

SUSMILE Capsule 3.4.8 Source 1

Answers

Please note that below answers have been simplified for teachers to evaluate the quality of answers according to their level of understanding, the perspective taken in reading the documents and eventually the quality of their arguments to compensate for elements missing.

EQF level 6

- 1. S2 What is the most efficient way to perform a sustainable logistic operation?
 - Apply Avoid-Shift-Improve strategies and start with anything that can be *avoided* for generating unnecessary pollution or costs
 - An improved efficiency does not necessarily mean a more sustainable operation as it may lead to more volumes of activity, have no impact on pollution outputs, etc.
- 2. S2 Why would land use play a significant role in managing more sustainable logistics?
 - Significant energy savings can be made in its design
 - Well anticipating the design and use of buildings hence integrating a sourcing approach into it:
 - Positioning of parking spaces
 - Access to premises for deliveries
 - Getting stocks closer to multiple delivery points
 - Consolidating more of the transport operation further in the supply chain
- 3. S2 Why is it difficult for cities to manage freight data?
 - No harmonized tools among the professionals
 - No harmonized data among the stakeholders
 - Different calculation systems, or data collection methodologies
 - Difficulty to collect exhaustive data and convert them into politic decisions without missing some of the stakeholders
 - No standard process for the capture and calculation of emissions
 - Technology differences between transport actors can play a significant role also
- 4. **S3** Why is it important to involve citizens and all relevant stakeholders when defining a Sustainable Urban Logistics Planning?
 - If the approach is fully coordinated with all parties impacted by the logistics externalities, the negotiations about its implementation or the understanding of all constraints is more likely to create positive dynamics for logisticians later
 - It may affect the design of infrastructures or have all parties express certain needs or challenges that would be missed otherwise in the implementation phase (i.e.: noise, traffic saturation, etc.)





- 5. **S3** Why is it recommended to connect a SUMP process with other planning processes from other cities nearby?
 - The sustainability of an urban logistics plan is interdependent and affects other policies at local and regional level, therefore, if not coordinated, it may result in inconsistent decisions that will become counterproductive (e.g. different traffic hours for goods deliveries, specific transport modes prohibited in transit areas, etc.).
 - As for the actors involved in a specific SUMP, the more neighbouring cities are involved in sharing their characteristics and have the possibility to defend their needs, the more likely the overall SUMP produced will be successfully supported.
- 6. **S4** What measures, that support the implementation of eco-logistics, need a political involvement to allow professionals operate or adjust their operations accordingly?
 - **Anti-idling:** requires specific urban equipment, financial incentives, public education and an effective coordination between all stakeholders.
 - **Modal-shift:** to facilitate the use of alternative modes to road transport (by truck or other fuelled vehicles) there must be incentives, infrastructures and dedicated accesses to the other modes in order to facilitate their integration in the urban environment and optimise the load break operating times.
 - **Staggered work hours:** must be coordinated with the authorized circulation times, the type of transport modes that can circulate also, and the coordination with other stakeholders to facilitate the loading/unloading of goods at specific times of the day.
 - **Recognition & certification program:** they must be structured and preferably recognized by local authorities to valorise the stakeholders involved and encourage others to be part of the recognition program. It can justify specific incentives or exempt those actors from taxes, etc.
- 7. **S5** What can you say about the three chapters and propositions submitted by the Gatmarif consortium?
 - The propositions tend to demonstrate the need for harmonisation and coordination
 - It reflects a joint analysis from several stakeholders, all using transport services and valorising the difficulty of last mile deliveries
 - It demonstrates a will of transport stakeholders to accept and follow-up additional constraints or efforts such as certification programs, more controls and penalties, if as a consequence it improves the operating and circulation conditions for their activity
 - Although it is a low-margins sector of activity, they are looking for innovative technologies/solutions but not necessarily through more financial supports (i.e.: bonuses & incentives, valorising exemplarity, etc.)

