TEACHING MATERIAL GUIDANCE

1. Title of the material

NOVELOG Toolkit

http://www.uct.imet.gr/Novelog-Tools/Toolkit

2. Which section of the SUMP it is relevant to?

The toolkit which has been developed within the NOVELOG project might be applied for analysis, scenario and measures development as well as for appraisal and assessment. Its main thematic areas are urban freight logistics, especially the development of Sustainable Urban Logistics Plans (SULP).It is related to the following sections of the SUMP circle: 4.1 Develop scenarios of potential futures and 4.2 Discuss scenarios with citizens and stakeholders under section 4 Build and jointly assess scenarios. It might also be useful for establishing targets and indicators under Section 6 (Set targets and indicators) and 6.1 identify indicators for all objectives and 6.2 Agree measurable targets.

3. Which Mobility Manager knowledge this material is the most relevant to?

It is related to Section 4 Logistics and urban freight transport management due to the type of movements. It may also be associated with 1d) Development of mobility solutions meeting community challenges.

4. Problem approach and content overview

NOVELOG toolkit has been developed to facilitate cooperation and common understanding among city stakeholders essential to ensure the implementation of long-term solutions for urban logistics problems. The tool:

a) is a starting point for various UFT stakeholders to realise factors beyond their own operational and authority boundaries,
b) supports the identification of key factors influencing UFT demand and supply and their impact on the city and UFT itself,

In practice, the toolkit is a decision support toolkit to aid cities in selecting the most appropriate UFT measures relevant to each specific problem or implementation area. This solution is based on a large database of up-to--to--date research and implementation projects in the European cities. Information of these activities are provided in a considered manner useful for practical verification, including:

a) the parameters of the city that affect the urban environment,
b) the impact of the measures implemented.

Below, an overview of this approach is given as example from the tool main page:

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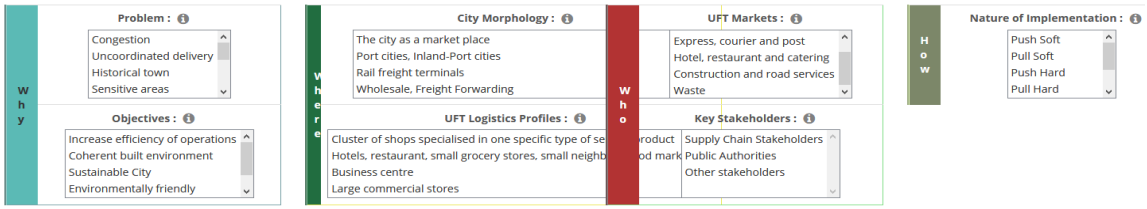

The content is organised around subsequent questions guiding the user through an assessment of a baseline situation, problems and what types of solutions are to be implemented. As a result, a list of cities is provided where initiatives which fulfill the given prerequisites have been implemented. Moreover, and impact assessment of these actions is provided regarding such factors as service level, traffic reduction, vehicle kilometers and load factor. If available, for each city, these factors describing UFT activity are further broken down into impacts on the environment (CO_2 emissions, noise pollution), economy (costs and energy), among others. Each city-specific case has a direct link to a detailed source of information, predominantly the websites of EU funded projects. An example of the results list input is given below:

Measures/Policies

⊘ N/A ☹☹ Very bad ☹ Bad 😐 Neutral 🙂 Good 😊😊 Very good — Relative Measures/Policies: 214

ID	City(ies)	Measures / Policies Implementation	LSI	CO2 emission	Noise pollution	Costs	Service Level	Criteria Matching
1	Turin	Regulatory measures, Market-based measures	0	🙂	⊘	⊘	⊘	84%
2	Pisa	Stakeholders' engagement, Regulatory measures, Land use planning and infrastructure, New technologies	0	⊘	⊘	⊘	⊘	70%
3	Padova	Land use planning and infrastructure	N/A	🙂	🙂	🙂	🙂	70%
4	Athens	Stakeholders' engagement, New technologies, Eco-logistics awareness raising	0	🙂	🙂	🙂	⊘	56%
5	Mechelen	Stakeholders' engagement, Regulatory measures, Land use planning and infrastructure, Eco-logistics awareness raising	0	😊😊	⊘	⊘	⊘	56%
6	Rome	Regulatory measures, Land use planning and infrastructure	0	😊😊	😊😊	⊘	⊘	56%

5. Who could be interested in this material?

The tool's main target audience are students but also practitioners. The first group might benefit from an direct and well-structured access, as well categorised examples of UFT measures under several categories. Practitioners from cities of various sizes could focus on an appraisal of measures regarding their intended results and the adoption of proper measurable indicators.

6. What is worth mentioning as an innovative factor for the reader?

There are several reasons why the described tool might be beneficial for the user:

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- there is a possibility for quick determination of user (city) requirements, main freight flows, and actors as well as the type of measures to be considered (pull, push, soft, hard),
- well documented database of case studies
- case studies are impact oriented, which means a focus to provide measurable evidences and results indicators,
- each case gives an opportunity for further lecture and exploration due to links to its source.

7. Limitations

The tool has not been updated since the finalisation of the NOVELOG project. However, it provides access to all respective examples of measures implemented in European cities, which makes it the valuable aid during a planning process. Some direct links are missing which take the user directly to a resource which has been used to build the tool's database. However, it is still possible to identify the relevant project name and do an independent internet search for a particular file.

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