

PRESS RELEASE

ELP event on New EU Urban Mobility Framework: Collaboration between cities and logistics partners key to meeting pressing challenges for businesses and citizens

BRUSSELS, 7 December 2022 – At the latest high-level European Logistics Platform (ELP) event, some 50 EU policymakers and industry stakeholders met in Brussels to debate the new EU Urban Mobility Framework and the opportunities for collaboration and innovation between cities and freight transport and logistics operators. While all cities are different, what unites every region is the importance of multi-stakeholder solutions to modern challenges such as accessibility and the rise of e-commerce that is transforming urban consumer trends according to a broad portfolio of speakers from the EU institutions and industry.

Taking place at the Renaissance Hotel in Brussels, the event was hosted by **Andrey Novakov, MEP** and rapporteur of the European Parliament’s own initiative (INI) report on the New EU Urban Mobility Framework. Mr Novakov noted that city freight transport and logistics are essential to the functioning of urban economies and that the COVID pandemic had exacerbated the challenges being faced by urban mobility, alongside the demands of growing e-commerce deliveries. He underlined the key role of the Sustainable Urban Mobility and Logistics Plans, strongly encouraging Member States to guarantee barrier-free accessibility to urban transport services. Finally, encouraging industry stakeholders to be part of the debate, he noted the key role of better functioning multimodal freight terminals and establishment of logistic platforms in urban areas connected to railways and inland waterways to reinforce connectivity between rural, peri-urban and urban areas.

Philippe Crist, Advisor, Innovation and Foresight Advisor at the International Transport Forum then presented the new ITF report [“The Freight Space Race: Curbing the Impacts of Freight Deliveries in Cities”](#). The study examines ways of making deliveries in cities less disruptive and more sustainable. Urban freight flows impact cities’ economic vitality, their environmental footprint, the safety and efficiency of traffic and the ways public space is used. Mr Crist noted that what is really new in the current research is that it has examined how new partnerships, innovative methods, the use of data and intelligent space allocation can ease the pressure on cities and their inhabitants by rapidly growing freight movements in urban areas. He stressed that policy decisions promoting sustainable urban goods distribution require a good understanding of freight carriers’ use cases for street space and their business models and passenger behaviour. It also addresses whether solutions require new forms of data management, what new types of delivery vehicles might be required and how actors can co-ordinate more effectively.

Mark Goossenaerts, Business Unit Director, Shipit Logistics, brought an interesting example of a truly multimodal-logistics waterborne solution to support businesses in the Brussels region to reduce their emissions, limit congestion and increase efficiencies last mile delivery via the Brussels waterways. Mr Goossenaerts explained how the philosophy of Shipit supports companies to cope with urban mobility developments in an innovative way, demonstrating positive results for GHG emission emissions. ‘Effectively combining road, rail, and water transport is what business needs and the city of Brussels has played an effective role in the deployment of these solutions,’ noted Mr Goossenaerts.

Christian Kassyda, Director Transport Policies, Volkswagen Commercial Vehicles, speaking on behalf of ACEA, noted that ‘the automotive sector recognises that a rapid shift to low- and zero-emission

vehicles is essential. However, urban freight transport and service operators can only replace conventional powertrain vehicles with low- and zero-emission alternatives if they can be operated cost-effectively while meeting the requirements of both operators and end users. One prerequisite for this is a sufficiently dense suitable network of charging and refuelling stations in both urban and peri-urban areas. These improved charging and refuelling networks will speed up the market penetration of low- and zero-emission vehicles.'

Ann-Sofie Karlsson and Peter Berggren of the City of Gothenburg showcased their city and the innovations they have pioneered to address the challenges of a fast-growing city. Managing the balance between the liveable city of the future and the requirements in being Scandinavia's main port and logistics hub as well as leading industrial centre. The city is currently developing a long-term city logistics plan, in close collaboration with all stakeholders, targeting Sustainable Freight Transportation and Urban Mobility as well as building a base for further Innovation and Growth. Already today, a whole array of various leading innovation projects uses Gothenburg as a test and development bed.

Torsten Klimke, Head of Unit, Innovation and Research, European Commission DG MOVE gave a closing presentation on the Commission's Urban Mobility Framework supporting the European Commission's ambition to accelerate zero-emission city freight logistics and last-mile. In addition, he noted that the good functioning of the trans-European transport networks (TEN-T) relies on cities as key connection points for people and freight. The Commission wants to address this with better links between long distance and local transport especially through freight terminals and hubs.

Finally, Mr Klimke noted that financial instruments such as Horizon Europe can help accelerate urban mobility projects including logistics priorities. The overall Horizon Europe Work Programme for 2023-2024 has just been adopted and earmarks an investment of €13.5 Billion. Cluster 5 of the new programme addresses topics around the organisational and behavioural changes needed to promote greener transport choices and user-centred shared zero-emission mobility of people and freight in urban areas (Cities Mission).

ELP Chair Nicolette van der Jagt, closed the event, thanking all speakers and participants for their participation and announcing that the ELP would be soon back in the new year with a new debate on the upcoming green logistics initiatives of the European Commission.

The European Logistics Platform consists of more than twenty industry stakeholders representing a wide variety of actors involved in logistics and supply chains across Europe. Current members are ACEA, Amazon, BDL, CER, CLECAT, Deutsche Bahn, Deutsche Post DHL Group, duisport, ECG, ERFA, ESC, ESPO, FEPORT, FERRMED, Hutchison Whampoa, IRU, Logistics UK, Michelin, NLA, Port of Rotterdam, TLN, UIRR, Volvo Group.

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