



How can national governments create a supportive framework for a low- carbon urban logistics?

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Workshop II on Urban Freight

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Objectives of the day

- *Understand* the challenges and opportunities for sustainable urban freight solutions
- *Learning* about existing good practices and how to replicate them
- *Participate* and *exchange (learning by doing)* on policy instruments of national and local governments
 1. Session 1: National Governments
 - Presentation, introduction of concepts and examples
 - Presentation from partner country
 - Interactive session
 2. Session 2: Local Authorities
 3. Session 3: Learning from case studies

Opportunities and experiences

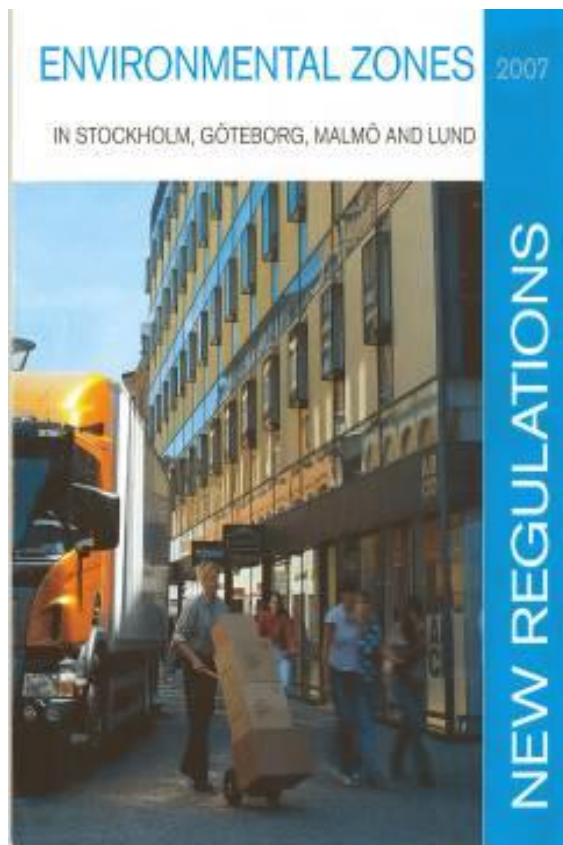
- Bottom up approach already happened since the years 2000 in many hundred cities, projects, committees, programmes etc.
- Key approach is learning from good practices
- Design trials in small scale → growth → industry scale?
- Private and public sector cooperation
- Multiple stakeholders
- Tests (pilots) and data collection → decision and control

Objectives of case studies on “successful” freight transport operations

- To inform on cases in urban or long distance transport context
 - Trials and demonstrations of technical feasibility and economic profitability
 - Sustainability
 - Decarbonisation
 - Profitability
 - Social acceptance
 - Impacts estimates or assessments
 - Expectation/assumption: Other businesses are going to replicate and scale up the solution on the market
 - Sources, references
 - Contacts, networking

Regulation on traffic and parking, access restriction, environmental standards and permits

- Simple and cheap measures any local government can take
- Large impacts on the city's environment (if enforcement is working well)
- New standards used: Euro standards (truck pollution level)
- New concepts such as congestion charging, low emission zones, night delivery time windows, time sharing of the roadspace (multi-use)
- New enforcement measures: dedicated brigades, clock stickers, cameras, ITS



The screenshot shows the London Councils website. At the top, there is a navigation bar with "LONDON COUNCILS" logo, a search bar, and links for "Home", "Services", and "London Lorry Control". Below the navigation bar is a large image of a white truck with a blue container. Text overlaying the image reads: "Controlling the movement of heavy goods vehicles over 18 tonnes". Below the image is the heading "London Lorry Control". Underneath, there are four columns of information, each with an information icon (i) in a circle:

- Review of the scheme**: A review of the scheme is currently underway. [Read about the review](#)
- Join the scheme**: Join the London Lorry Control scheme online. [Join the scheme](#)
- Registered haulier login**: Login here if you are a registered haulier. [Registered haulier login](#)
- Pay a penalty charge notice**: Pay a PCN online or phone 0845 6803705. [Pay a PCN](#)



