

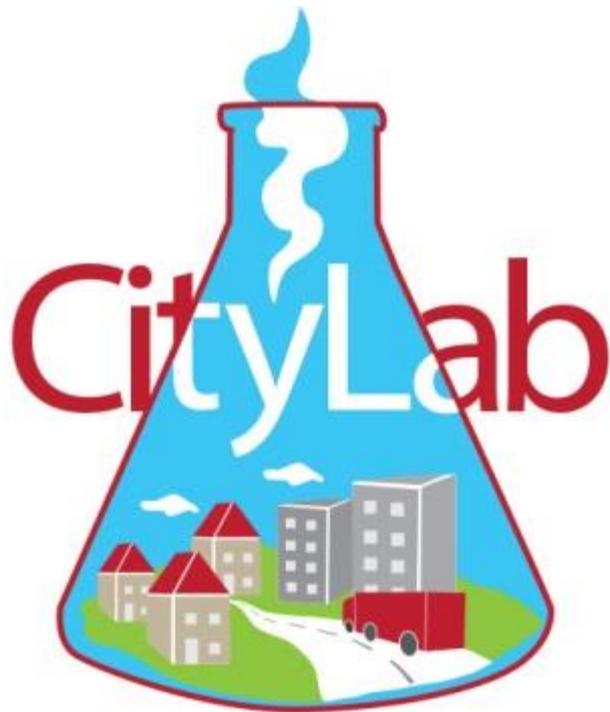
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Reducing impacts and costs of freight and service trips in urban areas (Topic: MG-5.2-2014)

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Deliverable 7.3 Dissemination to follower cities and regions

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Author(s)	Giacomo Lozzi (POLIS)
Co-author(s)	
WP Leader	POLIS
Internal Reviewer	Fraser McLeod (SOTON), Jardar Andersen (TOI), Sara Verlinde (VUB), Valerio Gatta (UR3), Jacques Leonardi (University of Westminster)

Project Manager	Andrea Arcelli (INEA)
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Citylab consortium by Living Lab			
Living lab	Municipal partner(s)	Industry partner(s)	Research partner(s)
Brussels	Brussels Mobility	Procter & Gamble Services	Vrije Universiteit Brussel
London	Transport for London	TNT Gnewt Cargo	University of Westminster University of Gothenburg
Oslo	Oslo kommune	Steen & Strøm	TOI
Paris	Mairie de Paris		IFSTTAR DLR
Randstat	Gemeente Rotterdam	PostNL	TNO
Rome	Roma Capitale	Poste Italiane MeWare SRL	Università degli studi Roma Tre
Southampton	Southampton City Council	Meachers Global Logistics	University of Southampton
Networking and outreach partner			
POLIS			

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Executive summary

The objective of the CITYLAB project is to develop knowledge and solutions that result in roll-out, up-scaling and further implementation of cost effective strategies, measures and tools for emission free city logistics. In a set of living laboratories, promising logistics concepts will be tested and evaluated, and the fundament for further roll-out of the solutions will be developed.

This **Deliverable 7.3 “Dissemination to follower cities and regions”** reports the dissemination activities that have involved the so-called Follower Cities and Regions (FCRs), that is a group of local and regional authorities outside the CITYLAB consortium that are committed to closely and constantly follow the project’s developments.

The CITYLAB solutions are tested and validated in the seven Living Labs. However, the project encourages the replication and take up of the CITYLAB solutions to other cities. CITYLAB interacts with external cities and regions demonstrating a high interest and priority in developing innovative urban freight distribution strategies. External cities and regions have engaged in a structural dialogue with the partners of the project: they all benefit from the access to project deliverables, tailored updates on CITYLAB cities’ developments, attendance of CITYLAB local workshops and dedicated Follower Cities and Regions sessions, as well as the general communication and updates about CITYLAB’s activities.

Most of the cities involved showed great interest in the project. For this reason, the consortium has decided, after agreement with the European Commission, to allocate more funds to the FCRs, so that they could participate in further activities and events that encourage the transfer of the methodology and the solutions tested in CITYLAB: bilateral interviews, technical visits including bilateral meetings and transferability sessions.

To date, 21 cities and regions across Europe are part of the Follower Cities and Regions Group (FCG). Just a few months after the kick-off of the project, a call to join the group was published. The candidates submitted an application describing their context, ambitions and expectations with respect to urban freight policies. The document describes all the activities in which they took part, and those that will be organised for them and to which they will be invited to participate and contribute from now to the end of the project.

1 Introduction

This deliverable reports the dissemination activities taking place in Task 7.3, namely all the activities addressed to the CITYLAB Follower Cities and Regions (FCR) joining the CITYLAB Followers Group (CFG)¹ during the project lifetime.

It is important to highlight that 9 of the FCRs are also part of the CITYLAB Transfer Cities and Regions Group (CTG)²: this inner group of followers also benefit from additional support and dedicated initiatives that are presented in Deliverable 6.3 “Report on transferability to non CITYLAB cities”.

This deliverable is structured as follows: Section 2 explains the motivation of establishing a Followers Group; Section 3 describes the application and selection process of the FCRs; Section 4 presents the CITYLAB events to which FCRs have been invited to attend, reporting the discussions and outcomes of the dedicated Follower Cities sessions organised so far; Section 5 defines the upcoming activities envisaged for the FCRs until the end of the project and this section will be updated once all the activities end.

This deliverable excludes dedicated activities, meetings and workshops associated with WP6 activities, such as questionnaires, personalised transferability analyses, bilateral meetings with Transfer Cities and MAMCA workshops, as these will be reported in other deliverables (mainly in Deliverable 6.3), but does reports some transferability sessions open to the participation of Follower Cities and Regions.

Reports of initiatives that will take place in the next few months will be added to a subsequent version of D7.3.

¹ <http://www.citylab-project.eu/followers.php>

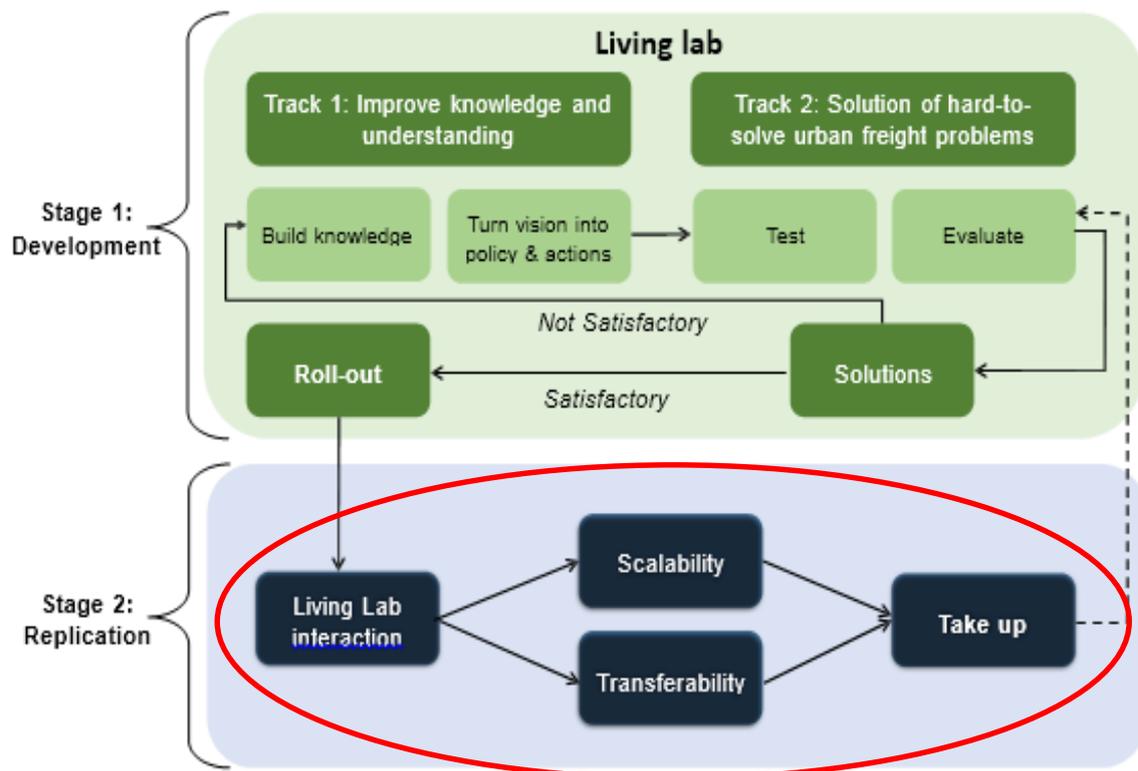
² <http://www.citylab-project.eu/transfercities.php>

2 CITYLAB approach and involvement of external cities

In the first stage of the project, the CITYLAB solutions are tested and validated in the seven Living Labs.

The second stage is dedicated to promoting the **replication and take up of the CITYLAB solutions to other cities**. Indeed, many previous research projects on urban freight transport (UFT) solutions often struggled when it came to transferring the solutions to other cities.

Figure 1. Overall project approach with two stages.



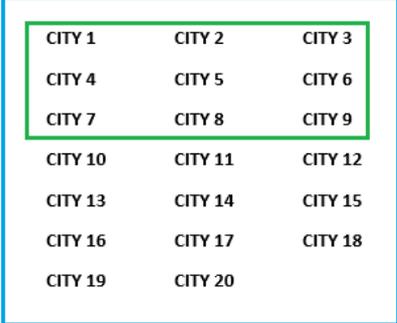
According to the CITYLAB approach, once concepts and solutions have been assessed and evaluated in stage 1, if they are ready for roll-out, they go to stage 2 'replication', if not, they go back to stage 1 for further development. CITYLAB first analyses if and how the seven CITYLAB solutions can be transferred and/or scaled to other cities, either within the project consortium cities or external ones. This implies to first assess whether a UFT solution is transferable at all; if so, then the specific context of follower cities should be considered, to assess if it represents the suitable environment for adopting that specific measure.

In order to properly apply stage 2, as illustrated in figure 1, CITYLAB interacts with external cities and regions demonstrating a high interest and priority in developing innovative urban freight distribution strategies: the project established two groups of external cities interested in observing the progress of the project, being involved in some of the project's events and initiatives, and getting tailored support from the research partners. The CITYLAB Transfer Group comprises nine local and regional authorities and their respective local industry partners. They benefit from a specific budget dedicated to the implementation of transfer activities including training, technical visits, interactive

workshops and transferability analyses. They are selected among the larger CITYLAB Followers Group, interested in the adoption of the Living Lab approach and in the replication of the implementations tested in the CITYLAB sites. European local authorities submitted an application to join the Group (see section 3).

It is essential to clarify the different level of commitment of i) Follower and ii) Transfer cities and regions, characterized by different levels of uptake and commitment.

The 21 Follower Cities and Regions have been identified within WP7 on Dissemination and exploitation, whereas the Transfer Cities and Regions have been selected within WP6 on Transferability. Transfer Cities and Regions (TCR), whose activities will be presented in Deliverable 6.3, have been chosen among the wider group of Follower Cities and Regions (see Figure 1: FCRs in blue, TCRs in green). Therefore, Transfer Cities and Regions are also Follower Cities and Regions, whereas the opposite does not hold true.



CITY 1	CITY 2	CITY 3
CITY 4	CITY 5	CITY 6
CITY 7	CITY 8	CITY 9
CITY 10	CITY 11	CITY 12
CITY 13	CITY 14	CITY 15
CITY 16	CITY 17	CITY 18
CITY 19	CITY 20	

Figure 2 - Selection of TCRs from FCR group

Figure 3 provides an overview of the different uptake levels for each category of cities and regions: CITYLAB cities are directly involved in the project, they set up a local Living Lab and implemented a UFT solution. Transfer Cities and Regions have engaged in a structural dialogue with the partners of the project, i.e. each of them received a dedicated Transferability Plan envisaging questionnaires for the transfer of the Living Lab approach and the preferred CITYLAB implementations, bilateral interviews, dedicated workshops, technical visits including bilateral meetings and transferability sessions (see more in D6.3). Some of these initiatives have also seen the involvement of Follower Cities and Regions, for which some dedicated funds, originally not foreseen, have been made available at a later stage. However, they all benefit from the access to project deliverables, tailored updates on CITYLAB cities' developments, attendance of CITYLAB local workshops and dedicated Follower Cities and Regions sessions, as well as the general communication and updates about CITYLAB's activities.

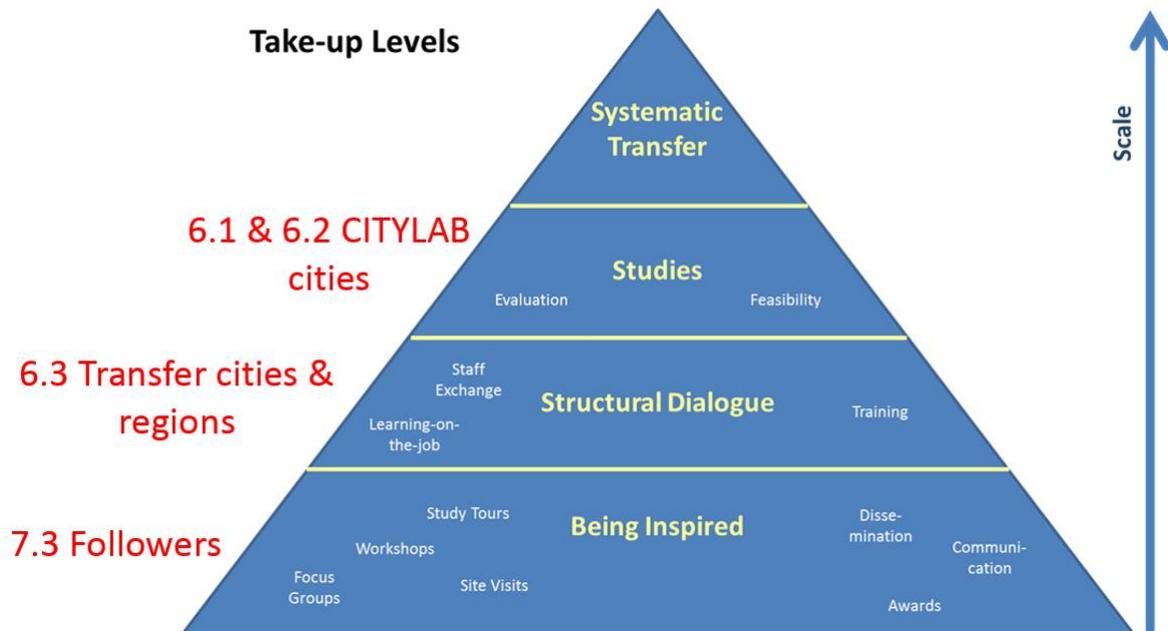


Figure 3 - Different levels of uptake: i) CITYLAB cities, ii) Transfer cities & regions, iii) Follower Cities & regions

In principle, cities and regions applied to join the CFG at the beginning of the project to be:

- integrated into the dissemination database;
- invited to take part in dissemination events and activities organized by CITYLAB;
- active participants in the local workshops held by each living-lab during the project.

