

A GENERAL INFORMATION		
A 1	<b>Category</b>	Transport planning
A 2	<b>Subcategory</b>	Urban mobility - urban logistic strategies
A 3	<b>Transport policy measure (TPM)</b>	Introduction of city logistics / urban freight distribution
A 4	<b>Description of TPM</b>	Urban mobility policies often lie in the responsibility of local and regional authorities. However, European urban transport policies provide a framework for decisions adopted on local level, which also other EU policies have to take into account. The traffic in cities throughout Europe is increasing and as a consequence congestion with its negative impacts as the loss of time and the increase of pollution is a fundamental problem, which costs about 1% of the EU's GDP per year. Also freight logistics have an urban dimension COM (2009)490, because the distribution of goods to its final destination in the city often is a part of the supply chain and represents the interface to long-haul transport segment. There are several different concepts concerning city logistics - the most common one is the local distribution of goods by smaller, cleaner and efficient vehicles. The main target of urban freight distribution is to avoid traffic passing through cities and metropolitan areas by means of the implementation of technical and planning measures as urban consolidation centres / city logistics. "City logistics incorporates many activities (i.e. production, commerce and supply) between different actors, which appear in form of inner urban goods transport or distribution of interurban freight, fulfilling a substantial contribution to economy, city life and operations." ([4], p.5)
A 5	<b>Implementation examples</b>	- 'City Plus' Milan (IT): Urban platforms to group and load 'City Plus' Shuttles for goods distribution - 'City Cargo' (pilot project) Amsterdam (NL): Distribution of goods in the city by means of the tram rail network, the usage of 'Crossdocks' as transfer points near the main highway and 'hubs', inner-city transfer points from tram to electrically powered vehicles (e-cars) - RegLog - City logistic Regensburg (DE): Cooperation of logistics service providers concerning the bundling of daily consignments - City logistics Bremen (DE): Consolidation system and logistics software - Freight consolidation scheme Bristol (UK): Design to serve retailers in Bristol's core retail area by a consolidation centre - 'SpediThun', Thun (CH): Bundling of city consignments to shops in a terminal outside the city - 'Chronopost' Paris (FR): Last mile urban delivery of goods by electric vehicles - CargoHopper Utrecht (NL): Bundling of retail goods and usage of (smaller) electrified vehicles [4]
A 6	<b>Objectives of TPM</b>	Minimising the internal costs of transport, the external costs of transport and the social costs of the community as: - Costs for investments, operation and storage - Costs of time, accidents and damages - Costs of air pollution, noise and space => Reduction of (heavy) freight traffic in urban areas
A 7	<b>Key changes concerning:</b>	
A 7.1	- Choice of transport mode / Multimodality:	Possible change, dependent on applied concept - increasing demand of multimodal transport (due to concept) and use of lighter vehicles
A 7.2	- Origin and/or destination of trip:	No major change, except that terminals as part of logistics outside urban areas may serve as an intermediate origin or destination
A 7.3	- Trip frequency:	Reduction of vehicle-kilometres and trip frequency of heavy vehicles, dependent upon TPM increase of light duty vehicle kilometers and their trip frequency
A 7.4	- Choice of route:	Possible change, dependent on concept (but not main instrument)
A 7.5	- Timing (day, hour):	Possible change, dependent on concept (but not main instrument)
A 7.6	- Occupancy rate / Loading factor:	Increase of loading factor (freight consignment) by reducing the number of unsuitable vehicles
A 7.7	- Energy efficiency / Energy usage:	Increase of energy efficiency by operation of energy efficient and light duty vehicles and reduction of energy usage
A 8	<b>Main source</b>	BESTUFS II - Best Urban Freight Solutions (2004- 2008)

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B 3.1	Transport costs																		L	R	S	L
B 3.2	Private income / commercial turn over																					
B 3.3	Revenues in the transport sector																		L	R	E	
B 3.4	Sectoral competitiveness																		L	R	EE	
B 3.5	Spatial competitiveness																		L	R	E	
B 3.6	Housing expenditures																		L	R	E	
B 3.7	Insurance costs																		L	R	E	
B 3.8	Health service costs																					
B 3.9	Public authorities & adm. burdens on businesses																		L	R	S	L
B 3.10	Public income (e.g.: taxes, charges)																		L	R	S	L
B 3.11	Third countries and international relations																					
B 3.I	Overall impacts on social groups																					
B 3.II	Implementation phase	- Costs (Investments/adjustment of infrastructure): 150-200 mio. € (CityCargo), but lower costs of road maintenance [4]																				
B 3.III	Operation phase	- Lower costs of road maintenance (CityCargo) [4], higher operating costs due to additional step in supply chain.																				