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 efficient to enforce access measures
- Crucial in data collection and real time information for truck drivers on traffic and parking conditions
- ITS is tested in several dimensions for routing and scheduling, load optimisation, combination of pedestrian and driving trips



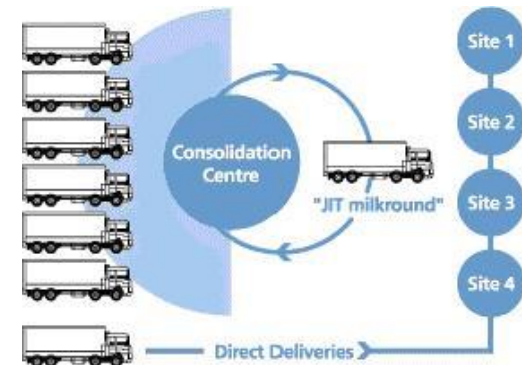
Consultation processes and labelling schemes

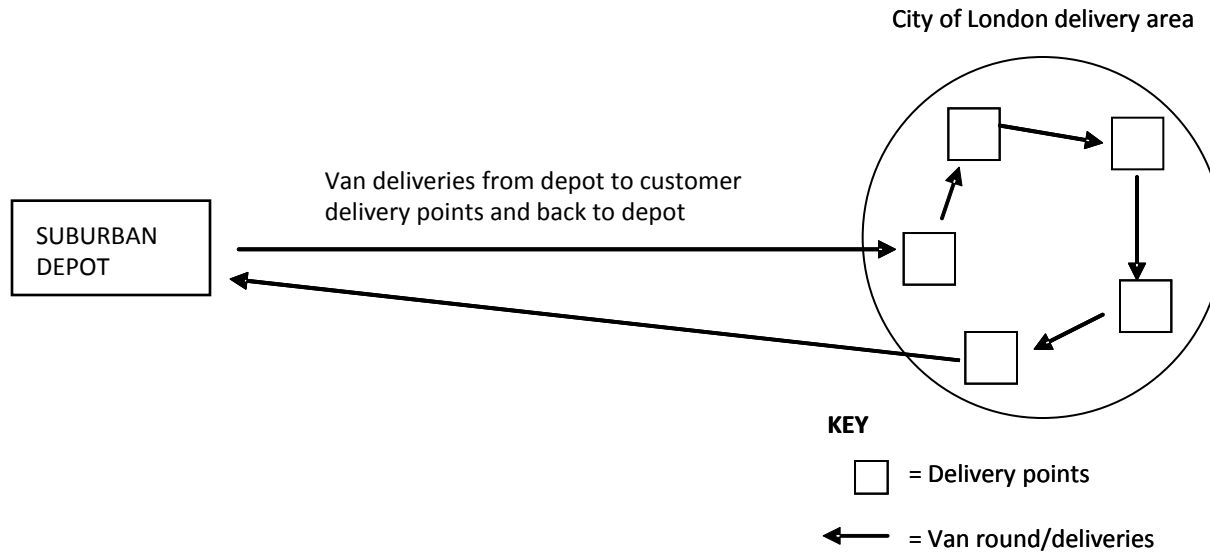
- These policies have proved crucial in raising awareness among freight transport companies
- Providing forums for discussion can ensure that a policy targeted towards freight transport is successful
- Giving specific labels to virtuous truck companies (companies using clean vehicles for example) has 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