In particular, the following dissemination activities are organised for them:

- Integration into the **dissemination database** (send invitations to events, newsletters, etc.)
- Access to project **deliverables**, of which some especially tailored for them, e.g. the glossy version of D2.1 (Observatory)³, published in May 2017.
- **Tailored updates** on CITYLAB cities' developments;
- Participation, according to their implementations' preferences, in **CITYLAB local workshops**;
- Participation in the most important **CITYLAB events** (symposia, workshops, final conference), where **dedicated Follower Cities sessions** are organised, also to give proactive contribution and inputs to the project. They are often reimbursed for their travel;
- **Webcasting of workshops and webinars**, to be organised also together with other projects and supported by the CIVITAS UF thematic group⁴ – both on the Living Lab approach and/or the implementations.

³ http://www.citylab-project.eu/brochure/D2_1_brochure.pdf

⁴ <http://www.civitas.eu/TG/urban-freight-logistics>

3 The selection of CITYLAB Followers

3.1 Call preparation

On 3 March 2016, a call for application was launched on the CITYLAB website, and relaunched on other partners' websites.

The call encouraged cities and regions interested in UFT policies to become part of the CFG. A dedicated email was also sent to about 60 selected contacts of the Polis database. CITYLAB partners were asked to forward it to other potentially interested parties.

In the call, it was specified that CITYLAB aimed to identify a group of follower cities and regions, having complementary characteristics to the living labs and a realistic opportunity and/or a strong interest to implement the systems being demonstrated. They were asked to be active participants in the local workshops held by each living-lab during the project and act as knowledge transfer points to the wider community.

In order to collect the declarations of interest of the cities and regions in the most coherent and complete way, and to facilitate the selection process (especially in view of the choice of the most suitable ones for the CTG), an application form (see ANNEX) was set up to map, for each of the applicant city/region:

1. Details of Applicant
2. Overview of local UFT situation, in terms of:
 - a. Urban Freight plans/measures in place
 - b. Policy objectives and future ambitions
 - c. Main barriers and challenges
3. Selection of up to 3 preferred CITYLAB implementations, as described on the CITYLAB website⁵.
4. Identification of local industrial or research partners, potentially interested in implementing the systems being demonstrated.
5. Expectations towards CITYLAB.

3.2 Applications and selection

Initially, as specified in the DoW (see ANNEX), it was planned to select two Follower Cities per CITYLAB city. However, once the preferences of the applicants have been aggregated, the disproportion of the interest in favour of some implementations (London above all) has become evident, while others, in particular Amsterdam for its specificity, have not received many. Furthermore, in March 2016 the project had only been working for a few months, and implementations were still subject to significant changes, as the Amsterdam case itself has shown at a later stage (see Deliverable 5.3 "Impact and process assessment of the seven CITYLAB implementations").

⁵ <http://www.citylab-project.eu/implementations.php>

Consequently, it was decided to renounce the initial plan of attributing two Follower Cities per each CITYLAB implementation, and rather to make the CITYLAB Followers Group a more dynamic and fluid platform, able to follow more implementations at the same time, even at the cost of a lower degree of involvement. This also in light of two further considerations:

- In 2-3 years, local governments are susceptible to changes in their policies, including those related to mobility and urban distribution of goods. As a result, it would have been unrealistic to tie Follower Cities to a specific solution, while it seemed more reasonable to involve and brief them on different solutions, so as to let them develop a combination that could be effective in their local context.
- It was considered that at a later stage, under *Task 6.3 Transferability to non-CITYLAB cities*, a further selection of cities would be made, to join the CITYLAB Transfer Group, and to be directly linked to the CITYLAB cities. As a result, it was considered redundant to do the same for the Follower Cities.

Table 1. Overview of CITYLAB Follower Cities Group and their preferences for CITYLAB implementations.

City ↓	Country ↓	CITYLAB implementation						
		Amsterdam	Brussels	London	Southampton	Oslo	Rome	Paris
Antwerp	BE		3		1			2
Budapest (BKK)	HU		3	1				2
Delft	NL			2		1	3	4?
Flanders Region	BE				3		2	1
Gdynia	PL		1		2	3?	3	
Gothenburg	SE	3		1			2	
Graz	AT		2	1			3	
Jerusalem	IE							
L'Hospitalet	ES			1		3		2
La Rochelle	FR							
Lyon	FR							
Madrid	ES			1	2			3
Manchester (TfGM)	UK	2		1	3			
Mechelen	BE		2	1	3			
Milan	IT		1			2	4?	3
Pisa	IT	2		1		3		
Prague	CH	2			3			1
Rogaland Region	NO		3		2		1	
Skedsmo	NO			2		1		3
Turin	IT		1			2		3
West Midlands	UK					3	2	1
1st choice		0	3	7	1	2	1	3
2nd choice		3	1	2	3	2	3	3
3rd choice		1	3	0	4	3	2	3
TOTAL		4	7	9	8	7	6	9

18 cities and regions have applied to join the CITYLAB Follower Cities Group, and have submitted the filled application form. 3 more cities, La Rochelle, Lyon and Jerusalem, joined at a later stage, and they are currently preparing their application (in yellow in Table 1). Table 1 provides an overview of

the preferences for the CITYLAB implementations expressed by each city/region, ranked from 1 to 3. It is important to note that the choice was made based on the information about the implementations available in March 2016. Some of them have consistently changed throughout the duration of the project. A case in point is Amsterdam: the floating depot implementation found to be unfeasible, implementation partners changed direction and tested a distribution system with micro-hubs and cargo bikes, deployed by PostNL. Whereas the former idea was quite specific and delimited to the local geographical context, the current implementation has attracted the interest of various follower cities at a later stage, expressing the willing to include this implementation among their preferences.

All the application forms filled by the Follower Cities and Regions are reported as Annexes.



Figure 4 - Geographical distribution of CITYLAB partner, transfer and follower cities & Regions

4 Events for CITYLAB Follower Cities

CITYLAB has organized several events to disseminate the results and activities of the project, and to involve numerous external stakeholders in the process of research and implementation of innovative solutions for UFT. Among these, some have been organized specifically for Follower Cities and Regions, others for Transfer Cities and Regions but open to their participation, others are public events for which they have received financial support to participate. This section reports all the initiatives that saw the involvement of Follower Cities and Regions.

4.1 CITYLAB Follower Cities Group breakfast: CITYLAB Observatory, 26 May 2016

In the framework of the CITYLAB symposium “Innovative urban freight management systems in Paris”⁶, on 26 May 2016 Follower Cities and Regions took part in the **CITYLAB Follower Cities Group breakfast**, a closed event organised by POLIS only for the CFG + CITYLAB cities.

The meeting was structured as follows: Gabriela Barrera (POLIS) quickly presented the CITYLAB project, opportunities and next steps for Follower Cities and Regions, including direct exchange with CITYLAB cities, technical visits to demo sites and access to specific project deliverables and events.

As first activity tailored for the CFG, Laetitia Dablanc (IFFSTAR), leader of the Paris implementation and responsible for the CITYLAB Observatory⁷, presented the preliminary results of the latter: “Scope of the Observatory of Strategic Developments Impacting Urban Logistics and Report of trends observed”: to help CITYLAB cities implement their urban freight initiatives, a better understanding of these challenges is necessary. This is what this Observatory intends to do, by providing data and analysis on some of the most important, or less well known, trends that will shape the urban mobility of goods in the future. This first version (2016) of the Observatory provides data and analyses on 1) Logistics Sprawl; and 2) E-commerce.

The breakfast was an opportunity for cities and regions to learn more about new trends of urban logistics, in particular concerning e-commerce and logistics sprawl. However, it was also a great chance for CITYLAB project partners to get feedback from local authorities on their research, on the reliability of the data collected and on actual trends in other urban contexts. In particular, the group, supported by the moderation of Laetitia Dablanc, discussed the following issues:

- Increasing number of logistics facilities in suburban areas: are urban logistics terminals only a niche?
- Will vans dominate cities at the expense of medium trucks and lorries? What market share for alternative clean delivery vehicles (such as cargo bikes)?
- What will be the market and impacts of digital applications for urban deliveries?

Participation was very proactive, cities and regions provided their views and information on their local situation, and learned about trends in other cities. In the afternoon, after the public CITYLAB

⁶ http://www.citylab-project.eu/newsletters/Citylab_newsletter2.pdf

⁷ <http://www.citylab-project.eu/brochure.php>

symposium “Innovative urban freight management systems in Paris”, they took part to the technical visits to Chapelle International (Logistics hotel), Beaugrenelle (Urban logistics terminal) and L’îlot Fontenoy-Ségur⁸.

In order to facilitate their participation in the workshop, invited local authorities benefited from a specific budget dedicated to travel/accommodation expenses.

The event was attended by 15 FCRs, of which 9 are also part of the CTG (Table 2)

Table 2. CITYLAB Follower and Transfer cities and regions attending the CITYLAB Follower Cities Group breakfast + CITYLAB Paris workshop, 26/05/2016

City	Country	Officer	Only FCRs (the others are also part of CTG)
Antwerp	BE	Laura Tavernier	✓
Budapest (BKK)	HU	Patrik Tóth	
Delft	NL	Jan-Kees Verrest	
Flanders Region	BE	Klaas Van Cauwenberg	
Göteborg	SE	Anette Thorén	✓
Graz	AT	Lisa Sebro	✓
Madrid	ES	Enrique García Cuerdo	
Manchester (TfGM)	UK	Helen Smith	
Mechelen	BE	Anne Recour	✓
Milan	IT	Vladimiro Marras	✓
Pisa	IT	Marilena Branchina	
Prague	CH	Vaclav Novotny	
Rogaland Region	NO	Joachim Weisser	
Skedsmo	NO	Øyvind Daaland Lesjø	✓
Turin	IT	Giuseppe Estivo	
TOTAL	15		6

4.2 CITYLAB Living Lab training session, Rotterdam, 1 December 2016

The second dedicated event for external cities was planned to coincide with the Polis conference taking place in Rotterdam on 1-2 December 2016⁹. It was co-organised by TNO, in charge of the development of the Living Lab methodology and guidelines, and Polis, coordinating the Followers Group.

This second meeting was divided into 2 sessions: session 1 on the replication and uptake of Living Lab approach on a city level, session 2 on replication and uptake of the CITYLAB solutions/implementations.

⁸ read more here: http://www.citylab-project.eu/newsletters/Citylab_newsletter2.pdf

⁹ <https://www.polisnetwork.eu/2016conference>

The 1st session started with a presentation by TNO about the City Logistics Living Lab (CLLL) concept and approach¹⁰, developed in CITYLAB, and about the experiences of the CITYLAB partner cities which already set up such a laboratory at their local level. Then, three different experiences implementing new UFT initiatives in Amsterdam, Barcelona and Greece were presented. On the basis of those, participants discussed how the presented experiences would deploy with the CLLL approach, as intended in CITYLAB. This session has been very useful to demonstrate to local authorities that CLLL is an extremely flexible methodology, which can be adapted to different contexts (namely the ones presented there), and useful for involving in a cyclical and continuous way the most interested stakeholders in urban logistics interventions.

The second session, which took place on the afternoon of the same day, began with a TNO presentation of the seven CITYLAB implementations and how the respective CLLLs are organized. Jacques Leonardi from University of Westminster provided a concrete example on how CITYLAB is trying to support the growth and upscaling of consolidation and electric vehicle use in London, explaining how crucial and challenging is to pass from demos to full scale implementations.

Participants were then divided into groups, to discuss for the implementation of their choice (identified in their application, see section 4 and Annexes):

- what they want to learn from these implementations, and what they would like to see as a result;
- what they expect this implementation can mean / imply for their city;
- what circumstances are needed to transfer the implementation to their city.

