



(INstruments and NEtworks for developing logistics towards Sustainable Territorial Objectives)

Contract n° EVG1-CT-2001-00054

Local Scenario Workshop of

“The Northern Brabant case study”

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Rijswijk, 26 June 2008

1 LSW RESULTS

1.1 Working Groups

Apart from workshops within the Brabant case, several meetings have been held discussing the main (INNESTO LCA and DLA) results concerning the “Virtual Transport Company” (VTC) concept (Hypothesis No. I; see LCA). These meetings were partly held as preparation for the main plenary Workshop described in detail in the next paragraph.

The main working hypothesis was:

Developing and/or upgrading of a virtual network (the Virtual Transport Company; VTC) of in principle independent transport companies, including intermodal node service providers, and all other stakeholders!, will increase the efficiency of transport, create added value and will decrease the social costs (pollution, etc).

The main aim was:

On base of the SDL/SWOT analysis:

Define an “Action Plan” in which a summing-up of potential initiatives that should be undertaken to strengthen the outcome of the main hypothesis. These initiatives should be listed following a descending priority.

1.2 Plenary Workshop of 7th April

More than 20 participants attended the INNESTO plenary workshop meeting that was held on the 7th of April 2004 at the ‘Provinciehuis’ (provincial government building) in ‘s Hertogenbosch, the provincial capital (because of busy time schedules, to their regret, three participants had to leave before the formal ending of the workshop).

In the group a large number of organizations were represented with a broad diversity of backgrounds. There were members of the government of the province, local (rural) authorities and University of Tilburg, representatives of ROCs (Regional transshipment centers), transport companies, the Department of Public works and the EVO (the Dutch shippers organization). The (INNESTO) hypotheses on the (further and sustainable) logistical development of Brabant were stated in a presentation and formed the base of the discussion in this group with its wide diversity of interests and opinions. A more detailed overview is presented in table 1.

Table 1 *Participants Workshop of 7th of April*

-	<i>Present were:</i>	
-	<i>Ministry of Transport:</i>	<i>1</i>
-	<i>Regional authorities (province of N-Brabant):</i>	<i>5</i>
-	<i>Municipal authorities:</i>	<i>6</i>
-	<i>ROC's (regional multi-modal transshipment provider)</i>	<i>3</i>
-	<i>(road) transport companies:</i>	<i>1</i>
-	<i>Manufacturing firms</i>	<i>1</i>
-	<i>Branch associations (MCA, EVO)</i>	<i>2</i>
-	<i>Research institutes</i>	<i>2</i>
-	<i>Universities</i>	<i>1</i>
-	<i>TOTAL</i>	<i>22</i>

The workshop started with an introduction by NEA in which the (logistical) future of Brabant (in the context of Europe), in terms of transport volumes, was shown for the year 2020 (in comparison with the year 2000).

According to the calculations of the prognosis models of NEA the volume of transport in the Province of Brabant (as for the whole of Western and Central Europe) will increase dramatically in the near future (annual growth percentages 2% and more). Seen in the light of the already overloaded (road) infra-structure several far reaching decisions have to be made.

From this analysis of the present and future goods transport flows (performed as part of the DLA) it became also clear that the concept of N-Brabant as VTC, without proper additional action, is under threat. It seems that N-Brabant in the future will be not positioned in the centre of road freight transport corridors but, on the contrary, the main flows will pass north of the province without (much) added value.

The discussions were introduced by three main or leading questions. These questions were:

- 1. Do you (i.e. the participants) agree with the conclusions on the (logistical) future of N-Brabant (as derived from the DLA) in which the linking position of the province is under threat?*
- 2. If so, do you want to alter this future (the conclusion stands under the condition: "all DLA- model settings remained the same", or, in other words: no special stimulation activities are undertaken)?*

3. *If so, what can we (i.e. policy-makers, economic actors, etc. in N-Brabant) do to alter this future (thus: altering the (model) settings by adopting certain policies concerning active (economic and/or social and/or political etc) stimulation)?*

Main points of the discussion:

1. Overall transport policy of the Province of Brabant

One of the main items of the discussion was the future role of the Province of Brabant: should the Province adopt a policy focused on further growth and improvement of the linking position within multimodal and/or intermodal transport chains (playing fully the role as “virtual transport company”); or a discriminating transport policy favoring transport by rail and inland waterway together with a reduction of purely transit transport?

The following strategy was proposed:

Further growth of transport is adopted as preferable (“strengthening the virtual transport company”) by the participants under the restriction that the provinces transport policy should be focused on attracting “transport flows with added value” to the province. Purely transit transport flows should therefore be discouraged because they “produce” environmental costs (space occupancy, pollution, etc.) but generate very little benefits for the province.

2. Active stimulation of transition of transport performance from “own account” to “professional” haulier organizations

Research performed by NEA showed that the transport performance of professional haulier companies is much more “economic” than the transport performance of non-professional or “own account” haulier companies. Part of the differences is caused by the fact that “own account” hauliers aren’t allowed by law to transport goods for other companies but for his own, even if the truck isn’t fully loaded and the destination is the same.

The next question is: If transports are performed “economically” are they also performed “sustainable”?

Under the assumption that no modal shift options are available and that all other transport related variables remain the same, such as travel distance, selected truck type etc, it can be easily seen that transports performed by professional hauliers consumes in the worst case exactly as much fuel as own account hauliers. If professional hauliers,

however, are able to attract more cargo within a certain trip (as own account haulier are not allowed to do so) so that the loading capacity of the cargo vehicle is more fully used, the fuel consumption per ton or ton/km will drop. In other words whit attracting more cargo within an already planned trip the professional haulier saves fuel and thus becomes more sustainable than own account hauliers.