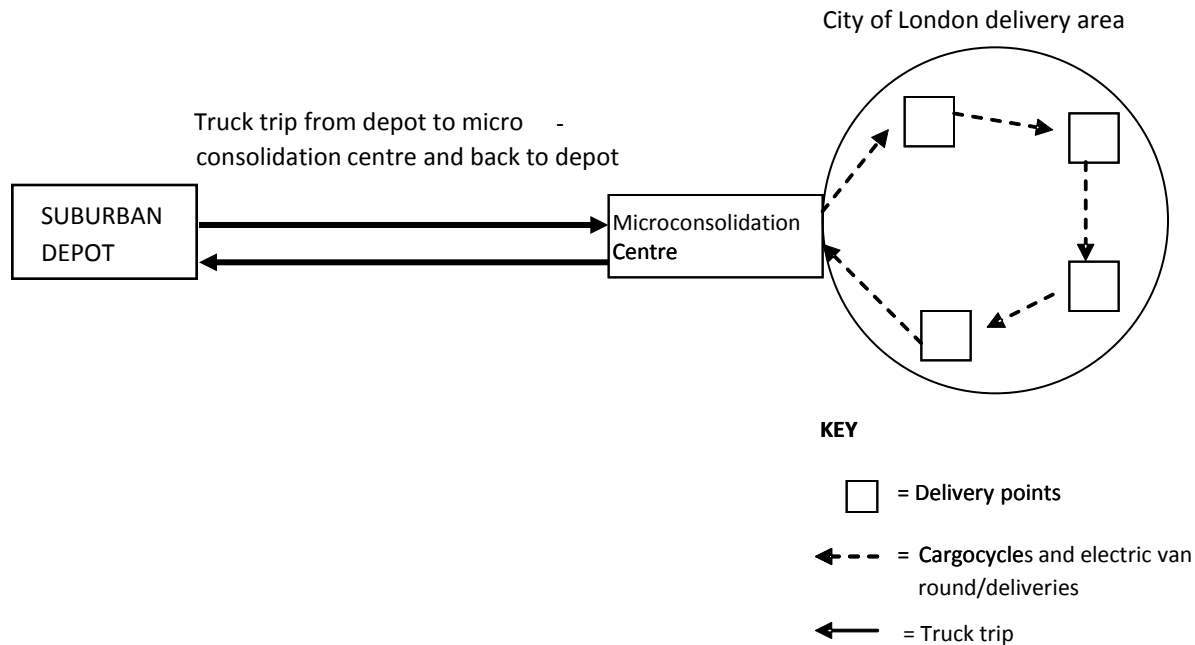
Consolidation schemes and measures targeting urban supply chains

- 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 are actively associated





Logistics system for deliveries by diesel vans



Logistics system for deliveries by Cargocycles and electric vans

Limits of the system of observations

+ infrastructure + vehicle construction + employees
= **transport & logistics sector management**

