SULPITER RECOMMENDATIONS

Based on SULPiTER Project

Version F

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1. Foreword

Urban areas cover just 2,8% of the global land area, yet they are home to more than half the world's population, and trends say that 70% of Europe's population will be urban by 2050[1].

In just 20 years, without actions, our cities will become more congested, less safe, more polluted and in general increasingly complex in terms of livability and mobility. Indeed, transport is the second largest energy consuming sector, with a 32% share of final energy consumption, 23% of transport greenhouse gas emissions. Moreover, it is the main cause of air pollution in cities, and according to OECD, 20% of energy consumption is attributable to freight transport.

Public Authorities and European Commission are now facing this problem with several statements, suggestions, rules, agreements, and with the ambitious target to make logistics in cities become CO_2-free by 2030.

In Europe, the city centric approach of last 30 years, caused lack of planning and related services in peripheral areas.

In the last years most of the EU cities and metropolitan areas worked on the definition of measures to plan the mobility of the future, with good expected results. However, logistics is still not faced with the same importance as that of passenger mobility. Freight activities are vital for the economic development of a city like as commercial activities, private needs, public services but also to guarantee the social inclusion and further economic development of metropolitan areas[2].

Thanks to the SULPiTER project, it was possible to identify shortcomings and solutions related to the last mile distribution in the perspective of Functional Urban Areas[3] (FUAs), taking into consideration the functional transport and economic relations between inner urban centres (the usual and limited territorial target of public regulations) and the surrounding urban territories, as well as the functional transport and economic relations within FUAs not affecting downtowns. The project, composed mainly of members of the OPEN ENLoCC network, made evident the importance of the Sustainable Urban Logistics Plan as the right tool to manage the last mile distribution in cities and functional urban areas. Indeed, increasing population of European cities and the trend of fragmented passenger trips and freight transport shipments generates transport growth and causes numerous negative effects on population, economy and environment. Sustainable transport of passengers and goods has therefore become a major concern of policy makers worldwide. Whereby passengers transport has been on the agenda of mobility planning documents for decades, fright transport has been often neglected.

European transport policy aims to foster decarbonisation of transport through gradual implementation of various measures to be achieved by 2050: no more conventionally-

[1] http://www.eea.europa.eu/soer-2015/global/urban-world

[2] A Metropolitan area is made of a densely populated urban core and its less-populated surrounding territories, that is sharing industry, infrastructure and housing

[3] A functional urban area consists of a city and its commuting zone. Functional urban areas therefore consist of a densely inhabited city and a less densely populated commuting zone whose labour market is highly integrated with the city (OECD, 2012)

fuelled cars in cities, 40% share of sustainable low carbon fuels in aviation; at least 40% emissions decrease in shipping, 50% shift of intercity passenger and freight journeys from road to rail and waterborne transport on medium distances. Given that 25% of emissions of transport in the EU originates in urban areas, towns and cities play the key role in mitigating the negative effects of transport.

Many cities are currently implementing “Sustainable Urban Mobility Plans” (SUMPs), which are mainly dedicated to mobility of passengers. In most cases freight transport has not been considered or has been addressed only partially. In the absence of clear guidelines for addressing urban freight issues, cities have adopted diverse strategic documents and measures.

Consequently, we are today lacking the understanding about the structure of the implemented urban freight policy measures in the European cities and their efficiency. In particular this holds good also for the field of sustainable energy use and mitigation of CO2 emissions caused by the city logistic operations. To overcome this problem EC has set a very ambitious goal of CO2-free city logistics by 2030 and initiated the concept of “Sustainable Urban Logistics Plans” (SULPs) aiming to comprehensively address also urban freight issues.

The aim of this document, is to raise awareness among cities, regions and metropolitan areas on the logistics sector, and secondly to contribute to the revision of the SUMP guidelines providing not only results from studies and pilots, but from cities and metropolitan areas which actually developed a SULP, with a clear methodology and with a participatory process. It is possible to go through the 15 main recommendations thanks to the work done by the Institute for Transport and Logistics (ITL) in Italy, University of Maribor in Slovenia, Central European Initiative in Italy and ILIM in Poland.

1.1. Aknowledge

This document is based on the experience carried out within the SULPiTER project. But it is also important to mention here other Networks, projects and conferences which contributed to the capacity building of the partners involved.

In particular, the parallel activities carried out within the CIVITAS projects funded under the H2020 Programme NOVELOG, SUCCESS, U-Turn and Citylab, the possibility to exchange information with VREF conference, TRB conference, Collaborative Innovations Days (organized by the European Commission) and the help given by the Center of Excellence on Sustainable Urban Freight Systems. The SULPiTER partnership is glad for the collaboration with these initiatives.