B 3.IV	Summary / comments concerning the main impacts	- Lower transportation costs of HGVs, some increase due to use of LGVs - Increase of public income, due to the possibility to optimise personnel deployment, efficient planning and enhanced capacity (see quantification) - Better freight vehicle usage (interurban/innerurban) (Speditun) [4]; Better driver and vehicle utilisation [7] - Additional logistical stage (additional handling) [7] - Better logistical organisation, Reduction of delivery lead times and improving product availability [7] - Possible appreciation of houses/property in directly affected areas (positive due to less traffic); this leads to increasing rents; assuming the residents are not the owners and mostly the lower income group is living at the heavily loaded urban areas (by road freight transports) this measure leads to a displacements of residents (based on increasing rents) and decreasing social inclusion - Increasing spatial / sectoral competitiveness of shopkeepers compared to an area not managed by city logistics. The shopkeepers and retailers are significantly influenced positively due to a higher predictability of their workflow. [EE]  - 3rd level impact: Accidents concerning road freight transport mostly occur within cities. Decreasing vehicle mileage within cities can reduce the number of accidents with HGVs which can lead to lower insurances for road freight operators. On the other hand an increase of the use of LGVs is																				
B 3.V	Quantification of impacts	- No costs of investments necessary by public authorities and no subsidies to any commercial enterprise (RegLog) [4] - Investment / Adjustment Costs: 150-200 mio. € (CityCargo) [4] - Lower costs of road maintenance (CityCargo) [4] - Increase of public income (city) by optimal deployment of personnel, efficient planning, increase of capacity (24/7), reduction of theft (CityCargo) [4] - Possible costs of services (weight related) can be outweighed by time gains of transportation companies avoiding entering the inner city (Speditun) [4] - Decrease of veh.km by 75% [4], less costs by km/veh (e-vehicle) (Chronopost) [4]																				
B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
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B 4.1	Health (incl. well-being)																		L	R	E	L
B 4.2	Safety																		L	R	S	L
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems																		L	R	E	
B 4.5	Social inclusion, equality & opportunities																		L	R	S	L
B 4.6	Standards and rights (related to job quality)																		L	R	S/E	L
B 4.7	Employment and labour markets																					
B 4.8	Cultural heritage / culture																					
B 4.I	Overall impacts on social groups	- Urban logistics strategies may harmonise labour conditions at overall lower levels; increasing qualification requirements towards staff																				
B 4.II	Implementation phase	- Comparably affecting lower income groups more positively (living in previously heavily loaded areas)																				
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	- Increasing employment (see quantification) - Increase of road safety and reduction of traffic accidents (CityCargo) [4] - Positive impacts on health and quality of life (increasing health, safety for residents and society (tourists) due to less freight traffic in the inner city (see quantification) ; - Increase quality of life and accessibility of the city centre (CityCargo) [4] - Increasing quality of job [4] - Residents living in areas heavily loaded by road freight vehicles will be influenced more positive by less transport traffic with its air pollutants and especially noise emissions. Assuming that predominantly lower income groups live in these areas, the measures concerning city logistics will especially affect this social groups positively by a higher level of health (incl. well being) and increasing urban road safety. - Slow modes transport passengers will benefit from less road freight traffic.																				