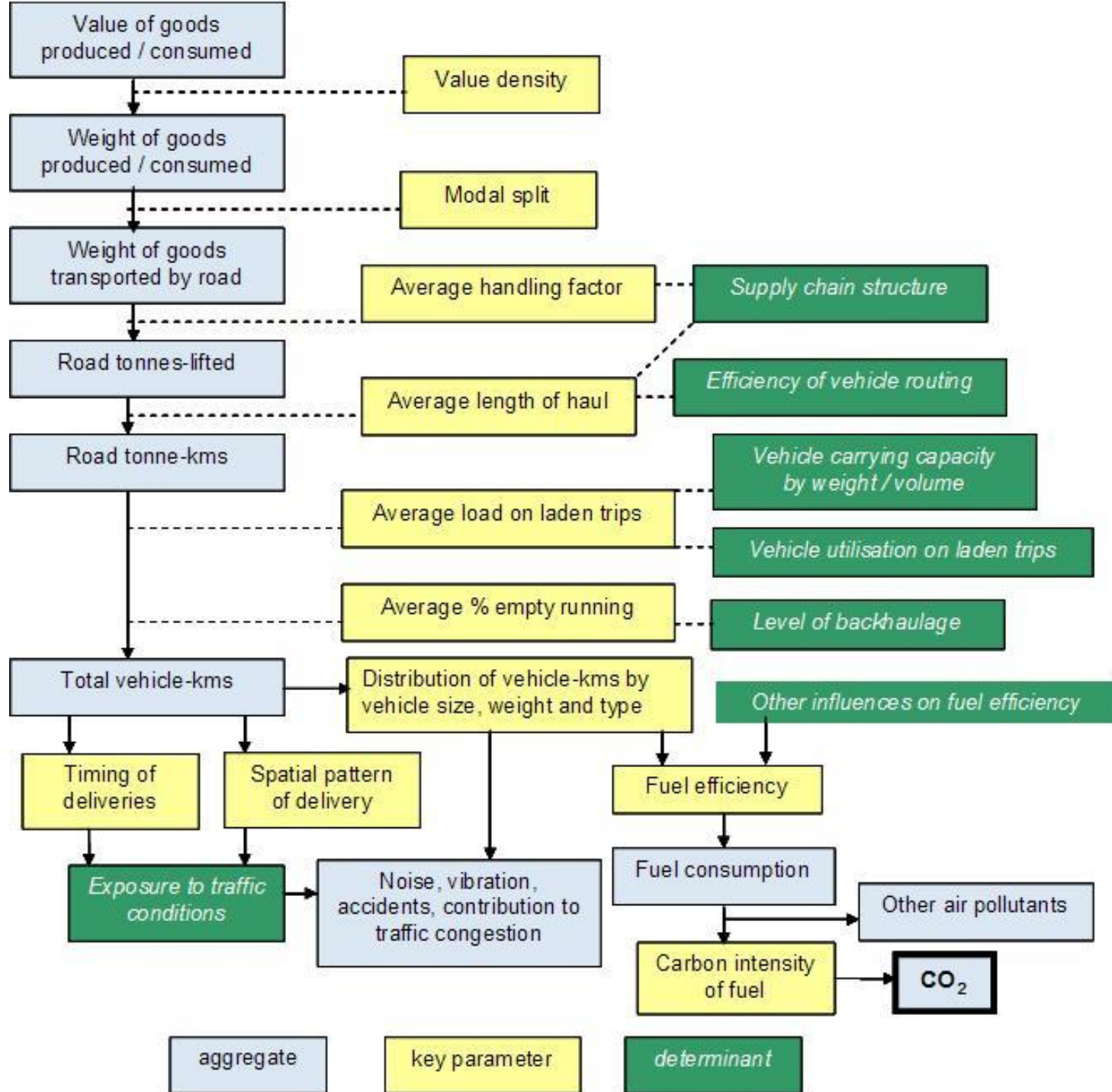
+ upstream and downstream suppliers' and customers' chains
= **logistics & supply chain management**

