CITY LOGISTICS: GOOD PRACTICES, POLICIES, ACTIONS

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The transfer of city logistics experience, from the EU to Emilia-Romagna,

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www.sugarlogistics.eu

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Summary

- The regional approach for the identification of the European Best Practice
- SWOT Analysis at Regional Level
- Selection of the Best Practice closer to the regional policies
- Evaluation of criteria for the dissemination of the practices
  - The relevance
  - Sustainability
  - Applicability
- The financial support at Regional Level

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BEST PRACTICE: SELECTION CRITERIA

- The regional government involved a working group in the analysis of the Best Practices in order to improve existing policies and initiatives
  - BPs should be started and supported by a **public** body
  - BPs **should be still operative** or proved by meaningful collected data
  - BPs with a sustainable **business model**.
  - A valid **assessment** approach

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5 Categories of 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

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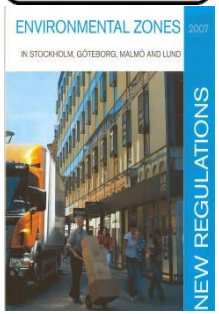
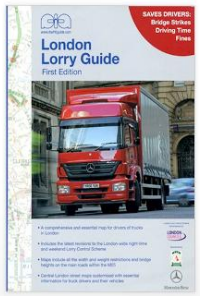
5.1 Traffic and parking regulations, access regulations

- 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





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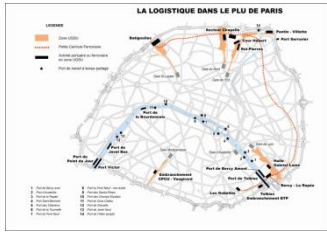
5.2 Planning, land use, building code

- 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

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5.3 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

Monitoring CCTV

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5.4 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

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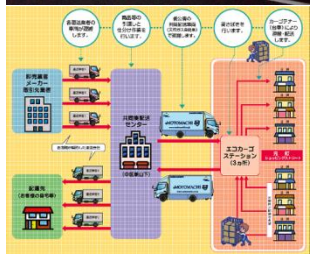
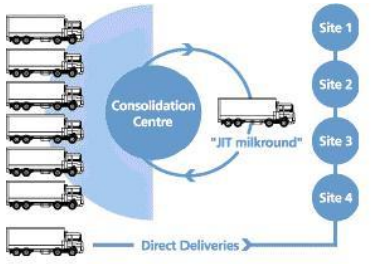
5.5 Consolidation schemes and measures targeted towards urban supply chains

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





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The selection mechanisms

- **Relevance and interest from the different cities and municipalities**
- **Criteria of harmonization at regional level**
- **Applicability according an adequate investment plan**
- **Sustainability in big cities and small municipalities according a cooperation plan with private operators**
- **Guidelines to be shared with private operators**
- **Attention towards the adoption of the electric mobility or other eco-sustainable cars/trucks**

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Projects and Training

- All the municipalities have been invited for specific City Logistics Training Sessions
- Dedicated working groups on Strategies for harmonised initiatives
- Financial support in terms of investments in City Logstics initiatives
- Monitoring actions

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Some selected BPs

1.1 Freight Operators Recognition Scheme (FORS) – London
1.2 Clean transport in municipal procurement contracts, Göteborg (Sweden)
1.3 Life CEMD, Lucca (Italy)
1.4 Petite Reine (electrically assisted tricycles for deliveries), Rouen (France)
1.5 Cityssimo, La Défense (France)
1.6 Silent Deliveries with PIEK Labelling, Dutch cities
1.7 Parma, Bologna, Reggio Emilia (our best practices)

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REGIONAL POLICIES FOR SUSTAINABLE MOBILITY

SUSTAINABLE MOBILITY PROGRAMME 2003-2009 (REGIONAL FUNDS) MEASURES APPLICATED TO URBAN MOBILITY						
PROVINCES	MEASURE 1 Emission post-treatment, alternatives fuel for bus	MEASURE 2 Renovation of bus fleets	MEASURE 3 Urban pedestrian-cyclist Mobility	MEASURE 4 Sustainable mobility for people	MEASURE 5 Urban Logistics	Total Provinces
PIACENZA	378.000	3.050.002	394.000	370.000	1.170.000	5.362.002
PARMA		4.730.937	850.000	400.000	850.000	6.830.937
REGGIO EMILIA	216.000	3.848.549	1.450.000	400.000	1.775.000	7.689.549
MODENA	138.000	3.593.673	500.000	2.300.000	550.000	7.081.673
BOLOGNA	828.000	12.335.084	1.550.000	2.508.000	1.930.000	19.151.084
FERRARA		4.045.465	530.000	286.000	1.174.000	6.035.465
RAVENNA	60.000	2.419.847	958.000	659.000	741.000	4.837.847
FORLI'-CESENA	66.000	3.435.995	450.000	750.000	1.725.000	6.426.[illegible]95
RIMINI	246.000	2.540.447	425.000	220.000	835.000	[illegible]7
ALL PROVINCES						

68.000.000 Euro

2002 to 2008: average reduction of PM10 by 15% and reduction of the number of daily excess by 19%, even with metereological adverse conditions (constant rise of days without rain or wind)

REGIONAL PROGRAMME ON URBAN LOGISTICS

- **Interventions** Measure 5**: Study and realisation of actions of** Urban Logistics
- in 12 cities

URBAN AREAS	PROJECT DESIGN FUNDS			REALIZATION Regional contribution up to 50% of the intervention cost				TOTAL CONTRIBUTION (A + B)
	European Proj. City Ports A	European Proj. Merope A	Regional Funds (LR. 30) A	MEASURE 5 First estimation of the investiments programme		MEASURE 5 B Resources invested at present		
				Efficiency of goods vehicles, signal instruments and ITS	Coordinated intervention of Urban Logistics	Efficiency of goods vehicles, signal instruments and ITS B	Coordinated Intervention of Urban Logistics B	
TOT	300.400	300.864	639.459 Out of 894.947	2.397.347 Out of 4.816.214	7.765.000 Out of 18.011.500	1.062.196 Out of 2.792.991	3.758.586 su 7.809.745	6.061.506 Out of 12.098.948

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Next steps:

1. How to overcome operative constraints for the application of best practices from the point of view of the Public Bodies and Private Operators

   Learning by sharing approach

2. How to assess the benefits of the adoption of the Best Practices
3. Future issues of city logistics (also from the economic crisis and the development of tourism)
4. Discussion on future policies integrating large scale initiatives (corridors and city logistics).

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