B 4.V	Quantification of impacts	- Creation of app. 1200 jobs in storage, cargo trams and distribution (e-vehicles) (CityCargo) [4] - Better job quality due to better working conditions (stress by congestion, parking etc.) and faster accessibility of workplaces by 50% (location of cross-docking place near city) (Chronopost) [4]																				
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B 5.1	Air pollutants																		L	R	S	L
B 5.2	Noise emissions																		L	R	S	L
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																		N	I	E	L
B 5.6	Renewable or non-renewable resources																		N	I	E	L
B 5.I	Overall impacts on social groups	Residents and shops / offices in the served areas will primarily benefit from the new concepts																				
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	- Less air pollutants in city, due to possible utilisation of less polluting vehicles in urban areas (CityPlus) [4], unless an increase of LGVs is foreseen. - Less noise emissions in city (Reduction of noise levels in the city due to possible replacement by other vehicles, for instance e-vehicles (trams - CityCargo [4])) - Positive impacts on climate and resources - Increase of urban attractiveness for residents and tourists (RegLog) [4]																				
B 5.V	Quantification of impacts	- Reduction of particulate (matter), CO2, NOx emissions up to 16% (CityCargo) [4] - Decrease of air pollutants by 75% and noise (Chronopost) [4]																				

C REFERENCES			
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C 2	<table border="1"> <tr> <td><b>References</b></td> <td> <p><b>International</b></p> <p>[1] European Commission (2009): Communication from the commission to the European parliament, the council, the European economic and social committee and the committee of regions; Action plan on Urban mobility. COM (2009)490 final, Brussels</p> <p>[2] European Commission (2009): Communication from the commission, Freight transport logistics action plan. COM (2007) 607 final, Brussels</p> <p>[3] European Commission (2007): Green paper - Towards a new culture for urban mobility. COM (2007) 551 final, Brussels</p> <p>[4] BESTUFS II - Best Urban Freight Solutions (2006): Deliverable 5.2 - Quantification of urban freight transport effects II</p> <p>[5] CIVITAS initiative: <a href="http://www.civitas-initiative.eu">www.civitas-initiative.eu</a></p> <p>[6] European Commission (2007): Commission Staff Working Document - Freight transport Logistics Action Plan, Impact assessment. SEC(2007)1320</p> <p>[7] BESTUFS II - Best Urban Freight Solutions (2005): Deliverable 1.1 - Policy and research recommendations I, Urban consolidation centres, Last mile solutions</p> <p><b>National</b></p> <p><b>Regional / Local</b></p> <p>[4] BESTUFS II - Best Urban Freight Solutions (2006): Deliverable 5.2 - Quantification of urban freight transport effects II; Various examples with practical relevance (see Implementation examples)</p> </td> </tr> </table>	<b>References</b>	<p><b>International</b></p> <p>[1] European Commission (2009): Communication from the commission to the European parliament, the council, the European economic and social committee and the committee of regions; Action plan on Urban mobility. COM (2009)490 final, Brussels</p> <p>[2] European Commission (2009): Communication from the commission, Freight transport logistics action plan. COM (2007) 607 final, Brussels</p> <p>[3] European Commission (2007): Green paper - Towards a new culture for urban mobility. COM (2007) 551 final, Brussels</p> <p>[4] BESTUFS II - Best Urban Freight Solutions (2006): Deliverable 5.2 - Quantification of urban freight transport effects II</p> <p>[5] CIVITAS initiative: <a href="http://www.civitas-initiative.eu">www.civitas-initiative.eu</a></p> <p>[6] European Commission (2007): Commission Staff Working Document - Freight transport Logistics Action Plan, Impact assessment. SEC(2007)1320</p> <p>[7] BESTUFS II - Best Urban Freight Solutions (2005): Deliverable 1.1 - Policy and research recommendations I, Urban consolidation centres, Last mile solutions</p> <p><b>National</b></p> <p><b>Regional / Local</b></p> <p>[4] BESTUFS II - Best Urban Freight Solutions (2006): Deliverable 5.2 - Quantification of urban freight transport effects II; Various examples with practical relevance (see Implementation examples)</p>
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