Table 3. Agenda of CITYLAB Living Lab training session: Living Lab approach on a city level

09.30-11.00 CITYLAB 1st session:	
Replication and uptake of Living Lab approach on a city level	
Time	Activity
9.30	Welcome/introduction (TNO): <ul style="list-style-type: none"> - “Living Lab approach for city logistics: experiences from CITYLAB’s living labs” - Nina Nesterova, TNO
9.40	Presentation of 3 papers: <ul style="list-style-type: none"> - “The functioning of city logistics from a neighbourhood approach” - Martijn Altenburg, Amsterdam University of Applied Sciences & Claes Groot, Municipality of Amsterdam - “Transnational policy framework - Guidelines for energy-efficient cities” - Afroditi Anagnostopoulou, CERTH - “Urban goods distribution in the city of Barcelona” - Adria Gomila, City of Barcelona
10.20	Discussion on how the presented experiences would deploy with the LL approach, as intended in CITYLAB.
10.50	Summary, conclusion
14.30-16.00 CITYLAB 2nd session:	

¹⁰ Deliverable 3.1 “Practical guidelines for establishing and running a city logistics living lab”: http://www.citylab-project.eu/deliverables/D3_1.pdf

Replication and uptake of of CITYLAB solutions	
Time	Activity
14.30	Brief introduction on the CITYLAB implementations
14.45	Division of participants (mixed CITYLAB Pilot cities + Followers, according to the mutual interest already expressed) into groups, each discussing one implementation – what is necessary to transfer/scale up the implementation?
15:20	Present results back to the general audience
15.50	Summary, conclusion

On the basis of the discussion, CITYLAB research partners had the opportunity to start the process of selecting Transfer Cities and Regions from the CITYLAB Followers Group, considering also the mutual interest generated with CITYLAB partner cities: after these sessions, the consortium had more elements to select Transfer Cities and Regions, and to assess their potential level of commitment in the project, as well as the significance and actual likelihood of the involvement of the industrial partner they had previously identified in their application.

In order to facilitate their participation in the workshop, invited local authorities benefited from a specific budget dedicated to travel/accommodation expenses.

The event was attended by 10 FCRs, of which 6 are also part of the CTG (Table 4).

Table 4. CITYLAB Follower and Transfer Cities attending the CITYLAB Living Lab training session, Rotterdam, 01/12/2016

City	Country	Officer	Only FCRs (the others are also part of CTG)
Antwerp	BE	Laura Tavernier	✓
Budapest (BKK)	HU	Patrik Tóth	-
Flanders Region	BE	Tijl Dendal	-
L'Hospitalet	ES	Marc Segura	✓
Madrid	ES	Enrique García Cuervo	-
		Sergio Fernández Balaguer	-
Manchester (TfGM)	UK	Helen Smith	-
Mechelen	BE	Anne Recour	✓
		Nicole La lacona	
Pisa	IT	Marilena Branchina	-
Skedsmo	NO	Øyvind Daaland Lesjø	✓
		Martine Matre Bonarjee	
Turin	IT	Giuseppe Estivo	-
		Erica Albarello	-
TOTAL	10		4

To download the **presentations** of the workshop, click [here](#)¹¹ (1E. CITYLAB session).

¹¹ <https://www.polisnetwork.eu/2016presentations>

4.3 CITYLAB stakeholder cooperation – MAMCA workshop, Brussels, 8 December 2017

Taking place back-to-back with the Polis Conference 2017 (Brussels, 6-7 December)¹², the aim of the CITYLAB MAMCA workshop was to explore if different types of stakeholders consider the tested CITYLAB implementations feasible in their city or region.

The CITYLAB MAMCA workshop, jointly organised by Vrije Universiteit Brussel (VUB) and Polis, took place on the 8th of December in Brussels. Transfer Cities and Regions, as well as their local industrial partners, some CITYLAB followers and other local authorities attended the workshop, for a total of 22 persons.

Multi-Actor Multi-Criteria Analysis (MAMCA)¹³ was used as an interactive tool to integrate different stakeholders' opinions. The idea behind MAMCA is to evaluate policy alternatives from the combined perspective of all stakeholders involved at local level, to assess whether there is overall stakeholder support for one of the alternatives.

Sara Verlinde from VUB guided each participant in expressing how important certain (decision) criteria are to her/him when choosing or evaluating a certain last-mile distribution option. In a second step, it was asked to all participants how well they think the CITYLAB implementations score on those criteria. Finally, the results were discussed and compared to the actual performance of the CITYLAB implementations.

The workshop also gave the opportunity to take stock of the results of the overall transferability plan, and to discuss how CITYLAB can further support local authorities to adopt the Living Lab approach¹⁴ and implement the CITYLAB solutions¹⁵.

In general, participants were satisfied about the workshop, not only for what they learned, but also for networking purposes. Many of them are getting inspired by CITYLAB, and trying to combine different CITYLAB solutions, tailoring them to their local context. MAMCA is considered useful for deciding with local stakeholders which solution would fit the best, for putting different stakeholders in the same room and for prioritizing the options.

CITYLAB is considered useful also to check how other cities are placed in terms of planning and implementation for urban freight and logistics. According to participants, CITYLAB could represent a useful information desk for local authorities. It should focus more on the role of the local authority for each implementation, and provide for some insights from previous experiences, 'behind the scene'. This would enable the comparison of scenarios for the direct use of local authorities.

To download the **agenda** of the workshop, click here¹⁶:

To download the **presentation** of the workshop, click here¹⁷:

¹² <https://www.polisnetwork.eu/2017conference>

¹³ www.mamca.be

¹⁴ <https://youtu.be/2k3k5NNH7w0>

¹⁵ <http://www.citylab-project.eu/implementations.php>

¹⁶ https://www.polisnetwork.eu/uploads/Projects/CITYLAB_MAMCA_workshop_20171208_agenda_V1.pdf

¹⁷ https://www.polisnetwork.eu/uploads/Projects/MAMCA_workshop_Transfer_cities.pdf

An extended report of the MAMCA workshop will be available in the upcoming D6.3. For a short summary, click here¹⁸:

The event was attended by 11 FCRs, of which 8 are also part of the CTG (Table 5)

Table 5. CITYLAB Follower and Transfer Cities attending the CITYLAB MAMCA workshop - Brussels, 8/12/2017

City	Country	Officer	Only FCRs (the others are also part of CTG)
Antwerp	BE	Laura Tavernier	✓
Jerusalem	IL	Nimrod Levy	✓
La Rochelle (agglomeration)	FR	Matthieu Graindorge	✓
Budapest (BKK)	HU	Patrik Toth	
Delft	NL	Jan-Kees Verrest	
Flanders Region	BE	Tijl Dendal	
Manchester (TfGM)	UK	Richard Banks	
Prague (Institute of Planning and Development)	CH	Lukáš Tittl	
Rogaland County	NO	Sigurd Ur	
Pisa (Navicelli SpA)	IT	Marilena Branchina	
Madrid	ES	Enrique García Cuervo	
		Sergio Fernández Balaguer	
TOTAL	11		3

4.4 Local workshops (WP7)

Public events for which Follower Cities and Regions have received financial support to participate.

4.4.1 Innovative urban freight management systems in Paris, 26 May 2016

This CITYLAB event was organised in association with the SUCCESS project¹⁹ at Pavillon Arsenal in Paris, and attracted around 90 people with an interest in urban freight transport and/or land use planning and development, including those working for transport operators, service or infrastructure providers, local authorities, education/research organisations and consultancies.

See more in section 4.1.

¹⁸ <https://www.polisnetwork.eu/publicnews/1567/45/CITYLAB-MAMCA-workshop-to-discuss-urban-freight-initiatives>

¹⁹ <http://www.success-urbanlogistics.eu/>

4.4.2 Making freight consolidation centres work - Experiences from Southampton, 27 January 2017

Hosted by the University of Southampton and Meachers Global Logistics, the workshop attracted 51 people from industry, cities, research and the media. A webcast recording of the event is available (see more here: http://www.citylab-project.eu/170127_Southampton.php).

The event was attended by 2 FCRs, of which 1 is also part of the CTG (Table 6)

Table 6. CITYLAB Follower and Transfer Cities attending the CITYLAB Southampton workshop - 27/01/2017

City	Country	Officer	Only FCRs (the others are also part of CTG)
Manchester (TfGM)	UK	Richard Banks	
West Midlands	UK	Gordon Telling	✓
TOTAL	2		0

4.4.3 Growth of Electric Freight and Consolidation in Urban Logistics, London, 12 May 2017

Hosted by Transport for London and Gnewt Cargo and co-organised by the University of Westminster the workshop attracted 49 people from industry, cities and research. The day began with a site visit to the Gnewt Cargo depot in Southwark who operate the world's largest all-electric commercial vehicle fleet of around 100 vehicles. A Transferability session, dedicated to the 3 Transfer Cities - Greater Manchester, Budapest and Madrid, was organised by Polis: first, the three cities presented their local UFT context, then participants were organised into three round-table discussion groups. Each group focused on the needs and interests of the three cities, with city authority and business representatives from each in attendance. Discussions included ways in which Transfer cities can learn and build on the London CITYLAB implementation, the living lab concept and how to establish successful partnerships between the public and private sectors in their city. More information in upcoming Deliverable 6.3.

The event was attended by 3 FCRs, and all of them are also part of the CTG (Table 7)

Table 7. CITYLAB Follower and Transfer Cities attending the CITYLAB London workshop - 11-12/05/2017

City	Country	Officer	Only FCRs (the others are also part of CTG)
Budapest (BKK)	HU	Patrik Tóth	
Madrid	ES	Enrique García Cuerdo	
Manchester (TfGM)	UK	Richard Banks	
TOTAL	3		0

4.4.4 Logistics strategies for shopping centres - how to improve the efficiency of delivery and service vehicle activity, Malmö, 7 June 2017

This workshop, co-organised by TOI and Steen & Strøm, was held in the Hyllie district of Malmö, home to the Emporia shopping centre that was opened in 2012, one of the largest and most impressive shopping centres in the region. The event included a tour of Emporia attended by 24 people from industry, cities and research. It provided a showcase example of the type of development currently being undertaken by Steen & Strøm, the subject of the Oslo implementation²⁰ (see more here: http://www.citylab-project.eu/170607_Malmo.php).

The event was attended by 1 FCRs (Table 8).

Table 8. CITYLAB Follower and Transfer Cities attending the CITYLAB Malmoe workshop - 7/06/2017

City	Country	Officer	Only FCRs (the others are also part of CTG)
Gothenburg	SE	Christoffer Widegren	✓
TOTAL	1		1

4.4.5 Innovative Solutions for Urban Freight Transport and Environment in the Circular Economy Era, Rome, 20 October 2017

The CITYLAB implementation in Rome focuses on combining forward and reverse logistics in the collection of recycled materials. Rome City representatives explained how useful CITYLAB has been in testing innovative solutions and acquiring relevant information that can help them developing their Mobility Master Plan and Sustainable Urban Mobility Plan (SUMP). They also expressed their keen interest in continuing to collaborate especially for topics linked to the circular economy and to better manage ‘post-consumption materials’ (avoiding calling it ‘waste’) with the need to reduce, reuse and recycle (see more here: http://www.citylab-project.eu/171020_Rome.php).

On 19th October, the day before the workshop, four transfer/follower cities & regions’ delegates participated in a meeting, organised by Polis, with the partners responsible for the CITYLAB Rome implementation. This meeting served to: (i) get acquainted and familiar with CITYLAB local Living Lab application in Rome, (ii) clarify different aspects regarding the Rome implementation and (iii) to discuss possible transferability issues to other cities and regions. Such an open and detailed discussion would have not been possible during the public event (20 October), with more than 80 attendees.

Table 9. Agenda of CITYLAB Transferability meeting – Rome, 19/10/2017

Time	Activity	Responsible
16.00	Arrival and coffee/tea	UR3
16.10	Welcome and introduction – CITYLAB	TOI
16.15	<i>Tour de table</i> & Transfer c/r 3-mins presentation of UFT local context	all

²⁰ <http://www.citylab-project.eu/Oslo.php>

16.30	Freight transport policy in Rome and City Logistics Living Lab	RSM/UR3
16.45	Start-up and management of a Living Lab: engaging with the local context and stakeholders	all
17.05	How to set up a successful partnership for innovative UFT solutions: the Rome implementation	all
17.25	Wrap-up and conclusions	all
17.30	End of meeting	

More information in upcoming Deliverable 6.3.

The event was attended by 6 FCRs, of which 3 are also part of the CTG (Table 10)

Table 10. CITYLAB Follower and Transfer Cities attending the CITYLAB Rome workshop - 20/10/2017

City	Country	Officer	Only FCRs (the others are also part of CTG)	Participation 19/10 meeting
L'Hospitalet	ES	Marc Segura	✓	
Graz	AT	Lisa Sebros	✓	✓
Lyon	FR	Emilie Fodor Clemence Routhieau	✓	
Budapest (BKK)	HU	Patrik Tóth		✓
Flanders Region	BE	Tijl Dendal		✓
Rogaland Region	NO	Joachim Weisser		✓
TOTAL	6		3	4

5 Upcoming activities for CITYLAB Follower Cities

CITYLAB will end on the 30th of April 2018, therefore there are still many activities to be carried out and events to organise, and many of these include Follower Cities and Regions.

This section reports the upcoming activities for Follower Cities and Regions: as for upcoming events, in their framework CITYLAB will organise additional, dedicated Follower Cities sessions, also for providing feedback to the project on key deliverables and results (e.g. Deliverable 3.4 “CITYLAB Handbook for City Logistics Living Laboratories”, Deliverable 6.4 “Tools for achieving of CO2 –free logistics in cities by 2030”, etc.), and to directly disseminate the impacts and lesson learned from the CITYLAB implementations.

Other activities are webcasting of workshops and webinars and the preparation of a short project’s deliverables compendium, collecting the results of greatest interest for local authorities.

5.1 Participation in upcoming CITYLAB workshops and Final Conference

Follower Cities and Regions are invited, according to their implementations’ preferences, to participate in the CITYLAB local workshops, and to attend the most important CITYLAB events (symposia, workshops, final conference), where dedicated Follower Cities sessions will be organised, also to give input to the project. They are often reimbursed for their travel. Upcoming relevant events are:

CITYLAB Amsterdam Workshop

"Micro-hubs and cargo-bikes distribution"

8 March 2018, Amsterdam, The Netherlands.

CITYLAB Brussels Workshop

"Sharing economy logistics"

28 March 2018, Brussels, Belgium

CIVITAS Urban Freight Conference

Joint Project Final Conference: CITYLAB, NOVELOG, SUCCESS, U-TURN. 23-24 April, Brussels, Belgium.

