

JONATHAN JAMES



POSITION: Director of the Sustainable Transport Group

ASSOCIATION: Faber Maunsell Ltd/AECOM

SETPOS RESPONSIBILITY: Project Co-ordinator

Jonathan is experienced in matters relating to urban and strategic freight movements and systems, having worked understanding the practical problems of delivery requirements and offering management solutions to public authorities. He is currently Project Director for SETPOS and the Freight Best Practice programme, the UK Department for Transport's behavioural change programme for the freight industry. The programme offers information to the freight industry on operating more efficiently, thereby saving money with the complementary benefit of reducing CO₂ emissions. He also contributed to the development of the Transport for London Freight Operator Recognition Scheme specification development.

More generally he has and continues to act in the role of project director in a series of freight transport related research projects for public and private sector clients across all modes of transport including the recent Defra project Reducing the External Costs of Transportation of the Food Industry which included which involved the development of a unique external environmental costs model.

Jonathan will be presenting the following at the conference:

The Challenge and SETPOS Outputs

This presentation will explore the current background of criminal activity against heavy duty vehicles across the European Union, thus establishing the need for action by all European stakeholders. The European Commission understood this need for action and commissioned the Secure European Truckstop Operational Parking Services (SETPOS) project. This presentation will therefore also communicate the objectives, eight work packages and their associated deliverables within the project.

Making a business case work

Jonathan will illustrate the implications and commercial viability of implementing the SETPOS secure standards. This will communicate the different approaches and considerations to be made when creating a new truck park or upgrading an existing one. Consideration will be given preliminary issues such as choosing the right location as well as considering the general costs of infrastructure. Commercial aspects such as pay back periods and general commercial viability will also be discussed.