



CET

Centre for Climate
and Energy Transformation

CityFreight – 10th February 2021

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UNIVERSITETET I BERGEN



What is CityFreight?

- How do we make freight logistics in cities more sustainable?
- The **primary objective** is to provide public authorities... with a toolbox for realistically evaluating major decisions that would make a city more energy efficient and sustainable in terms of freight transportation.





What is CityFreight?

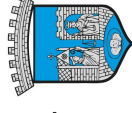
- Cooperation with relevant stakeholders and decision-makers
- Multidisciplinary – NHH focuses on traffic models and UiB on analysis of governance forms
- Actionable knowledge
- Three case studies



BERGEN
KOMMUNE



Stavanger
kommune



TRONDHEIM
KOMMUNE



Sustainable urban development

- Good land use is fundamental
- New technological possibilities – efficiency, decreased emissions...
- ... but these cannot replace good urban planning

New technological solutions (sharing, micromobility, smart city)

Infrastructure (EVs, public transport, cycling, walking)

Coordinated land and transport planning

Sources: Banister (2005); Newman and Kenworthy (1998); New Climate Economy (2018); Haarstad og Oseland (2018); image own creation



Working Package 1 (UiB)

WP1: Mapping governance challenges for sustainable city logistics

- Workshops and interviews in three Norwegian cities – Bergen, Trondheim and Stavanger
- Legal analysis of regulatory frameworks



Photo: Shutterstock.com



Photo: Eltis.org (ULaaDs)

Existing Solutions

Business-case solutions

Technological fixes

Voluntary cooperation

City Hubs & Consolidation

Research Projects

ENCLOSE

NORSULP

CITYFREIGHT

ULaaDs*



Fossheim, K., & Andersen, J. (2017). Plan for sustainable urban logistics – comparing between Scandinavian and UK practices. *European Transport Research Review*, 9(4), 52.



Our research questions

- *How are Norwegian cities currently planning for urban logistics?*
- *What are the main challenges they face towards achieving sustainable logistics and what frameworks do they apply in their efforts towards it?*
- *Are there other forms of governance that can contribute to better solutions?*



Is logistics still being treated as a private matter?

BERGEN NÆRINGSRÅD

VEIKART
for grønn næringstransport
i Bergensområdet
2016 – 2025

Grønn Transportplan
Erling Sæther
Rapporten er utarbeidet med finansiell støtte fra Sparebanken Vest

GRØNN STRATEGI

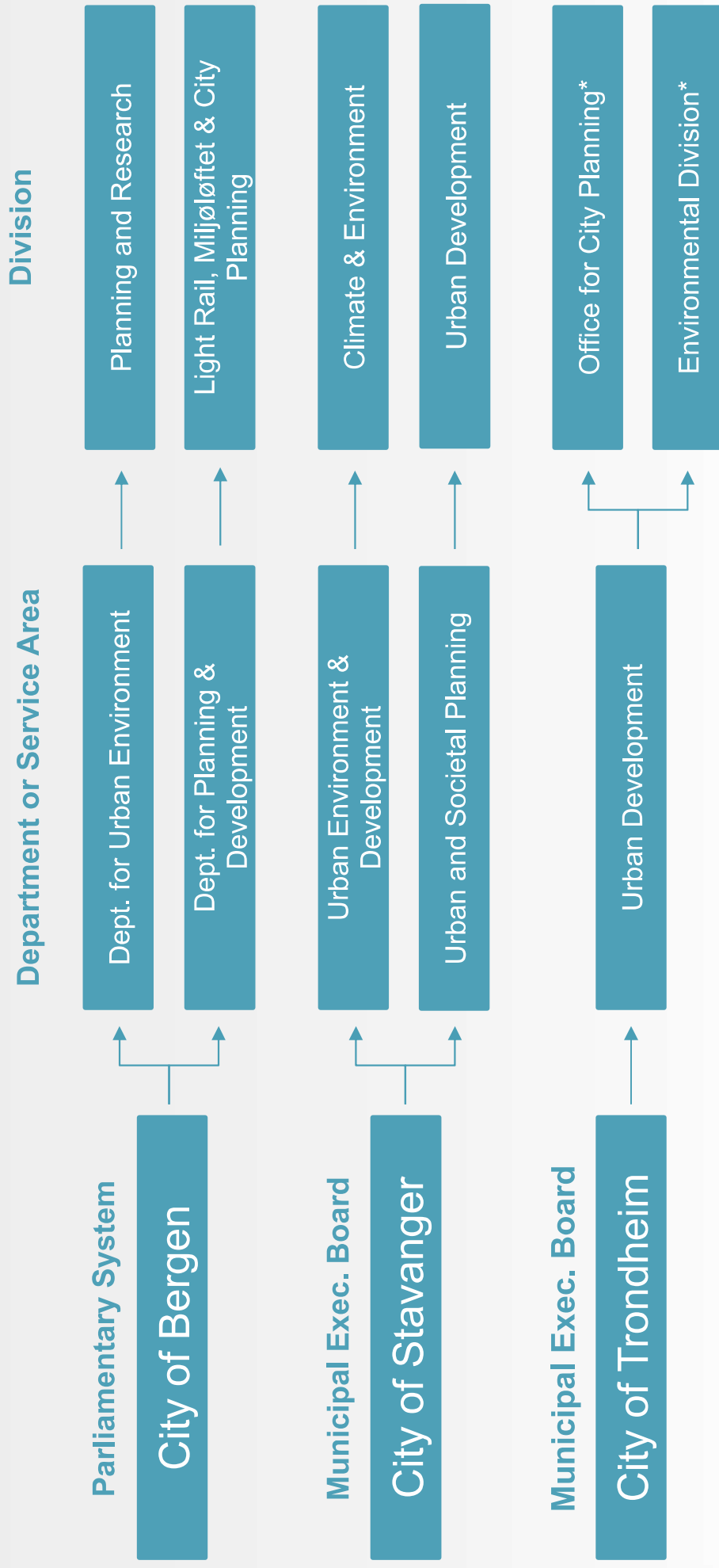
KLIMA- OG ENERGIHANDLINGSPLAN FOR BERGEN
Med vedtak i Bystyret 21. september 2016

