

The Project

INTERACTION: improving logistics and freight transport

INTERACTION aims to enhance *logistics and freight transport performance* by shippers to reduce energy consumption, CO₂-emissions and transport costs. The INTERACTION project is set up and carried out by a group of energy agencies and specialized consultancies that are actively involved in projects and programmes concerning energy use reduction in freight transport. Recent experiences in different countries show that a sectoral approach towards energy use reduction in freight transport is very successful. Actual practice has shown that – on average - reduction potentials of 15% can be realised.



More than 100 companies have joined the project

The project is well on its way and over 100 companies have shown their interest in the concept and are participating in the project. Together with the project partners they are now deciding on what measures to pursue during the second phase of the project. The companies committed to the project are represented by the sectors below.

- Germany: Transport, Food & Drink industry and Waste management
- The Netherlands: Retail/supermarkets, Building materials and Laundry
- Czech Republic: Transport
- Greece: Petroleum, Transport and Waste management
- Bulgaria: Woodprocessing, Pulp & Paper and Metallurgy/non-Ferro
- Baltic Sea Area: Transport and Furniture logistics
- Finland: Waste management, Food & Drink and Commerce (retail/wholesale)

The best practices database

A very important part of the project can be found in the collection and dissemination of best practices in the field of transport efficiency. Starting from the Dutch experience in transport efficient measures at a branch and company level, the partners have started to build a best practice database. This database can help branches, companies and government (agencies) to learn more about the benefits of efficiency measures. The database is available via the INTERACTION website

The database contains measures as well as examples of companies which have implemented a certain measure. There is a wide variety of measures which you can think of, ranging from engine efficiency to eco-driving and bundling of cargo between companies. The examples show that it is feasible to reduce energy usage and save transport costs up to 15% at the same time!

Please have a look at: www.eu-interaction.net and follow the link to 'Good-practice'!

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A good practice example – Night distribution in The Netherlands

In The Netherlands in september three sectoral approach projects started. The three sectors are:

- Retail-supermarkets (implementation of night distribution to inner cities)
- Laundry (planning and transport management software selection)
- Building material (cooperation between companies to prevent empty return trips)

In this Newsletter we focus on Night distribution.

The Netherlands has a population of 16 million people and has one of the highest population densities in Europe. This means that in a lot of urban areas, freight distribution can cause noise and or air quality problems. To solve the problems of noise in the Netherlands the PIEK program was started. (http://www.piek.org/engels/home_eng.htm) In this program silent distribution trucks and equipment were developed. Nowadays these trucks and equipment are more and more used by forwarders in The Netherlands .



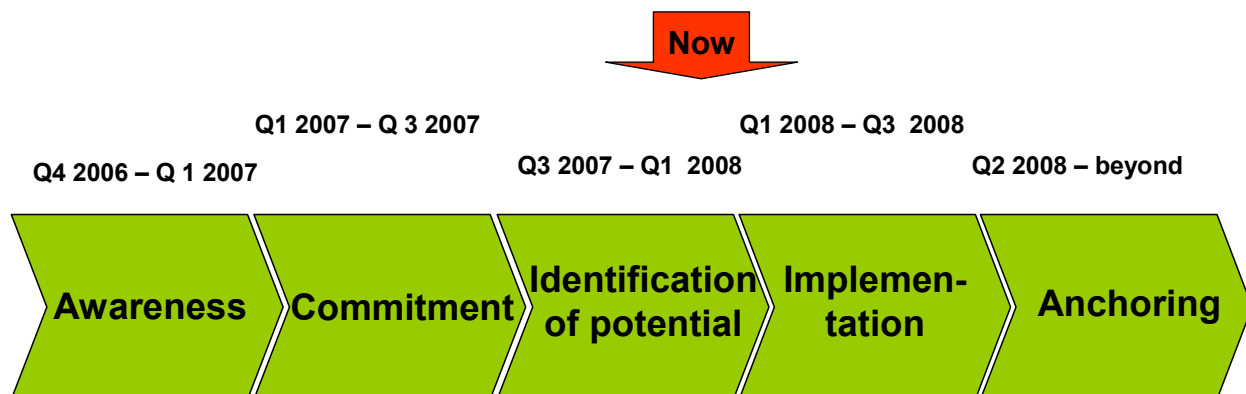
Now, a new possibility for making distribution more sustainable is at hand. That is the combination of silent trucks and night distribution in the inner cities in NL. The introduction of night distribution on a large scale in the Netherlands can lead to significant benefits: Better traffic flows for the trucks involved (they can avoid the morning traffic jams) resulting also in less intense traffic jams (less trucks). This also has consequences on energy usage, CO2 emission and air-quality.

In co-operation with the PIEK programme, in INTERACTION we are starting now 10 pilots on night distribution. In these pilots 4 retail concerns are involved and 8 local government of cities. In these pilots we will monitor all the effects that night distribution will have. Also an extrapolation will be made on what the effects will be when a broader implementation of night distribution will be achieved.

To realise a level playing field for all countries that are now involved in trails with evening and night distribution the aim is to start an European project in order to exchange knowledge in this particular area of distribution

The Timeline

The partners in Interaction are currently working on the selection of the measures at a company level. At the same time some companies are already in the process of implementation and monitoring of the results.



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