

One year on after launch of POLIS - ALICE Joint Guide

"Advancing together towards zero-emission urban logistics by 2030"

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Draft

In 2021 December at the POLIS2021, POLIS and ALICE jointly launched the Guide for Advancing together towards zero-emission urban logistics by 2030¹. In 2022, POLIS and ALICE have been working together to disseminate the guide and raise awareness of innovative solutions developed and piloted local authorities and companies for achieving zero emission urban logistics. Innovative solutions also include policy measures and innovative business models. POLIS and ALICE launched a webinar series on urban freight and 5 webinars have been organized on topics based on proposals from our members:

1. 8th April, Benefits and Challenges of Combination of Freight and Passenger Transport ([link](#))
2. 23rd May, Collaborative Urban Logistics ([link](#))
3. 8th July, Zero Emission Zones and Urban Logistics Solutions ([link](#))
4. 27th October, Making Construction Logistics in Urban Areas more Sustainable ([link](#))
5. 22nd November, Urban Space and Dynamic Curbside Management ([link](#))

Key findings through those webinars are summarised below.

Combination of freight and passenger transport:

Current practices and challenges: the combination can be done through shared vehicles, infrastructure, and networks. Use of urban railways (including underground railway networks) for freight transport has been practiced in several cities. Trials using automated vehicles carrying both passengers and parcels have been carried out in selected cities. It has been agreed that freight transport using existing public transport networks and infrastructure can improve efficiency and reduce emissions. However, such practices challenge current regulations on public transport (e.g. public transport vehicles for people only, or land for public transport cannot be used for other purpose). In addition, lack of strong partnerships between logistics operators and public transport operators are obstacles.

Recommendation for future actions: more innovation projects with pilots involving with cities, public transport operators and logistics stakeholders are needed. Such projects should develop recommendations to policy makers on changes in regulations based on impact assessments.

Collaborative urban logistics:

Current practices and challenges: the concept of collaborative urban logistics is to share resources, vehicles and infrastructure among logistics operators to perform last mile deliveries (B2B and B2C) in cities. Current practices in Antwerp and Madrid have shown that collaborative urban logistics can reduce emission from the freight transport sector significantly without additional costs to business. Collaborative logistics transport is particularly important in city centre areas with access restriction, e.g. zero emission zones.

¹ The Joint Guide can be downloaded from: <https://www.etp-logistics.eu/polis-and-alice-launch-their-joint-guide-for-advancing-together-towards-zero-emission-urban-logistics-by-2030/>

Recommendation for future actions: collaborative urban logistics is an innovative solution to reduce emissions from the sector. Cities should consider to facilitate implementation of such solutions by connecting local business, logistics operators and service providers. Best practice sharing among cities will accelerate implementation.

Zero emission zones

Current practices and challenges: Implementation of zero emission zones can only be a success if public and private sectors cooperate and trust each other. Big players and smaller players may have different views. Big players need more time to plan their operations and are different; therefore public authorities should inform any implementation of zero emission zones minimum 2 year ahead. A strategy or policy developed only for one city is not ideal. Cities should aim to have a harmonised approach rather than to develop a very specific regulation which may drive some operators leave the market. Implementation of zero emission zones will have to have supporting instruments in place, e.g. micro logistics hubs in city centre to enable smaller zero emissions vehicles or cargo bikes for the last mile transport.

Recommendation for future actions: Local authorities need to enable micro logistics hubs in cities that may be used by various logistics operators. Co-creation of policy and pilot projects are essential. Logistics operators should proactively provide inputs to policy makers and participate in such pilot projects.

Logistics for construction sites

Current practices and challenges: As cities are continuously growing significant investment in construction of new buildings and refurbishment of old buildings will be essential. However, relatively little attention has been paid to the transport of goods to and from construction sites in urban areas even though transport of construction materials represents up to 30% of freight movements in cities and even more in terms of pollutant emissions. Innovative solutions such as consolidation centres for construction materials, use of inland waterways have a potential to reduce the negative impacts.

Recommendation for future actions: there is a need for raising awareness of sustainable logistics for construction sites in cities. Data collection from logistics for construction sites to enable more sustainable logistics is essential. City authorities should proactively manage the process during the planning phase of a urban construction project. A collaborative approach to consolidate construction materials that can reducing traffic flow and cost should be piloted and evaluated.

Urban space and dynamic curbside management

Current practices and challenges: business models and impacts of micro logistics hubs in cities are still in flux. Collaborative logistics hubs established and managed by local authorities through R&I projects rarely become sustainable after end of project periods. Private companies faced many challenges to set up their own logistics hubs due to current regulatory frameworks. Curb side is dominantly used for private car parking, even though increased e-commerce has demanded more access to curb side. There is lack of understanding of use of curb side (type of vehicles, time, loading time etc).

Recommendation for future actions: More dialogues on urban space either for micro logistics hubs or for cur side are urgently needed. Digital tools that can analyse current needs and enable dynamic management of urban space (e.g. Geo-fence) should be tested and piloted to enable cities to optimise use of urban space, thus ensure competitiveness and liveable urban areas.