Smart Freight Forum China
Efficient and Green Urban Freight
Summary Report
About Smart Freight Forum China

Smart Freight Forum China seeks to gather executives and professionals dedicated to a more sustainable and efficient freight sector. The Forum is organized by Smart Freight Centre China to join hands with other key partners leading China’s freight sector development to:

- Facilitate information sharing and collaboration among key partners on green freight and logistics development
- Present and showcase progress made on sustainable and green freight from business leaders, i.e. green shippers, LSPs and carriers
- Brief participants on policy and regulatory trends, discussing industry development pathways, and introducing fuel efficient technologies, measures and sustainable freight solutions.

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Smart Freight Forum China
Efficient and Green Urban Freight
Summary Report

The Smart Freight Forum China on Efficient and Green Urban Freight was successfully held in Beijing on April 26, 2019. The forum, guided by the Smart Freight China Expert Council, was co-organized by Smart Freight Centre China, the Beijing Transportation Institute, the Rocky Mountain Institute, Energy Foundation China, IKEA China, and Scania China sponsored the workshop.

Among the participants of the forum were representatives of companies, industry associations and research organizations including large-scale cargo owners, such as IKEA China and Lenovo China; Transportation companies such as Sinotrans, UPS and SF Express; New Energy Vehicle companies such as Xiali Group and Di Shang Tie; Industry associations, including China Federation of Logistics and Purchasing (CFLP); and the China Road Transportation Association (CRTA); and research organizations such as the Transport Planning and Research Institute (TPRI) of the Ministry of Transport (TPRI), the Beijing Transportation Institute, the Rocky Mountain Institute, the World Resources Institute, the GIZ, and the China Carbon Forum. (For detailed meeting information, see the Forum Introduction and Schedule in the annex.)

Policy background for efficient and green freight development in Beijing

Urban Development Planning:
The “Special Plan for Logistics in Beijing” came into force in 2017, setting development goals and special planning for logistics hubs up to the year 2035, with a special outlook on the period outlook 2020 to 2030. The main basis for planning and policy in the region includes the following documents:

5. “Beijing 13th Five-Year Plan for the Development of the Postal Service” (issued in 2016)
The spatial layout of logistics hubs in Beijing is based on the national-level strategy for coordinating development in the Beijing-Tianjin-Hebei (Jing-Jin-Ji) Region. It focuses on ensuring urban functionality, serving the daily lives of residents, and supporting the logistics of the region through the implementation of a "3+1" urban logistics hub network system including "large-scale integrated logistics parks (logistics bases) + logistics centers + distribution centers + 'end point network'". Overall, the planning framework relies on the control regulations, detailed regulations, and other constraints and implementation of the planning of urban logistics facilities have been developed.

In the future, the spatial layout structure of logistics in Beijing can be seen as a series of networked, multi-layered, and multi-modal concentric circles. The concentric circles of logistics organization can be found at 10 km, 30 km and 50 km from Beijing's city center. Based on an examination of the plan, it is clear that it will be necessary to introduce a large number of logistics facilities, with labour-intensive operations. The high cost of land and labor in Beijing and the competitive nature of the market.

Based on the details of the special plan, it becomes obvious that it will be impossible to introduce a large number of new, labour-intensive logistics facilities in the city. The high cost of land and labor in Beijing and the competitive pattern market has opened up a window of opportunity for the implementation of automation equipment and intelligent technology; the governments of various districts in Beijing are now making demands for utilization of high technology, especially based on the rigid requirements of logistics land supply. The main development direction of Beijing logistics should be "integration of warehouses and distribution." Environmental protection: The impact of Beijing's environmental protection policy on logistics is becoming stricter. According to the requirements of the "Beijing Air Pollution Prevention and Control Plan for the 13th Five-Year Plan", Beijing will set up a low-emission area for trucks within the Sixth Ring Road on 21 September 2018. According to the plan, China National III diesel trucks are prohibited from passing through the roads around the Sixth Ring Road throughout the day. According to the "Beijing Three-Year Action Plan to Defend the Blue Skies", the number of new energy vehicles in the city will reach 400,000 in 2020. By 2020, postal, urban express delivery, and light sanitation vehicles (below 4.5 tons) should be primarily replaced by electric vehicles. Likewise, most light logistics distribution vehicles (under 4.5 tons) issued operational licenses should be replaced by electric vehicles, as well as buses used in central urban areas and urban sub-centers.

