

## TEACHING MATERIAL GUIDANCE

### 1. Title of the material

***NOVELOG Project Guide: Sustainable Urban Logistics Planning.***

[https://civitas.eu/sites/default/files/civ\\_pol-an5\\_urban\\_web.pdf](https://civitas.eu/sites/default/files/civ_pol-an5_urban_web.pdf)

### 2. Which section of the SUMP it is relevant to?

This guidance has a cross-cutting character referring directly to slightly simplified complete SUMP circle. Hence, it includes reference to all its topics. However, considering the final output, it is the most relevant to actions 7.1 (Create and assess long list of measures) and 7.2 (Define integrated measures packages). It indicates its target-oriented purpose as a guide for developing SULP.

### 3. Which Mobility Manager knowledge this material is the most relevant to?

It is related to section 4 (Logistics and urban freight management) due to the movement type addressed. By the problem type it might be associated with 1a) addressing of community transportation challenges.

### 4. Problem approached and content overview

SULP Guidelines developed by NOVELOG consortium are an addition to Sustainable Urban Mobility Plans development guidelines, well established since 2013. The original document had to be upgraded with regard to new challenges in urban mobility planning as well as growing experience among European cities.

One of these topics that has to be addressed was the effective and efficient distribution of goods in cities and its inclusion into sustainable urban mobility planning framework. Development of Sustainable Urban Mobility Plans (SULPs) had been approached by some cities following previous experience with general SUMPs.

However, SULP planning requires special attention due to several issues. Urban freight transport (UFT) is more complex from the stakeholder perspective as well as considering variety organizational patterns. Public authorities generally have less knowledge and motivation and capacity to deal with UFT accordingly. The main challenge in UFT sustainable planning under SULP is to achieve at the same time:

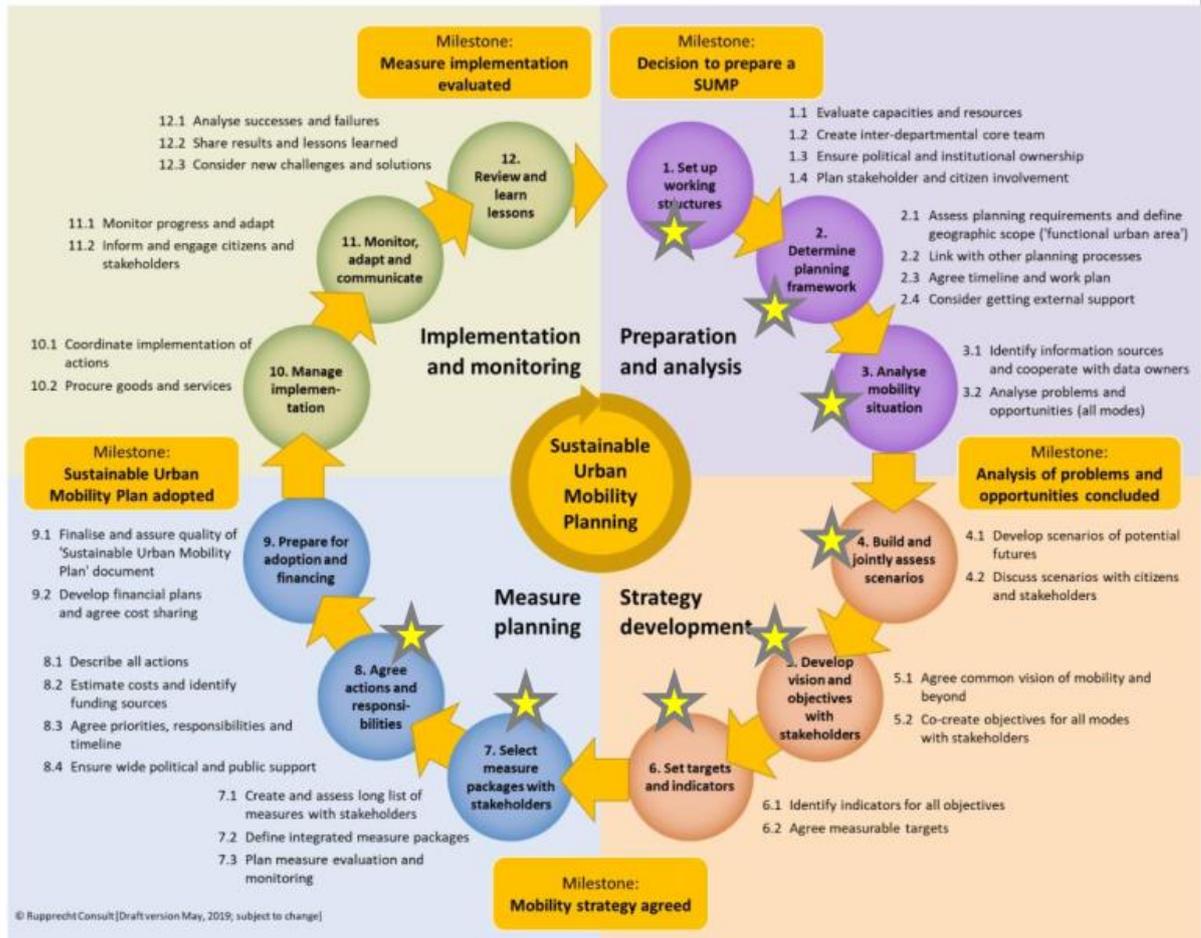
- a balance between freight industry requirement for high efficiency and low cost operations and societal requirements for low-emission and low-intrusive operations
- a balance between different and often conflicting needs and perceptions of various groups of stakeholders, including residents, city authorities and freight industry.



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To assist authorities in achieving these goals, the guidelines use so called aggregated SUMP process for SULP development. In other words, the level of a coherence with the original SUMP process depends on city's context particularities. Some SUMP actions might be directly incorporated into SULP development, while in other cases priorities of actions might change. SULP process based on aggregated SUMP is shown below.

The 12 Steps of Sustainable Urban Mobility Planning (SUMP 2.0) – A planner's overview.



The yellow stars show for which steps and activities this Guide will provide recommendations and best practices regarding urban logistics. For the implementation of the rest of the steps and activities, the city (or any other interested party) shall follow the instructions that are presented in the general SUMP Topic Guide

### 5. Who could be interested in this material?

The document is addressed most of all to city authorities implementing SULP or including an urban freight component into the SUMP. However, students preparing their thesis or working on advanced projects might be also interested.



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### 6. What is worth mentioning as an innovative factor for the reader?

- clear reference to well established SUMP procedure ensures coherence with other planning processes,
- flexibility with regards to different city context, availability of data and requirements,
- direct reference to urban freight data availability as a prerequisite of an effective problem analysis and scenario development,
- well developed database of case studies.

### 7. Limitations

Similarly to other guidelines this material shows rather high level of generalization. This implies a significant effort towards adaptation to user's needs. However, well-structured and very practical approach makes this task manageable.

