

# Welcome

## Urban Logistics Thematic Group, 27 Jan 2022

| Time          | Contents   | Speaker/Moderator   |
|---------------|--|---|
| 14:00 – 14:05 | Connection and Warm Up - online coffee together  | ALL   |
| 14:05 – 14:15 | Introduction & objectives of the meeting: The five intervention areas identified and next steps  | Charlotte Migne, FM Logistic (Chair of the Group)                                 |
| 14:15 – 14:35 | <b>Smart governance &amp; regulations</b> <ul style="list-style-type: none"><li>- Example on Develop and manage shared spaces (curb side management):<ul style="list-style-type: none"><li>o the FlexCURB project</li><li>o the MORE project</li></ul></li></ul> | Paola Cossu, FIT Consulting<br>Hernan Mejía, Urban Radar<br>Francesco Ripa, POLIS |
| 14:35 – 15:00 | <b>Clean &amp; alternative fleet</b> <ul style="list-style-type: none"><li>- Example on integrating clean fleet with access control: the TOKEN project</li><li>- Example on new business modes for small and clean fleet: The ULaads project</li></ul>           | Magnus Blinge, SCANIA<br>Domien Stubbe, VIL                                       |
| 15:00 – 15:20 | <b>Logistics operation &amp; Purpose oriented data acquisition and sharing</b> <ul style="list-style-type: none"><li>- The HITS2024 project</li><li>- The Swedish National Logistic Data Lab</li></ul>   | Magnus Blinge, SCANIA<br>Clara Wallin, CLOSER                                     |
| 15:20 – 15:35 | <b>Consumer engagement</b> <ul style="list-style-type: none"><li>- Examples from Proximus</li></ul>  | Hans Schurmans, Proximus  |
| 15:35 – 15:50 | Call for sharing best practices and lessons learnt & discussion on next steps  | Hans Schurmans, Proximus  |
| 15:50 – 16:00 | ALICE Innovation Award on Urban Logistics  | Paola Cossu, FIT Consulting   |
| 16:00         | Adjourn  |   |

# ALICE Urban Logistics Thematic Group



**Charlotte MIGNE**

*Group Sustainable Development  
Director*



**Hans Schurmans**

*Logistics operations Director*



**Raffaele Vergnani**



**Paola COSSU**

*C.E.O. and Shareholder*



**Magnus Blinge**

*Research Manager*



**Yanying Li**



**POLIS**  
CITIES AND REGIONS FOR TRANSPORT INNOVATION

**alice** | Alliance for  
Logistics Innovation  
through Collaboration  
in Europe



**Cities-Regions and Companies  
working together**

*Guide for advancing towards zero-emission  
urban logistics by 2030*

## • Vision

- ✓ Lead transformation in cities so urban freight
- ✓ Logistics is proactively responding to the pollution, congestion, safety and environmental challenges.

## • Objectives

- Ensure a strong strategic dialogue between business & cities to share practices and facilitate collaboration
- Define common goals and build consensus to prioritize topics
- Accelerate deployment of solutions towards sustainable zero emissions urban freight and logistics

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*Guide for advancing towards zero-emission  
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- **5 intervention areas identified**
  - ✓ Smart governance & regulations
  - ✓ Clean & alternative fleet & energy
  - ✓ Logistics operations
  - ✓ Purpose oriented data acquisition and sharing
  - ✓ Consumer engagement
- **In 2022**
  - Disseminate the guide and improve it
  - Sharing best practices and lessons learnt
  - Be informed with new initiatives
  - Deepen and broaden knowledge and filling gaps
  - Facilitate collaboration



## Smart governance & regulations

- Sustainable Urban Logistics Plans (SULPs) and emission reduction targets
- Measures incentivising the transition
- Smart management of access regulations and controlled speed areas
- Public Procurement of sustainable services
- Develop and manage shared spaces (curb side management)
- Co-creation with key stakeholders



## Clean & alternative fleet

- New business models for the adoption of electric/FCEV vans and trucks, cargo bikes
- Acceleration of product/vehicle development
- Energy storage and e-charging infrastructure
- Small EVs, cargo bikes and walking carrier
- Autonomous vehicles (drones and robots)



## Logistics operations

- Freight flows consolidation strategies
- Consolidation centres/hubs & micro-hubs
- Decoupling transport and delivery (Pick up points, lockers)
- Flexible time and off peak deliveries
- Workers welfare, safety and skills



## Purpose oriented data acquisition and sharing

- Embracing the value of data driven urban freight
- Establish data governance models for urban freight data
- Pan European urban freight data spaces: data sharing principle and protocols
- Achieve information-based policies and decision making
- Fast-track dynamic planning and access to urban spaces/resources



## Consumer engagement

- Increase consumer awareness
- Develop sustainable delivery choices and proper management of returns.
- Meet actual consumer expectations: Sustainability is a must!