Transport structural adjustment: In response to the "Three-year Action Plan for the Promotion of Transport Structural Adjustment (2018-2020)" issued by the Public Office of the State Council on 17 September 2018. On 27 December of the same year, the Beijing Municipal Government issued a notice regarding the "Three-year Action Plan for the Promotion of Transport Structural Adjustment in Beijing (2018-2020)". The plan focused on the "road to rail" as the main mode of transport for manufactured and daily-use materials, with logistics facilities, industrial and mining enterprises and railway freight yards to have railway as the main areas: in line with the principle of "railway priority, road optimization" promotes the implementation of transport structural adjustment, promotes the integration of inter and multi-modal road, rail, waterway shipping, thus moving toward modern integrated transportation. The transportation system provides a solid foundation for the fight against pollution and the battle to defend Beijing's blue skies.

Beijing is a special city, where developing logistics requires a high degree of attention to policy changes, urban planning and market orientation!

Based on the full discussion and rich information during this forum, the next steps for the government, cargo owners and transportation companies are as follows:

Recommendations to the Government:
1. The management idea of urban distribution in the new era is to establish an efficient, convenient, collaborative, intelligent and environmentally-friendly urban distribution logistics system. Gradually, foster urban distribution logistics systems undertaken by professional and large-scale third-party logistics organizations, using standardized distribution transportation vehicles and urban logistics infrastructure and supported by modern information and logistics technology.

The specific recommendations are as follows:
1. Institutional innovation: Establish an intergovernmental cooperation system at the national and local levels, conduct joint ministerial meetings, establish an urban logistics leading group at the local level, and work together in multiple departments.
3. Logistics policy innovation: Establish an urban logistics policy framework covering aspects of infrastructure construction, distribution vehicle access, urban logistics organization, urban logistics technology, urban logistics energy conservation and environmental protection, and comprehensive logistics support.
4. Stakeholder coordination: Coordinating stakeholders such as cargo owners, receiving companies, distribution companies, industry associations, and urban residents to communicate and cooperate.

Recommendations to cargo owners:
1. Utilize efficient and intelligent technologies such as forklifts, AGV, and rail transport to improve efficiency and reduce costs.
2. Share data with stakeholders to improve coordination and efficiency.
3. Implement sustainable practices to reduce carbon footprint.
4. Cooperate with government and industry associations to promote sustainable logistics practices.

Recommendations to transport enterprises:
1. Implement efficient and sustainable practices to reduce carbon footprint.
2. Cooperate with government and industry associations to promote sustainable logistics practices.
3. Share data with stakeholders to improve coordination and efficiency.
4. Implement efficient and intelligent technologies such as forklifts, AGV, and rail transport to improve efficiency and reduce costs.
Recommendations to logistics companies:

1. Track policy changes: Track the development of policy for electrification of urban distribution vehicles and the rights of vehicle types to operate on Beijing’s roads under the requirements of the city’s rigid environmental protection policies; cautiously invest in current China National V diesel vehicles.

2. Warehouse automation facilities: Maximize warehouse stock, reduce labor costs and increase efficiency to compensate for the high cost of land in Beijing.

3. Informationization: Logistics companies with excellent digital data management will have difficulty entering the Beijing market, with informationization becoming a core competency of logistics companies.

4. Professionalization: Train blue-collar workers with intelligent and automated capabilities; train or acquire information engineers; senior logistics managers, etc.

Annex 1: Background Information on Beijing Urban Distribution Development Trends

The logistics industry is a composite service industry that integrates transportation, warehousing, freight forwarding and information. In the past two decades, the logistics industry in Beijing has developed rapidly, and is becoming one of the most demanding and active industries in the capital city’s economy. However, the Beijing logistics system has grown relatively organically and experiences “inefficient self-balancing”. The long-term disorganized growth has created prominent development quality problems, environmental issues and traffic problems, making it difficult to meet the requirements of urban development in the service economy. Recent documents and policies have put forward new requirements for the construction of Beijing’s new logistics system from the aspects of system planning, environmental protection and quality improvement.

