New loading/unloading regulation and parking meter/loading bay surveillance technology in Lisbon

IT-technologies and solutions; Innovative vehicles, vessels and equipment; Innovative operational solutions; Access rules and restrictions of urban areas; Land use and spatial planning; Infrastructure financing: taxation, user charges; PPP

The Lisbon Transport Authority (known as EMEL) has developed a new solution that helps mitigate specific traffic problems. The solution consists in the development and implementation of two technology based schemes:

- Adapted Parking Meters that issue special tickets for 30 minutes of unloading/loading operations
- Detection sensors that detect the presence of a vehicle in the loading bay and send a message to the control centre of the Transport Authority (EMEL).

Lisbon has growing problems with unregulated loading/unloading activities, road congestion and often blockage of roads and illegal parking. Furthermore there is no national legislation and efficient enforcement to regulate loading/unloading activities. As a consequence, significant conflicts exist between urban freight operators, pedestrians, private car and public transport. Common practice before the implementation of the new scheme was:

- Unregulated loading/unloading activities
- Road congestion / blockage (trucks stop on narrow streets)
- Illegal parking (trucks/vans parked on sidewalks, double-parked, and private cars parked in places for freight operations).

This demonstration aims to give policy makers and transport industry players insights for future measures in the field of last mile distribution and urban-interurban freight transport interfaces at the European, country, region, city and local levels. Specifically, two schemes have been demonstrated in Lisbon:

- Adapted Parking Meters that issue a ticket for 30 minutes of unloading/loading operations when the user has a contactless card that activates the system after arriving at loading bay;
- Loop Vehicle Detection sensors that are installed on the ground; these sensors detect the presence of a vehicle in the loading bay and send a message to EMEL's control centre, which then gives the operator 30 minutes to finish the operation & leave the bay. In parallel, a municipal regulation for loading and unloading operations was developed, taking into account the findings of the demonstration.
In this case, the following stakeholders have been identified and included as project participants:

- **EMEL / Municipality**, who are responsible for the demonstration
- **Transport operators**, who will increase their efficiency in loading/unloading operations
- **Chamber of Commerce**
- **Shippers and freight receivers (shopkeepers)**, who will benefit from more reliable deliveries
- **Other road users** may face and will need to adapt to more restricted parking regimes.

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**Case Description (Cont.):**

The project develops a solution for efficient and effective monitoring and enforcement of loading/unloading zones. This monitoring system is easy to install and operate, user-friendly, should demonstrate good reliability and be supported by a centralised management system to enable use in all the areas of the city. It could be implemented in any context in which it is necessary to control parking times, check whether loading bays are occupied or not and improve the system efficiency. One limitation of this type of loading bay solution is the need for improved enforcement, but this would require other types of non-technical measures such as financing of municipality police.

**More information:**

**TRANSPORT MODE OR SUPPLY CHAIN ELEMENTS:**

- Road/truck
- Road/delivery van
- Transport activities
- Loading and unloading activities

**Main actors involved:**

- Municipality, Local Transport Authority (EMEL)
- Transport operators from all industrial sectors
- Shippers and freight receivers (shopkeepers)
- Private cars users
- Public Transport
- Chamber of Commerce

**Pictures:**

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