**Flanders: urban logistics policy and measures**

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This presentation gives an overview of the urban logistics policy and initiatives within the Flemish region. Specific focus will be on the two pilots on off-hour deliveries that have been carried out since 2011 in Flanders.

Flanders is an urbanized region and a logistical turntable in Europe. Hence urban freight is considered as an important levy for the (economical) liveability of its cities and the efficiency of supply chains.

The political level therefore acknowledges the importance of urban freight. The policy memorandum ‘Mobility and Public Works (2014-2019)’ foresees the development of a regional policy framework on urban freight which has to give guidance to local authorities and stakeholders in developing a stimulating environment for urban logistics solutions. Off-hour deliveries, urban consolidation centers and multimodal solutions (inland navigation and cycle logistics) are an integral part of this broader framework. Data are also seen as a key enabler for policy monitoring and the development of new solutions.

The region has already undertaken several initiatives that could be considered as building blocks of the forthcoming framework and future actions.

- Flanders has done extensive work (2 ‘PIEK’ pilot projects) on off-hour (early morning and late evening) deliveries for big food retailers. The pilots enhanced the knowhow on the noise aspects of off-hour deliveries, the economic and societal costs and benefits, the safety aspects and the support of stakeholders (companies, inhabitants, drivers,…) for this solution. Guidebooks for local authorities and retailers facilitate the implementation of the measure.

- The results of these projects lead to a proposal to change the legal environmental framework in order to enable off-hour deliveries to big retailers. The modification is currently about to be adapted by the Flemish government.

- The region also enhanced the local dialogue and co-operation on city logistics through the support of local stakeholder platforms in six Flemish cities. This enriched the local urban freight policies, strengthened co-operation amongst stakeholders and resulted in a guidebook for local authorities to develop their own dialogue. Through the organization of thematic sessions, knowledge and best practice were shared with local authorities.

Furthermore:

- Flanders invests in state-of-the art (demand-driven) research.

- The region recently carried out a preliminary study on data collection. This document gives insight in which data are available and which are to be gathered. The study will be an instigator for further actions in data gathering, also leading to traffic management and ITS-solutions.

- European policy and projects are closely monitored. European policy measures are integrated in the regional policy and financing opportunities are communicated to the stakeholders. As an observer in European projects (e.g. LaMilo, Cycle Logistics Ahead) the region contributes to sustainable solutions for urban freight.

- The use of inland navigation for urban freight is also gaining ground

Within Flanders many stakeholders (companies, public authorities, citizens, knowledge institutions…) contribute to more efficient and sustainable urban freight. The urban consolidation center ‘market’ has become very competitive these days. A brief overview of some of these players and initiatives will be given.