1. Development planning

The coordinated development of the Beijing-Tianjin-Hebei (Jing-Jin-Ji) Region is a major national development strategy. It provides an orderly solution to Beijing’s non-government functions and the construction of an urban sub-center. Beijing has entered a new era of development, and with it has come a revised urban master plan created to adhere to the concepts of people-oriented and sustainable development. The spatial planning of the region has been organized along the concept of “one centre, two axes”, with the locations of four regional centers clarified, and the transportation carrying capacity being taken as a major constraint condition for urban development.

On September 29, 2017, Beijing released the “Beijing Urban Master Plan (2016-2035)”, which clearly defined the positioning of residential service logistics, resolving uncertainties and clearly establishing the direction for the reconstruction of the city’s logistics system.

The “Beijing Logistics Special Plan” proposes to implement the “3+4” city logistics node network system of “large-scale integrated logistics park (logistics base) + logistics center + distribution center” + “end point network”. Overall planning management rules, control regulations, detailed regulations and other constraints and implementation of four layers of logistics facilities have been developed.

In the “Beijing Logistics Three-Year Improvement Action Plan”, it is proposed to adhere to the problem orientation and goal orientation, aiming at the high-end and small scattered polarization of Beijing logistics, the disorderly construction of storage facilities, the imperfect distribution system, single transportation mode, and vehicle traffic restrictions. In accordance with the strategic positioning of the four central cities in the service capital and the implementation of the requirements of the city’s general rules, we will strive to create a safe, efficient, green and intelligent logistics system.

2. Environmental requirements

The air pollution caused by the exhaust of heavy-duty diesel vehicles has caused unprecedented concern in freight transportation. Every aspect of urban logistics needs to be changed so as to form a green intensive development model, and new energy vehicles and other clean technologies need to be vigorously developed so as to reduce the emission intensity of heavy-duty diesel vehicles.

On June 27, 2018, the State Council issued the “Three-Year Action Plan to Defend the Blue Skies”, proposing that the decisions made by the Party Central Committee, the State Council and the National Ecological Environmental Protection Conference should be seriously implemented. Adherence to the new development concept, at the scale of the whole society, pollution prevention and control at the source, and treatment of both the symptoms and the root causes of pollution were taken as key guidelines.

Box 1
Beijing Urban Master Plan (2016-2035)

“Promote regional logistics bases and a professional market in the region. It is strictly forbidden to build and expand logistics storage facilities within the Third Ring Road.”

“Build a convenient, intelligent and efficient logistics distribution system. Promote the construction of logistics service terminal facilities such as express outlets, convenience service points, self-delivery cabinets and online shopping service stations, and improve the postal universal service system.”

“Improve the mode and efficiency of logistics and distribution and build an urban and rural public logistics distribution facility system consisting of logistics bases, professional logistics parks, distribution centers and terminal distribution points. Standardize the organization of urban terminal distribution to form multi-functional and intensive logistics and develop the distribution terminal network. Optimize and integrate the layout of civil aviation, railway and highway logistics facilities to achieve professional transportation.”

The Beijing-Tianjin-Hebei (Jing-Jin-Ji) region and surrounding areas (hereinafter referred to as key areas), continue to carry out air pollution prevention and control actions, and comprehensively apply economic, legal, technical and necessary administrative activities, vigorously adjust and optimise industrial, energy, transportation and land-use structure, strengthen regional joint prevention and control, pay close attention to pollution control in autumn and winter, make overall plans, systematic planning, and precise policies so as to win the battle to defend blue skies and achieve environmental, economic and social benefits. On September 7 of the same year, Beijing issued the “Three-Year Action Plan for Beijing to Defend the Blue Skies”, stating that it should be guided by the concept of ecological civilization construction, focusing on the management of fine particulate matter (PM2.5), with the goal of renovation. Based on governance, under the rule of law, the policy focuses on controlling key areas such as diesel trucks. The policy also aims to optimize and adjust transportation, industrial, energy and land
use structure, strengthen regional joint prevention and control, focus on strengthening detailed urban management, comprehensively promote green development, and resolutely win the battle to defend blue skies. Finally, the policy provides strong support for the construction of a world-class harmonious and livable capital.

