

BESTUFS Workshop: Approaches to Urban Consolidation: 13-14 January 2005

During the two days workshop, speakers from different countries shared their experiences on the theme of Urban Distribution Centres (UDC) and consolidation. From the current situation to the future plan, from pilot projects to large implementation, speakers illustrated their findings, what has been achieved and what needs to be done in the future. In UK as well as the rest of EU countries, many cities show great interest in UDCs in order to increase the mobility and accessibility of the inner cities. Some have already implemented a DC, such as Bristol and London Heathrow Airport, and have achieved good results in terms of social and economic perspectives. Other countries, like France and the Netherlands, presented their experiences of the theme. Although some objectives have been achieved, some problems still remain. It is not only the economic problems that are relevant but also those related to legislation and social customs.

The experts from Austria, Germany and Hungary shared their experience from different perspectives. Some topics triggered a heated discussion as how to transfer these best practices into other fields and whether there are any prerequisites behind successful cases. Through discussion, some concepts became clear and general agreements have been reached. One key point was that the construction of a distribution centre is a large project requiring investment and consensus. Currently, it is hard to tell who has benefited and to what extent, many issues are interrelated with each other. This workshop was fruitful in addressing one of the core issues of urban freight and the results and presentations can be viewed at <http://tinyurl.com/bxef4>

BESTUFS Workshop: Last Mile Solutions: 21-22 April 2005

The aim of the workshop was to collect different aspects on the subject of 'Last Mile Solutions', to address the main arguments and to become familiar with recent developments. The 'Last Mile' is the most costly part of the whole supply chain. Within the workshop recent examples from solution providers such as DHL and Kiala were presented, along with current levels of application in RFID. The results of the German trip planning and home delivery system INVENT/VMTL were presented as well as recent work on lockers from Deutsche Post. The workshop included a technical visit to the freight village GVZ Hafen Nuremberg (where the event was held) and a DHL parcel hub. <http://tinyurl.com/7kc2b>



The Beerboat in Utrecht expands its business

The Beerboat in Utrecht has been in use for some years to provide restaurants and bars with beer and soft drinks via the canals. On 27 May 2005 a loading/unloading platform was opened. This platform was provided by the municipality of Utrecht. From this date Utrecht's Beerboat will also carry fresh, conditioned and frozen foods to the restaurants and bars. By transporting the goods over the waterways, congested roads can be avoided and traffic problems are alleviated. The vehicle weight restrictions are preferable for the inner-city distribution of these goods. If this way of transporting fresh and frozen goods by boat is a success, the municipality will provide a permanent platform for transshipment.



The impact of the modal shift with respect to the road safety in the inner city is an important factor for the municipality which hopes that more companies will start using the boat instead of trucks. Casper van Riet, Bestuurscommunicatie Stadhuis, tel. +31 30 286 11 48.

Freight Tram In Vienna

Fifty years ago in Vienna, urban freight was transported on trams. Now the city is making efforts to bring urban freight back onto the tramway. A project has been launched called "GüterBim" which is synonymous to CargoTram. In a feasibility study, *Wiener Linien*, the company responsible for public transport in Vienna, proved that cargo transportation with trams is technically possible. A wagon has been adapted for a pilot study which went into operation on 17.05.2005. It is not operated in core hours, but between 05:00h to 07:00h and 21:00h to 24:00h not affecting passenger transport. In the beginning the GüterBim will only be used to serve the internal transport of Wiener Linien, but the strategy is to improve the system to offer an alternative mode of transportation to private users like industry and retail. The project team is optimistic and believes that a regular operation could be possible in 2010, or even earlier. www.gueterbim.at

WHAT IS BESTUFS II?

BESTUFS II is a co-ordination action funded by the European Commission under the Framework 6 programme. It is a follow-up initiative of the thematic network BESTUFS and aims to maintain and expand an open European network in order to identify, describe and disseminate best practices, success criteria and bottlenecks with respect to City Logistics. The BESTUFS II project started in 2004 with a duration of 4 years. Anyone who wishes to participate in BESTUFS events or to receive information should contact the administration centre (bestufs@nea.nl).



Workshop: Small and medium cities

The third workshop of the new BESTUFS project will be 'Problems, plans and solutions of city logistics in small and medium size cities'. It will be held on the 29-30 September, 2005 in Kaposvar, Hungary. The workshop will be over two days with international speakers as well as those from the Hungarian Logistics Association. The second day will start with a technical visit to a local Freight Village. The workshop is intended to bring the experiences of the vast majority of European cities into the BESTUFS network. Further details from the BESTUFS Administration centre.