### Smart governance & regulations



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1. **Local authorities need to understand the flows per type of activity** and have **skilled staff working on logistics**, so they can bring factual and objective arguments supporting measures.
2. **Companies need to collaborate** and **define common needs** and concepts to be considered by local authorities.
3. **Medium- and long-term plans** facilitate companies to adapt and are highly desirable
4. **Courage is needed as interventions may change the dynamics of the urban logistics ecosystem.**
5. The more local authorities advance in **developing consistent targets and implementing harmonized practices** (vehicle access regulation, low and zero emissions zones & vehicle access types definitions, access processes, curb side management, etc.) the **easier** will be **for companies to answer and meet the requirements.**
6. **Strategic collaboration frameworks** among **cities and companies** (e.g. POLIS & ALICE) is essential. **Linking to EU countries' governments and the European Commission** is instrumental to accelerate transition.
7. For any Governance or Regulation measure in place, **enforcement is key.**
8. **Stakeholders' involvement is key** to ensure governance models are workable and functional.



### Clean & alternative fleet

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- Acceleration of product/vehicle development.
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- Cargo bikes and walking carrier
- Drones and autonomous vehicles

1. **Alternative fleet operation needs to be affordable** (TCO and RoI principles apply).
2. **More intensive use of electric vehicles results in better economics than with traditional vehicles.**
3. **Business models with low usage of vehicles and means may need to be restructured.**
4. It is of critical importance to **address infrastructure needs for the different types of vehicles and flows**. Upgrading the electricity grid reaching the depots to ensure night recharging is feasible enables electrification at scale.
5. **Small electric vehicles and cargo bikes** may increase speed and delivery quality in some segments, but it is not always the best solution.
6. **Vans and trucks continue to play an important role in the system.**
7. **Inland waterways could play a bigger role for city freight distribution as well as robots and drones:** they may have niche markets and be in the pool of solutions but there is **no evidence they can support the objectives mainstream.**



## Logistics operations

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- Flexible time and off peak and night deliveries
- Worker's welfare, safety and skills

1. **Zero Emissions delivery solutions** (beyond vehicles) need to be **competitive in costs to be sustainable in time**
2. **Consolidation and sharing must be the norm for urban freight and logistics.**
  - Support and implement **physical internet concepts**;
  - **Development and application of new models of collaboration** addressing different flows, B2B & B2C hybridization, multi-industries reverse flows.
  - **Companies' leadership and public support** (e.g., easing implementation, incentives, access regulations) **are essential** to implementing these models.
  - **Consolidation centres** are needed to shorten last mile delivery distances, enable consolidation and the use of low/zero emissions vehicles.
3. **Decoupling transport and delivery operations**
  - **Parcel lockers, pickup points and other unattended delivery solutions** will play a central role.
  - Make use of **off-peak deliveries** as much as possible
4. Possibly, **limiting quick delivery to only strict necessary goods**
5. **Fragmentation of flows** (e-commerce) **and** the need to **transition to zero emission modes may boost the need for consolidation and decoupling transport and delivery.**
6. **Training of drivers and ensuring responsible labour conditions are essential** to ensure eco driving and safe operations improve the environment, health and safety of citizens and workers





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1. For cities, **implementing well developed information-based policies and decision-making processes should be at the core of the city's vision.**
2. **Cities support** (digital and non-digital) **interaction and data sharing with companies for managing and optimizing logistics processes:** transport access regulation, curb side and traffic management, etc.
3. **Companies collaborate and share information and data with cities fluently,** complying with regulations required to seamlessly arrange logistics activities: access to specific zones, delivery windows, comply with access regulations, access to loading and unloading spaces, access to traffic and city status information, etc.
4. **Companies and cities jointly build and exchange experience in purpose-oriented data acquisition and sharing,** and work towards a governance model based on that experience.
5. **Cities and companies collaborating in the urban domain embrace overarching and pan-European data sharing principles** and catch up with experiences and initiatives in other domains (Ports, Customs, etc.).



## Consumer engagement

- Increase consumer awareness
- Develop sustainable delivery choices and proper management of returns.
- Meet actual consumer expectations:  
Sustainability is a must!

1. **Price is the main factor for decision** following by **time** in terms of consumer delivery preferences.
2. **Consumers do not receive sufficient information on the implications of their delivery choices in regards of sustainability.**
3. **Sustainability information works.** When information on sustainability is provided, there is a positive impact on consumers decision (e.g. longer lead times have a positive impact on sustainability)
4. **Retailers may positively contribute to the process by offering proper information** and providing different alternatives for urban delivery.

- ✓ Collaboration between all public and private sectors will allow us to achieve a more sustainable, intelligent and productive distribution of goods in our cities.
- ✓ To do this, it is essential and necessary to take advantage of technological advances.

Working together as in this document will make us stronger to achieve a more sustainable, intelligent and productive distribution of goods in our cities!



