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Urban Freight - Reflections and Thoughts from a Public Authorities Perspective

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Berlin is different from other large cities ...

- area: 892 km²
- 3,610,156 (31.12.2015) inhabitants
- approx. 1.8 m people in employment
- “poor but sexy” (10% unemployed)
- almost 40% of households without car
- Low motorization rate (326 cars/1000 inh.)
- low commuter numbers (but growing)
- polycentric city of short distances

Figures: Statistical Office; Berlin-Brandenburg, as of 2015
Berlin – a growing city

Number of inhabitants and people in paid work

People in paid work: + 289,300 Pers.  

(annual average)  
(in each case 31.12.)
Urban Freight – in Berlin?!?
Facing the challenge: significant negative effects of traffic...

... concentrated esp. to the (less motorized) inner city
The parts of the puzzle...

There is

NO SIMPLE SOLUTION

For this complex challenge!
STRATEGIC APPROACHES
(selected)
Berlin’s Urban Transport Development Plan (Stadtentwicklungsplan Verkehr)

- Provides the strategical framework for the next 15 years → „road-map“ for Berlin’s transport policy
- Integrative Approach
  - Linking transport to other fields of urban development
  - Integrating all transport modes
  - Addressing national and European requirements
  - Coordinating developments with the surrounding metropolitan region
- Coupling long-term visions with short- and medium-term measures
- Consultative planning process (Round table, scientific advisory board)
Updating the Long-Term Strategy: Our Guiding Vision

![Diagram showing Berlin 2040 vision and attributes]

- Internationally accessible
- Attractive inner city
- Transport innovations benefit mobility and economy
- Sustainable mobility for all
- Liveable City
- Interlinked metropolitan region
- Clean. Quiet. "Post-fossil".
- Commercial transport efficient, effective, environmentally friendly

Berlin 2040

- Last version from 2005, currently under revision
- Participatory planning process
  - Different Stakeholders (all transport modes, LSP’s, chamber of commerce, various interest groups, boroughs)
- Common working sessions
- Based on current situation and infrastructure, supported by various studies
- Frequent evaluation and report
- Commercial transport instead of “pure” freight

APPROACHES IN REAL LIFE
(selected)
It’s a question of space (land use) and distance; part I
The shorter a „last mile“ is, the more „sustainable“ it can get...

- Full electric 40 t truck for last mile container transport from Berlin Westhafen run by BEHALA
- Shorter distances = smaller batteries = impact on economical feasibility
- Form follows function vs. the one for all purposes
Cargo cycles in Berlin?

Potsdamer Platz. 1906.

Quelle: Missmann 1987, S. 94
Some examples...

I am substituting a car

Age is nothing but a number …

Some examples...
It’s a question of space (land use) and distance; part II
Aber wollen wir das?
Shared Micro-Depots – a part of the solution
The effects of a growing city: TRAM extension vs. heavy and oversized goods?
BEHALA “Heavy goods shuttle”

- September 2012: operations of the “heavy goods shuttle”
- Innovation causes shift in modal split
- Background:
  New generation of Siemens gas turbines with a weight of 520 tons
Heavy goods in Berlin – the new Siemens gas turbine
The future...???
Thank you!

Mercí!

Danke!

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