

# *e-Bulletin on City Logistics No.2*

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### **The future of the national consultation platform PSD**

Since 1995 the Platform for Stedelijke Distributie (PSD, in English Platform for Urban Distribution) operated as a consultation platform for the national government in the Netherlands. It was for nine years, the only platform, in which all stakeholders in urban distribution met and initiatives were taken for cooperation, proposals for new regulations, building up knowledge and common practice. In 2003, PSD was evaluated.

Based on this evaluation, the decision is made to continue PSD as a private stakeholders platform. The minister of Transport, Mrs Peijs, will no longer be represented in PSD. The lack of policy results is the main reason for this withdrawal. A commission with Mr Lemstra as chairman is installed to investigate national policy options for the future regarding urban freight transport.

Most members of the former PSD have agreed upon the decision but there is a concern that the role of knowledge centre cannot be continued in the future.

The representatives of transport and retail organisations asked the department of transport to fund PSD-activities as a knowledge centre for the future. Funding of these activities by the department of transportation is however discontinued. The website will be maintained for the time being by the private partners of the PSD.

The last meeting of PSD took place on the 23rd of April 2004.

With Roeland van Bockel, one of the co-authors of the OECD report on urban freight transport, as the secretary of PSD, PSD managed to set up many different policy experiments

based on public private partnership within the area of urban freight transport. This way a lot of experience has been built up. This information can still be found on the website <http://www.psd-online.nl/>.

## ***(2) Updates from US by Kazuya Kawamura (May 2004)***

### **FIRST: Evaluation Final Report**

New York: Freight Information Real-Time System for Transportation (FIRST) Evaluation Final Report, by SAIC for the Federal Highway Administration. Multiple applications of ITS to truck management at New York harbor facilities are considered here.

[http://gulliver.trb.org/news/blurbs\\_detail.asp?id=3530](http://gulliver.trb.org/news/blurbs_detail.asp?id=3530)

### **Freight Website Enhanced**

The Federal Highway Administration's Office of Freight Management and Operations has recently enhanced its website to provide an expanded range of information on freight issues, trends, and programs. The site includes information by state, including commodity flows, truck fleet characteristics, truck size and weight enforcement activities, etc.

<http://www.ops.fhwa.dot.gov/freight/index.cfm>

### **I-95 Coalition: "Container and Truck Trailer Security Project - Final Report"**

Cambridge Systematics inventories the many agencies and projects that are hovering around questions of container security.

<http://144.202.240.28/pman/projectmanagement/Upfiles/reports/full238.pdf>

### **"It's the Transport. Stupid"**

. The Journal of Commerce points out that EU transportation infrastructure is a serious obstacle to productivity growth.

[http://www.nutc.northwestern.edu/sources/iatf/JOC\\_EU\\_031904.pdf](http://www.nutc.northwestern.edu/sources/iatf/JOC_EU_031904.pdf)

### **IATF News**

IATF News is a monthly e-bulletin edited by Jay Franke at the University Transportation Center at the Northwestern University. The e-bulletin covers up-to-date information on freight studies and research projects. It is a good source to obtain information on freight related issues and activities in the United States.

To subscribe to the IATF News, complete the subscription form at:

<http://www.catsiatf.com/add/addfrm.aspx>

### **84th TRB Annual Meeting (1) (January 9-13, 2005) Washington, DC)**

The TRB Committee on Freight Transportation Planning and Logistics, AT015, invites you to submit papers for the upcoming TRB Annual meeting in 2005.

Papers are invited on the role of *freight transportation security* on freight transportation planning and logistics. General topics include the impacts of security measures on the operating costs incurred in transporting freight, performance measures and effectiveness evaluation of security strategies, and the effect of various security related factors that affect the selection of modal alternatives for the movement of freight.

<http://www4.trb.org/trb/annual.nsf>.

### **84th TRB Annual Meeting (2) (January 9-13, 2005) Washington, DC)**

The TRB Committee on Traveler Behavior and Values invites papers on a range of topic related to the understanding, modeling and analysis of traveler behavior and values in conjunction with the 84<sup>th</sup> Annual Meeting of the Transportation Research Board to be held January 9-13, 2005 in Washington, D.C. The committee anticipates collaborating with a number of committees for developing joint sessions around the topic areas identified in this call for papers. These include the Task Force on Moving Activity Based Approaches to Practical Planning and the Committees on Travel Demand Forecasting, Transportation Planning Applications, Telecommunication and Travel Behavior, Network Modeling, Travel Survey Methods and Urban Transportation Data and Information Systems among others.

<http://www4.trb.org/trb/annual.nsf>.

### ***(3) Updates from UK by Michael Browne & Julian Allen (June 2004)***

#### **10th WCTR in Istanbul: 8-10 July 2004**

The World Conference on Transport Research, WCTR, is the most important global event in transport research. It will be held from 4-8 July 2004 in the Istanbul Convention and Exhibition Centre in Turkey. It is being organised by the Istanbul Technical University in co-operation with Istanbul Greater Metropolitan Municipality.

