
- **To organise 10 cluster workshops**
- **To carry out 3 analyses on the development of innovative policy schemes**
- **To organise 3 BESTFACT conferences**
- **To establish and maintain a BESTFACT knowledge platform on a long-term basis**
- **To produce best practice handbooks, best practice leaflets, and brochures**

Thank you for your attention !



www.ptvag.com

PTV. Planning Transportation Visions.