In addition, the three-year action plan for the defense of Blue Skies, the National and Beijing governments have also issued corresponding tasks and action plans for ecological civilization construction and air pollution prevention and control, and put forward new requirements for environmental protection.

Box 2: Action plan to promote the management of heavy diesel vehicles
2. Action Plan for the Control of Pollution from Diesel Trucks ([2016] No. 179)
8. Beijing diesel truck pollution control plan

"Beijing-Tianjin-Hebei (Jing-Jin-Ji) and surrounding areas" autumn and winter 2018-2019 air pollution comprehensive management action plan" instructed focus on the problems, adjust and optimise industrial, energy, transportation and land-use structure and promote clean heating, road-to-rail intermodal transport, and the comprehensive rectification of "scattered and polluting" enterprises, paying close attention to cleaning up diesel trucks, industrial furnaces and volatile organic compounds (VOCs), strengthening joint prevention and control of regional pollution, implement effective strategies for coping with heavy polluted weather, and strictly monitoring accountability on in-depth efforts to comprehensively combat air pollution during the autumn and winter seasons.

3. Transport structure adjustment
On September 17, 2018, the "Notice of the State Council's Public Office on Printing and Distributing the "Three-Year Action Plan for Advancing the Adjustment of Transport Structure (2018-2020)". Guo Ban Fa [2018] No. 91 was released. It announced that the new development concept should be firmly established and implemented in accordance with the requirements of high-quality development, and pollution should be dealt with by examining both the symptoms and root causes, comprehensive measures, policy guidance, market-driven strategies, key breakthroughs, and systematic advancement. These should include deepening of the structural reform of the supply of transportation services with Beijing-Tianjin-Hebei (Jing-Jin-Ji) and the surrounding areas, the Yangtze River Delta region, the Yan Plains and other regions (hereinafter referred to as the key areas) are the main areas of focus, to promote the freight transportation reform. One of the main concepts outlined in the "Action Plan" included "Road-to-Rail, Road-to-riverway" modal shift, with constant improvement of the comprehensive transportation network, and effective improvement of the transportation organization level to reduce the overall amount of road transport, increase the amount of railway transportation, speed up the construction of a modern integrated transportation system, effectively support the defense of blue skies, fight the battle against pollution, and better serve the construction of a powerful country and a win-win society.

In response to the Notice, the Beijing Municipal Government issued a notice on the "Three-year Action Plan for the Promotion of Transport Structure Adjustment in Beijing (2018-2020)". The plan focused on the "Road-to-Rail" modal shift of bulk production and daily living materials, with logistics facilities, industrial and mining enterprises and railway freight yards with railway access conditions as the main areas; The principle of "railway priority, road optimization", promotes the implementation of transport structure adjustment work, focusing on the integration of road, rail, and waterway transport thus creating the "Beijing Integrated transport system". The transportation system provides a solid guarantee for the fight against pollution and the battle to defend blue skies.

4. Promote the application of new energy vehicles
(1) Subsidy
On March 26, 2019, the Ministry of Finance and other four ministries and commissions issued the "Notice on Further Improving the Financial Subsidy Policy for the Promotion and Application of New Energy Vehicles" (Cai Jan [2019] No. 138), clarifying the national and local purchase subsidy requirements for new energy vehicles in 2019. In terms of subsidy standards, the subsidy for new energy vehicles in 2019 is 50% lower than that in 2018, and local improvement policies are required to cancel local purchase subsidies. In the implementation of the policy, during the transition period from March 26, 2019 to June 25, 2019, the national subsidy standard for car purchase during the transition period is 80% of 2018. After July 1, 2019, it will be implemented according to the new standard.

