The Rotterdam view on urban logistics hubs

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The race for space

1. Urbanization (population and economy grow within fixed space)
2. Climate adaptation (green spaces, water storage)
3. Tourism
4. Circular economy

CL in Spatial Planning

1. CL should claim its space also in long term spatial planning document
2. Quantify hub space requirement *(as little as possible, but as much as necessary)*, and guarantee efficient use e.g. no urban commercial space for regional distribution
3. CL has multiple interfaces in spatial planning: traffic, economy, housing
4. Circular economy: trade-off between many small hubs nearby *vs* few large ones farther away.
5. Similar in other segments, and analogously for vehicle frequencies.

Efficiency

1. Sustainability in CL is primarily efficiency, in use of assets and resources.
2. From the public angle, that includes not only public (traffic) space, but also sufficient commercial space for optimizing urban logistic efficiency.
3. Do not formulate reduction of logistic traffic as policy aim. It is enough of a challenge to increase efficiency and keep the growth to zero.
4. Receivers and receiving premises should also contribute to increasing efficiency (ordering behaviour, building code regulations)

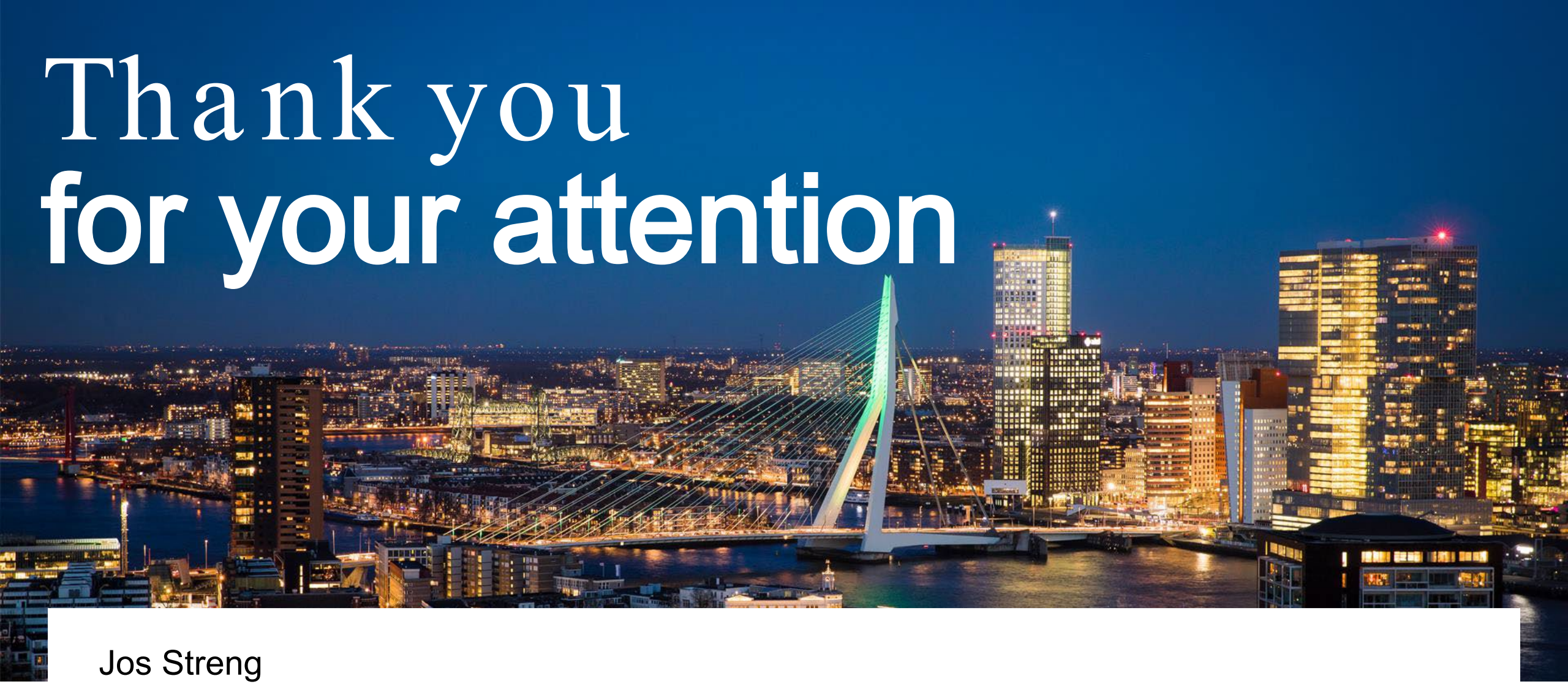
Since you're listening….

1. City logistics needs emancipation: to be combined where possible with other urban functions.

2. Logistic traffic is a different category from passenger cars. Car free city: yes please, logistic vehicle free city: impossible

3. Simulation for policy development and evaluation, but also: simulate to stimulate the discussion

Thank you for your attention



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