Let's hear  
some examples

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### **FlexCURB project to enhance last-mile operations in 4 European cities**



### **MORE project to explore experimental options such as flexible use of kerb space & dynamic allocation of road space to accommodate different functions**





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**TOKEN project to integrate access control with use of clean vehicles for last mile delivery in smart cities**



**Ulaads project to replace vans with specialised last-mile delivery vehicles (e.g. electric cargo bikes)**





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**HITS 2024 project is a cooperative initiative across a number of industries to develop efficient transport solutions and create cleaner and safer cities**





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**Logistics Data Lab to make the value of data sharing visible and develop frameworks and policies around standards, ethics and law to facilitate data sharing.**



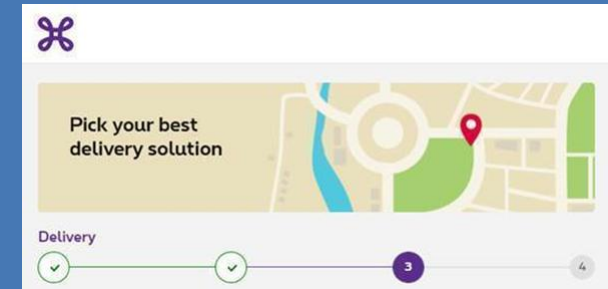


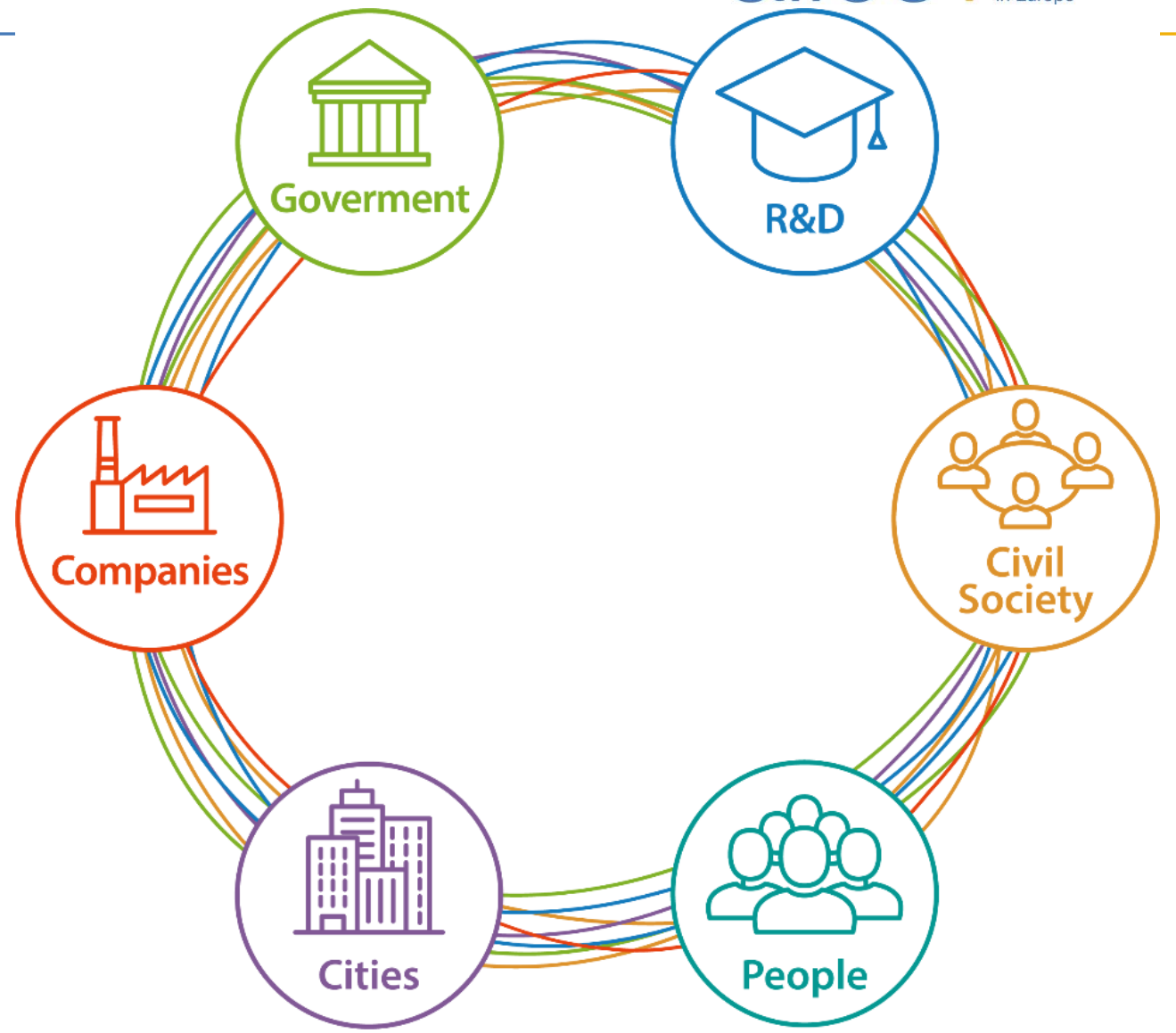


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### Proximus's story: create consumer awareness and influence delivery choices





Thank you!