The EU-funded CITYLAB, NOVELOG, SUCCESS, U-TURN projects joined forces and are jointly organising the CIVITAS Urban Freight Conference, an interactive event including presentations, posters and exhibitions, breakout and training sessions, workshops and awards.

5.2 Webinars and webcasting

Webcasting of workshops and webinars will be organised, also together with other projects and supported by the CIVITAS UFL Thematic Group – both on the Living Lab approach and/or the implementations.

5.3 Compendium of relevant CITYLAB Deliverables for Follower Cities

During the last phase of the project, when all the most important deliverables will be made available, Polis will collect and disseminate in a coherent and comprehensive way some key deliverables of specific interest for local authorities, and will prepare a short compendium tailored for them.

The selection will be articulated around three main lines (pillars), which have characterised the activities of CITYLAB and in particular the activities of transferability and dissemination of the results to external public authorities, whether they are Followers, Transfer Cities and Regions, or others.

The first pillar concerns the dissemination of new data and knowledge on future trends of urban logistics, as well as an overview of the success factors of some UFT initiatives and the role that local authorities should play in order to enable their effective implementation. The second pillar focuses on the methodology proposed by CITYLAB to involve stakeholders for planning and implementation of innovative UFT solutions, i.e. the Living Labs adapted to urban logistics. Finally, the third pillar addresses the issue of potential for the solutions tested in CITYLAB to be replicated, transferred or upscaled in other local contexts - and if so, how.

These three pillars, to sum up, aim to support cities and regions outside the project in three ways: i) better understand challenges, future trends and initiatives related to the urban logistics environment in general, ii) propose and encourage the adoption of a new method to involve relevant stakeholders in the UFT planning process; iii) clarify, on the basis of direct experience, which solutions are most adaptable and replicable in other urban contexts.

Table 11. Overview of CITYLAB Key Deliverables for Follower Cities

Pillars	Key deliverables
<p>Knowledge development and data</p>	<p>Deliverable 2.1 “Observatory of strategic developments impacting urban logistics” This Observatory provides data and analysis on some of the most important, or less well known, trends that will shape the urban mobility of goods in the future. It helps cities implement their urban freight initiatives, by providing a better understanding of new trends and challenges impacting the movement of goods in urban environments.</p> <p>Deliverable 2.3 “Success factors of past initiatives and the role of public-private cooperation” The purpose of Deliverable 2.3 is to investigate the urban freight initiatives included in CITYLAB implementations, and also more widely, to better understand their role and potential impact in bringing about more sustainable urban freight transport. It also identifies the challenges that need to be addressed and overcome by the private and public sectors in ensuring the successful uptake and outcome of the initiatives included in the CITYLAB implementations. In this way, Deliverable 2.3 is intended to assist the CITYLAB Living Laboratories, as well as other cities and companies beyond the CITYLAB project with an interest in implementing these urban freight initiatives. The success factors have also been utilised to perform the tailored analysis of the potential replication of CITYLAB solutions to external cities (see Deliverable 6.3).</p> <p>Deliverable 2.4 “Assessing the European Commission's target of essentially CO2-free city logistics in urban centres by 2030”. The purpose of Deliverable 2.4 is to investigate the extent to which urban freight initiatives, including those involved in CITYLAB implementations, are likely to bring about more sustainable urban freight transport, especially in relation to the European</p>

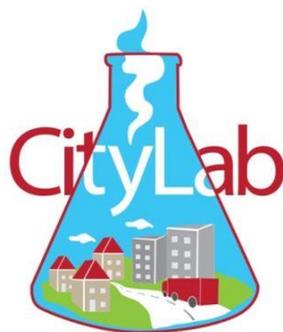
	<p>Commission’s vision of essentially CO2-free city logistics in major urban centres by 2030. Deliverable 2.4 is concerned with assessing the potential of urban freight initiatives involving behaviour change, including those implemented in the CITYLAB project and comparing and contrasting their potential to reduce carbon emissions from urban freight transport operations with technological change to vehicles and fuels that may emerge over this timescale.</p>
<p>Living Laboratories methodologies and Guidelines</p>	<p>Deliverable 3.1 “Practical guidelines for establishing and running a city logistics living laboratory” & Deliverable 3.4 “Handbook for City Logistics Living Laboratories”</p> <p>Lessons learned during the CITYLAB project on the different elements in the city logistics living labs are taken into account in finalizing the methodology and guidelines for future city logistics living labs. Next, this task also helps the living labs with guidelines on how to continue the living labs that were started in CITYLAB after the project ends. At the end of the CITYLAB project the final methodology – based on both the guidelines and all lessons, experiences and tooling in the living labs – will be available for external cities and other stakeholders in the form of a Handbook.</p>
<p>Roll-out potential of CITYLAB cities solutions</p>	<p>Deliverables 5.3, 5.6, 6.2, on roll-out potential of CITYLAB cities solutions, are especially useful for dissemination purposes: a combined report will be distributed to follower cities, to provide an overview of the roll-out potential of CITYLAB solutions to other cities, to illustrate how the overall process took place in practice during the project, and to present the main lesson learned from a local authority perspective.</p> <p>Deliverable 5.3 “Impact and process assessment of the seven CITYLAB implementations”, assesses the effects and process for all implementations, highlighting the potential upscaling of each of them.</p> <p>Deliverable 5.6 “Assessment of roll-out potential of CITYLAB solutions to other CITYLAB living labs”, assesses the growth potential of solutions and transferability analysis for roll-out to other CITYLAB cities. The same exercise was carried out for the Transfer Cities and Regions, as reported in Deliverable 6.3.</p> <p>Complementing WP5 activities (assessment of roll-out potential to other CITYLAB living-labs), one local MAMCA stakeholder meetings per Living Lab, involving both the private and public sector, supported the process of verifying the identified roll-out potential of each CITYLAB solution. CITYLAB partners exchanged with relevant local actors that could implement the solution identified as transferable to their city or company. Deliverable 6.2 “Minutes of local stakeholder meetings” reports the main results of the local MAMCA stakeholder meetings.</p>

ANNEXES

Task 7.3 Dissemination to external cities and regions (Task leader: POLIS)

“Each living lab will be charged at the outset with identifying two ‘follower cities’ or ‘follower regions’ with which they will actively engage and disseminate findings throughout the duration of the project. Follower cities and regions will be carefully chosen to have complementary characteristics to the living labs and a realistic opportunity to implement the systems being demonstrated. POLIS will play a key role in identifying the follower cities and regions from their extensive network of contacts across the EU. These follower cities and regions will be key participants in the local workshops held by each living lab during the project and will act as knowledge transfer points to the wider community.”

CITYLAB Follower cities and regions – call for application & form



CITYLAB Follower Cities Group

<p>THE CITYLAB project</p>	<p>The CITYLAB project aims to improve the understanding of the impacts freight and service trips have in our urban areas. Innovative urban freight management solutions are being tested and evaluated in Amsterdam, Brussels, London, Oslo, Paris, Rome and Southampton, with a view to positively influencing business profitability and contributing to increased efficiency and sustainability.</p> <p>The core of CITYLAB is to use cities as ‘living laboratories’, dynamic, real-world test environments where different public and private freight transport measures can be evaluated, adapted and improved in a cyclical way. Planned measures are on:</p> <ul style="list-style-type: none"> • Understanding the highly fragmented last-mile delivery operations that currently exist in city centres • Identifying freight impacts arising from large public administrations and higher education institutions • Investigating ways in which waste and recycle management and reverse logistics systems could be made more efficient • Quantifying the role logistics facilities and infrastructure could play in redesigning supply chains serving urban centres. <p>For more information on the project: www.citylab-project.eu</p>
<p>Purpose of the Follower Cities Group</p>	<p>Within CITYLAB, a group of follower cities and regions needs to be identified. Follower cities and regions should be carefully chosen to have complementary characteristics to the living labs and a realistic opportunity and/or a strong interest to implement the systems being demonstrated. They will be active participants in the local workshops held by each living-lab during the project and that they will act as knowledge transfer points to the wider community.</p>

	<p>This group of cities and regions will be integrated into the dissemination database, and they will be invited to take part in dissemination events and activities organized by CITYLAB. As a first step, they all will be <u>all invited to the CITYLAB Paris Regional Symposium</u> (Paris, 25-26 May – see attached agenda).</p> <p>A selection of 10-15 follower cities/regions will benefit from the specific budget dedicated to their travel/accommodation expenses.</p> <p>In addition, CITYLAB and NOVELOG (another Horizon2020 urban freight project, see more info here: www.novelog.eu) are cooperating to create a joint group of cities that could follow-up the developments within the two projects. Cities and regions participating in relevant EU projects and initiatives will be invited to be part of this group.</p>
Requirements for participation	<p>This call for applications is open to local and regional authorities with measures in place and/or ambitions/strategies for urban logistics.</p> <p>10-15 cities/regions will be reimbursed for their travel/accommodation expenses. The selection of these cities/regions will take account of their interest in the urban freight solutions developed within the CITYLAB living-labs.</p> <p>Applicants can express their interest in joining the Follower Cities Group by completing and returning this application form. Please pay particular attention to questions n. 4 and 5 to select the CITYLAB living-lab of your interest and identify industrial partners that could also be relevant for similar initiatives.</p>
Deadline for Submissions	<p>Send your application to become a CITYLAB follower city before 11 March 2016 to:</p> <p>GLozzi@polisnetwork.eu</p>
Notification	<p>All applicants will be notified of reception of the application form and of the outcomes of the selection in early April 2016.</p>

CITYLAB Follower Cities**Application Form****I. Details of Applicant****Authority company name**

Type

Short description and main activities (if relevant)

Country

Address:

Street / No.

Postal Code, City

Contact person 1:

(English Speaking)

Name

Telephone

Email

Contact person 2:

(optional)

Name

Telephone

Email

Size of City/Town or region:*Please tick:* up to 100,000 inhabitants 100,000 to 500,000 inhabitants more than 500,000 inhabitants**Spatial Scope:***Please tick the category in which the measures will be implemented:* City District Urban Agglomeration Suburban Area Whole territory of the municipality Region

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

1)

2)

3)

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Thank you for your application!

CITYLAB Follower cities and regions – application forms

Antwerp

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Stad Antwerpen			
Type	Department Urban Planning			
Short description and main activities (if relevant)				
Country	Belgium			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input checked="" type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input checked="" type="checkbox"/>	City District	<input checked="" type="checkbox"/>	Urban Agglomeration
	<input checked="" type="checkbox"/>	Suburban Area	<input checked="" type="checkbox"/>	Whole territory of the municipality
	<input checked="" type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

SUMP

In 2015, the Antwerp city council has presented a (new) strategic mobility plan to improve the access to the city centre and the harbour, while at the same time maintaining liveability and raising road safety. The action plan's main focus lies on developing a multimodal traffic infrastructure and on creating the right context for the optimal use of these networks. However, the mobility plan also mentions some urban freight measures such as expanding the pipeline network, improving the access of industrial zones and the use of bicycles for freight transport.

Growth of the popularity of e-commerce in combination with an increasing degree of urbanisation is one of the many motives that has led to a rising awareness of the challenges related to urban logistics. As a result, a policy plan concerning urban logistics is now being worked out (cfr. Question 2).

- Expanding pipeline network

The city of Antwerp has stated the commitment to develop a vision for the expansion of a modern and save pipeline network, in collaboration with the Port of Antwerp and other relevant stakeholders. After all, major road infrastructure plans (expanding public transport networks, completing the Ring Road around Antwerp...) that will be carried out between the first half of 2016 and 2022, give rise to the opportunity of implementing new pipelines.

Investing in a more extensive pipeline network will result in the elimination of vehicle movements through and around the city.

- Access of industrial zones

The City will collaborate with the Flemish Government to create a truck route network, which will be an important reference for all professional GPS users. This will result in a better match between road signs and GPS routes. Since trucks will be encouraged to drive only on routes that are suitable for this type of traffic and will not be guided into narrow streets of the city centre by their GPS system, this will improve traffic safety and livability of the city centre. Moreover this enables the city to focus on these routes when developing measures for freight transport in order to improve among others traffic safety and traffic flow (cfr. "Tovergroen" a project in the Netherlands for priority of freight traffic at traffic lights).

- Bicycle couriers and freight transport with cargo bikes

In addition to the general mobility plan, the city of Antwerp has also worked out a bicycle policy plan in order to become a 'world class bicycle city'. The efforts made by the city to create a comfortable, save and complete bicycle network have already paid off. Since 2013 Antwerp has been ranked in the top 10 of the Copenhagenize index for bicycle-friendly cities. Future actions declared in the bicycle policy plan, will surely lead to further improvements. The quality of the bicycle network and the existing bicycle culture in the city create optimal circumstances for bicycle couriers and freight transport with cargo bikes. That's why the city wants to offer support to creative entrepreneurs who carry out freight transport using cargo bikes.

It is therefore not surprising that several businesses (e.g. Bubble post, CityDepot) already use cargo bikes in order to distribute goods from their distribution centres located at the border of the city, to their customers.



Bubble Post (Source: www.bubblepost.be)



City Depot (Source: <http://blog.thuisindestad.be/>)

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Currently, a policy plan for urban logistics is being developed to complement the existing mobility plan of Antwerp. There are two main reasons that have led to the realization that a strategy for urban freight transport and logistics is urgently needed.

The first reason is the growth of e-commerce which leads to lower load factors and more vehicle movements within the city. Certainly because this rising amount is additional to the growing number of vehicle movements within the city related to the ever increasing urban density.

