

Summary

The Swedish Transport Administration together with CLOSER organised a conference on climate-friendly urban logistics in the Nordic countries, on the 29th - 30th October. The importance of collaborating and coordinating freight transport to achieve good solutions is emphasised, as we are moving towards a future with increasingly denser cities with more people and deliveries. Cities around the Nordic region faces similar problems on this issue and, although the solutions may be context specific there is much to learn from each other and good examples. The need to include freight transport early in the cities' planning process was also raised. However, there is often a lack of knowledge about freight transport at the municipal level, which has been noted in recent surveys conducted in Norway and Sweden. Below is a brief description of the conference's speakers and their presentations.

The day started with Michael Browne, professor of logistics and urban freight transport at the University of Gothenburg, talking about the importance of collaboration and partnership in this complex issue that urban logistics constitutes. He meant the we, in the Nordic countries, have a good basis for cooperation due to the collaboration the already exists between academia, industry and the public sector. He also underlined that although each city has its specific context, there are many similar problems between cities, and it is therefore important to learn from each other.

Magnus Jacobsson, Swedish National Board of Housing, Building and Planning (Boverket), presented their governmental assignment to map the handling of freight-related transport in the physical planning and, after an analysis propose possible measures. The project also includes the development of national guidelines for a developed planning and coordination of freight transport, which is aimed at municipalities, county councils and regional bodies. The guidelines will consist of good examples on how freight transports are considered in physical planning. Regional actors will also be given the opportunity to exchange experiences. Their first results show a lack of knowledge about freight among planners in municipalities in Sweden, and few consider it in their plans and if so, it's mainly dangerous goods. Collaboration with various players in the logistics and transport sector was highlighted as important for a relevant inclusion in the planning process. Magnus also reflected on the fact that most municipalities focus on their central parts, but what about the rural areas?

Olav Eidhammer, a researcher at the Institute of Transport Economics (TØI), talked about a similar project being carried out in Norway called NORSULP (Sustainable Urban Logistics Plans in Norway). This project will also develop a guidance for urban logistics plans, but for Norwegian municipalities by 2019/2020. For an urban logistics plan to be successful, it is important that it involves users such as local, regional and national authorities, carriers as well as logistic operators and recipients of goods. Their workshops also showed that there is a lack of expertise of urban logistics in the local planning process and in their questionnaire, they received more questions than answers from municipalities on their current work with urban freight. There are many who therefore await their guidelines to start up their efforts to plan also for urban freight.

Staffan Bolminger, FOG innovation, highlighted some measures that he thought would change urban logistics in the future: the city container as well as the consolidation initiative such as Älskade Stad (Stockholm) and Stadsleveransen (Gothenburg).

Jukka Pellinen from the University of Tampere described their work on smart connected electric trucks. A comparison with diesel-powered trucks shows that the electric ones only require one third of the energy demand.

The three following presentations focused on the opportunities of using inland waterways in urban logistics. Peter Årnes, City of Gothenburg, and Martin Svanberg, SSPA, showed some results from the DenCity-project, especially from the floating recycling station that has been available to the citizens along Göta älv in central Gothenburg. A study visit to the station was also part of the conference. Then Walther Ploos von Amstel from the University of Amsterdam talked about the possibilities that inland waterways can contribute with. Among other things, the potential within the following sectors: waste, construction and food deliveries to restaurants, hotels and cafes. He also emphasised the need to simplify administration by having one contact point and that several logistics hubs are starting to be established close by the waterfront in Amsterdam which enables the potential for waterborne transports. Finally, Anna Fredriksson from Linköping University talked about the potential and barriers for using inland waterways for building materials. She stressed the importance of including the logistics aspects and freight flows already in the planning process of the construction sites to enable good solutions.

The second study visit of the conference was Lindholmsleveransen, which Christoffer Widegren from the city of Gothenburg presented further. Lindholmsleveransen is an urban consolidation center for goods on campus area Lindholmen in Gothenburg. This center has existed since 2008. It began as a pilot study but turned into a business in 2011, reducing the number of distribution trucks by 90%, and waste transport by 80% in the area.

Louise Larsson, Älvstranden Utveckling, presented possibilities of operationalise political decisions by creating business opportunities. Measures available for enabling these opportunities are: land use agreements, procurement and public contracts.

From TØI, researcher Tale Øvring presented their evaluation of the planning process for Schenker's city hub in Oslo, which only uses electric trucks and cargo bikes. Success factors for this hub have been a flexible and simple design, which was easy both to establish and easy to move (due to short-term land use contract). A location near end-customers, the support from the municipality, as well as a strong team with the right expertise and trust between all involved parties are also seen as important. An evaluation will be conducted also of the operational phase during 2020.

Finally, two practical examples of consolidation and coordination of freight transport were presented. First, Erik Wastesson, Ragn-Sells, talked about Älskade stad in Stockholm and Malmö, and Elskede by in Oslo. These are initiatives where several transport companies in collaboration with property owners enabled a reduced number of vehicles in central parts of the cities, by consolidation goods and picking up packages for recycling on the way back. The transports are carried out by electric vehicles. Secondly, Olof Bohlin at Upphandling Södertörn, presented how they via consolidation of goods deliveries and requirements on renewable fuel in their procurement, managed to reduce the climate emissions from their freight transports in the eight municipalities of Södertörn (i.e. Botkyrka, Haninge, Huddinge, Nykvarn, Nynäshamn, Salem, Södertälje and Tyresö).

Some recommendations based on what was raised at the conference days:

- Increased knowledge of freight transport at municipal level is needed
- Include freight transport early in the planning phase
- Municipalities in Norway and Sweden can soon receive guidance for urban freight planning by Norwegian TØI and Swedish Boverket.
- Urban logistics is a complex issue and it is important to learn from each other
- A shift to electric trucks requires only one third of the energy demand
- Potential for inland waterways for waste, construction and food transport
- Logistics hubs near the waterfront is needed when waterways are used more
- Include logistics and freight flows already in the planning of construction sites to enable good solutions
- Reduce the number of vehicles through consolidation
- Operationalise political decisions by creating business opportunities
- One success factor for the city hub in Oslo is a flexible and simple design
- Reduce the number of transports in the cities through consolidation of freight on the outbound transport in combination with collection of packaging for recycling on the way back
- Requirements for consolidation of freight and on renewable fuel have reduced climate emissions from freight transport in the eight municipality of Södertörn