Jernbaneverket

Konseptvalgutredning logistikknutepunkt i Bergensregionen
Hovedrapport
November 2015



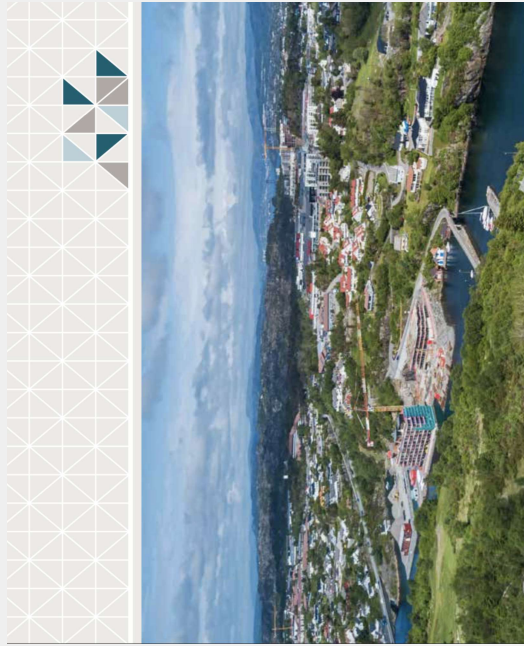
Who 'owns' logistics in the public sector?



*From 01.02.2021 Trondheim will have a Transport unit



Regional authorities also lack ownership




Regional areal- og transportplan for bergensområdet 2017–2028

Vedtatt i fylkestinget juni 2017

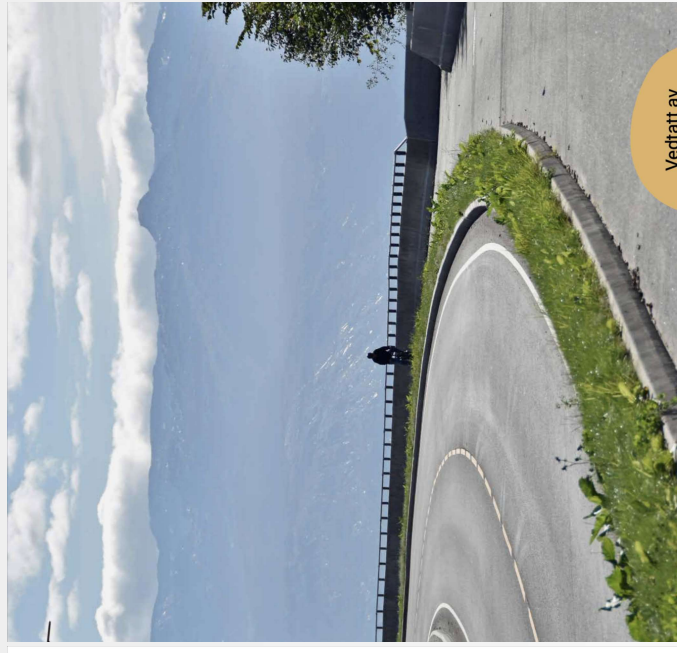
Regional plan for attraktive senter i Hordaland