Secondly, major road infrastructure works between 2016 and 2019 will have an enormous impact on the city and will lead to a decrease in road capacity. Calculations have shown that each day 10,000 cars should be eliminated during peak hours (with peaks until 20,000 cars). Therefore the city has decided to use these works to trigger a sustainable modal shift. Effective measures for passenger travel are being carried out (cfr. Slim naar Antwerpen, Smart ways to Antwerp (in English): <https://www.slimnaarantwerpen.be/nl>), while strategies to reduce vehicles related to urban freight are being developed.

Accordingly, two related visions are being worked out. First of all, there's an urgent need to minimize the impact on urban logistics during the upcoming major infrastructure works. Therefore data is being analysed in order to assess where and when road works will conflict with particular flows of goods. When this analysis is complete and it is clear where to expect a significant impact

on urban freight, the stakeholders involved will be advised to take measures in order to minimize the effects. This is the concept of a “Marketplace for (urban) logistics” (cfr. Marketplace for mobility in Rotterdam: (<http://www.verkeersonderneming.nl/english/>)). The authorities define a clear problem statement (in collaboration with a consultancy firm who processes data and creates urban freight models), while private partners are invited to develop (innovative) measures to deal with the existing situation.

Working simultaneously on measures on short term and a policy plan on long term has many benefits. First of all, the current sense of urgency can lead to a faster implementation of certain actions. At the same time, understandings that result from these measures, can lead to strategies implemented on long term. Additionally, developing short term measures while keeping in mind a certain strategic plan can lead to better and more sustainable measures.

Another ambition is to use smart technologies for the implementation of measures and strategies related to urban freight. For example, ANPR cameras implemented for enforcement of the low emission zone (in effect from 2017) can be used for collecting data about freight vehicles entering and leaving the city centre. Smart technologies can also be used for enforcement of certain measures, for instance the implementation of location detection on loading/unloading areas for coping with illegally parked cars and receiving information about loading/unloading behaviour. Of course many more smart applications can be developed (cfr. Question 3).

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

The main challenge will be to make the whole supply chain (from suppliers to distributors and ultimately the customer) prepared to commit to long term measures developed by the authorities to work towards efficient and sustainable urban logistics. We will need to use strategies that nudge all the parties involved to make decisions that generate less vehicle movements and more sustainable mode choices for freight transport.

Therefore, participation and communication with all relevant stakeholders will be a very important part of the process of implementing a freight transport strategy.

Commitment to certain measures on short term and related to infrastructure works will be less challenging, since not taking measures will clearly result in traffic chaos and a loss in efficiency for all stakeholders related to a certain flow of goods.

Another challenge is the fast development of ICT-tools which can help to make urban logistics traffic as fluent and efficient as possible, because they can be used to heighten the insights in the traffic movements in and around the city. All this information generated by ICT-tools will be consolidated in a mobile digital tool that will be gradually expanded (modular system) based on advanced information and collaboration with other authorities and existing private providers (TomTom, Garmin ...). These partners' traffic services will in turn be enriched. A dedicated website will enable constant availability of the provided data.

Because of the major infrastructural works planned for the coming years, the city wants to create a digital platform with information about the planned construction works and tools to stimulate sustainable modes of transport. Amongst these tools is a smart travel planner that allows the user to compare travel advice based on different parameters (time, cost, health benefits, risk of

congestion, environmental benefits, etc.). This also facilitates combinations between modes of transport. There will be a web-based version of this tool as well as an app.

This digital platform can be used as a forum for companies and other organisations to share their best practices in sustainable mobility. In order to learn from other European cities, a link with Eltis (the European platform to facilitate the exchange of information, knowledge and experiences in the field of sustainable urban mobility in Europe) will certainly be an added value.

The city of Antwerp also wants to install dynamic signage on the main roads in and around the city to guide traffic towards the desired entry points to the city. The global signage concept identifies three such entry points. The recently installed parking guiding systems help drivers to find their way from the entry points to their final destination in the city.

The existing P&R's and planned park and ride-buildings will be integrated in the dynamic parking guidance system. This will create the opportunity to relieve parking pressure in the inner-city in case of congestion, by redirecting visitors to the Park and Rides. A link with the dynamic traffic management system on the main roads will provide added value. Intelligent cameras can facilitate fluid traffic flows.

It is clear that all the intentions and plans mentioned above, are highly depending on the speed at which smart technology will be developed.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) Southampton**
- 2) Paris**
- 3) Brussels**

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Following local partners would be interested in all of the selected initiatives

- Flemish government
<https://www.vlaanderen.be/nl>
- UNIZO (union of entrepreneurs)
<http://www.unizo.be/>
- Comeos (Represents commerce and services in Belgium)
<http://www.comeos.be/menu.asp?id=7534&lng=nl>

- Belgian courier association
<http://www.b-c-a.be/NL/home.php>
- VOKA (Chamber of Commerce) and Alfaport
www.voka.be

1) Joint procurement and consolidation for large public institutions

- University of Antwerp
<https://www.uantwerpen.be/en/about-uantwerp/>
Tel. +32 3 265 41 11
- University of Antwerp: transport and regional economics
<https://www.uantwerpen.be/en/rg/transport-and-regional-economics/>
- Zorgbedrijf Antwerpen (provider of residential care and nursing homes in Antwerp)
<http://www.zorgbedrijf.antwerpen.be/>
- GZA (Gasthuiszusters Antwerpen): an Antwerp network of different hospitals and related care services

<http://www.gzaziekenhuizen.be/gza-ziekenhuizen/>
- ERIKS (Technology centre with industrial services and solutions)

<http://www.eriks.be/>
- Baloise (Insurance company)

www.baloise.be/
- Logistic Partner in the Port of Antwerp Manuport Logistics,...

<http://manuport.be/site/>
- Total (multinational integrated oil and gas company)

www.total.be

2) Logistics hotels to counter logistics sprawl

- Bubble post
<http://bubblepost.be/>
hello@bubblepost.be
- City Depot
<http://www.citydepot.be/en/>
info@citydepot.be

3) Brussels:

- Bpost
http://corporate.bpost.be/?sc_lang=en
- Eandis (distribution of electricity and gas in Belgium)
www.eandis.be
- Securex (company working on HR and mobility services, supporting other companies)
www.securex.be
wim.de.smet@securex.be
- SD Worx (company working on HR and mobility services, supporting other companies)
www.sdworx.be
- KBC (Belgian Bank)
www.kbc.be
- ... (many others)

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Our main motivation to join the Follower Cities group is the fact that we are currently working on a policy plan regarding city logistics. In this respect it would be very valuable to learn from the experiences of other European cities and to improve our understanding of the impacts freight and service trips have in urban areas. Naturally we are also prepared to share our insights with other partner cities: both the Living Labs and other Follower Cities. For example, we believe that we could provide helpful input when it comes to engaging in dialogue with private partners and stakeholders (cfr. Marketplace for mobility and logistics)

We are also convinced that being a part of the Follower Cities group will be an ideal opportunity to extend our network of cities with similar characteristics, which can also be very valuable for other projects in the future.

Furthermore, as largest city of the Flanders region, we want to be an early adopter of urban freight strategies and we are prepared to share our experiences with other cities in the region.

Finally, we are very enthusiastic about some specific trials that are being started up in the living labs (especially those which are mentioned in our top 3 in question 4) and it would be a great opportunity to learn first-handed from their experiences in order to assess the possibility of implementing similar measures in Antwerp.

Budapest (BKK)

CITYLAB Follower Cities Application Form				
I. Details of Applicant				
Authority company name	BKK Centre for Budapest Transport BKK Budapesti Közlekedési Központ Zártkörűen Működő Részvénytársaság			
Type	Transport managing authority			
Short description and main activities (if relevant)	<p>BKK Centre for Budapest Transport (BKK) was established by a ruling of the General Assembly of the Municipality of Budapest on the 27th of October, 2010. Centre for Budapest Transport is 100 % owned by the Municipality of Budapest. It is the mobility manager of Budapest responsible for all modes of transportation and every traveller.</p> <p>SCOPE OF ACTIVITIES:</p> <ul style="list-style-type: none"> • Preparation and implementation of the Budapest Transport and Mobility Strategy covering the whole area of the capital and its hinterland • Integrating all traffic modes, in particular the public and road traffic • Coordinating the transport-related investments of Budapest • Promoting the interests and aspects of the walking and bicycling traffic modes • Operation and development of freight transportation • City logistics tasks • Transnational cooperation 			
Country	Hungary			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input checked="" type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input type="checkbox"/>	City District	<input type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input checked="" type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

Urban Freight measures are integrated into the first SUMP based transport strategy of Budapest, the Balázs Mór-Plan. In addition, in 2015 a research study has been published with recommendations for integrated objectives of Budapest City Logistics. The main aim of this document is to define city logistics with a new approach focusing on sustainable urban mobility planning.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

By coordinating the interests of the different actors and stakeholders involved in the logistics chain, the current urban freight supply system may be into organised city logistics. ICT-based organisation and supervision of urban deliveries needs to be in the focus of the improvements.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

Majority of the deliveries are still made traditionally, directly from the producers, mainly in the framework of freight distribution services. Freight delivery services in the city centre are carried out incidentally due to the limited parking and stopping opportunities, the limited availability of concentrated storage facilities and bad utilisation of road capacity. There are no adequate enforceable regulations and practice to avoid morning congestion.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

1) London

2) Paris

3) Brussels

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Magyar Posta (Hungarian Post), DHL, Waberer's, UPS, multinational companies (such as Tesco), public companies.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

CITYLAB project would help us to reach the objectives set in the SUMP based transport strategy of Budapest (Balázs Mór Plan).

BKK is active in European networks and projects since its establishment. Experience of BKK from other EU projects would be useful for CITYLAB partners as well, while these projects can also benefit from exchange and knowledge sharing.

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	City of Delft			
Type				
Short description and main activities (if relevant)				
Country	The Netherlands			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input checked="" type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input checked="" type="checkbox"/>	City District	<input type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

Delft has a historic center with canals and was founded in the Middle Ages, getting its charter as a city in the 13th century. There are many buildings dating back to the 15th and 16th century. Delft is famous for its blue ceramic. It currently has a population just above 100,000 and millions of visitors.

Cities are getting more crowded. More people, means more vehicles and it is that part that the City of Delft is trying to do something about. Next to the fact that historic cities tend to have narrow streets, that get easily clogged, exhaust fumes have a deteriorating effect on the buildings. Delft is trying to fight both and is doing that together with Dutch Post and Parcel company PostNL. Right on the Delft exit of the Highway we have opened up a distribution center from which goods are delivered into the City with small electric vehicles. Between the hours of 7h00 am and 8h00 pm the electric trucks make trips into the city every two hours to deliver or collect shipments. For citizens and visitors it means less traffic jams (less trucks in the city). For tourists it means an unobstructed view of the beautiful historic centers (less trucks in the city). It increases safety due to less traffic and cleaner air. The new service has been named Stadslogistiek Delft (City Logistics Delft). It started in January 2015.

It aims to serve all types of receivers and shippers in a city:

- Transportation companies don't have to send their large trucks into a crowded city center, but can send them to the next destination after dropping off their shipment next to a highway exit
- Local (web)shops and businesses can have their goods delivered to the distribution center, where they can be bundled and delivered at once, or go on the first available delivery run. The same vehicles that go into the city to deliver, can also pickup goods that need to be shipped out. Which can be collected at the distribution center and collected by a transportation or parcel company. They will even take back "clean" waste, like packaging materials.
- Consumers can also use various delivery services. The citizens of Delft can order goods from retailers or local web shops connected to Stadslogistiek Delft and have them delivered to their house that same evening. The distribution center will also serve as delivery point for goods ordered online from non-local (web)shops . They will be received and bundled (if it's more than one shipment) and delivered at once at a time of their choosing.

The City Logistics Delft measure is integrated in the Sustainability Policy of the city of Delft.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Stadslogistiek Delft (City Logistics Delft) is a living lab for sustainable last mile freight transport. We hope it will become the main way of transporting freight on the last mile to and from the city centre. Financial viability will play a key factor for the near future. Combining goods on the last mile will reduce time for transport companies. Time benefits and efficiency are key factors for the

business model and financial viability. The combination with reverse logistics is essential for optimizing efficiency.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

Cooperation of the (transportation) companies. The companies must rely on Stadslogistiek Delft for delivering the last mile. Local (web)shops, businesses and consumers will have to use the service.

If it gets financial viable and the costs are comparable or less for transportation companies, local (web)shops, businesses and consumers and these companies/consumers experience the benefits it will be a success. The combination with reverse logistics, for instance collecting clean waste, must improve the efficiency. The amount of reverse distribution needs to grow the upcoming years.

To this end, “Greendeal” arrangements with companies were set involving (increasingly) higher goals for cleaner city distribution. Implementing alternatives like Stadslogistiek Delft and encouraging (voluntary use of) the provided sustainable transport options has not yet reached the desired scale. This is why Delft now, in addition to its nudging strategy, also proceeds to regulatory measures for logistics traffic in the city centre: the Logistics Protocol. The goal is fixed by gradually eliminating all avoidable logistical transport movements. In order to reach this goal, the rules for the permits for conventional city distribution will become stricter each year. This approach is developed by consulting the widest possible group of interested stakeholders ranging from companies, residents to logistical representatives. In the transition period companies will have to change and adapt to a more sustainable way of distribution. The degree of regulation and the steps taken are largely determined by the success or failure of a stakeholder approach. The stakeholder group determines the degree of regulation that the city will implement each year to reach the final goals. Stakeholder involvement allows for the adoption of a set of less strict rules, since these parties produce a joint framework directly affecting their activities; if not the policy measures continue to tighten entry requirements. The logistics protocol starts April 2017 with measures for heavy traffic, later the protocol will extend to all of the logistic traffic.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) Oslo
- 2) London
- 3) Paris
- 4) Rome

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Local industrial partner: Stadslogistiek Delft (PostNL)

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Sharing experiences and solutions to develop the living labs for city logistics.

