Green Logistics - Urban Freight

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Transport for London

Multimodal 2008
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Recent Strategic Issues / Legislation

- Mayor’s Transport Strategy 2001 & Draft Revision
- Mayor’s London Plan 2004 & Revision
- Eddington Report - congestion
- Stern Review 2006 & Climate Change Bill
- Mayor’s Climate Change Action Plan 2007
- Clean Neighbourhood & Env Act 2005 - Site Waste Management Plans
- Traffic Management Act 2004
Context

Growth in London: predictions for 2026

• 900,000 more people
• 804,000 more jobs
• demand for goods & services to rise 12% to 15%
• 10% decrease in road space availability

Sustainability Aims:

• Support London’s economic development
• Improve quality of life (road safety, noise, vibrations, etc)
• Reduce emissions and CO₂ 20% reduction by 2015 or 0.47 mt/y
Understanding freight

HGVs per day
- Low (700-1500)
- Medium (1501-3000)
- High (3001-5500)
- Very High (5501+)

Growth area
- Airport
- Main Olympic Park

Objective exceeded above this level
The London Freight Plan

- 3 years in production
- Launched 9 January 2008
- 87% positive consultation response
- 4 Freight Plan projects
- 3 supporting workstreams
Vision

‘The safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life’.
High Level Aims

**Economy**
Support London’s growth in population and economic activity;
Improve the efficiency of Freight distribution and servicing within London;
Balance the needs of Freight and servicing with those of other transport users and demands for London’s resources.

**Environment**
Improve air quality and contribute to climate change by reducing emissions of local air pollutants and CO2 caused by Freight and servicing;
Improve the quality of life in London by minimising the impact of noise and vibrations caused by Freight and servicing.

**Society**
Improve health and safety in London by reducing the number of deaths and injuries associated with Freight and servicing;
Improve the quality of life in London by reducing the negative impacts of Freight and servicing on communities.
What is possible?

What control do we have?

LFP Outputs
- Reduced operating costs
- Less congestion
- Less collisions
- Less fuel use
- Less CO₂ & emissions

Existing regulations
Planning process
Influencing others
Procurement process

Corporate Social Responsibility
London Freight Plan Projects

Focus on GLA Group clients’ role in:
- Corporate Social Responsibility
- Operational Management
- Procurement

| Freight Operator Recognition Scheme | ✔️ | ✔️ | ✔️ | ✔️ |
| Delivery & Servicing Plans          | ✔️ | ✔️ | ✔️ | ✔️ |
| Construction Logistics Plans        | ✔️ | ✔️ | ✔️ | ✔️ |
| Freight Information Portal          | ✔️ | ✔️ | ✔️ | ✔️ |
| Partnership Development             | ✔️ | ✔️ | ✔️ | ✔️ |
| Major Projects                      | ✔️ | ✔️ | ✔️ |   |
| Data, Modelling and Best Practice   | ✔️ | ✔️ | ✔️ |   |
What is FORS?

- Addresses operators’ key concerns through win-win-win solutions
- Aligns existing regulations into an industry compliance standard
- Recognises level of operational performance
- Benchmarking used in procurement to incentivise good practice
- Delivered by an alliance of industry partners – working together
- Incentivises the adoption of good practice – the benefits
- Aims to deliver real bottom line benefits to operators of all sizes
- Is voluntary, free to join and industry recognised

Raising standard of legal compliance

Recognising excellence in Sustainable Freight Distribution (SFD)
How FORS works

FORS sets SFD / compliance standard – Existing Regulations

 CSR adoption of SFD procurement practices – Influencing Others

 Procurement of operators using SFD practices

 DSP/CLP Planning Conditions to require use of operators using SFD practices

 CSR adoption of SFD practices – Influencing Others

 More operators using SFD practices
Recognition and benchmarking

Sign up to T&C

Bronze

Is there an effective Risk Management Policy?

£ Fines / Km

£ collisions / Km

£ collisions / Km

£ Fuel / Km

£ Fines / Km

Are there effective Policies in place to reduce fines?

Tonne CO2 / Km

1st time delivery

Empty Running

Utilisation

Maintenance

SILVER

GOLD
Partnership Development
Freight Quality Partnerships

- Develop local initiatives/FQPs
- Share best practice
- Help reduce PCN Hotspots
- Develop freight mapping, signing
- Promote FORS
- Design-out freight crime & tackle fly-tipping
- Integrate freight in the planning process
- Enhance TfL/Borough communication/collaboration

Contributes to reduce operating costs, congestion, fuel use, CO₂ & emissions
Sustainable Freight Distribution Measures

<table>
<thead>
<tr>
<th>PCN1</th>
<th>R1</th>
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<tbody>
<tr>
<td>Total number of commercial vehicle PCNs per ‘000 freight Km</td>
<td>Overall London reliability measure for freight on carriageway</td>
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<tr>
<th>AQ1</th>
<th>F1</th>
<th>T1</th>
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<tbody>
<tr>
<td>Modelled CO\textsubscript{2}, PM\textsubscript{10}, NO\textsubscript{2} emissions for commercial vehicles in London</td>
<td>Number of freight fly-tipping incidents</td>
<td>Overall number of thefts from freight operators recorded by TRUCKPOL &amp; Cash in Transit thefts</td>
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<th>FORS1</th>
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<td>Overall number of casualties involving freight vehicles</td>
<td>Overall number of FORS registered vehicles</td>
</tr>
</tbody>
</table>

Economy

Environment

Society

Composite
Forecast CO2 impact

Target - 20% reduction by 2015 or 470000 t/y

But this is not enough!
TfL and the Green Logistics Project

• Provision of:
  • data
  • case studies
  • links to industry

• Recipient of:
  • new ideas
  • access to academic experts
  • links to international research
… Any Questions ~ ? ~