Berlin evaluates urban freight

Berlin further develops its strategy to design instruments for leading commercial transport policy. Initiated by the present discussion on particulate emissions from diesel engines the city of Berlin is presently investigating further instruments for the planning and design of future commercial transport in the city area. In particular, the new measures considered address the protection of rail infrastructure and transshipment points for future rail services within the city area as well as the set up of a truck guiding network. Results are expected to be available by the end of the year.

New freight transport strategy for Zurich

Since the beginning of 2000 the canton of Zurich (around 1.2 m inhabitants, economic capital of Switzerland) has launched several studies on regional and urban freight (freight structure analysis, freight forecasts, measures in road, rail and intermodal freight transport) and identified the need for action. Based on the results of these studies the canton of Zurich is developing an integrated freight transport strategy which is part of an overall transport strategy. This strategy contains objectives and measures relating to land use planning, new transport infrastructure like intermodal terminals, securing public railway

goods stations, freight transport management etc.). The strategy will be available by the end of 2005. Rapp Trans AG, Zurich is supporting the canton of Zurich in his work. More information: Martin Ruesch, Rapp Trans AG, martin.ruesch@rapp.ch, +41 43 268 60 43 Canton of Zurich: www.afv.zh.ch

4th International Trade Show: STORAGE & TRANSPORT 2005

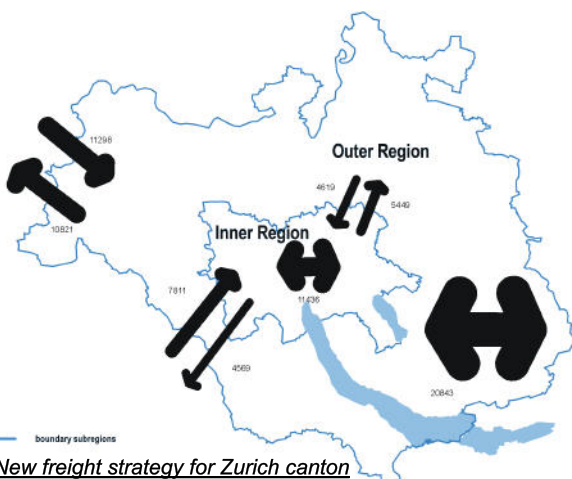
The Supply Chain Trade Show for the Balkan countries: October 2005, Athens Greece. The first STORAGE & TRANSPORT Trade Show was held first in 2000. It takes place in Athens every other year, in October and it is supported by the Ministry of Transport and Communications, the Society of Logistics in Greece (SOLE) and the Institute of Logistics Management in Greece (ILME). It is organized by Forum L.T.D. The STORAGE & TRANSPORT Event concerns warehousing, storage, material handling and distribution systems, supply chain management information technologies, secondary packaging systems and freight transports. It serves as the meeting place for vendors and buyers and offers new opportunities to the professionals of logistics and freight transports. The 2005 trade show rises to the promise of an even greater success. A special advertising campaign will be launched in the neighbouring Balkan countries and Turkey. <http://tinyurl.com/d7tbo>

UK Deputy Prime Minister calls for a new urbanism

London, June 2005: Britain's principal minister for urban policy, Deputy Prime Minister John Prescott, addressed the World Cities Forum on June 15-17 and called for a greater understanding of the challenges facing world cities. The gathering in London brought together mainly real estate based concerns from across the globe, who participated in a number of debates related to the work of the forum, which is organised by the Urban Land Institute. <http://tinyurl.com/8rmha>

CITYPORTS Project ends

The Final Conference of the CityPorts project took place in Bologna on the 13/14 June 2005. The project is funded by the European INTERREG IIIB (CADSES) programme and Cities in Greece, Slovenia, Austria and first of all in Italy used this opportunity to develop innovative ideas and solutions for urban freight transport. The cities thereby followed a structured approach: a standardised analysis of the local freight flows, the identification of critical spots and possible solutions, a feasibility of solutions and then the stakeholder involvement towards an experimental implementation. As several cities collected valuable details and figures on freight flows BESTUFS established contact to involve the information within its tasks addressing modelling best practices. At the end of the event participants received a book (Italian or English) with highlighted innovative best practice examples. Further information is available at www.cityports.net.



BESTUFS CONTACT DETAILS

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