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Alliance for Logistics Innovation through Collaboration in Europe

Cities & Companies Dialogue Group:

Joint Guide 16th December 2021



10:00 – 10:05 Welcome and introduction

10:05 – 10:25 Sustainable transport – new urban mobility framework Communication from the European Commission



Torsten Klimke.

Head of Unit, Innovation and Research, European Commission DG MOVE

10:25 – 11:15 Cities and companies working together to accelerate transition towards efficient and zero emissions urban logistics by 2030. POLIS & ALICE



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Lola Ortiz Sanchez Charlotte MIGNE Director General for Mobility Group Sustainable Development Infrastructure and Planning, Madrid Director City Council



Paola COSSU C.E.O. and Shareholder

Moving innovation



Hans Schurmans Logistics operations Director

proXimus



Magnus Blinge Research Manager



Yanying Li Head of Programmes & Knowledge Management





FM>LOGISTIC

Vision and Objective of the Strategic Dialogue

Vision: Lead transformation in cities so urban freight and logistics is proactively responding to the pollution, congestion, safety and environmental challenges.

Objective: Ensure a strong strategic dialogue between Companies & Cities to share practices and facilitate collaboration, define common goals and build consensus to prioritize topics and accelerate deployment of solutions towards sustainable zero emissions urban freight and logistics





Challenges and context to be addressed

Reach CO2 & emissions free city logistics in major urban environments by 2030







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Alliance for

in Europe

Logistics Innovation through Collaboration

Release during POLIS conference



Cities-Regions and Companies working together

Guide for advancing towards zero-emission urban logistics by 2030

December 2021



Alliance for

Press release and spreading plan in place

POLIS

alice Logistics Instruction

Gothenburg, 2nd of December 2021

POLIS and ALICE launch their joint guide for advancing together towards zero- emission urban logistics by 2030

POLIS and ALICE launch their joint guide for advancing together towards zero-emission urban logistics by 2030 - a milestone of the consolidated POLIS-ALICE Urban Logistics Strategic dialogue.

You can find the guide at the link here.

On 1 December 2021, at the POLIS Conference 2021, members from both POLIS and ALICE presented the main highlights of the joint guide: advancing together towards zero emissions urban logistics by 2030.

The common vision of the POLIS-ALICE Urban Logistics Strategic dialogue is to lead transformation in cities so that urban logistics proactively responds to the pollution, congestion, safety, and environmental challenges for livable, prosperous, resilient and safer cities.

Since the dialogue has started, consensus has been reached on the vision towards urban zero-emission logistics by 2030. Public authorities and private companies have defined together overarching principles, key factors of success and areas of intervention in which both play an active role. Additionally, productive collaborations have already emerged between companies and cities walking the talk

rotecting environment, climate and livability. Cities need to work seamlessly with companies dress common challenoes

Lola Ortiz Sanchez, Director General for Mobility Infrastructure and Planning, Madrid City Council an POUS Urban Freight chair.

> US & ALICE call for cities and companies to work togethe achieve zero emissions urban logistics by 2030 Join POLIS or ALICE networks in this collective effort!

The document address five key areas of intervention

- Smart governance and regulations. Clear targets and plans focussed on logistics need to be worked out with stakeholders. Knowledge and alignment across cities and countries facilitate companies to adopt economies of scale and lowering costs.
- Clean & alternative fleet. Vans and trucks will continue to play a central role, while the use of small electric vehicles and cargo-bikes will increase considerably. New business and operational models are needed for their upscale integrating energy infrastructure and logistics operations
- · Logistics operations: Consolidation of flows: enabled by new models of collaboration, sharing of vehicles and infrastructure (e.g., Physical Internet principles) should become the norm as well as decouple transport and delivery solutions (e.g. pick up points, lockers, etc.).

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ALICE and POLIS Network launch their joint guide for advancing together towards. zero-emission urban logistics by 2030 https://lnkd.in/dcUEeCa7

A milestone of the consolidated POLIS-ALICE Urban Logistics Strategic dialogue: https://inkd.in/d qf2Beh

It was presented at #POLIS21 conference by the main authors: Lola Ortiz Sánchez, Charlotte Migne, Paola Cossu, Jos Streng, Tim Sjouke, Magnus Blinge, Hans Schurmans, Magnus Blinge with great attendance and ongoing discussions and examples in the direction proposed in the guide!

Thank you to: Giacomo Lozzi, Fernando Liesa, Dr. Yanying Li

#logistics, #urbanlogistics #zeroemissions #physicalinternet





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Solutions & intervention areas

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			
DACACAO/	 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			
2	Alliance for Logistics Innovation through Collaboration in Europe	 Increase consumer awar Develop sustainable del Meet actual consumer e 	reness ivery choices and proper management of returns. expectations: Sustainability is a must!	CITIES AND REGIONS FOR TRANSPORT INNOVATION

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



- 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.
- Stakeholders' involvement is key to ensure governance models are workable and functional.



Clean & alternative fleet

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- New business models for the adoption of electric/FCEV vans and trucks, cargo bikes
- Acceleration of product/vehicle development.
- Large scale deployment of energy storage and e-charging infrastructure
- 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 and 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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- Freight flows consolidation strategies
- Consolidation centres/hubs & microhubs
- Decoupling transport and delivery (Pick up points, lockers)
- 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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Purpose oriented data acquisition and sharing

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- 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

- 1. For cities, implementing well developed information-based policies and decisionmaking processes should be at the core of the city's vision.
- 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.).



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Consumer engagement

Increase consumer awareness

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- 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.











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- Encourage cities-regions and companies to use the joint guide and join the collaboration framework enabled by Polis and ALICE.
- Continue our dialogue and exchanges with the European Commission and other EU institutions.
- Enable connections between projects, initiatives, cities-regions and companies to accelerate innovation.
- Engage with external stakeholders through POLIS conference, the International Physical Internet Conference, the Transport Research Arena, CIVITAS Forum and other key events at EU level.





Conclusion

Cities need to work seamlessly with companies to address common challenges.

The more we share and work on common points, the more efficient the transition will be for all stakeholders.

Public-private collaboration has led Madrid City Council to approve the mobility ordinance that grants legal coverage for autonomous mobility tests, opening the door to actions in this line.



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Conclusion

An autonomous vehicle, autonomous food trucks, drones and merchandise delivery robots: innovative projects to be tested in Madrid





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Conclusion

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

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