

Summary

Executive summary

The purpose of the District Logistics Analysis (DLA) of the Brabant study case was to discover the main characteristics of the material flows and the business performances. By using data collection and questionnaires this DLA composed some correlations between the LCA hypotheses and DLA findings.

In the DLA these correlations are further explained. There can be concluded that from the perspective of the LCA some major improvements must be implemented to achieve sustainable developments in Northern Brabant. Education programmes and investments in databases and Internet options should be commenced.

Furthermore there is some important information on the characteristics of the Northern Brabant area, for example the population and superficies, and the characteristics of the transport companies in Brabant, such as company size and geographical position.

Also the logistic flows are examined in depth. The subjects for discussion are the commodity groups, the logistic flows within, to and from Northern Brabant. The logistic flows to and from Northern Brabant are divided in:

- Transportation to and from other provinces of the Netherlands;
- Origin of the goods;
- Destination of the goods;
- And transhipment in Northern Brabant of the goods.

These logistic flows are examined in relation to the provinces of the Netherlands or other countries the goods are coming from or going to and on the volume (in Tons) of the goods.

Next there is some information on the performances of the transport companies in Northern Brabant, such as capacity utilisation, costs and profitability.

Finally the questionnaires used also one mentioned and there is some information on "The NEA Cost Index, Performance Indicator".

Correlation: LCA hypotheses and the DLA findings

Main hypothesis I of innovative action derived from the LCA

Short description

Developing a (virtual) network consisting of (independent) transport companies, transhipment providers, etc, will increase the transport efficiency and thus will decrease the financial and social costs of non-optimal transport performance. Exchanging freights, therefore, will be a strong support of the further sustainable development of the Brabant transport sector.

Expected results

- Reduction of the number of trips will result in:
 1. Reduction of traffic noise.
 2. Reduction of emission of pollutants.
 3. Reduction of congestion.
 4. Reduction of traffic accidents and thus of traffic casualties.
 5. Demands for additional (road) infrastructure.
- Reduction of (transport) costs because of higher utilization of the loading capacity of the transport unit.
- Development of a "Virtual transport company" (VTC), in which independent transport companies (including all modes of transport and including intermodal transhipment providers) virtually merge into a single multimodal transport company. In this way, amongst other, economies of scale can be reached and the mode of transport will be selected with the lowest (financial and, hopefully, environmental) cost.

These economies of scale can be reached by the fact that, when fully loaded, the bigger (in loading capacity) the transport vehicle is, the better (= the more sustainable) the cargo will be transported. The result of this virtual company, therefore, will be that the transport sector of the province of North Brabant, has the potential of getting more sustainable.
- Further utilization of the central geographical position of the North Brabant area.
- Further strengthening of the competitive position in (sustainable, multimodal and intermodal) transport solutions with respect to the new members of the EU (Latvia, Estonia, Lithuania, Poland, etc.).

Financial and organisational measures.

- Setting up of a "Code of Conduct" of participants of the "Virtual Transport Company" (incl. statutory regulations).
- Investments in a supra-company logistic system by means of Internet between the participating independent transport companies and thus, in fact, creating the VTC.
- In relation with, and, after the first practical experiences of the VTC, investments in infrastructure to optimize the use and the accessibility of intermodal nodes and industrial areas in Northern Brabant.
- Co-ordinations of several initiatives, partly originating from local initiatives, to follow criteria of economic and environmental sustainable development (e.g. waste management plans, reports on transport and infrastructure development, environment plans).

Correlated findings derived from the DLA

- Stimulate transportation over water by mean of road-water transport chains.
- Stimulate establishment of companies near waterways or near "Hubs".
- Increase or further development of load and unload facilities in "Hubs".
- Setting up of a "Virtual Transport Company", which co-ordinates the transport flows of a large number of transport companies (including non-transport services providers) and thus optimize the utilization of transport capacity per trip.
- To further improve the efficiency of the local logistic structure the next options are open:
 1. Optimize the use of the central geographical position of the Brabant area through the tendering of multimodal transport solutions.
 2. Further extension of the facilities of existing "Hubs".
 3. Improve or increase the capacity of existing water and road infrastructure.
 4. Start or restart non road infra-structural initiatives like "The IJzeren Rijn" (a neglected railway corridor thru the Brabant area).

Main hypothesis II of innovative action derived from the LCA.

Short description

The growing percent elderly (working) people is believed to be a major problem in the whole Netherlands and especially in the province of Northern Brabant. Younger people are moving to or working in other provinces like the province of Zuid-Holland (with the city of Rotterdam, the harbor Europoort and the governmental head quarters in the city of the Hague as main attractors). In this province there is also more choice in education institutions and, concerning non-working time, in the cities there is much more going on for young people. To be a sustainable area this tendency must be stopped. The growing percent elderly people and the leaving of young people out of the Province will result in a shortage of the work force. This shortage will prevent the Brabant area to develop into a recognized Province in the transport sector in Europe or the whole world and will put a diminution into action. To prevent this the position of Brabant as a "young" province must be regained. In order of this, Northern-Brabant has to upgrade her position as a sustainable area where ample opportunities are available for young people to develop themselves.

Expected results

- Attraction of more business with opportunities that appeal to the interest of young people.
- Attraction of more high-educated young people by stimulating the settlement of companies with "cutting edge technology".
- Attraction of more specialized (transport) people.
- The extended use of public transport by young people
- Young people are important for the future. When the elderly people are going into retirement younger people are needed, amongst much others, as financial resource for old-age pensions and volunteer aid for their own families. When the majority of the young people leave Northern Brabant the elderly people may come in a position of social exclusion and isolation and, possibly even in a situation of financial distress. This conclusion may also hold with regard to immigrants from less developed countries and to handicapped people.
- Another important point of notice is the need to reduce the growing individualization, in fact: growing social isolation of a substantial part, of the inhabitants of Northern Brabant. The purpose of this element is to

reduce (the danger of) social exclusion of minorities, especially in economically less fortunate times.

- Brabant has, in relation to the more western provinces, a large agriculture sector. Many agriculture companies face, apart from economically difficult times, the problem of succession. Sons and daughters of farmers don't want to take over the company, because they don't see much future in this business. Through a sustainable development programme staying in the agriculture sector should be stimulated, resulting in a more sustainable agriculture environment.

Financial and organizational measures

- Investments in education programs for the elderly and young people. For example reintegration programs and transition training.
- Investment in social welfare like pension funds.
- Investments in opportunities, such as entertainment, in cities and villages for the purpose of people who live there. These investments could help to persuade people to stay in the Brabant region and not move to other provinces.
- Programs and projects for positive action in favor of women, elderly, immigrants and disabled insertion in labor market, education and decision-making.

Correlated findings derived from the DLA

- To create a better social cohesion between individuals, programmes with integration as driving force should be developed more and creating more interesting jobs in the region itself should repel forensic traffic to other provinces.
- To improve the inter-local equity between territories the next two actions can be undertaken:
 1. Structure interregional cooperation at the area of multimodal transport solutions (for example: tuning railway bloc times).
 2. Investing in or attracting of intermodal service providers.