- senterstruktur, tenester og handel



HORDALAND FYLKESKOMMUNE

2015
2026



Vedtatt av fylkesutvalet 17.09.2020

Planprogram

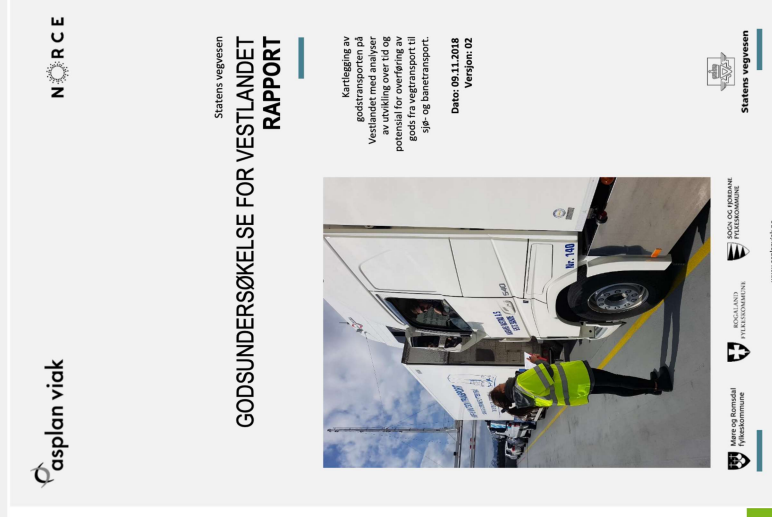
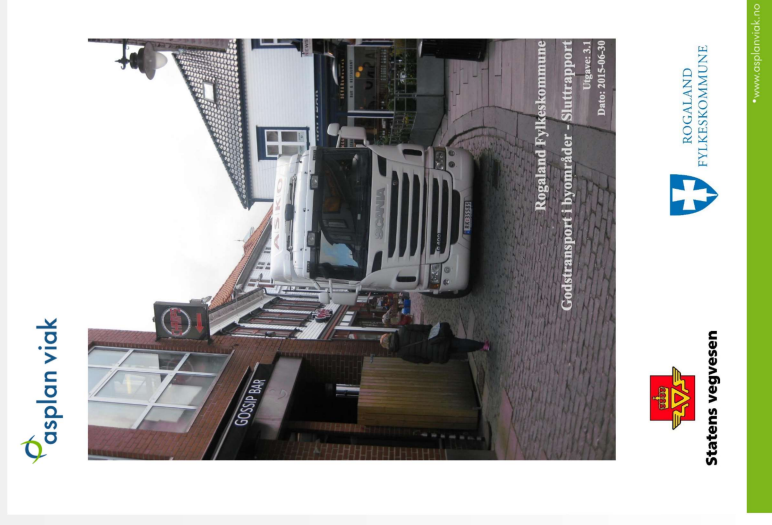
Regional transportplan Vestland, 2022 - 2033





Involvement by the public sector

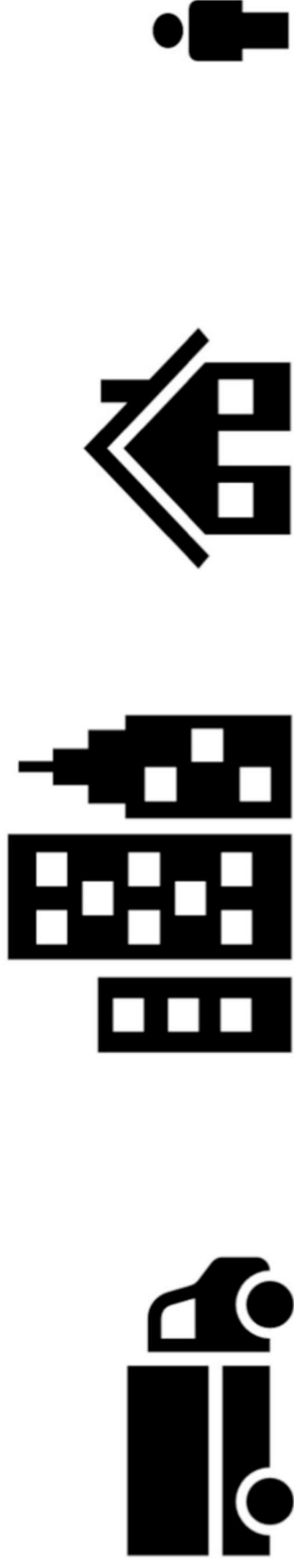
- Stavanger does not want to subsidise consolidation
 - Research shows that subsidies do not give results
- Norwegian Counties have taken more interest in logistics



Nordtømme, M. E., Bjerkan, K. Y., & Sund, A. B. (2015). Barriers to urban freight policy implementation: The case of urban consolidation center in Oslo. *Transport Policy*, 44, 179–186.