The Urban Goods Movement Special Interest Group will be well represented at the Conference with papers submitted by authors from many different countries. Papers will be presented that cover the following subjects:

- Comparisons of freight challenges and policies in different cities
- Intermodal issues in urban freight transport
- Modelling and evaluating urban freight transport
- E-commerce in urban areas
- Risk assessment in urban freight transport
- Light Goods Vehicles in Urban Freight Transport
- Own account operations in urban areas
- Co-operative delivery systems

<http://www.wctr2004.org.tr/>

## **Freight Transport Association proposals for freight transport in London**

The Freight Transport Association has recently (April 2004) launched a document entitled "Freight Solutions for London". It describes the freight-related problems that affect businesses in London, including:

- Lack of loading and unloading facilities
- Restrictions preventing night time deliveries
- Congestion charging
- Use of the road network
- Intermodal difficulties

The document also contains the FTA's views on solutions to these problems. A key element of the FTA's proposed solutions is a 'London delivery disc' which would identify vehicles making legitimate deliveries. In these proposals, in return for meeting certain operating standards, these legitimate deliveries would be provided with 'a relaxation of the current restrictions on deliveries, during the working day and out of hours, more discretion from parking attendants and an alternative to the London congestion charge'.

<http://www.fta.co.uk/news/pressreleases/archive/20040428FTAlaunches.htm>

## **Congestion Charging in London - update after first year**

Transport for London (TfL) has recently published its first annual monitoring report on the Congestion Charging scheme in central London. The scheme was introduced on 17 February 2003. The main aim of the scheme is to reduce traffic congestion in and around the charging zone. The congestion charge is a £ 5 daily charge for driving or parking a vehicle on public roads within the congestion charging zone between 07:00 and 18:30, Monday to Friday, excluding weekends and public holidays. The zone covers 22 square kilometres in the centre of London.

TfL has recently reported on the traffic and other outcomes of the scheme after the first 12 months. The results are shown below.

### Total traffic

- Target: reduction in vehicle-km in charging zone by 10-15%.
- Actual: reduction of 15% for vehicles with four or more wheels. Reduction in potentially-chargeable vehicles (i.e. cars, vans and lorries) is 25%.

### Congestion

- Target: reduction of 20-30%.
- Actual: Average reduction since charging started is 30%.

There are 65,000 fewer car trips into or through the zone per charging day as a result of scheme.

- 20 to 30% of this reduction now estimated to be car journeys which previously to divert around zone or are now made less frequently
- 50 to 60% of this reduction is represented by car users that have transferred to public transport
- 15 to 25% of this reduction in car movements is a result of occupants switching to other forms of transport or making other adaptations

TfL estimates that in total, 4,000 fewer individuals per day are no longer travelling to destinations in the charging zone as a result of the scheme.

Despite the fact that the scheme seems to be working well in terms of reductions in congestion, concerns have been expressed by some organisations about the:

- economic impact on some sectors inside zone
- impact on freight operators inside zone

The London Assembly's Transport Committee (which scrutinises the Mayor's transport policies) has

noted that TfL's assumption that Scheme has only marginal effect on businesses in central London is open to challenge. Some sectors appear to have experienced negative impacts inside zone. TfL has acknowledged that the retail and leisure sectors seem to be the worst affected businesses. Their survey work indicates that these businesses inside and around the charging zone reported a 2% reduction in sales for first half of 2003, with food and confectioner tobacconist-newsagent businesses typically reporting reductions of 6%.

According to TfL survey work only 1 in 15 businesses thought that the congestion charge was responsible for downturn in business. TfL believes that other factors, including problems with the Central Line on the tube network, the Iraq war and the related threat of terrorism have been more important in reducing visitor numbers than the congestion charge.

However other research summarised by the London Assembly's Transport Committee suggests that the business impact has been greater than this:

- A survey by the London borough of Kensington and Chelsea found 77% of respondents felt that the Scheme had a detrimental effect on their businesses
- A Westminster Council survey found that 70% of respondents thought that the charge had a negative effect on their business. A quarter of businesses responding were considering relocation
- Two surveys carried out by the London Chamber of Commerce and Industry's found that 85% of responding retailers believed the charge has failed to improve their productivity, 42% attributed a downturn in takings mainly to the charge, 25% of businesses had laid off staff due to the charge, and 32% of retail businesses were planning to relocate
- The London Development Agency noted that there is 'mixed evidence' of the scheme's impact, with different business sectors being affected in differing ways

John Lewis, a major department store on Oxford Street, commissioned Imperial College to carry out independent research into the effect of the charge on their store. This research has attempted to separate the impact of the congestion charge from other factors affecting London. An econometric model has estimated that the Congestion Charge resulted in a 5.52% drop in sales at store; while a panel model has estimated that an 8.21% drop in sales at the store is attributable to the charge.

