



SOLUTIONS Knowledge Sharing Kit Cluster 3: City logistics

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About SOLUTIONS

SOLUTIONS aims to foster knowledge exchange and boost the uptake of innovative sustainable urban mobility solutions through the further exploitation of existing knowledge.

The main focus of the SOLUTIONS project is on the exchange between cities from Europe, Latin America and the Mediterranean.

The project looks at the following thematic areas:

- public transport
- transport infrastructure
- city logistics
- integrated planning / sustainable urban mobility plans
- network and mobility management
- clean vehicles



Introduction to Cluster 3: City logistics

City logistics: (1) delivery and collection of goods for local companies; (2) supply of households which include individual travel and home delivery and; (3) more specific supply chains (public works, waste handling, etc...)

Issues: essential factor for economic activity, but high impacts on the environment and on the health of the most vulnerable residents, in particular in cities in emerging countries

Main focus: effectively respond to freight requirements for the economy while decreasing the environmental and social impact

SOLUTIONS for	Type of impact
Urban deliveries with cargo-cycles	Improve (avoid)
Low Emission Zones (LEZ)	Avoid (improve)
Forums, portals, labels and training programs	Improve
Promotion of off-hour deliveries	Improve (avoid)
Networks of pick up points	Avoid
Larger use of rail and water	Shift (avoid)
Urban Consolidation Centers (UCCs)	Avoid (improve)
Municipal procurement reorganization	Avoid (improve)
Lorry lanes for urban freight transport	Improve
Pricing schemes, taxes and tolls	Improve



Solution 3.1: Urban deliveries with cargo-cycles for the last mile

Objectives and implementation

- For companies: bypass congestion in order to improve productivity and quality of service
- For public authorities: mitigate transport externalities (congestion, atmospheric pollution, etc.) by changing diesel vans and trucks to 'clean' cargo-cycles
- Cooperation between the cycle operator and the local administrations can help implementation

Solution 3.2: Low-Emissions Zones (LEZ)

Objectives and implementation

- In an LEZ, access to a certain area is denied to vehicles which do not meet certain criteria – typically pollutant emissions levels
- Environmental objectives: mitigation of pollutant emissions, decrease in particulate matter
- Main types of control: video surveillance (London); ‘visual’ control by local police (Germany)
- Effectiveness is still for the most part unproven



Solution 3.3: Freight forums, information portals, labels and training programmes

Objectives and implementation

- Good solutions for cities who do not wish to regulate too much (force) but wish to encourage good initiatives
- Provide incentives for voluntary changes of behaviour
- Enhance cooperation between local authorities and urban transport operators



Solution 3.4: Pick-up points

Objectives and implementation

- Secured places where customers can take parcels they have bought
- Targets internet customers
- Avoids many truck-kilometers all the way to final customers
- Make supply chain more flexible and increase efficiency and reliability
- Easier route planning & timing



Solution 3.5 Vehicle and operation regulations on time, weight and size

Objectives and implementation

- Time regulations can be imposed on goods vehicles in a particular road or urban area
- Protect residents or to reduce congestion associated with urban freight (sometimes contradictory)
- Time windows can lead to traffic congestion in peak hours and to a poor utilization of vehicles

Solution 3.6: Urban consolidation centres (UCC)

Objectives and implementation

- Logistics facilities located within or close to urban agglomerations, to enable consolidation of deliveries into the target area
- Allows long distance freight to be carried by larger, more efficient vehicles and inner-city deliveries to be made by smaller vehicles
- Environmental benefits (noise, local pollution and CO₂ emissions)
- Economic advantages (reduced delivery times, transport costs)
- Frequently implemented with the help of public subsidies



Solution 3.7 Municipal procurement, delivery reorganization at building level

Objectives and implementation

- Procurement decisions have direct impact on transport and so on emissions and congestion
- City administrations should require environmentally-friendly freight deliveries for their own supplies
- City can also promote a reorganization of deliveries within large buildings, including its own buildings

Solution 3.8 Rail and waterways for freight deliveries

Objectives and implementation

- Reduce congestion, atmospheric pollution and noise resulting from trucks
- Costs may be high, according to the existing infrastructure
- Use of non road-based means generally implies additional transshipments and a lack of flexibility
- Noise emissions from freight activities

Solution 3.9 Urban truck lanes

Objectives and implementation

- Reducing congestion & mitigating impacts of truck traffic especially in high-truck-volume corridors
- Separating trucks from cars to improve safety and reliability
- Providing improved travel times and reliability for trucks serving ports and intermodal sites
- Complementing innovative freight-oriented land use strategies (e.g. inland ports or freight villages)

Solution 3.10 Pricing measures

Objectives and implementation

- Reduce peak hour travel and ease traffic congestion
- Generate revenue and/or ease congestion
- Toll roads, toll bridges and toll tunnels are often used for revenue generation to repay the long-term debt issued to finance facilities/infrastructure
- Price externalities (emissions)

Thank you!

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