

# SUGAR

## Good practices analysis: examples of successful policies and conditions for successful transfers

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# Outline of the presentation

- **Choice criteria**
- **List of best practices**
- **Five categories of best practices**
- **Summary of success factors to ensure transferability**

# CHOICE CRITERIA

# SELECTION CRITERIA FOR EVALUATION OF SUGAR 'BEST PRACTICES'

## FOR ALL SITES

- BPs are initiated or supported (partially or totally) by a public administration
- BPs are currently operating or have been operating for a long enough time to draw relevant conclusions
- BPs have a sustainable business model (whether public or public/ private), they do not depend upon financial sources that are time-limited
- BPs have an impact and that impact has been evaluated through some kind of assessment

# For SUGAR sites

- **BPs are considered important by the BP site itself**
- **BPs are transferable to other cities especially smaller cities**
- **Furthermore, we chose the same number (or nearly the same number) of BPs for each of the best practice sites**

## For non SUGAR sites

- **Innovative BPs are favoured, especially BPs using intelligent transport systems**
- **For BPs with some years of operation, BPs already recorded into BESTUFS II best practice reports are favoured**
- **Some outstanding best practices (some of them non-European) have been included based on the literature and/or personal expertise**

- **Total number of best practices identified has been limited to a reasonable amount so that the BP report does not look like a catalogue of measures**
- **D3.3 has 44 best practices today and will not have more than 50 at the end of the SUGAR project (after updates)**

# LIST OF BEST PRACTICES



# FROM SUGAR SITES

## PARIS

- **Consignity (pick up points)**
- **Mobility Master Plan including freight, Paris (also London)**
- **Technical guidelines for delivery spaces**
- **Urban Logistic Spaces (ULS)**
- **Urban rail logistics: Monoprix**

## LONDON

- **Freight Information Portal**
- **Freight Operators Recognition Scheme (FORS)**
- **London Construction Consolidation Center (LCCC)**
- **Lorry control scheme**
- **Low emission zone**

## REGION EMILIA ROMAGNA

- Access control by Euro standards
- Consolidation centers + Eco Logistics Parma
- Freight distribution plan, Bologna (also London)
- Lorry routes (also London)
- Inter-city coordination
- Ariamia, electric delivery vehicles for rent

## BARCELONA

- Multi use lanes
- Night deliveries experiment (also Paris)
- Building code regulations for off-street delivery areas (also Paris)
- Enforcement by dedicated agents

# OUTSIDE OF SUGAR SITES

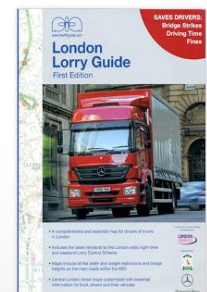
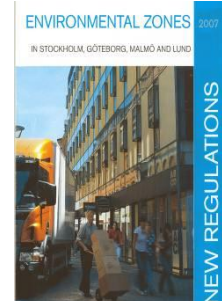
- **Cargotram, Zurich (Switzerland)**
- **City Cargo, Amsterdam (the Netherlands)**
- **Cityporto, Padua (Italy)**
- **Cityssimo La Défense (France)**
- **Clean transport in municipal procurement contracts, Gothenburg(Sweden)**
- **Congestion charging, Stockholm (Sweden)**
- **Data collection and modelling, Bordeaux, Marseille, Dijon (France)**
- **Dynamic delivery areas, Poitiers (France)**
- **Elcidis urban consolidation center, La Rochelle (France)**
- **Espace Logistique de Proximité (ELP), Bordeaux (France)**
- **Heavy Goods Vehicle Fee on local roads in Swiss cities**
- **Life CEMD, Lucca (Italy)**

- **Lorry routes, Bremen (Germany)**
- **Low Emission Zone, Utrecht (the Netherlands)**
- **Motomachi urban consolidation center, Yokohama (Japan)**
- **Packstation for B2C, German cities**
- **Partnership on Best Practices, Toulouse (France)**
- **Petite Reine (electrically assisted cargo cycles), Rouen (France)**
- **Pick up points for B2C, French cities**
- **Protected delivery zones, Prague (Czech Republic)**
- **Silent deliveries with PIEK labelling, Dutch cities**
- **SPEDITHUN, Thun (Switzerland)**
- **Urban Consolidation Centre, Bristol (United Kingdom)**
- **Urban logistics terminals, Tokyo (Japan)**

# FIVE CATEGORIES OF BEST PRACTICES

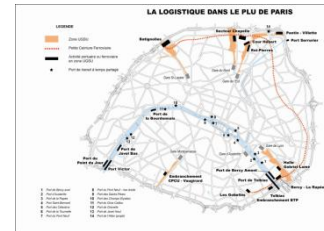
# Traffic and parking regulations, access regulations

- 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



Monitoring CCTV



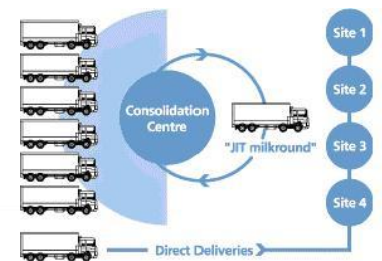
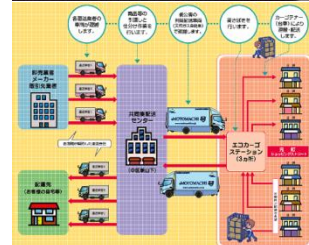
## Consultation processes and labelling schemes

- 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



# SUMMARY OF SUCCESS FACTORS FOR TRANSFERABILITY

# CONDITIONS TO BE MET FOR A SUCCESSFUL TRANSFER OF BEST PRACTICES

- Take into account the city's economic situation and its evolution
- Know the main supply chain features of your city
- Take into account the global supply and transport chain (not only the part which is being reorganised by the measure)
- Identify the constraints of scale of the project
- Make an ex ante analysis before the implementation of the project
- Implement a follow up with assessment surveys using relevant indicators in order to be able to draw comparisons between the ex-ante and ex-post situations, and to assess the impacts

# LESSONS LEARNED

- **All categories of practices**
  - The project leader has the main role: a change in project leader can lead to an abandonment of the project ( or important delays)
  - The preparatory phase is often longer than planned
  - The project develops (and evolves) between the conception phase and the actual implementation
  - Detailed assessment is often neglected
- **Small scale innovative experiments**
  - One of the critical success factors is achieving to go from feasibility studies to actual implementation, then to the perpetuation of the measure
  - Many failures after trials but also many successes leading to profitable developments
- **Long term global measures**
  - More difficult to « sell » to politicians
  - Difficult to assess

# LESSONS LEARNED

- **Conclusion**
  - Tools are numerous to improve urban freight !