Flanders Region

CITYLAB Follower Cities		
Application Form		
I. Details of Applicant		
Authority company name	Region of Flanders – Department of Mobility and Public Works	
Type	Public authority	
Short description and main activities (if relevant)	<p>The Department Mobility and Public Works actively supports the Minister in its policy concerning mobility and traffic safety, and concerning investment, management and operation of the transportation and port infrastructure in Flanders.</p> <p>Besides that the department fulfils the role of policy coordinator in the policy domain for the budget, the answering of parliamentary questions and government notes, and the preparation of policy papers and policy statements of the minister. The department also performs administrative and technical supportive tasks.</p>	
Country	Belgium – Region of Flanders	
Size of City/Town or region:	<i>Please tick:</i>	
	<input type="checkbox"/> up to 100,000 inhabitants	
	<input type="checkbox"/> 100,000 to 500,000 inhabitants	
	<input checked="" type="checkbox"/> more than 500,000 inhabitants	
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>	
	<input type="checkbox"/> City District	<input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area	<input type="checkbox"/> Whole territory of the municipality
	<input checked="" type="checkbox"/> Region	

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

SUMPs are well established in Flanders. Nevertheless, they lack SULPs and this is an important element that we take into account for the **new Mobility Plan Flanders**. This long-term vision for the overall mobility (2030-2050) is currently being developed. The local mobility plans align themselves to the Mobility Plan Flanders.

We are currently also developing a **regional policy framework on urban freight** which has to give guidance to local authorities and stakeholders in developing a stimulating environment for urban logistics solutions.

The region has already undertaken several initiatives that could be considered as building blocks of the forthcoming framework and further future actions.

- Flanders has done extensive work (2 'PIEK' pilot projects) on off-hour (early morning and late evening) deliveries for big food retailers. The pilots enhanced the knowhow on the noise aspects of off-hour deliveries, the economic and societal costs and benefits, the safety aspects and the support of stakeholders (companies, inhabitants, drivers,...) for this solution. Guidebooks for local authorities and retailers facilitate the implementation of the measure. The results of these projects lead to a proposal to change the legal environmental framework in order to enable off-hour deliveries to big retailers. The modification is currently about to be adapted by the Flemish government.

- The region also enhanced the local dialogue and co-operation on city logistics through the support of local stakeholder platforms in six Flemish cities. This enriched the local urban freight policies, strengthened co-operation amongst stakeholders and resulted in a guidebook for local authorities to develop their own dialogue. Through the organization of thematic sessions, knowledge and best practice were shared with local authorities.

Furthermore:

- Flanders invests in state-of-the art (demand-driven) research.
- The region carried out a preliminary study on data collection. This document gives insight in which data are available and which are to be gathered. The study will be an instigator for further actions in data gathering, also leading to traffic management and ITS-solutions.
- European policy and projects are closely monitored. European policy measures are integrated in the regional policy and financing opportunities are communicated to the stakeholders. As an observer in European projects (e.g. Cycle Logistics Ahead) the region contributes to sustainable solutions for urban freight.
- The use of inland navigation for urban freight is also gaining ground

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Flanders is an urbanized region and a logistical turntable in Europe. Hence urban freight is considered as an important levy for the (economical) liveability of its cities and the efficiency of supply chains.

The political level therefore acknowledges the importance of urban freight. The policy memorandum 'Mobility and Public Works (2014-2019)' foresees the development of a regional policy framework (cf. question 1) on urban freight which has to give guidance to local authorities and stakeholders in developing a stimulating environment for urban logistics solutions. Off-hour deliveries, urban consolidation centers and multimodal solutions (inland navigation and cycle logistics) are an integral part of this broader framework. Data are also seen as a key enabler for policy monitoring and the development of new solution.

The ultimate goal is efficient and sustainable urban freight.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

- Co-operation & engagement of all stakeholders.
- Upscaling and coordination of local success stories. Matters where a regional approach is necessary vs needed tailor-made local solutions and policy.
- How to coordinate, integrate and combine solutions?
- Multilevel governance. Action as a region, taking into account what happens on the European and Belgian federal level, with respect for subsidiarity and the ultimate local responsibility regarding this matter.
- Flemish spatial context: a densely populated region with urban sprawl & historic city centres

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) Paris - Logistics hotels to counter logistics sprawl
- 2) Rome - Integration of direct and reverse logistics flows
- 3) Southampton - Joint procurement and consolidation for large public institutions

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

We intend to include these themes in our policy framework. Actions and partners still have to be defined.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

We want to learn from the implementations so that we can deepen our practical knowledge. A thorough understanding of business (models) is key to develop an effective policy in this matter.

We are eager to contribute to the solutions that are developed.

The contacts we establish with CITYLAB and the Follower Cities Group should also give way to a dynamic network that enhances continuous improvements to our respective policies. This co-operation could be considered as an extra European Living Lab.

Gothenburg

CITYLAB Follower Cities		
Application Form		
I. Details of Applicant		
Authority company name	City of Gothenburg, Urban Transport Administration	
Type	City department	
Short description and main activities (if relevant)		
Country	Sweden	
Size of City/Town or region:	<i>Please tick:</i>	
	<input type="checkbox"/> up to 100,000 inhabitants	
	<input type="checkbox"/> 100,000 to 500,000 inhabitants	
	<input checked="" type="checkbox"/> more than 500,000 inhabitants	
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>	
	<input checked="" type="checkbox"/> City District	<input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area	<input type="checkbox"/> Whole territory of the municipality
	<input type="checkbox"/> Region	

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The city has a traffic strategy, which outlines a strategy for terminal structures and industrial logistic flows to the harbour.

The strategy also outlines a development plan for dense built and populated areas of the city, in order to create safe, attractive, lively and overall sustainable city environments. Important elements are priority of pedestrians and cyclists, as well as consolidation of freight deliveries and clean vehicles. Consolidation of goods and waste transports are also being considered within the planning of new city areas

In the inner city, the following measures are in place:

- Length restriction
- Time windows (when allowed to stop in the area)
- Walking speed areas
- Pedestrian zones
- Street closed for traffic

A consolidation service for the inner city, Stadsleveransen, has been running since 2012. The service has been developed within the EU-funded project SMARTSET, and serves at present approx. 500 businesses in the inner city with three electric distribution vehicles (one car and two trailers each) and two cargo bikes.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The overall ambitions are to reduce congestion and emissions generated by freight transports, by using different measures to obtain a more efficient transport system, as well as facilitating the use of clean vehicles.

The city has policy objectives to further separate freight traffic from pedestrians and bicyclists. The policies are intended to direct goods flows to times when the infrastructure is less crowded, and also to support consolidation schemes and the use of clean and energy efficient vehicles.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

At present a main challenge is to achieve a market based shift towards more use of consolidation services and clean vehicles. There are also some infrastructural challenges (regarding waterways). Regulation is an important toolbox, but there are also barriers regarding supply needs among the businesses, concerning the possible degree of regulation.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

1) London

2) Rome

3) Amsterdam

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

1, Paketlogistik AB

Logistikbolaget, info@logistikbolaget.se

2, Renova AB, info@renova.se

Ragn Sells, www.ragnsells.se

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

The reason for joining the CITYLAB follower Cities Group is to network and share knowledge and experience with cities working with the same kind of initiatives as Gothenburg already is working with, or which we are interested to work with in a near future.

The expectations are that the city of Gothenburg will be able to develop and expand its present network, discuss potential, possibilities, and limitations of different solutions, and to obtain valuable knowledge and experience that may facilitate the development of present measures as well as the implementation new solutions.

CITYLAB Follower Cities Application Form	
I. Details of Applicant	
Authority company name	City of Graz
Type	City
Short description and main activities (if relevant)	
Country	Austria
Size of City/Town or region:	<i>Please tick:</i>
	<input type="checkbox"/> up to 100,000 inhabitants
	<input checked="" type="checkbox"/> 100,000 to 500,000 inhabitants
	<input type="checkbox"/> more than 500,000 inhabitants
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>
	<input type="checkbox"/> City District <input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area <input checked="" type="checkbox"/> Whole territory of the municipality
	<input type="checkbox"/> Region

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The City of Graz does not currently have a SULP, but does have a SUMP. The city was the first in Austria to open a mobility centre, and the municipality has implemented traffic guidelines in 2000; "Gentle Mobility", the traffic philosophy of Graz has since found its place in several EU-programs and has been acknowledged internationally. Graz has been involved in several EU projects related to mobility, such as CIVITAS (host of the first CIVITAS forum in 2003, winner of the "City of the year" award in 2008), CIVITAS-Trendsetter, Smartset (ending in 2016) and NOVELOG (ongoing).

The historic centre of Graz is listed as World Heritage since 2009 and has been pedestrianized beginning in the early 1990s. Graz was European Cultural Capital in 2003.

A measure taken in the context of Gentle Mobility regarding urban logistics is the limitation of deliveries in the city centre to a specific time frame (5-10am).

Another example is the city logistic project, supported by CIVITAS, during the construction of an underground parking by the city's biggest department store. During the works, the trucks could not access the building. This allowed rethinking the whole logistic of goods delivery, and implementing a system still in use nowadays: a distribution centre was established in the outskirts of Graz, to which all deliveries from suppliers are made. The goods are reorganized there and dispatched to the department store and its branches across the region. The implementation of this system has halved the number of lorries supplying the store in the centre of Graz, thus reducing costs for the store, as well as traffic congestion and environmental impacts (during the construction works, the containers were transferred from the lorries to the store with a crane during a specific timeslot).

The latest example of a measure towards better city logistics is BringMe, part of the Smartset project. It is a special effort towards business to consumer deliveries, using e-cargo bikes to deliver goods from stores in the city centre to the clients' houses or offices. The idea is to encourage consumers to leave their cars at home and use the integrated public transport system since they do not have to bring their goods back home by themselves, and can rely on same-day delivery.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The main objective for the city of Graz is to reduce pollution levels: due to its particular situation in a geographical basin, the city suffers from micro-particle pollution more days than the maximum 35 set by the EU. The solution to this problem lies, between others, in the reduction of gas/diesel-powered vehicles driving in the city.

Two main objectives can be listed regarding urban freight transport and logistics:

- 1- Offer an organized city logistic system for the historic centre by creating a city logistic centre and implementing delivery to stores with electric vehicles. This logistic centre will allow bundling and hence reducing the number of vehicles in the centre.
- 2- Include freight delivery in the planning of Smart City areas in Graz (one in construction and one in planning stages). This includes boxes for parcel deliveries, special unloading spaces...

3- Learn from the experiences of the historic centre and the Smart City developments, to extend intelligent and green logistics to the rest of the city development.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

The main problem is that the existing restrictions are not enough. Mainly, the limited delivery time-slots are very generously extended.

Regarding the promotion of cleaner freight and logistic solutions, there is no legal background to support clean vehicles or to allow bicycle transport in pedestrian zones. Also, e-vehicles are not on the market or too expensive compared to gas/diesel-fuelled vehicles.

Finally, since the price for goods distribution to stores is included in the product price, it is hard to know the exact direct costs for a delivery. Hence it is complicated to imagine a greener logistic centre-to-store delivery system with fair and attractive pricing.

In summary, the existing pressure from the civil society and political will are not enough to push new measures. The current system runs without visible problems, even if the liveability of the city and its surrounding could be increased.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) **London** (new distribution models and clean vehicles)
- 2) **Brussels** (increase load factor by utilising free van capacity)
- 3) **Rome** (integration of direct and reverse logistic flows)

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

- Holding Graz Linien
- Styrian Transport Association
- Province of Styria / relevant departments
- Austrian Mobility Research
- BIM Consulting – Peter König
- Relevant City departments: transport planning, town planning
- Smart City Graz
- Technical University of Graz, Institute for Logistics
- City Management Graz – Heimo Maieritsch

- Inner City Business Development Association (Graz Innenstadt – So richtig echt! -
<http://grazerinnenstadt.at>)

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

The City of Graz wants to learn from the experience of the partner cities in the network, and use the CITYLAB experience in its own upcoming CityLabs (regarding the organisation of the projects). There is a close cooperation between the Technical University, the Karl Franzens University, KFU, still existing CityLab (StadtLabor) and the Smart City Development Group, which can learn a lot from the CITYLAB project.

Graz has elaborated proposals for EU projects regarding CityLabs, mobility labs, freight labs, city-hinterland cooperation, as well as other mobility and development orientated EU projects. Participating in the Follower Cities Group would allow further developing, exchanging on experiences and learning from them between the different partners.

L'Hospitalet

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Ajuntament de l'Hospitalet de Llobregat			
Type	City council (administration)			
Short description and main activities (if relevant)				
Country	Spain			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input checked="" type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input type="checkbox"/>	City District	<input type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input checked="" type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

- Improve urban freight signals and implementation of record schedules.
- Enhancing of the night and silent urban freight areas
- New regulation for urban freight with the new policies (Mobility decree)
- Implementation of regulated parking areas.
- Implementation of routes for heavy vehicles, preventing access to restricted areas.
- Implementations of high occupancy urban freight zones.

There is no specific SULP, but the SUMP is the axis of the urban freight logistics.

The measures integrated into the SUMP are:

- Improving the supply and management of goods urban freight.
- Remove obstacles in urban freight areas.
- Unify current signaling urban freight areas.
- Promote night and silent urban freight
- Incorporate technological advances and innovative management approaches (logistics platform).
- Promote co-operation with other cities in search of best practices for urban freight.
- Increase control and discipline.
- Signpost heavy vehicles itineraries

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The implementation of definitive access and exit routes of heavy vehicles on the perimetral network of the city.

The implementation of the Integrated Areas Regulation of Transportation (AIRE) throughout the city. Today there are planned implementation in two neighborhoods, addition areas regulated as a pilot program.

Install logistics lockers in the parkings of the city to remove heavy transport of the last mile.

The possibility of linking the regulatory licensing activities with the proximity of designated or feasible urban freight areas.

