



Second Laboratory EPE/ETUC  
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# An Integrated Approach Combining Different Transport Modes

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# Integration modes

- Integration and combining transport modes is preferred taking into account complete door-to-door chain
- Transport mode is extension production chains / lines
- Future challenge:  
making sustainable profitable, profitable sustainable
- Harmonisation policy measures and operations seamlessly between producers, receivers and transport operators

# Integration = Collaboration, Consolidation .... in Supply Chains

- Consolidation and bundling of cargo  
important success formula
- Increasing load factors, reducing deliveries
- Making better use of existing infra, saving resources

# Supply Chain Decarbonisation measures

## World Econ.Forum, 2009

	Measure	Explanation	Potential abatement (Mt CO2e)	Feasibility
1	Clean vehicle technology	Introduce clean and environmentally efficient technologies	175	High
2	Slowing down product flow	Decrease transport speed and increase load fill	171	High
3	Localized sourcing of agricultural produce	Optimize the location of agriculture	178	Medium
4	Optimization of logistics networks	Improve network planning through transformation projects	124	High
5	Increased energy efficiency of buildings	Minimize emissions from operating activities	93	High
6	Improved packaging design	Reduce weight and volume of packaging	132	High
7	Enable low carbon production	Optimize manufacturing location	152	Medium
8	Training and communications	Provide training to road transport contractors and building operators	117	Medium
9	Freight modal shift	Transfer freight from air and long-haul road freight to ocean, road and rail freight	115	Medium
10	Reverse logistics / recycling	Improve percentage of total supply chain waste which is	94	Medium

# New Logistics Collaboration



- Highly competitive nature urban freight market
- Collaboration, sharing data to optimise planning often challenging
- Good news: new collaboration models exist: neutralisation sensitive data exchange between players; EU competition rules respected
- Competition on the shelf, not on the road



# Markets UFT

(Urban Freight Transport)

- ✓ Retail (including e-commerce): diversity versus econ. of scale
- ✓ Express, courier and post: planning & bundling in networks
- ✓ Hotel, restaurant and catering: less regular shipments
- ✓ Construction
- ✓ Waste

# Conclusion

- UFT most efficient (load factors, routing and deliveries) when economies of scale & bundling, larger operators/operations.
- Road (electrified / smartly loaded): last mile deliveries
- Rail & waterborne large-scale freight distribution parks on outskirts of urban areas
- Need for 'Disseminating good practice in UFT throughout Europe'  
*(MDS Transmodal study for DG MOVE 'Study on Urban Freight Transport' 2012)*
- *New webportal for dissemination of (intermodal / urban) best practices: **BESTFACT***

## Interporto Padova: Consolidation and Clean Vehicles



Cityporto 2 miles outside the city centre

Urban delivery of goods with a fleet of hybrid and CNG vehicles

Savings in:

- Mileage: 1200 km/day
- Fuel: >30,000 litres/year
- Emissions of CO2 and pollutants





## Binnenstadservice Consolidation in Netherlands

Binnenstadservice operates warehouse & distribution service on behalf of joint retailers (inner) city.

Started in one city (Nijmegen);  
covers now many cities in NL



- Goods delivered at distribution centre just outside city;
- Goods are bundled and shipped to shops in city centre;
- Simultaneously empty equipment, packaging etc. taken back to distribution centre.

## Benefits of Binnenstadservice

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### **Financial benefits:**

- Shop keeper: reduced stock at expensive shop floor
- Transport company/shipper: reduced time loss for last mile

### **Benefits in field of services:**

- Shop keeper: pays a little fee for time consuming activities

### **Benefits for society:**

- Less congestion, more liveable city centre.

### **Environmental benefits:**

- Reduced CO<sub>2</sub> and PM due to bundling of freight and cleaner vehicles



More info:

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