



## SpediThun - Urban distribution centre operated by a city logistics scheme (Switzerland)

In order to reduce the inner-city freight transport in the city of Thun, a distribution centre was realised from which the inner-city shops are delivered with special vans adapted to the narrow streets.



### Background & Objectives

The association Stadtmobilität Thun was initiated in 1997 by VCS, an association for transport and environment and the IG Velo, a cyclist lobby organisation. The Stadtmobilität Thun association deals with any question or problem in relation to urban mobility in the city of Thun including urban freight (SpediThun). Its members are among others the local public transport operator, the municipality and several cyclist lobby organisations. The association of inner city trade and retailers is currently being integrated. Projects initiated by the platform include a bike delivery system, a mobility information brochure for new residents or the project SpediThun. SpediThun was started in summer 2000 under the motto 'delivering together'. It emerged from the project 'urban mobility' that was launched in 1997 by the municipality of Thun and various transport associations. It was aimed to enhance heavy vehicle transport to carry out deliveries in the historical centre of Thun.

### Implementation

SpediThun is a city logistics scheme operating an urban distribution centre. The project that emerged from the public private partnership Stadtmobilität Thun is also organised in a PPP itself. The informal PPP is composed of five essential partners which are building a sort of steering committee for this launched project. In collaboration with two local transport operators a terminal was realised in the outskirts of Thun. At the terminal the goods are reconsolidated and then delivered twice a day to the retailers in the inner city using appropriate vehicles adapted to the network of narrow streets downtown. The project aims at delivering at least 200 consignments per week, reducing the number of trucks with trailer downtown to zero and reducing the number of trucks downtown up to 20 %. The project was started with an intensive marketing campaign including over 300 transport operators as well as local businesses. In average, around 50 tons are delivered into the city per month by the SpediThun vans.

A part from the location of the terminal its opening hours are estimated to be crucial for the success of the project. Another key factors is seen to be the fact that the whole project is embedded in the framework project 'urban mobility' which takes a governing and co-ordinating part bringing together the various actors and their differing demands and supplies while knowing about the specific details and complexity of the transport business. Furthermore the involved transport operators are known to be highly innovative, have good local contacts and have a close relation to the project. The projects is economically independent and apparently attractive for the two transport operators involved. The transport operator covered their entire costs due to terminal investments, etc. The municipality covered the cost for public relations and marketing. All other members of the working group covered their own expenses.

### Conclusions

At the beginning personal contacts were crucial but finally the partnership worked out well. Nevertheless the steering group broke up after the launch of the project and a first evaluation meeting. A success factor for the partnership and the project respectively was the broad composition of the steering group. An innovative actor is needed for initiating the project, but broad partnership is necessary in order to reduce the implementation risk. Although the partnership was attached to a project, thus temporary, it was broken up too quickly. The partnership should have continued in order to elaborate further measures supportive to the project.

Texts taken from/ More information available in Deliverable D 2.4 Best Practice Handbook Year 4 from BESTUFS project.

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