3. Position of the Province of Brabant in the international transport chains

The introduction showed the now-a-days and the future of the (transport) Province of Brabant in an international context. Clearly was shown that the main goods flows (except for road transport) do not enter the Province (for example: the “Betuwelijn”-rail project which passes just north of the Province).

Results of the discussion:

Province of Brabant should focus on transport chains with “added value” opportunities by:

- Upgrading of (rail, road and, especially, inland waterway) infra-structure.
- Improving of the (capacity and facility of the) ROCs (Regional Transshipment Centers).
- Further increasing of the availability of “transshipment” experts by, amongst others, improved education.
- Further attraction of “added value creators” like European Distribution Centers (EDCs) of , for instance, producers of consumer electronics.

4. Relation between (the ports of) Rotterdam and Antwerp and the Province of Brabant

The bulk of the goods transports to the hinterland of the Netherlands (Germany, Eastern and Central Europe, etc.; annual growth percentages for the latter of 6% and more!) is going by road transport and for some (extremely bulky like ores) commodities by inland waterway and (in the future) by rail.

Although it is believed that entirely transit transport flows should be discouraged to pass the Brabant region, it may be important for the region to take part in these transport flows to the hinterland, because value added transport flows may coincide with them. So, without entirely transit flows also no flows with a need for added value services will be generated.

5. Strengthening the Provinces position on the market of (semi) manufactured products

Besides the (close by) connection to the mainstreams to the hinterland another point of importance was put forward by the participants. This point concerns the (further) development of industries of (semi) manufactured products on the edges of the province in the neighborhood of the major (transit) goods flows. It is believed that transport flows generated by these industries increase the demand for value added services (like storage, packaging, etc.). The availability of these services and the passing by of purely transit transport flows may open opportunities to divert some of the transit into non-transit flows.

6. Conclusion: “Brabant the virtual transport company”

The results from the workshop (**and** from the INNESTO LCA) show clearly that the position of the Province of Brabant as the “virtual transport company” is threatened. Not only is (part of) the (road, rail and inland waterway) infra-structure suffering from congestion and/or overdue maintenance and upgrading, the major goods transport flows are passing, at the best, on the edges of the Province without any added value to the Province.

To regain and further develop the desired situation (the “virtual transport company” concept), prompt action must be undertaken.

Parts of the action plan should be:

- o Upgrading of infra-structure, such as:

The Zuidwillemsvaart (connection of the city of ‘s Hertogenbosch with the river Meuse) and the Wilhelminakanaal (connection of the city of ‘s Hertogenbosch with the Port of Rotterdam and Antwerp) which form together the main inland waterway in Brabant. These canals are believed to be too small and too shallow for intensive inland navigation.

The railway infra-structure is also overloaded and give nuisance to the local community without (much) added value.

7. Next steps:

The Government of the Province is at the moment concentrating on the improvement of the water- and railways to increase the (transport) accessibility of the Province and thus creating optimal settings for attracting goods flows with a need for added value. A sub goal is the modal shift towards more “sustainable” modes of transport being rail and foremost inland waterways.

This initiative will be supported by additional actions especially in the field of:

- quality and availability of production factor: work force, by setting up education plans and active promoting of the Province as the (transport) place to be
- investment premiums for (manufacturing) companies that attract added value services to transport

Especially the representatives from the regional authorities were a bit chocked by the picture of the (logistical) future of the province of N-Brabant as figured in the DLA. At first the participants argued the correctness of these figures but after a long discussion on the background of the calculation it was decided that a special “action team” has to be established. The main task of this team is to:

- clarify the relation between the results of the exploration which is the basis of the prognosis , basic data and (economic, social, etc) policies on the N-Brabant scale.
- define some first global strategies to ”alter the future”.

2 CORRELATION LSW, DLA AND THE LCA

LCA- main hypothesis I:

By setting up / upgrading of the Virtual Transport Company, the Province of Brabant will create added value to the community and improve the quality of the environment.

This hypothesis mainly interacts with the following SDL- elements:

O1- Environment

O2- Economy

D3- Negotiation and co-decision

D4- Creation of a shared vision

P1- Perception of a variety of development approaches

P2- Creativity and innovation in an entrepreneurial culture

The most rewarding (in terms of environment and economics) opportunities of the DLA- findings related to LCA hypothesis I:

- Stimulate “fractional” modal shift (movements of goods from entirely road transport based towards partly by road and partly by inland waterway), by means of the initiating of road-water transport chains.
- Stimulate establishment of manufactures of (semi-)finished products (especially consumer electronics and its components) near waterways or near intermodal ‘Hubs’ and nodes.
- 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:
 - Optimize the use of the central geographical position of the Brabant area through the tendering of multimodal transport solutions.
 - Further extension of the facilities of existing ‘Hubs’.
 - Improve or increase the capacity of existing water and road infrastructure.
 - Start or restart non road infra-structural initiatives like “The IJzeren Rijn” (a neglected railway corridor thru the Brabant area).

LSW results concerning LCA hypothesis I:

As stated in the last paragraph the participants of the workshop feel that the development of the Province of Brabant towards a “Virtual Transport Company” is threatened. Not only is (part of) the (road, rail and inland waterway) infra-structure suffering from congestion and/or overdue maintenance and upgrading, the major goods transport flows are passing, at the best, on the edges of the Province without any added value to the Province.

Apart from the establishment of an “Action Team” the following opportunities of the DLA-findings are selected:

- Stimulation of “fractional” modal shift (movements of goods from entirely road transport based towards partly by road and partly by inland waterway), by means of the initiating of road-water transport chains.
- Stimulation of the establishment of manufactures of (semi-)finished products (especially consumer electronics and its components) near waterways or near intermodal ‘Hubs’ and nodes.