



## **FREVUE seminar on urban freight – 17.05.17, Brussels**

### **Summary note**

#### **Claus Mueller, Hanse Office:**

- Very important topic for Hamburg. The Hanse office is supporting best practice exchanges.
- Hamburg experienced an economic boom in e-companies lately. Hamburg is an important location for online logistics. The transport infrastructure is used more and more for city logistics. Therefore, Hamburg is promoting innovative city logistics to tackle these challenges. One project example is SMILE (Smart last-mile city logistics) where they support start-ups.

#### **FREVUE presentation – Thomas Mourey, Polis**

- Starting point: the technology is perceived as still not mature and as expensive. With the help of the EU this project was set up to demonstrate the sustainability and reliability of electric freight vehicles.
- Not the same goods are delivered at all the demonstrations sites. Sometimes refrigerated vehicles are needed → broad range of vehicle and delivery conditions tested
- Some trucks are more sensitive to temperature variations than others. Smaller vehicles operate better with moderate temperatures. The bigger vehicles operate slightly better when the temperature increases.
- FREVUE demonstrated that small and medium sized electric vans are well adapted for the last mile deliveries in cities
- For bigger trucks the business case is more difficult to achieve than for smaller trucks.
- The vehicle offer is much smaller than for diesel equivalents, but for small and medium vans and trucks the offer is growing.
- Fleet managers need to work with energy suppliers for better management of the grid → big energy demand at night for instance
- Maintenance: some staff need greater levels of training and more staff need to be trained.
- The acceptance of the trucks has been very good in the project (drivers and public)
- It is less stressful for the drivers to use electric vans and trucks, and they can often park more easily in city centres thanks to incentives to support the uptake of electric vehicles.

#### **Antonio Scala, European Commission:**

- Transport emissions have increased continuously since 1990 in Europe, while emissions from all the other sectors have decreased.
- Urban freight accounts for 25% of urban transport related emissions. It is also an important component of congestion in cities. Therefore, last mile deliveries should be an important component of SUMP (Sustainable Urban Mobility Plans)
- A lack of refuelling and charging infrastructure can prevent people from buying low emission vehicles.
- In Europe bad air quality is responsible of 467,000 premature deaths per year
- Public should be able to compare prices of conventional and alternative fuels → a methodology is being defined now

- There will be a communication from DG Move Q4 2017 on the assessment of national frameworks. It will also highlight the additional actions that should be taken at EU level, where EU added value justifies intervention.

#### **Jeroen Baartmans, BREYTNER Zero Emission Transport**

- Launched 2 years ago, the company only invests in zero emission vehicles. The FREVUE project was a proof of concept.
- Split up of first and last mile: first mile is done with 2 containers, with diesel fuelled trucks, outside traffic hours, to a depot outside the city. Then an electric vehicle is deployed in the city, where it is most effective. The body of the truck is switched from the diesel truck to the electric truck in less than 10 minutes. This concept does not add any traffic + there is no need for a physical distribution centre outside the city = costs savings.
- The trucks have a 180-240km range, depending in the load.
- It is almost 'business as usual' for the operation of the trucks, but the human factor is key: a lot of efforts needs to be put in at the beginning of the project
- In the FREVUE project, Breytner are doing deliveries for C&A or Ikea. It also has an added value for the brands in terms of image and communication.
- Breytner use overnight charging: they have a surplus of renewable energy produced from solar panels in the warehouse to charge the trucks.
- Other manufactures are now interested in testing prototypes for heavy electric trucks: MAN, Mercedes-Benz or VDL for instance were on show at a recent event in Hannover.
- Training of drivers is essential as driving style can have a great influence on fuel consumption – by up to 20%
- Breytner's trucks are converted trucks. On the long term, this system is not efficient because taking out a brand-new diesel engine means there is a capital loss.
- Frontrunners still need support. Breytner for instance would like to deploy their solutions in other cities
- in the Netherlands and in the rest of Europe
- With Low or Zero Emission Zones, a business case for zero emission vehicles can be created.

#### **Jos Streng, Rotterdam City Council**

- Through the project, one of the findings was that operating electric trucks and vans was becoming more economically feasible: there was a significant reduction of gap for the TCO (Total Cost of Ownership).
- Cities cannot wait for the OEMs to move, zero emission solutions have to be deployed. The Declaration of Intent (see below) will help for further deployment.
- Service and maintenance aspect: OEMs need to be educated about it. For the transport operator, it has to match what they are used to for diesel.
- Transport should be part of cities' local energy policies

#### **FREVUE Declaration of Intent**

The FREVUE project has launched a Declaration of Intent, which will highlight the demand for electric freight vehicles. Urban logistics operators interested in the electrification of their fleet are invited to sign the Declaration of Intent. More information about the Declaration can be found [here](#). The Declaration will be presented at the FREVUE Final Conference in London on 21<sup>st</sup> June. If you have question about the declaration, please feel free to contact Thomas Mourey at contact [TMourey@polisnetwlorck.eu](mailto:TMourey@polisnetwlorck.eu).

## Discussion and Next Steps

- It is important that the project has a legacy. A first step could be to sign/support/disseminate the Declaration of Intent.
- Support is still needed, especially to look at larger vehicles which have a larger part in emissions.
- There will be an Info Day in September for the next Horizon 2020 call, with a deadline in February 2018
- A good and motivated consortium is needed for a follow up project. The follow up project would not be limited to FREVUE partners. The smaller the consortium, the greater chances to get significant results
- There is interest among the participants to set up a consortium – Jos Streng from Rotterdam and Thomas Mourey from POLIS can be contacted – see contact details below
- 2 private banks showed interest in the initiative and consider to grant loans for investing in electric freight vehicles which is encouraging.

**The FREVUE Final Conference will take place in London on the 21<sup>st</sup> of June. All info & registration [here](#).**

Contacts FREVUE team:

**Jos Streng**, Transport Planner, City of Rotterdam: [jma.streng@Rotterdam.nl](mailto:jma.streng@Rotterdam.nl) ; t: +31 10 4897939

**Thomas Mourey**, Project Officer, POLIS, [TMourey@polisnetwork.eu](mailto:TMourey@polisnetwork.eu) ; t: +32 2 500 56 78