In the "2019 Action Plan for Pollution Prevention and Control in Beijing", it was instructed that before the end of April 2019, the Municipal Transportation Commission, the Municipal Public Security Bureau, and the Municipal Bureau of Commerce should roll out an incentive policy for the new energy trucks. The Municipal Transportation Commission and the Municipal Finance Bureau, with the goal of reducing the consumption of diesel, is researching and formulating relevant policies to encourage the use of new energy trucks.

(2) Development goal
In the "Three-Year Action Plan to Defend the Blue Skies", a target was set to the promotion of new and updated light-duty logistics or distribution vehicles in urban areas using new energy or clean energy vehicles, with a use rate of 80% in key areas. "Beijing-Tianjin-Hebei and surrounding areas autumn and winter of
2018-2019 comprehensive management of air pollution plan” proposed that each city should develop a three-year action plan for the upgrade of vehicles and ships to ensure that new energy and China National VI light-duty logistics distribution vehicles used in urban built-up areas in 2020 make up 80% of the fleet.

The Beijing-level document “Three-Year Beijing Action Plan to Defend the Blue Skies” stated that before the end of 2019, the Municipal Science and Technology Commission would take the lead and work with the Municipal Communications Commission and other departments or units to study and formulate a new strategy to promote the electrification of diesel vehicles. A target of 400,000 new energy vehicles in the city by 2020 was established, and an incentive policy for the sustainable operation of new energy trucks was developed. Light-duty logistics and distribution vehicles should be mostly electrified by 2020; additionally, by 2020 light-duty logistics and distribution vehicles (under 4.5 tons) that require truck permits should be electrified.

(3) City Access Rights

“The Plan for the National Development and Reform Commission, the Central Network Information Office, the Ministry of Industry and Information Technology, the Ministry of Public Security, the Ministry of Finance, and the Ministry of Commerce on promoting the high-quality development of logistics to promote the formation of a strong domestic market”, agreed to implement the differentiated traffic management policy for new energy trucks, providing convenient access, expanding the scope of access, and even eliminate daytime roadway operational limitations to electric light trucks.”

“Three-Year Beijing Action Plan to Defend the Blue Skies” (Jing Zheng Fa [2018] No. 22) clearly requires the formulation of a new energy truck road use permitting and to, “by 2020, ensure that light logistics distribution vehicle that require truck road use permits (4.5 tons or less) are all electric.”

The Beijing New Energy Smart Vehicle Promotion and Application Action Plan (2018-2020) proposed that the supporting policies be improved. “Continuously improve the policy system and realize the synergy of policies such as technological innovation, financial subsidies, vehicle regulation, and traffic differentiation. Research and propose differentiated general management methods, improve overall policy guidelines, and regulates vehicle management and use according to law. In terms of logistics vehicles, study and formulate a three-year logistics action improvement plan, and an incentive policy for the on-road permitting of new energy trucks and sustainable operation”.

The 2018-2019 Beijing Autumn and Winter air pollution reduction plan proposed that the Municipal Public Security Bureau take the lead to organise the Municipal Commerce Committee, the Municipal Transportation Commission and other relevant departments to study and formulate the road policy for new energy trucks and organize the implementation.

Box 3: Domestic experience using new energy trucks

Chinese cities such as Tianjin, Shanghai, Chengdu, Shenzhen, and Chengdu have begun to explore and practice the priority policy of pure electric vehicles and promote the rapid development of new energy vehicles in the field of freight transportation since 2016. The management models of Shanghai and Shenzhen make for two case studies, with one issuing additional permits for pure electric vehicles and the other allowing pure electric vehicles unrestricted passage.

