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Sustainable goods supply and transport in conurbations: Freight strategies and guidelines

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Abstract

Urban freight transport is becoming more and more important in Switzerland and also other countries. On the one hand we face negative impacts on the environment and society and on the other hand urban freight distribution is getting more and more costly and less reliable due to traffic jams. Within a Swiss project the goods supply and transport in conurbations has been investigated, key factors and sustainability indicators derived, an evaluation frame for measures developed, measures and strategies for more sustainable goods supply and transport carried out and assessed and an implementation plan developed. Within a follow up project guidelines for freight planning in urban areas have been carried out. During the City Logistics Conference in Crete in 2007 the first results of the national research project Sustainable Goods Supply and Transport in Conurbations (Agglomerations) (2006-2009) have been presented. Especially the results on Freight indicators and development in conurbations, key factors for urban freight development and relevance of freight transport, locations requirements for logistics and freight transport facilities and acceptance of urban freight measures. This paper provides further results on the institutional integration of freight transport in public planning, on urban freight measures and strategies and on the implementation of measures and success factors.

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1. Introduction

Within the project Sustainable goods supply and transport in conurbations key factors and sustainability indicators were derived, an evaluation frame for measures developed, measures and strategies for more sustainable goods supply and transport carried out and assessed and an implementation plan developed (Ruesch *et al.*, 2009).

Based on the results and further investigations guidelines for freight planning in urban areas have been carried out (Ruesch and Petz, 2011). The planning guideline contributes to a better consideration of freight transport in transport and land use planning. The guideline also raises awareness for freight issues in conurbations. Target audience for the planning guidelines are authorities on national, regional and local level, consulting and planning companies, research institutes and shippers, logistics and transport service providers as well.

Both projects have been co-financed by the Swiss Federal Roads Office (FEDRO), the Swiss Federal Office of Transport, the Swiss Science Foundation, the Cantons of Zurich, Graubünden and Schaffhausen and the City of Zurich.



Fig. 1. Typical situation in Swiss urban areas

2. Institutional integration of freight transport in public planning

2.1. Roles and influencing opportunities of different actors

In urban areas different actors and stakeholders are involved identifying need for action, derivation of objectives, development of and implementation of measures (Ruesch *et al.*, 2011). The role of the administration is in the first place to set the framework conditions for a more sustainable goods supply and freight transport. There are the following options:

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