Green Logistics: The Urban Dimension

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Green Logistics: Urban freight

Work module on urban freight runs from 03/08 to 08/09

• **Focus on:**
  – Light goods vehicles
  – Measuring urban freight sustainability
  – Evaluation of sustainability initiatives
  – Application of urban freight modelling

• **All require:**
  – Improved quality of data
  – Evaluation of urban sustainability initiatives
  – Involvement of industry experts
  – Clarification of potential policy scenarios
Importance of urban freight movement

- Total freight mileage is 29.1 billion vehicle kms
- Proportion of urban miles is 16%
- Urban freight operations:
  - fuel consumption
  - emissions
  - noise
- Total proportion of urban CO$_2$ emissions out of all freight miles driven is 19%

*Based on Freight Best Practice Presentation 21.4.08*
London Freight Data Report

- Prepared by University of Westminster with input from TfL
- Supports London Freight Plan
- Longer term goal – improve data quality and assessment
Urban freight data harmonisation and modeling

BESTUFS Project:

- A platform for the exchange of information by experts and practitioners is provided
- Harmonisation and standardisation of data collection methods is aimed at
- Best practice reports including different data collection approaches, transport models and transport modelling use cases are derived (in English)
BESTUFS Good Practice Guide

Content

Introduction
Part I: Goods vehicles access and loading in urban areas
Part II: Last mile solutions
Part III: Urban consolidation centres

Available in 17 languages
Bulgarian, Czech, Danish, Dutch, English, Finnish, French, German, Greek, Hungarian, Italian, Lithuanian, Polish, Portuguese, Slovene, Spanish and Swedish
Main objectives of the BESTUFS good practice guide

To provide ONE urban freight transport related guide containing
– information,
– typical figures,
– summarised knowledge and
– best practice
for all stakeholders involved in urban freight transport.

To provide KEY information on urban freight issues in a concise and user friendly format also for non-expert users.
SIXTH FRAMEWORK PROGRAMME
PRIORITY 6.2
SUSTAINABLE SURFACE TRANSPORT
# Sites, vehicles and operators

<table>
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<tr>
<th>Site</th>
<th>Scenario</th>
<th>Type</th>
<th>MCUV</th>
<th>Van</th>
<th>Truck</th>
<th>Operator</th>
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<td>HANOVER</td>
<td>1 City hub</td>
<td>CD</td>
<td>![Van Image]</td>
<td>![Truck Image]</td>
<td>DHL</td>
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<tr>
<td></td>
<td>2 Urban life</td>
<td>CD</td>
<td>![Truck Image]</td>
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<td></td>
<td>3 Second lane</td>
<td>CD/PD</td>
<td>![Truck Image]</td>
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<td>1 Parcel delivery</td>
<td>DS/PD</td>
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<td>DHL</td>
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<td>BARCELONA</td>
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<td>Realisation with conventional technology, outside FIDEUS</td>
<td>Local operator</td>
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<td>DHL</td>
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Road freight traffic in urban areas

Source: DfT, 2006
Annual vehicle km in Britain 1950-2005

Source: DfT, 2006
Vehicles licensed in Britain, 1950-2005

Source: DfT, 2006
Growth in LGV fleet and activity in Britain

• Vehicle fleet increase 1995-2005:
  – LGVs - 36% increase
  – HGVs - 3% increase

• Vehicle kilometres increase 1995-2005:
  – LGVs – 41% increase
  – HGVs - 14% increase

• Annual LGV kms more than twice HGVs
• LGV traffic growing more rapidly than cars and HGVs
Goods transport using LGVs

- Often at end of supply chain
- Can involve high value products
- Products often time-sensitive, so delivery reliability important
Goods transport: factors encouraging use of LGVs

- Increase in value density of products
- Reduction in stockholding levels
- Increase in same day and time-critical parcel deliveries
- Increase in operating restrictions on HGVs in urban areas
- Growth in:
  - home delivery sales
  - number of households
  - home improvements
- Shortage of HGV drivers
Service activities: factors encouraging use of LGVs

- Outsourcing of service functions to specialist companies
- Increase in rapid response servicing
- Greater use of more technological and communications equipment
- Installation and maintenance of new telecommunication networks
- Growth in the number of households - more service tasks at homes
Differences in transport policy for LGVs and HGVs

- Driving licence requirements
- Drivers' hours legislation
- Speed limits
- Operating restrictions (especially in urban areas)
- Operator licences
Conclusions

• Urban sustainability high up policy agenda
• Many experiments, trials, initiatives
• Assessment and evaluation need to be more rigorous (requires more consistent and richer data)
• Understanding interaction of policy and business decisions is critical
• International experience is relevant
Closing comments (1)

- LGVs growing in importance in vehicle numbers and activity levels
- Much of this activity growth in urban areas
- LGVs are vehicle of choice in final leg of many supply chains
- This raises important policy issues...
Closing comments (2)

- Parking/loading issues - how to make provision for parking needs of LGVs used for servicing
- Road space issues - how LGVs should be treated in relation to the allocation of road space.
- Policing and enforcement - making provision for LGVs used for particular activities difficult as not easily identifiable
- Should LGVs be included in policies aimed at HGVs?
Closing comments (3)

• Driver training is not widely used by companies surveyed
• Awareness and use of good practice materials is not very common among operators surveyed