Shanghai’s model was to issue of 3000 permits for pure electric vehicles since 2016, and without any fundamental adjustment of the urban pass permit management policy or the scale and distribution of gasoline and diesel trucks, where the certificates are renewed annually. After the implementation of the policy, the increase in pure electric trucks rose from approximately 1,000 in 2015 and 2016 to 8,000 in 2017. Because the number of permits for pure electric trucks is basically fixed, and the number of vehicles is rising rapidly, the probability of obtaining passes is decreasing year by year. In 2016, a company could likely receive permits for all its pure electric trucks; in 2017, only an average of 4 permits for every 10 vehicles were available, and by 2018, the probability of getting a permit dropped to 20%. The real-time operational monitoring of vehicles demonstrated that vehicles without permits were sitting idle and that the operating efficiency of the permitted vehicles was not high. Meanwhile, since the inventory of gasoline and diesel trucks to pure electric trucks had not been effectively promoted. In the next stage, Shanghai plans to use the results of operational efficiency monitoring as the basis for the issuance of new energy truck permits. It will also gradually issue more pure electric truck passes while reducing the number of gasoline and diesel truck passes.

In order to support the development of the new energy automobile industry, Shenzhen fully liberalized the right of pure electric trucks to drive in the city. Since 2016, pure electric light and mini trucks that have completed the electronic filing registration and provided real-time operational monitoring data to the Shenzhen Public Security Traffic Management System may be used during the day (except for some sections of Shennan Avenue). After the implementation of this policy, the annual population of pure electric trucks rose from about 5,060 vehicles in 2015 and 2016 to more than 20,000 vehicles in 2017 and 2018. However, the policy has not been effective for upgrading of gasoline and diesel trucks to pure electric trucks. The proportion of new energy trucks owned by Shenzhen leasing companies is as high as 98%, and it is generally a heavy asset operation enterprise. Due to the rapid increase in the number of new energy trucks, the supply market has excess supply, and the vehicle idle rate is as high as 35%. Some enterprises are unsustainable.
(4) Cost reduction and efficiency enhancement:
The "Opinions on Implementing Cost Reduction and Efficiency Increase in Beijing Logistics Industry" stated that the logistics industry is a composite modern service industry that integrates transportation, warehousing and information industries, and is a basic and strategic industry for the development of the national economy and the provision of urban services. Reducing logistics costs and improving operational efficiency are the objective requirements of implementing the strategy of the Capital (Beijing) and building an international first-class harmonious and livable city. They are also key to structural reform of the supply side and are important means of expanding effective investment and promoting consumption by urban and rural residents.

Improving operational efficiency and reducing costs in logistics are important ways to open up economic bottlenecks, and improve the operational efficiency of social economy.
Annex 2: Workshop background and Agenda
Smart Freight Forum China - Efficient and Green Urban Freight

This Workshop...

The rapid development of China's economy and the acceleration of urbanization are bringing increasingly serious challenges to the urban areas. Social, economic and technological changes are reshaping people's lives in the city. How to build a safe, clean, efficient, environment-friendly and sustainable city has become an important issue for policy makers.

Efficient urban freight has a huge impact on the development of urban economy, commercial investment opportunities and residents' work and life. To a large extent, freight is the life-blood of a city's normal operation. However, the rapid development of urban economy and population growth pose major challenges to urban freight. A huge negative impact on the environment and the community caused by urban freight, including traffic congestion, air pollution, greenhouse gas emissions, traffic death and injury, noise and other aspects.

Yet urban freight has been largely overlooked by urban planners and governments until recently, and in many places has not been well integrated into the city's transportation system, land use and economic development strategies. At present, large and medium sized cities in China basically adopt the "one size fits all" approach of traffic control measures and restrictions for freight vehicles entering the city. The "restricted freight vehicles" cities basically adopt the pass permit management system, where freight vehicles entering the city are generally restricted by the transit time and area, and the restricted access area is continuously expanded, thus reducing traffic efficiency and increasing distribution cost – even requiring some services to use measures that are not necessarily legal to ensure delivery of packages and goods to legitimate clients.

Taking the Beijing-Tianjin-Hebei (Jing-Jin-He) region as an example, planning and improving the layout of urban logistics nodes, scientifically formulating the rules for the freight vehicles, and alleviating the "last mile" problem of urban freight transport, will be important challenges. How to improve the access management of freight vehicles, from congestion to evacuation, ensure road access rights for freight vehicles, standardize vehicle types, stipulate urban entry procedures, cancel the entry of city pass restrictions, and allow the legal entry of new energy freight vehicles to urban spaces have become a vital topic that government and industry are very concerned about.

