

## SUSMILE Synthesis note

### Capsule 3.4.8 – Sources analysis

In this Capsule, the resources found provide examples of good interactions between transport and logistics operators and their partners in the urban environment. Various situations, countries and public administrations that have spent time and effort to understand the problem of urban distribution and the constraints of its main actors. Although each solution is unique and does not claim to be perfect (as it does not detail all interactions with each distribution network, with citizens, etc.), they all indicate a trend towards multi-stakeholder collaboration and the need for data and communication to improve the efficiency of last mile distribution logistics in the urban environment.

As the concluding Capsule of the SUSMILE MOOC, it is also an opportunity to reflect all the work done in many countries towards better and more efficient distribution systems, the consideration of this major trend of urbanisation of human societies and the environmental concerns that need to be pursued by the next generation of professionals.

All sources are complementary, and teachers may want to select only some of them in order to best direct their students toward specific messages, aligned with their program development.

This synthesis document is constructed differently from previous syntheses, due to the large amount of data in the sources provided and the quality of the information. We have indicated the reasons why they were selected for the SUSMILE MOOC and the main points to be drawn from reading them.

#### 1. S2 – Developing a sustainable Urban Freight Plan

This paper provides examples from 5 different cities or regions around the world (London, New York, Tokyo, Paris and California) and shows how they have addressed the problem of sustainable distribution of goods. It links the whole approach to the increasing urbanisation of modern society and takes into account macro-economic information to reflect its importance worldwide, even if the case studies only concern Western situations.

The paper also points out how CSR (Corporate Social Responsibility) is a good basis for greener freight distribution in cities and the importance of collaboration between all stakeholders to achieve this. Some elements of the report demonstrate the need for better data and indicators, more comparable methodologies or tools, in order to learn from successful experiences elsewhere, or to share best practice more easily.

Each of the five case studies provides material for a comprehensive understanding of the complexity of the urban context and its regulations, while giving positive evidence of the benefits of a coordinated effort, even if much remains to be done.

#### 2. S3 – Sustainable Urban Logistic Planning (SULP)

This second source of information displays a full implementation methodology to provide city public administrations with a framework that facilitates urban logistics. It can be seen as a constructive checklist that is worth overviewing in order for future logisticians to know the kind of information that can be useful for public authorities and work on sharing that data. Most private companies see data



management as their strategic lever to be competitive, while its sharing can make significant savings and positive environment impacts for our society.

It is not necessary to read it through in detail, unless it makes sense with the content of the course provided in parallel to students, but it can serve as a checklist or key resources for those that would join one day public administrations as advisors, etc.

### **3. S4 – Making urban freight logistics more sustainable**

This second source of information presents a comprehensive implementation methodology to provide public administrations in cities with a framework to facilitate urban logistics. It can be seen as a constructive checklist that deserves to be examined so that future logisticians know what kind of information can be useful to public authorities and work on sharing this data. Most private companies see data management as a strategic lever to be competitive, while sharing it can lead to significant savings and have a positive impact on the environment of our society.

It is not necessary to read it in detail, unless it makes sense with the content of the parallel student course, but it can serve as a checklist or key resource for those who would one day join public administrations as advisors, etc.

### **4. S5 – For an optimised urban logistics in Ile-de-France**

This last source of information is a white paper that was published by a consortium of organisations representing the transport sector in France, specifically for the Paris region. The aim was to clarify their operational constraints and suggest their own solutions in order to influence politicians to understand better operational practices before making decisions.

It is an inspiring document for future professionals embarking on this career, as it allows them to understand that, even if their own internal constraints are probably complex, many actors are ready to collaborate and work in coordination to get the right messages across that will allow for better efficiency, beneficial for both the organisation of each operator, the environmental impact and the living conditions in city centres. Especially at a time when new technologies offer opportunities to rethink the organisation of buildings, infrastructures and modes of transport.

Three main chapters that reflect how complex the urban environment is, and why it cannot be addressed by the logistic operators only to make it more sustainable:

- Coordination, harmonising and regulation of the urban environment
- Rethinking mobility to consider all stakeholders and their practices
- Energy transition and technologies



## Second part – Questions

### EQF level 6

1. **S2** What is the most efficient way to perform a sustainable logistic operation?
2. **S2** Why would land use play a significant role in managing more sustainable logistics?
3. **S2** Why is it difficult for cities to manage freight data?
4. **S3** Why is it important to involve citizens and all relevant stakeholders when defining a Sustainable Urban Logistics Planning?
5. **S3** Why is it recommended to connect a SUMP process with other planning processes from other cities nearby?
6. **S4** What measures, that support the implementation of eco-logistics, need a political involvement to allow professionals operate or adjust their operations accordingly?
7. **S5** What can you say about the three chapters and propositions submitted by the Gatmarif consortium?

