



## "CO-MODAL SOLUTIONS FOR CITY LOGISTICS PROBLEMS"

ITLS Webinar, Friday 4 September 2020

Questions and Answers

### Panelist Responses:

**As an extreme, could a city ban all urban deliveries unless they were part of commodity-based deliver co-operatives that as licensed to enter the city. This would force much better planned deliveries, the iron hand approach.**

*Ron van Duin:* This would be ideally the best solution. However, this will juridically leads to market restrictions which is not always allowed to abandon market specific parties.

*Michael Stokoe:* I think that would be an extreme! One of the remarkable things I have seen over the last 5 years is watching new supply chains and new solutions form. 5 years ago, we didn't have Uber or Deliveroo. Our approach is to find the right levers to influence market players, both old and new, and inform them of what the future will look like. After that, may the best man/company win!

**A question re co-modal/intermodal transport. Although both comod and intermod transport could reduce congestion and emissions, they are also introducing more handling costs (handling onto and from public transport/freight train). What would lead freight forwarders to select this type of transport option?**

*Ron van Duin:* As the area of delivery can be too congested/bad accessibility/or just one order needs to be delivered in a specific zone it can cost the freight forwarder maybe too much time to deliver it on their own. Instead they can 'save' time and obtain a better utilization of their delivery vehicles.

**We tend to focus on dense metropolitan areas. Do you see any potential for using busses in rural areas for delivering e-commerce goods to homes? Busses in rural areas are highly underused and have a lot of capacity which can be used for freight.**

*Ron van Duin:* This is indeed a great opportunity. In Sweden there is the initiative BussGods. Ron van Duin wrote an article on this topic, see:

*van Duin, R., Wiegman, B., Tavasszy, L., Hendriks, B., & He, Y. (2019). Evaluating new participative city logistics concepts: The case of cargo hitching. Transportation Research Procedia, 39, 565-575. <https://doi.org/10.1016/j.trpro.2019.06.058>*

### **Co-modal on buses or just on trains?**

*Ron van Duin:* Comodality could be explored on any modality, so busses, trains, trams or underground.

### **The time window of perishable items delivery is quite tight. If there is a disruption en route, how we can re-schedule the delivery to minimize/resolve the impact of the disruption. Thanks!**

*Ron van Duin:* In case of disruption a more synchomodal approach is needed. It means that alternative transport modes are available. The perishable items are often carried by reefers, temperature-controlled containers. Therefore, in general, a rescheduling does not have much influence on the quality of the goods as they remain temperature controlled.

### **For Michael Stokoe: What is your thinking around dealing with increased dwell times at stations if more and more businesses start using PT for deliveries in the CBD?**

*Michael Stokoe:* Such a service is definitely easier to construct if the train service is terminating at a station. It gives more opportunity for great volume. Trains passing through the heart of Sydney CBD wait in stations for 20 to 30 seconds. That becomes a limiting factor for what can and can't be moved onto or off a train. It could be the key constraint that we cannot overcome. At the moment we are working with that constraint to examine what service is then feasible.

### **For Michael Stokoe: for the business model you present. Do you think that security and health issues could be a barrier in the long term? Moving goods through public can present several challenges associated with these dimensions.**

*Michael Stokoe:* In tests we conducted with goods accompanied, no one gave us a second glance. It's the same when we have observed other people already doing this activity. For either health or security I do not foresee an issue if we are working only with partners who have professional warehouse operations. Goods are securely checked into and through their warehouses. On dispatch a warehouse will typically produce a shipment manifest that can comply with certain carrier's requirements. We anticipate having an electronic manifest for any goods moved. We will know more about what is in this item than in any other passenger's shopping bags.