Stakeholders in urban logistics



Carriers

Logistics service providers
Forwarders, Companies, One-man operators

Authorities

Local, regional and national

Receivers

Shopping malls, Retailers, Restaurants,
Hotels, Public institutions

End consumers

Citizens, Workers, Shoppers,
Tourists, Businesses

Bjørger, A., Seter, H., Kristensen, T., & Pitera, K. (2019). The potential for coordinated logistics planning at the local level: A Norwegian in-depth study of public and private stakeholders. *Journal of Transport Geography*, 76, 34–41.

Political authorities are also important! Focus beyond transport of people

New ways to look at urban logistics



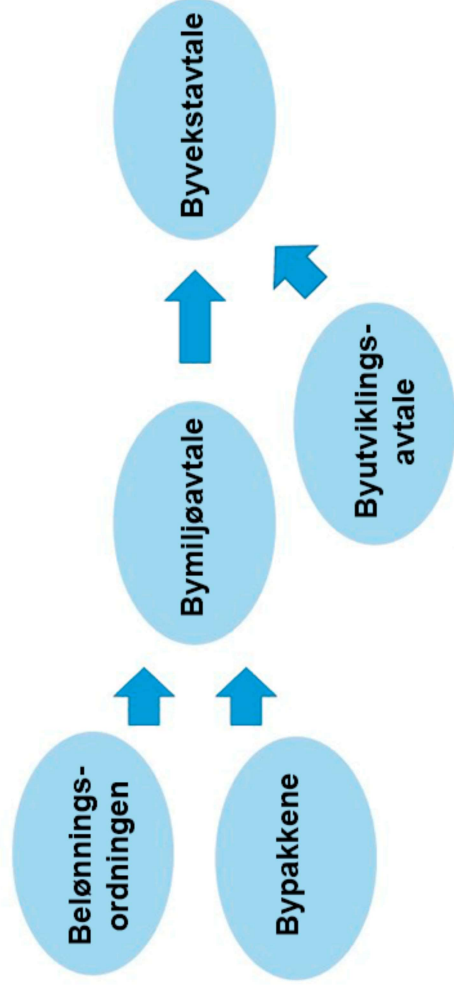
tøi **SINTEF**
NORSULP Logistikkplaner i by

TØI rapport 1755/2020
Sidsel Ahlmann Jensen
Karin Fosshelm
Olav Eichhammer

tøi Transportøkonomisk institutt
Stiftelsen Norsk senter for samferdselsforskning

**European Platform
on Sustainable Urban
Mobility Plans**

Bærekraftig bylogistikk
Veileder for kommuner



Bærekraftig bylogistikk: Veileder for kommunene (TØI-rapport 1755/2020)