+ warehouse & logistics services = **logistics**

+ vehicle maintenance and repair =
freight and fleet management

+ fuel supply = **freight energy**

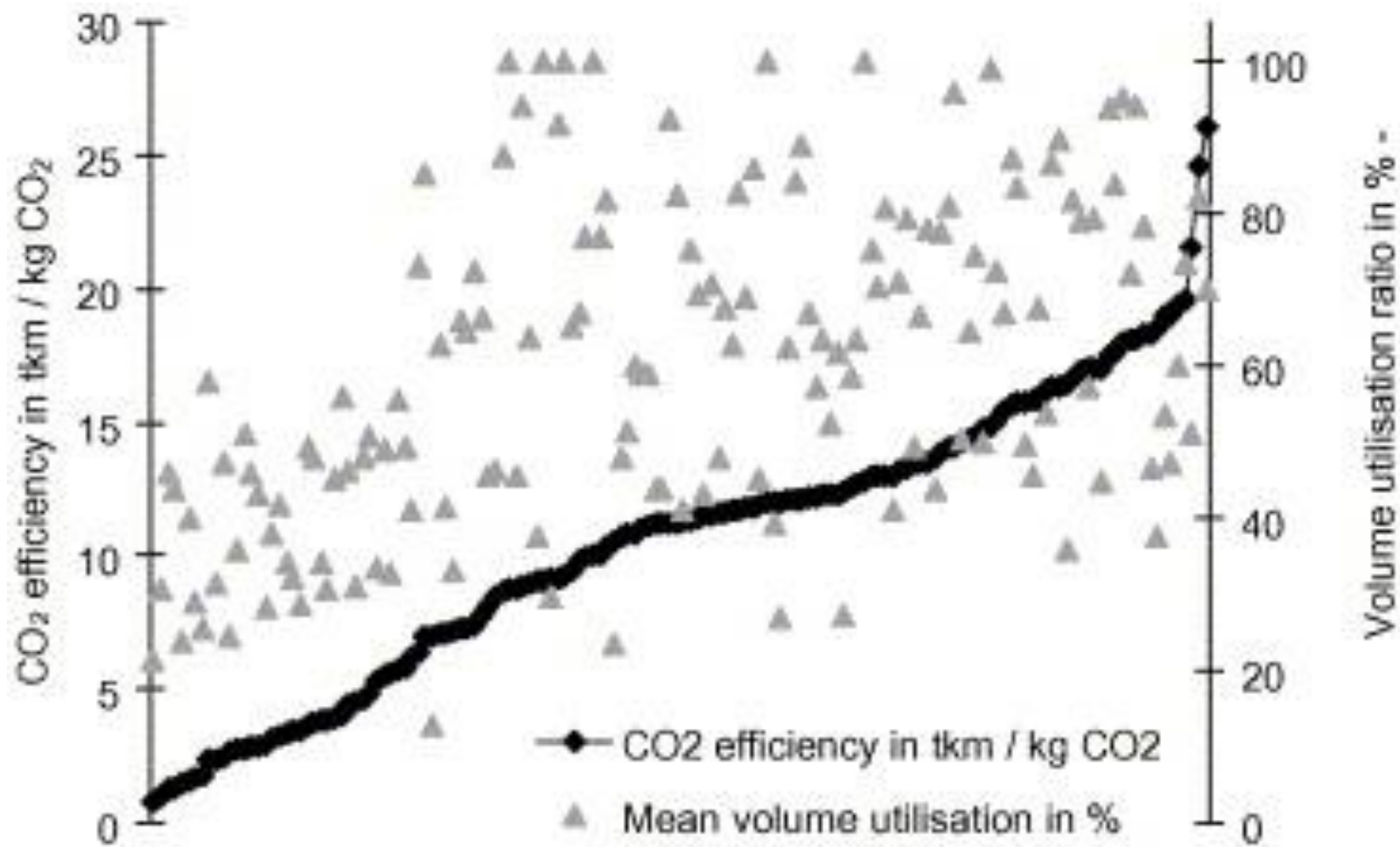
Vehicle + load = **freight transport**



Measuring climate change emission efficiency & sustainability of logistics

www.
green-logistics.
org

Road freight efficiency and CO₂



Road freight trip data from original survey in Germany 2002 (point = group of trips)

Source: Leonardi, Baumgartner 2004: CO₂ efficiency in road freight transportation: Status quo, measures and potential, Transport Research D.

Efficiency measures in transport organisation

Answers from 20 container trucking companies in %, 2003

Measures	Implemented		
	yes	partly	no
Semi automatic scheduling system	25	0	75
Route planning software	45	0	55
On-board navigation system in the vehicles	0	10	90
Radio phones in the vehicles	65	0	35
Mobile phones in the vehicles	80	0	20
Coupling of two 20' containers orders to single freight transport	100	0	0
Sub-contracting with partner companies	80	0	20
Informal co-operation - Co-ordinated order delivery with "friends" companies	90	0	10

Efficiency measures in transport behaviour & technologies



	yes	partly	no
Driver training	25	5	70
Fuel use information on board	5	35	60
Fuel use statistics for the company	100	0	0
Additional maintenance (higher frequency)	5	0	95
Low resistance tyres	0	10	90
Wind spoiler	80	5	15
Biodiesel fuel	5	10	85

Summary: role of national government

- Support cities with favourable framework conditions
- Regulation of access to city centres with clean vehicles
- Legislation beneficial for clean vehicles (subsidies, less penalties etc.)
- Funding for trials, tests and pilot programmes (for local authorities such as local development agency and cities)
- Funding for data collection and evaluation (consultancies and industry)
- Funding for research (academics)
- Coordinate and collaborate with multiple stakeholders, at least with the 3 key groups transport industry, cities, research
- *No research project on national policies favourable for urban freight in Southern countries, few cooperation, no compendium of good cases*