Promote the change on the urban freight vehicles to a more environmentally sustainable. Reducing the volume of vehicles in the municipality and promote urban cycling distribution.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

The fragmentation of the urban freight logistics, the impact of e-commerce and the indiscipline.

We need a great deal between economic and services sectors of the city and the metropolitan authorities to reach a more sustainable urban freight, with regulated uses, timetables and a massive adaptation to cleaner and more sustainable fleets, as well as optimize the urban freight

logistics through distribution platforms with smaller and more sustainable vehicles travelling in the last mile.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) Londres
- 2) París
- 3) Oslo

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

A research partner can be “CENIT (Center for Innovation in Transport)”, which is a public consortium between the government of Catalonia and the University (UPC)

We’ve tried a strategy with DHL in the past, as a pilot demonstration in the European project “Straightsol”, but it didn’t work as expected in our city.

We should think on other local industrial partners, we cannot give details for now.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Our main expectation is to learn from other cities experience, learn from their main problems, know what solutions they have implemented and which have succeed and which not.

Unfortunately we don’t have many experience in the urban freight field, but for this reason we are open to prove and implement new ideas in our city.

Madrid

CITYLAB Follower Cities		
Application Form		
I. Details of Applicant		
Authority company name	MADRID CITY COUNCIL CLIMATE CHANGE DEPARTMENT	
Type	Local Administration	
Short description and main activities (if relevant)	Madrid City Council Climate Change Department main activities are the promotion of the Development of Climate Change, Energy Efficiency and Clean Air Quality Strategies, the promotion of the use of clean fuel and vehicles, etc.	
Country	SPAIN	
Size of City/Town or region:	<i>Please tick:</i>	
	<input type="checkbox"/> up to 100,000 inhabitants	
	<input type="checkbox"/> 100,000 to 500,000 inhabitants	
	<input checked="" type="checkbox"/> <u>more than 500,000 inhabitants</u>	
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>	
	<input type="checkbox"/> City District	<input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area	<input checked="" type="checkbox"/> <u>Whole territory of the municipality</u>
	<input type="checkbox"/> Region	

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

In the frame of Madrid's Climate Change, Energy Efficiency and clean air strategies several measures have been deployed. Madrid has 2.400 loading and unloading Areas, economic and regulatory incentives have been designed to promote the use of clean vehicles (Municipal tax discounts, free access to residential priority areas, free parking on parking regulation areas, etc.)

Besides, some new Urban Freight measures have been integrated into Madrid's SUMP approved in the year 2014.

The new Air Quality and Climate Change Strategy (2016 – 2020), currently on in the public participation process will include a set of measures focused on the improvement of urban logistic operators environmental performance. It is expected to create a big Residential Priority Central Area (low emissions zone) with traffic restrictions where logistic operators will have to comply with emissions standards to access with their vehicles. At the same time, a logistic operators register will be created and all the operators will have to be registered to access to Restricted Areas and to use on street loading areas. The access to on street loading areas will be controlled through an App. The Location and the number of Loading Areas will be redefined with the aim of offering urban logistic operators an optimal number of spots and reduce their impact on traffic

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The main objectives of the new expected policies of the city council are the reduction of pollutants emissions, the improvement of logistic operations with the aim of reducing the impact on the traffic flow and mobility systems. New expected actions will be related with:

- The promotion of the use of clean vehicles
- Encourage logistic operators to work on the implementation of "Consolidation centres operational models" supporting the use of electric vehicles in last mile distribution
- The implementation of time windows allowing logistic uses out of usual schedule if some environmental requirements are met
- The use of ITC systems to control the use of loading and unloading areas
- The deployment of a net of supply of alternative fuels (LPG, CNG, LNG, charging infrastructure, etc.)
- New municipal regulations

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

- Clean vehicle market still under development
- Difficulties in development partnership schemes with logistic companies
- Administrative barriers slow down changes in city mobility patterns

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) New distribution models and clean vehicles
- 2) Increasing vehicle loading by utilising spare capacity
- 3) Integration of direct and reverse logistics flows

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

SEUR (DPD Group) is the Industrial Partner, focused on parcel, interested in searching for new solutions in the field of last mile distribution.

SEUR has shown interest in knowing the “New distribution models and clean vehicles” solutions implemented in London

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Our main reason to take part of the City Follower Group is to have the opportunity to know what solutions to urban logistics issues are been developed in European cities and get in contact with other City Planners to know how to reply them in Madrid.

Some ideas could be introduced in our future “Madrid Air Quality Strategy” and the revision of our Urban Planning Strategy.

Manchester (TfGM)

CITYLAB Follower Cities Application Form				
I. Details of Applicant				
Authority company name	Transport for Greater Manchester			
Type	Logistics & Environment			
Short description and main activities (if relevant)				
Country	UK			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input checked="" type="checkbox"/>	* more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input type="checkbox"/>	City District	<input checked="" type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region North West, UK		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

Greater Manchester has published the GM Freight and Logistics Strategy. The strategy is aligned with, supports the delivery of Greater Manchester's 2040 Transport Strategy (the conurbation SUMP), the Greater Manchester Low Emissions Strategy and the emerging Northern Freight Strategy. The strategy has five key areas of focus, each with a primary intervention and a supporting package of interventions.

The particularly relevant areas of focus in this instance are:

- Facilitating and promoting the uptake of low emissions vehicles, particularly in relation to urban deliveries and collections.
- Investigating options for the implementation of consolidation models at the difference spatial scales.
- Better use of existing assets, with a particular focus on increased usage of the canal network for freight activities.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The vision for freight in Greater Manchester is that a significant proportion of medium and long distance flows will be transported to and from the city region by rail or water, for storage in warehouses within GM; and that urban deliveries and collections will be by low emission vehicles.

The high level objective is to support and encourage economic growth whilst reducing the negative impact of such on the environment and population.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

Main barriers/challenges are:

Current technology levels for low and zero emissions HGVs.

Establishing a national position on alternative fuel to align investment in fuelling infrastructure.

Encouraging uptake of LEVs when technology and infrastructure do not necessarily support the business case for investment.

Demonstrating a financial business case for consolidation models without significant public sector investment or radical policy measures.

Demonstrating the financial case for modal shift when time and cost savings for road transport outweigh other modes over the distances concerned.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) London - New distribution models and clean vehicles
- 2) Amsterdam - Floating depot and clean vehicles
- 3) Southampton - Joint procurement and consolidation for large public institutions

GM has an interest across the full range of topics.

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

The 2 partners interested in working with us on this project are:

Esprit Warehousing & Docks Trafford Park- interested primarily in consolidation

Gnewt, looking at expanding into electric vehicle local delivery market in Manchester.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

The topics selected align well with the objectives and ambitions of the freight strategy and the 2040 Transport Strategy. The GM ambition is to identify and deliver real solutions which demonstrate tangible benefits to the city region and are transferable and scalable.

Mechelen

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Stad Mechelen			
Type	city			
Short description and main activities (if relevant)				
Country	Belgium			
Size of City/Town or region:	<i>Please tick:</i>			
	<input checked="" type="checkbox"/>	up to 100,000 inhabitants		
	<input type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input checked="" type="checkbox"/>	City District	<input checked="" type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The following measures involving urban freight are currently in place:

- Car restricted area with time slots, restricted to early morning/late evening delivery times
- Use of car number plate recognition cameras to monitor the car free zones
- Tonnage and length limitations (11m and 10 ton)

Mechelen has a SUMP, which includes some urban freight related measures, but there is no SULP.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

- to extend the car restricted area
- to facilitate the use of bike as transport means (both mobility and logistics)
- Participation in European Projects such as CycleLogistics Ahead and Novelog as first steps towards a better understanding towards sustainable distribution measures..

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

-

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) London
- 2) Brussels
- 3) Southampton

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

VIL – Flanders Institute for Logistics

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Interesting exchange of information on the implementation of distribution solutions, similar to the activities in the city of Mechelen. Through exchange we can learn from each other.

CITYLAB Follower Cities		
Application Form		
I. Details of Applicant		
Authority company name	AMAT - Agenzia Mobilità Ambiente e Territorio	
Type	The Mobility, Environment and Territory Agency (AMAT) is an in- house technical company, established in 1999 by the Council of Milan and totally owned by the Administration of the City.	
Short description and main activities (if relevant)	AMAT is committed to providing technical support to the Municipality of Milan for: <ul style="list-style-type: none"> - strategic planning, monitoring and management of private and public mobility in the city (sustainable mobility, parking, road safety); - strategic support for the management of the main environmental issues in the city (air pollution, noise pollution, energy); - planning of urban land use. 	
Country	Milano	
Size of City/Town or region:	<i>Please tick:</i>	
	<input type="checkbox"/> up to 100,000 inhabitants	
	<input type="checkbox"/> 100,000 to 500,000 inhabitants	
	<input checked="" type="checkbox"/> more than 500,000 inhabitants	
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>	
	<input type="checkbox"/> City District	<input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area	<input checked="" type="checkbox"/> Whole territory of the municipality
	<input type="checkbox"/> Region	

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The Milan City Council has drawn up the Sustainable Urban Mobility Plan (SUMP). The document is being approved by the Administration.

With regard to logistics, SUMP includes: the creation of a system of control and management of dangerous goods; the realization of a management and control system of the loading and unloading areas; the development of pilot projects on the delivery of drugs with electric vehicles and on cyclelogistics.

The SUMP promotes the adoption and use of technologies supporting each stage of urban logistics processes; the simplification of procedures for the construction and management of urban consolidation centres, through the facilitation of private enterprise in conditions of free competition; the adoption of measures to mitigate the effects related to the increase of e-commerce sales.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Actions relating to freight transport logistics are part of the contribution to the primary objective of the urban environment protection and improvement of the life quality of the community, through the rationalization of freight transport in order to reduce both the direct impacts on the mobility system, both the negative externalities weighing on the population, traffic emissions above all.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

In addition to the intrinsic complexity of the issue and the coexistence of many conflicting interests, one of the main difficulties observed dealt with the inadequacy of the current rules, particularly in relation to the use of available technology.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs?

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) London
- 2) Bruxelles
- 3) Roma

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Willingness to meet the participating stakeholders.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

We would like to have a useful exchange of experience and best practices with other cities regarding all aspects related to urban freight logistics.

CITYLAB Follower Cities	
Application Form	
I. Details of Applicant	
Authority company name	SpA Navicelli-City of Pisa
Type	Public
Short description and main activities (if relevant)	<p>Research and development centre for enterprises, in house company of the City of Pisa. The Society has in charge the elaboration, management and implementation of European projects in the field of transport, energy and nautical sector.</p> <p>Navicelli di Pisa Spa have specific fields of intervention as follow:</p> <ul style="list-style-type: none"> -Actions aimed at the promotion of the Territorial Marketing and internationalization of the sector: participation at events and fairs of both a local, national, and international organization of institutional missions abroad. In addition, there are plans for research and innovation aimed at building sites for representing the ship-owner of its yachts through virtual reality. -Added value services including design and management of public funding/private partnerships for the development of the area, the brokerage industry. Implementation of management software systems, management consulting, environmental consulting/quality, field studies and analysis of branded support the supply chain. -Research and Development: management of local development projects, innovation and cooperation to the dissemination of information, knowledge and experience that in the current competitive environment appear to be crucial for the growth of local businesses. -Training activities in support of workers and enterprises operating in the sector: the Service Centre offers its own facilities such as fully equipped classrooms, meeting rooms and conferences, and develops directly, through collaboration with the shipyards/local businesses and training agencies, training packages.
Country	Italy
Size of City/Town or region:	<i>Please tick:</i>
	<input checked="" type="checkbox"/> up to 100,000 inhabitants
	<input type="checkbox"/> 100,000 to 500,000 inhabitants
	<input type="checkbox"/> more than 500,000 inhabitants
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>
	<input checked="" type="checkbox"/> City District <input type="checkbox"/> Urban Agglomeration

		Suburban Area	X	Whole territory of the municipality
		Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The city of Pisa is adopting a SUMP that involves only partially a SULP.

In fact, SUMP is mainly addressed to citizen, with tools for permits management, parking control, bike sharing, car sharing, and environment monitoring.

The actual SULP is regarding permits to access the LTZ by freight vehicles, and foresees an initial step of EV VAN sharing, integrated with an EV Car sharing.

Pisa has adopted 5 EV for urban freight, that could be reserved via WEB application by the good transportation companies, to access into the LTZ in the city.

Regarding the tools used in this moment, the city of Pisa releases temporary permits to access in LTZ, during specific times of the day; these permits are integrated into the general permits program, to measure the number of permits requested, and determine policies to release them.

There are no tools and policies to control freight vehicles outside the LTZ but inside the city.

In this case the city has started a plan to install parking sensors for freight vehicles, in order to provide the availability of these parking slots.

The urban mobility plan, that is in progress, focuses his attention on certain aspects and priorities:

- 1) the improvement of the conditions of movement (movement and rest);
- 2) the improvement of road safety (reduction of road accidents);
- 3) the reduction of air and noise pollution,
- 4) energy saving,
- 5) the reduction of private car traffic and the increase in public transport and in agreement with the planning instruments and transport plans in force and in accordance with the values environment.

Starting from the analysis of the information contained in the EIB and the basic lines of municipal strategic planning (program Government 2008-2013, Strategic Plan of Pisa, interventions PIUSS, Urban Mobility Plan), the municipality of Pisa has identified the priority areas for action and initiatives to be undertaken in the short and long-term to achieve its targets for reducing CO2 emissions.

Regulation for freights access in the LTZ:

Ordinance n°487 of the 22nd December 2010 that allow the free access (without paying) to electrical vehicle to access in the historical centre(Low Traffic Zone)

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

The City is planning to implement a global platform on UTMC model, and we plan to put in connection the data from the updated data on the distribution of activity in the center of Pisa and a free applications for geocoding of addresses as the network service made available by the Tuscany Region.