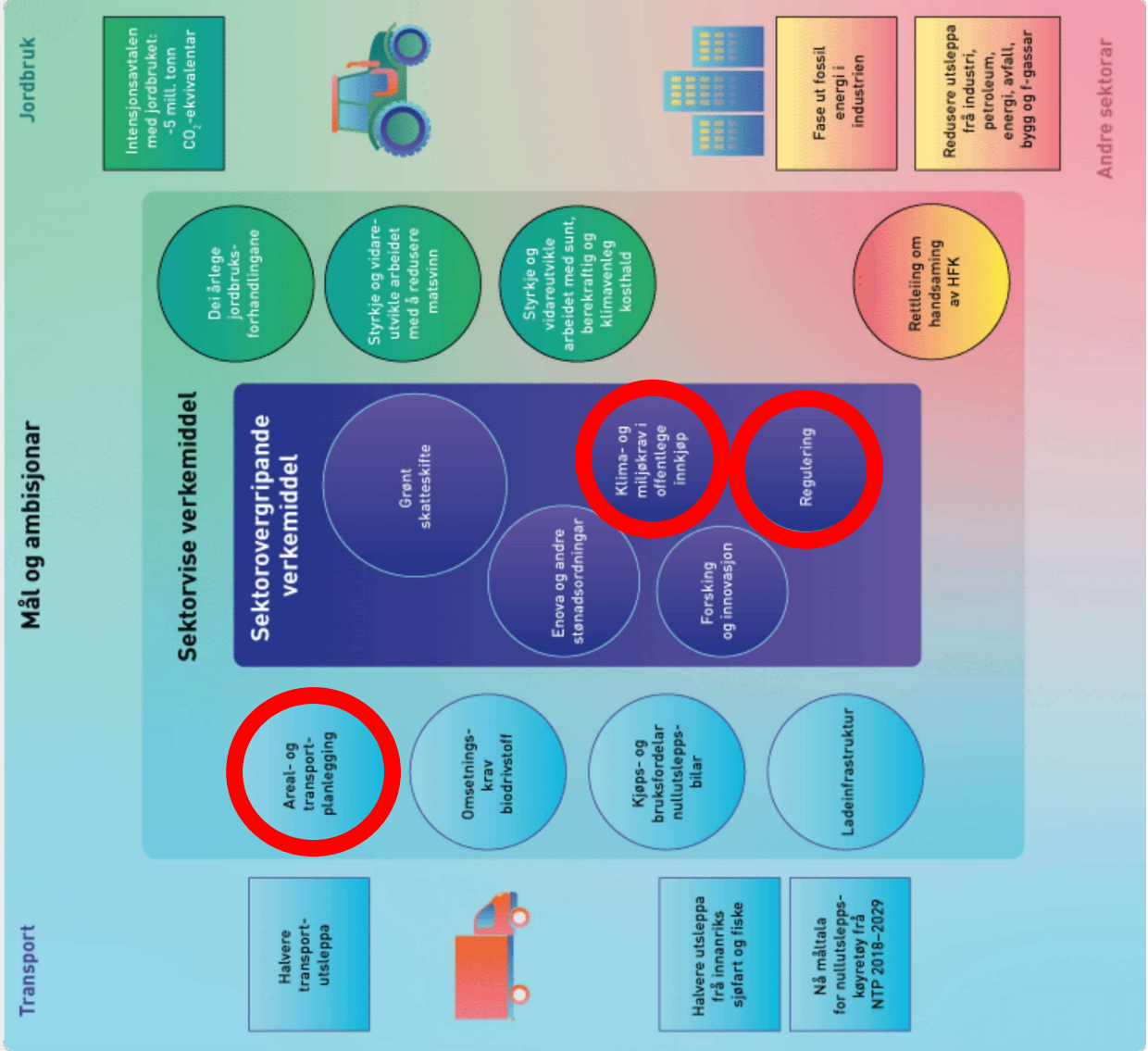
Miljøpakken Trondheim

- Mål 1: Det skal slippes ut mindre CO2. Utslipp fra transport skal reduseres i tempoet som er nødvendig for å oppfylle Paris-avtalen, og i tråd med lokale klimamål.
- Mål 2: Flere skal reise miljøvennlig. Økningen i miljøvennlige reiser i avtaleområdet skal være større enn befolkningsveksten.
- Mål 3: Samordnet areal- og transportplanlegging skal redusere transportbehovet og gjøre det lett og tryggere å velge miljøvennlige transportmidler i en velfungerende bo- og arbeidsregion.
- Mål 4: By- og tettstedsområder skal bli mer tilgjengelig for alle.
- Mål 5: Antall trafikkulykker med drepte og hardt skadde skal reduseres. Antall trafikkulykker totalt skal reduseres.
- Mål 6: Nasjonale mål og forurensningsforskriftens krav til luftkvalitet skal overholdes.
- Mål 7: Trafikkstøy innendørs og utendørs for støvfølsom bebyggelse og virksomhet skal reduseres.
- **Mål 8: Næringstransporten skal bli grønnere og mer effektiv.**
- Mål 9: Øke brukertilfredsheten av tiltak i Miljøpakken.

Rubini, L., & Lucia, L. Della. (2018). Governance and the stakeholders' engagement in city logistics: the SULPITER methodology and the Bologna application. *Transportation Research Procedia*, 30, 255–264.
<https://doi.org/https://doi.org/10.1016/j.trpro.2018.09.028>

Westskog, H., Amundsen, H., Christiansen, P., & Tønnesen, A. (2020). Urban contractual agreements as an adaptive governance strategy: under what conditions do they work in multi-level cooperation? *Journal of Environmental Policy & Planning*, 22(4), 554–567. <https://doi.org/10.1080/1523908X.2020.1784115>

Climate White Paper 2021



Publicly purchased delivery vans to be zero-emission from 2022

Cities will be allowed to implement zero-emission zones

Land-use and transport planning as strategic areas

Meld. St. 13 (2020-2021)
Klimaplan for 2021-2030