Proposition of a Urban Logistic Planning framework to Belo Horizonte City

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Abstract

This paper makes a proposition of a framework to develop a logistic planning for urban freight to Belo Horizonte city. It will consider the involvement and cooperation of the three mainly agents, the city transit and transportation public agency - BHTRANS, the logistic operators - SETCEMG and retailers representatives - CDL. This process aims to develop a collaborative approach and understand how they integrate different point of views, city needs and objectives to common goals.

This collaborative work aims to improve quality of life, less air pollutant emissions and noise emissions, reduce traffic congestion, accident – related injuries, social costs and fatalities. To achieve these goals, it will be proposed some packages of measures extracted from previous and current European research projects, mainly Turblog, Bestufs and Bestufs II.

The important characteristic of this framework is that it will be aligned with Belo Horizonte’s Urban Mobility Plan and will be considered some fields of action educational, infrastructural, operational, regulations, economical, land use planning, technological and cooperative areas. This model will be also, compared with the logistic strategic plan for the City of London. The result of this work intends to be a guideline for the next Bhtrans Urban Logistic Strategic Plan for the City of Belo Horizonte, now in design and construction process.

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• Introduction

The urban logistics, sustainable traffic and transit solutions and its effects in the urban mobility is, nowadays, an important issue to the Major of Belo Horizonte City. BHTRANS, the public transit and transportations agency of Belo Horizonte is developing a Strategic Urban Logistic Plan. However, according the functional structure of city major, urban regulations and infrastructure are not under the control of the BHTRANS management system and aligned with the metropolitan director of integrate development planning. The necessity of a systemic overview of all the urban logistics aspects by the other functional agents and political agents of the City Major is considered critical to motivate innovative solutions and to permit to establish clear drivers for the future of the city logistics.

• Package of Measures

According European researches, mainly in the TURBLOG, became clear the necessity of considering the package of measures to have a systemic approach. Some strategic lines are necessary for concise strategy’s formulation (Ruesh, 2012):

• To secure and increase efficiency, lower costs and quality of the goods supply

• To improve the accessibility of freight transport intensive land use, including establishment of land use premises.

• To minimize the negative impact of freight transport.

• To reduce the conflicts with passenger and pedestrian transport, including bicycle.

• To support and encourage the awareness for freight/logistics issues, education and innovation.

• To improve cooperation.

In according these lines, BESTUFS also had been investigated some fields and associated measures like the table.
Logistic Strategic Plan for the City of London

The case of London is specially interesting because it was formatted a freight unit in Transport of London (Browne et al., 2012), the executive body of the Major. It was developed and has been implemented a business plan that contains seven aims in three fields. ECONOMY field – Support London’s growth in population and economic activity; improve the efficiency of freight distribution and servicing within London; balance the needs of freight and servicing with those of other transport users and demands for London’s resources. ENVIROMENT field: improve air quality in London and contribution to climate change by reducing emissions of local air pollutants and CO\textsubscript{2} caused by freight and servicing; improve quality of life in London minimizing the impact of noise and vibrations caused by freight and servicing. SOCIETY field: improve health and safety in London by reducing the number of deaths and injuries associated with freight movement and servicing; improve quality of life in London by reducing the negative impacts of freight and servicing on communities.

Collaborative work

Another characteristic of this collaborative work involving the three mainly city logistic agents representatives is that it also has the participation of the universities, research consultant companies, industries representatives, an involvement of the urban regulations and development sector of the major, the
State of Minas Gerais and other cities majors around Belo Horizonte representatives. The workshops involving intend to be a educational opportunity allowing a new cultural and innovative perspectives.

- Guidelines for the City of Belo Horizonte

The mainly fields, measures and urban logistic vision will be presented in this work to contribute to the development of the Belo Horizonte Logistic’s Master Plan aligned and integrated with the Urban Mobility Plan and allowing the development of the key City Logistic Indicators.

- Conclusion

The framework structure, like other cities that have been implementing the urban logistics master plan, will have an indicative of the mainly policies, package of measures, researches, indicators propositions and pilot projects propositions. The initiative and collaborations work should spread out to the other cities around Belo Horizonte metropolitan region.

References