The city of Pisa intends to develop a case study in order to test and experiments some innovative solutions for freight transport in Low Emission Zone (basically the historical centre) and in the urban area. The City will expect to fix some incentive and administrative facility in order to increase the green vehicles in the urban area. The City will implement strategic partnerships in order to develop the project to realise a logistic centre that will allow to operators to swift your vehicles with a green one (or establish a form of leasing of vehicles) necessary to delivery freights in urban and historical area of the city.

Concerning the programming level, the city expects to integrate the city logistics in urban freight logistics and transport policies; some incentive and administrative facilities will allow the implementation of the solutions described (free access in the historical centre, free parking for freight green vehicles, agreement with delivery operator for economic activities of the historical centre, integration of open data in the existing ITS informatics platform etc..)

In order of priority:

-Information flows about the freight transport (needs and kind of access)

-traffic management data (integration in the informatics platform on open data)

-Involvement of main stakeholders (i.e. private couriers at national level) The expectations are to:

1. To analyse the status of freight traffic both in the historical centre area and in the globally in the urban area.
2. To develop Partnerships with the main economic stakeholders
3. To identify best solutions to increase the use of electrical vehicles for freight in urban area (administrative solutions and incentives, logistic partnerships, testing new measures)

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

In order of relevance:

1. The conformation of the city, divided in two parts from the Arno river; this cause the difficulties to create alternative trips for freights delivery and easy measures for traffic decongestion.
2. The involvement of principal economic stakeholders
3. Set a primality measures in order to better regulate the access and movement of economic operators.
4. The behaviours of technical operators that have difficulties to accept new rules and measures.

5. To find new financing that could allow to implement a minimum integrated framework of technological tools to avoid few experimental solutions not integrated and not sustainable in the long period.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) London
- 2) Amsterdam
- 3) Oslo

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Kiunsys is an university spin off that manages various aspects of mobility including pricing for congestion fees, parking or city logistics and wirelessly transfer them to existing vending infrastructure like parking meters.

The Society developed specific IT products to monitor every aspect of mobility including parking space occupation, traffic flows and revenue in real time.

The spin off actually collaborates with the City in the main projects of mobility.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

What are the main reasons for you to join the Follower Cities Group?

- To know about public and private measures that could increase the efficiency and the sustainability for urban logistic.
- Sharing best practices to reduce vehicle movements of freight and service trips in urban areas.
- Setting new tools and procedures to analyse the status of freight traffic both in the historical centre area but also in the urban area.
- Partnership development with the main economic stakeholders

Prague

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Prague - Prague Institute of Planning and Development			
Type	Institute of Prague			
Short description and main activities (if relevant)	Budgetary Institute of Prague: Spatial planning of the city, city strategy, transport strategy, public spaces strategy, etc.			
Country	Czech Republic			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input checked="" type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input checked="" type="checkbox"/>	City District	<input type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

Prague hasn't any logistic plan or similar document. SUMP is in preparation. There is ambition to make some logistic survey during SUMP preparation (this year), because of general SUMP goals and EU Transportation White Book goals for citylogistics.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Any goals has not been set.

But general goals are much more effective logistic chain and smaller impact to environment and inhabitants. The ambition is to use rail, water and bike transport for urban freight transport more than today.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

We have very few data about citylogistics and it is hard to get them.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

(1) CITYLAB solution you are more interested in. Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate only the name of the city):

1) Paris

2) Amsterdam

3) Southampton

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Ministry of Transport and its organizations especially for rail and water transport, Faculty of Transportation Sciences of Czech Technical University in Prague (both without confirmation of cooperation)

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

To get new tips about citylogistics. In Prague there aren't any measure in place, so what should be the first? What solution is adequate for Prague in order to experience of other cities. Prague need to advice from experts.

Rogaland Region

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Rogaland County Council			
Type	County Council			
Short description and main activities (if relevant)	Rogaland County Council is responsible for county policies within the following fields: secondary education, cultural affairs, communications, dental care, economic development and regional planning, including the development of the road system.			
Country	Norway			
Size of City/Town or region:	<i>Please tick:</i>			
	<input type="checkbox"/>	up to 100,000 inhabitants		
	<input checked="" type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input checked="" type="checkbox"/>	City District	<input checked="" type="checkbox"/>	Urban Agglomeration
	<input checked="" type="checkbox"/>	Suburban Area	<input type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The Stavanger area is the most populated area in Rogaland (approx. 250000 inh.). Per today the most important documents/plans for the Stavanger area are:

- Concept evaluation for a future transport system for the Stavanger area
- Land use and transportation plan for the Stavanger area
- Transport investment plan for the Stavanger area

The documents define a set of strategies and measures designed to satisfy national and regional/local goals regarding mobility, environment and regional development. Even though the documents discuss both passenger and freight transportation, main focus is on passenger transportation.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

Currently Rogaland County Council is working on a superior plan (regional transport strategy for Rogaland) which will define regional guidelines for future transportation for both urban, suburban and rural areas of the county. The new transportation plan will distinguish clearly between passenger and freight transportation. It will define specific measures for freight transportation that helps us to develop/support a sustainable and efficient urban logistics system.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

One main challenge are the different interests of the stakeholders (municipality, county, state, private actors and organisations). In addition, there is in general little focus on (urban) freight within infrastructure and city planning.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate only the name of the city):

- 1) Rome
- 2) Southampton
- 3) Brussels

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

International Research Institute of Stavanger, IRIS

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Over the last years Rogaland County Council carried out several surveys to improve knowledge on freight transportation. This includes both regional and long distance freight transport as well as urban freight transport (including last mile delivery). Main goal was to get an insight in the logistic sector, to map the flow of commodities, to register today's challenges and get an idea of future trends. The surveys were carried out in close cooperation with several stakeholders. Among them other public authorities, public and private freight terminal owners and private transport companies and associations.

As mentioned in question 2 we are currently working on a regional transport strategy. By joining the Follower City Group we expect to gain knowledge on how to deal with challenges related to urban freight (environment, noise, congestion etc.) as well as being able to follow specific projects and to get an insight of the decision processes behind the solutions.

We are also looking forward to be able share our competence and discuss our work with other partners/cities in the project.

Skedsmo

CITYLAB Follower Cities				
Application Form				
I. Details of Applicant				
Authority company name	Municipality of Skedsmo			
Type	Municipality			
Short description and main activities (if relevant)	Local government			
Country	Norway			
Size of City/Town or region:	<i>Please tick:</i>			
	<input checked="" type="checkbox"/>	up to 100,000 inhabitants		
	<input type="checkbox"/>	100,000 to 500,000 inhabitants		
	<input type="checkbox"/>	more than 500,000 inhabitants		
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>			
	<input type="checkbox"/>	City District	<input type="checkbox"/>	Urban Agglomeration
	<input type="checkbox"/>	Suburban Area	<input checked="" type="checkbox"/>	Whole territory of the municipality
	<input type="checkbox"/>	Region		

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

Freight and Logistics Strategy for the Oslo region (FLS)

National Transport Plan 2014 – 2018 (NTP)

Energy and Climate plan for Skedsmo 2016 – 2020 (ECP)

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

NTP (new version for 2018-2029, proposed not current)

- All new light freight vehicles sold in 2025 will be zero (or low) emission
- 50% of new freight vehicles will be zero (or low) emission in 2030
- Freight logistics in city areas will (by and large) be zero emission in 2030

ECP

- 25% of all light freight vehicles will be zero emission in 2020.
- Skedsmo will contribute to zero emission technology by purchasing vehicles.

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

- Economy (it seems like it is not profitable to use resources on sustainable freight logistics)
- Responsibility (neither the distribution companies, the receivers or the local government are responsible for facilitating sustainable freight measures)
- Fuel infrastructure (for instance establishing a market for hydrogen and making hydrogen gas sales profitable)

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

1) Oslo

2) London

3) Paris

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

Many international distribution companies have offices in our municipality. Though we have not contacted them as of now, we do so later if there is an interest for that in the project.

The following may also be interested:

- Lillestrøm Torv – Steen and Strøm's division in Lillestrøm
- OREEC – Oslo renewable energy and environment cluster
- ROAF – Romerike Waste Processing

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Learning by observing tests of new sustainable technology.

Learning how projects like Living Labs work.

See examples on how sustainable freight logistics in city areas might be profitable, and how to organize these solutions.

Learning how to manage freight logistics terminals (how to administer, organize, finance, build and manage).

Turin

CITYLAB Follower Cities		
Application Form		
I. Details of Applicant		
Authority company name	City of Torino	
Type	Local administration	
Short description and main activities (if relevant)		
Country	Italy	
Size of City/Town or region:	<i>Please tick:</i>	
	<input type="checkbox"/> up to 100,000 inhabitants	
	<input type="checkbox"/> 100,000 to 500,000 inhabitants	
	<input checked="" type="checkbox"/> more than 500,000 inhabitants	
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>	
	<input type="checkbox"/> City District	<input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area	<input checked="" type="checkbox"/> Whole territory of the municipality
	<input type="checkbox"/> Region	

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

The City of Torino signed an Agreement with the Ministry of Transport aimed at testing innovative solutions in the last-mile delivery. The protocol foresees the involvement of all the interested players; the adoption of measurable objectives in terms of freight delivery, energy efficiency, CO2 reduction, traffic reduction; the voluntary adhesion to the innovative tests and the adoption of an incentives system; the economic sustainability of the projects. The Mobility Department of the City of Torino thus engaged in a project aimed at the gradual replacement of the freight vehicles and the rationalization of delivery trips. The goal of Torino is to implement the provisions of the SUMP adopted by the City Council in 2011. A “Freight Quality Partnership” has been signed by the City, Chamber of Commerce and all interested associations. The rationale behind the document is actually to reward all those users who implement the required measures (green vehicles, full load, on board units) in order to make freight transport more efficient and sustainable.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

General objectives

Reduce the negative externalities caused by urban logistics and tackle the following issues:

- Environment: pollution, noise, urban land consumption
- Social : congestion, road accidents, social dumping
- Economic : inefficiency of the present logistics system

Specific objectives

- LTZ access planning, reduction of time and costs for the issue of permits
- Use of stalls and specific places for load/unload in LTZ
- Reduction of number of vehicles within the LTZ
- Replacement of the oldest freight vehicles (ad hoc incentives for replacement with electric vehicles)
- Reduction of the delivery itineraries
- Delivery planning
- Reduction of the maximum speed within the LTZ (especially in areas where there are both vehicles and pedestrians)
- Create a communication system between the commercial vehicles and the “Torino City Logistics Platform”
- Create an infrastructure at street level for city logistics
- Reduction of unfair competition and unauthorized activities

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

The end users set the main barriers because they are convinced that the new measures will cause the increase of costs of transport and the reduction of the accessibility rights for freight transport.

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

- 1) Rome
- 2) Brussels
- 3) Paris

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

- the main suppliers for large brands of consumption products
- pharmaceutical suppliers
- HO.Re.Ca suppliers

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

Learning about the good practices developed and tested within the CITYLAB project.

Meeting new partners for future joint projects.

The City of Torino is already partner of the NOVELOG project. In this framework Torino is developing a pilot with goals which are very similar to those of CITYLAB

By becoming a follower city of CITYLAB, Torino could compare its own studies and researches with the ones developed by CITYLAB.

West Midlands

CITYLAB Follower Cities	
Application Form	
I. Details of Applicant	
Authority company name	West Midlands Integrated Transport Authority
Type	
Short description and main activities (if relevant)	
Country	UK
Size of City/Town or region:	<i>Please tick:</i>
	<input type="checkbox"/> up to 100,000 inhabitants
	<input type="checkbox"/> 100,000 to 500,000 inhabitants
	<input checked="" type="checkbox"/> more than 500,000 inhabitants
Spatial Scope:	<i>Please tick the category in which the measures will be implemented:</i>
	<input type="checkbox"/> City District <input type="checkbox"/> Urban Agglomeration
	<input type="checkbox"/> Suburban Area <input type="checkbox"/> Whole territory of the municipality
	<input type="checkbox"/> Region

1. Please shortly describe the Urban Freight plans/measures that are currently in place in your city/region. Is there any Sustainable Urban Logistics Plan (SULP) in place in your city/region? Or Urban Freight measures integrated into a Sustainable Urban Mobility Plan (SUMP)?

In the West Midlands (Birmingham and the cities around it) we have a Freight Strategy that has recently been updated. Some of the key elements are about reducing Carbon through a range of measures such as Out-of-Hours deliveries and a Clean Air Zone. In terms of the “urban” agenda, we are looking at possible consolidation centres for Birmingham that could be rail connected as well as freight priority measures on the public transport routes. We are also looking at other measures to promote the uptake of railfreight across the region, such as new interchange points and at the use of Connected & Autonomous Vehicles (V2I) as a means of smoothing traffic flow.

2. Which policy objectives and future ambitions does your city/region have in relation to urban freight transport and logistics?

-

3. In your opinion, which are the main barriers and challenges in the implementation of your freight transport strategy / measures?

-

4. On which freight topics in particular would you like to learn from good practice implemented in the 7 CITYLAB Living Labs? Find more details below:

<http://www.citylab-project.eu/implementations.php>

<http://www.citylab-project.eu/cartoons.php>

Please select up to 3 of them, indicating a preference order (indicate the name of the city):

1) Paris

2) Rome

3) Oslo

5. In relation to the selection made above, please identify any local industrial or research partners associated to that specific solution, which would be interested in implementing the systems being demonstrated, and provide its contact details.

my organisation - West Midlands Integrated Transport Authority - is working closely with the seven local authorities and looking at a number of local delivery schemes as part of our Metropolitan Freight Strategy.

6. What are your expectations towards the CITYLAB project and the Follower Cities Group? What are the main reasons for you to join the Follower Cities Group?

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