The Smart Freight Forum series of efficient and green urban freight workshops will bring together key stakeholders such as government departments, shippers and supply chain transport companies, industry associations and technology providers. In-depth discussions on the common challenges in urban freight in the Beijing-Tianjin-Hebei region and the key points of policy design and implementation as well as feasibility solutions in the industry response process will be explored and discussed.

This workshop is co-organized by the BFC China Expert Council, and jointly organized by Smart Freight Centre China, Beijing Transport Institute, Rocky Mountain Institute, and sponsored by Energy Foundation China, IKEA China and Scania China.

Participants:

Government Agencies
Beijing Transport Institute (BTI)
Transport Planning and Research Institute of Ministry of Transport (TPRI)
Shippers
HGCA
Vestauto
Hermes
Lenovo
HUI
LSP and Carriers
SF Express
FedEx
GLP
SN Gros Group
JDE Logistics
UPS
CML-Simtans
Shefuxin Group

Shanghai Shangdong Shipping Co Ltd
Shanghai Transway Supply Chain Management Co Ltd
Shanghai Beiyi Brother Supply Chain Management Co Ltd
Ceng Deli Gaozhi Logistics
DE Schenker
China Road Transport Association (CRTA)
China Federation of Logistics and Purchasing (CFLP)
Energy Foundation China (EFC)
Rocky Mountain Institute (RMI)
WIZ
World Resource Institute (WRI)
Smart Freight Centre China Expert Council
China Federation of Logistics and Purchasing (CFLP)

Logistics companies

Efficient and Green Urban Freight Agenda

Time: 28th April 2019 Venue: Park Plaza Wangfujing

9:00-9:20
Welcome / Introductions
Moderator: Wang Boyong Director, Smart Freight Centre China

9:20-10:00
China’s urban freight policy issues and challenges
Zhou Zhicheng, Director, Department of policy research, China Federation of Logistics and Purchasing (CFLP)

10:00-11:00
Beijing Urban Freight Development Trends and Key Issues
- The role and implication of urban freight under the new development situation of transportation structural adjustment
- Development trend of green urban freight under environmental and traffic constraints, the new energy vehicles application and development trend
Ma Hao, Energy & Environment Center, Beijing Transport Institute

11:00-11:20
Tea break and group photo

11:20-12:00
Analysis of the green urban green development focus
- Linked hub station
- New energy vehicle promotion
- Vehicle access policy facilitation
- Common delivery
Wang Jian, General Manager, Shenzhen CADRO Hydraulic Equipment Co Ltd

12:00-13:00
Lunch

13:00-13:30
Beijing-Tianjin-Hebei transport structure adjustment - Government and Industry response
Wu Rui, Ph.D Director, Transport Planning and Research Institute of the Ministry of Transport

13:30-14:00
Shenzhen’s experiences on development of Green Urban Freight, succeeds and challenges
Wang Zhe, Researcher, Rocky Mountain Institute

14:00-14:30
Thoughts on the development of green and sustainable supply chain, how to promote the development of efficient and green urban freight from shipper’s perspective
Wu Kun, Logistics manager, Lenovo Group

14:30-15:00
Challenges and problems of Beijing urban freight development, explore feasibility solutions
Liu Liang, General Manager, Stc Trans North China Branch

15:00-16:00
Issues to be discussed raised by carriers:
Investment direction
- When will the official road rights policies for new energy vehicles (electric vehicles) in Beijing be clear?
- If a new energy vehicle enters the 6th ring and also requires a license, is there a limit on the number of licenses available?
Land Use Planning for Logistics
- In which areas of Beijing can future logistics centers be expected (intelligent, railway resource coverage, etc.)
Planning for Decommissioning of Existing Assets
- What is the future policy direction for medium and heavy-duty diesel vehicles with license plates from other regions in Beijing (8 tons)?
- How will Beijing’s access restriction policy impact Tianjin and Hebei region? Moderated: Wang Boyong, Director Smart Freight Centre China

16:00-16:30
Summarize discussions
Closing remarks and next steps