2. Recommendations

1. Urban freight is complex – It includes different players, different stakeholders. Moreover, 90% of urban distribution is on the road network, it is possible to have multiple origin, diverse and sometimes incompatible types of goods and flows. In this environment, highly recommended to develop and use tools for observing and understanding city's urban freight transport and its dynamics. These observations show that specific supply chains might need more attention (e.g.: food or construction) thus analysis needs to be focused to supply chains relevant for particular city.
2. Tools are important also for logistics - To better understand logistics flows, cities and metropolitan areas must be equipped with transport models, able to estimate the freight demand generated by commercial activities, but also by privates (including e-commerce). Data are important to assess, to understand and to compare.
3. These observations already done in SULPiTER show that specific supply chains might need more attention in specific fields (e.g.: food or construction) thus analysis needs to be focused to supply chains relevant for particular city.
4. Certainly, cities need to define clear goals for logistics domain, supporting these goals with strategies. It would be advisable to define (and fund) emblematic initiative of cities for integrated paradigm shift in city logistics structure and operation in the context of a holistic approach at local level for sustainable urban logistics Action Plans implementation.
5. Sustainable Urban Logistics Plan is the right policy tool to address the city logistics problems. In a such complex environment, it is fundamental to have a set of policy tools at disposal, facing the city logistics problem with a multi-criteria and multi-stakeholder approach, including also the land use planning.
6. As done in the past for the Sustainable Urban Mobility Plans, specifications for the development of the Logistics plans should be foreseen. The European Commission, and Public Authorithies, should promote these Plans towards cities, in order to raise awareness on the importance of the logistics sector in mobility planning.
7. In Europe, the city centric approach of last 30 years, caused lack of planning and related services in peripheral areas. Cities are strongly connected with their hinterlands, so it is important to harmonize services and to guarantee inclusion of people living in peripheral areas. For these reasons, planning must be at least at Metropolitan level. This is a requirement in order to maximize the use of infrastructures and to harmonize the rules at regional level
8. Privates are an important piece of the logistics chain. They are the only allowed to guarantee a concrete change in order to have low carbon strategies. Without planning and in particular without rules with transparent visions, privates are working on high business risks. Long term planning is needed in order to allow privates to make investments on low carbon strategies and vehicles.
9. Establish public-private collaboration formats which can go beyond the definition of the plan and become a permanent partnership. This partnership can co-create and contribute to the definition of rules and measures by institutionalizing the stakeholder platform. It also ease the development of policies which stimulate the optimization of

the supply chain without imposing a re-organization of the supply chains themselves in a “collaborative” frame. This is possible with an open dialogue and with a strict cooperation between public and private. As mentioned in recommendation 3, specific meetings can face specific problems or specific topics with specific stakeholders (e.g.: construction logistics, port logistics, e-commerce).

10. SUMP and SULP shares activities and roles, but stakeholders are completely different. Moreover, passenger mobility usually cannibalizes logistics planning in terms of resource (time, money, attention and promotion). Consider to work on two plans in different stages
11. Formal or informal cooperation on level of functional urban areas in all aspects could advance mitigation of negative impact of urban freight transport while it could also support economic activities in such areas. This partnership can co-create and contribute to the definition of rules and measures by institutionalizing the stakeholder platform.
12. A single measure can’t provide an universal solution for a city. Cities must take into consideration to gradually activate a set of measures with the aim to make logistics more efficient. Pilots and tests are fundamental in order to check if the measures are compatible with the problem identified.
13. Cities and privates should promote the use of European Funds in order to make collaborative research on logistics. It allows the cities to check the application of measures and to better identify rules, business models and governance.
14. SUMP and SULP rely on a concrete change of behaviors approach. Privates, Public administrations and residents must be aware that changes need more time than expected. It is recommended to keep rules on track, aware that changes will provide concrete and visible results only if the complete supply chain will work in a collaborative framework.
15. City Logistics is reflecting on the demand of inhabitants. In order to have a real change, a perspective change is needed also from resident side (e.g.: reducing the number of e-commerce or using new collaborative ways to receive goods, like as lockers). Public Administrations must provide an adequate promotional activity in this field, as the city of the future can be built together only.

3. Contacts

The Lead Partner of the SULPiTER project is the Institute for Transport and Logistics. It is possible to contact the Organization via e-mail sulpiter@fondazioneitl.org in order to receive the main results of studies and research.

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