In terms of the impact of the scheme on distribution efficiency, TfL and Mayor believe reduced congestion in zone should result in greater productivity for business, '[businesses] only need to have saved 17 minutes in journey time to recover the full cost of the £5.' However, businesses have told the Confederation of British Industry (CBI) that although the productivity of professional services has improved (e.g. accountants or lawyers) as a result, distribution companies have not saved enough time to make an extra delivery.

In addition, the London Assembly's Transport Committee has noted that reduced congestion in the zone has not enabled freight operators to increase productivity and scheme administration costs may be higher than TfL has predicted. Meanwhile, the Federation of Small Business has stated that, 'reducing a journey time within the zone from, say, 25 minutes to 20 minutes makes very little difference to a day's work when compared with the amount of time loading and unloading, finding somewhere to park and driving to and from the zone.'

Following early indications of traffic conditions settling down, TfL is now undertaking initial feasibility

work on extending the geographical zone westwards to include much of the London borough of Kensington and Chelsea.

The TfL report "Congestion Charging: Update on scheme impacts and operations" which was published in February 2004 is available at:

<http://www.transportforlondon.gov.uk/tfl/downloads/pdf/congestion-charging/cc-12monthson.pdf>

The London Assembly's Transport Committee report "Congestion Charging: A first review" which was published in February 2004 is available at:

[http://www.london.gov.uk/assembly/reports/transport/congestion\\_charging\\_feb04.pdf](http://www.london.gov.uk/assembly/reports/transport/congestion_charging_feb04.pdf)

#### ***(4) Updates from the Netherlands by Hans Quak (June 2004)***

##### **The Effects of Urban Area's Policies on Distribution Activities and the Environment -a case study of three food retailers in the Netherlands**

Urban freight transport is vital to sustain our way of life, however it has some negative impacts as well. Many local authorities set up restricting policies for distribution in urban areas to combat unsustainable impacts. In spite of their popularity, the effects on the distribution activities, the environment and the transport costs are not yet known. We present here a case study of three food retailers to examine these effects. The distribution characteristics, the number of stores and the store density of these companies differ from each other considerably.

We examine the effects of two policy measures, time access windows and vehicle weight restrictions on vehicle activities, on the transport costs and on the environment. We design five scenarios, in which we vary the length of time windows, the weight restriction and the number of cities in which these regulations are used. Based on the likely reaction of the retailers involved, we determine the changes in the distribution processes of the retailers. Our findings show that the vehicle weight restriction and time access windows have a negative financial impact on the food retailers and a negative impact on the distribution processes. These policy measures have in almost all cases also a negative impact on the environment. Time windows cause a cost-increase that develops more or less convex, as more stores are affected by this policy measure. The turning point is around 45% of the stores affected. The weight restriction causes an immediate and linear costs-increase as more stores are affected.

Both policy measures affect especially combined roundtrips.

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## ***(5) Updates from Japan by Eiichi Taniguchi (June 2004)***

### **The Fourth International Conference on City Logistics in 2005**

Institute for City Logistics will organise the Fourth International Conference on City Logistics on 12-14 July 2005 in Langkawi Island, Malaysia. Call for papers for the conference will be shortly issued. Those who wish to present a paper at the conference are welcomed to submit a draft paper (3 pages) no later than 31st October 2004 to the secretariat.

<http://www.citylogistics.org>

### **PIARC (World Road Association, formally Permanent International Association of Road Congresses) started new cycle of research activities on freight transportation and intermodality (2004-2007)**

PIARC started new cycle of research activities (2004-2007) on freight transport. Technical Committee 2.4 (Chair: Eiichi Taniguchi, Kyoto University) is in charge of investigation of freight transportation and intermodality. Eighteen members from PIARC member countries participate in TC2.4. This committee will perform research activities on following three sub themes.

2.4.1 The response of road administrations to the development of freight logistics over time and the increase in road freight transport with countries and across counties

2.4.2 With the increase in freight movements how can this be accommodated on road networks or the wider transport infrastructure

2.4.3 Mitigation of negative impact of increased movement of freight

<http://www.piarc.org>

### **Logistics systems for sustainable cities (Proceedings of the Third International Conference on City Logistics in Madeira in 2003)**

Elsevier Publishing Company will shortly publish the proceedings book of the Third International Conference on City Logistics that was held in Madeira, Portugal on 25-27 June 2003 entitled "Logistics systems for sustainable cities". This book includes two review papers entitled "Visions for city logistics" as well as "Urban freight movements and public private partnership", and 33 scientific papers on city logistics and urban freight transport that were presented in the Third International Conference on City Logistics in Madeira, Portugal on 25-27 June 2003. An overview of OECD report on "Delivering the goods---21st century challenges to urban goods transport" is also included.

[http://www.elsevier.com/wps/find/bookdescription.cws\\_home/703245/description#description](http://www.elsevier.com/wps/find/bookdescription.cws_home/703245/description#description)