



APPLICATION FORM – CATEGORY I TECHNICAL INNOVATION

Evaluation Criteria

As a CIVITAS Forum member city you are eligible to apply for this award. However, you may **not** apply, if you received the CIVITAS Award in 2010. To be rewarded, your application should include: a single or an integrated set of sustainable urban transport measures that demonstrate technical innovation. The implementation phase of the demonstrated measure(s) should not have started earlier than 2008. Your city's mobility solution will refer to incremental and emergent changes in mobility and will represent the embodiment, combination, or synthesis of sustainable urban mobility knowledge in original, relevant, valued new products, processes, or services.

Selection Process

The category I award winner will be selected by the CIVITAS Award Jury, based on the merit of its application.

Please send your entry via e-mail to the CIVITAS Secretariat at the following address, with "CIVITAS Award Category I" placed within the subject of your message

secretariat@civitas.eu

This call closes on September 9th, 2011

APPLICANT DETAILS

| | |
|-------------------|---|
| Local authority | City of Utrecht |
| Country | The Netherlands |
| | |
| Street / Post box | PObox 8406 |
| Postal Code, City | 3503 RK Utrecht |
| | |
| Name | Mark Degenkamp / Jacqueline Hartogs |
| Telephone | +31 30 286 3747 |
| Fax | |
| Email | m.degenkamp@utrecht.nl and j.hartogs@utrecht.nl |

JUSTIFICATION

Please answer the following questions using no more than 150 words for each answer. The insertion of images is allowed.

Please describe your mobility solution, and indicate why you consider it to be innovative (max. 150 words)

The start of the **beerboat** (an electric multi purpose vessel) in 2010 and we have released in august 2011 a second multi purpose vessel for the collection of waste. Between April 2009 and August 2010 the electric **Cargohopper**, an innovative city distribution system, made 10000 trips delivering over 5000 packages, a reduction of around 33 tons of CO2. Due to this success Utrecht shopkeepers and transporters will start with the second Cargohopper for the smart and green delivery of packages in the city. It is a 9 metre wider vehicle capable of loading up to 10 euro pallets and a speed of up to 50 km/h. The range is 250 km without recharging. The different performance characteristics will make it suitable for other cities, where the Cargohopper (I) could not be implemented. In imitation of Utrecht 3 big cities in the Netherlands are going to use Cargohoppers for their clean distribution. The Cargohopper is also used in a pilot project around the construction of a new music centre in the centre of the city. The supply of materials will be bundled and transported from the distribution centre which is located at the outskirts of the town.

Please indicate how technical competence contributed to the success of your innovative transport measure(s) and how you applied/demonstrated research in practice (max. 150



The beer boat is used to collect products from distribution centres outside Utrecht city centre (e.g. GEPU) and transport them to the restaurants and businesses along the channel. The boat is driven by an electric motor can carry up to 20 t of products and has a crane with an arm that can be extended up to 14 m. Since the boat has additional compartments for refrigerated and deep-frozen products the range that can be offered to restaurants and businesses is quite extensive. The relative distance between the customers plays a role in the sense that the closer they are located the more efficient the distribution becomes.

In the first year of CIVITAS MIMOSA, the electric mini-train called Cargohopper officially came into service. It is a multi trailer, 16 meter long, 1,25 metres wide, solar powered train riding on pneumatic tires. It is used to deliver parcels in the city centre. The electrical tractor can tow 3 metric tonnes with a maximum speed of 20 km/h. The solar panels allow for operating 7 to 8 months per year without recharging from an electrical outlet. Only during the winter and



extreme grey days is a 220 V outlet needed. From April 2009 to 01 April 2011 Cargohopper made from than 18.500 deliveries, or 85.185 parcels.

The equivalent in kilometres is almost 200.000 that would have meant 40.000 litres fuel and 60 ton CO2 with conventional transport

The distribution centre is located 11 km outside Utrecht's inner city limits. It is complemented by a docking station (transfer point) 300 meters away from the limits and accessible to a standard truck. This allows for efficiently loading new parcels with destination city centre and removing parcels (and more recently recycling material) coming from the centre.

Please tell us how you involved local stakeholders and took into account cultural circumstances in the development and implementation of your innovative measures
(max. 150 words)

While preparing the action plan for Freight Traffic the city of Utrecht consulted and involved all stakeholders and modes of freight companies: water, road and rail, to shops and restaurants, companies and consumers, from trash collection to goods supply. The city continues to consult relevant companies and stakeholders in all CIVITAS projects. The innovations are regularly developed together with local companies. For instance, due to the arrival of an extra 250 trucks each day over the next 3 years carrying construction materials to the new railway station, the city constructed a Logistics Centre run by the Council in partnership with the transport company Hoek. The centre will be placed on the outskirts of the city. Materials will be combined and only complete full trucks deliver to the building site. This public-private partnership is financed by suppliers who are building the station.

Please tell us to what extent measure integration was a hallmark of your innovation.
(max. 150 words)

The last year our city was given credits and acknowledgement for its investments and leading position in the area of logistic sustainable solutions. This May the city of Utrecht was given the Green and Lean Award. The award was given by Connekt, an independent network of companies and governments who unite initiatives, people and organisations working on sustainable improvement of the mobility in the Netherlands. By receiving the award, the city of Utrecht is now appointed as one of the frontrunners in the Netherlands.

Optimal measure integration is shown most prominently by Utrecht's ambitious Action Plan for Sustainable Freight Traffic. The Plan's mission is to bundle, innovate and optimise freight traffic in Utrecht and make it greener. It details a list of interlinking measures, some mentioned above. The city makes available 23 million Euro to enable this integral package of measures and technical innovations.

What are your plans for upscaling and longer term implementation? How have you shared and promoted your results beyond your city? *(max. 150 words)*

Since the action plan contains measures and innovations till 2015 a longer term implementation is planned. Thanks to the publicity given by the platform of CIVITAS the results are shared throughout Europe. In October 2010, Utrecht hosted a workshop on urban freight transport, jointly organized by CIVITAS MIMOSA and EURO CITIES. Over 120 people attended this meeting and in the accompanying political debate, representatives from 17 European countries were present.

In the Netherlands Utrecht's progress and results are frequently mentioned in various newspapers, websites and technical journals. Winning the National Lean and Green Award 2011 and the National Distribution Award 2009 enhanced a further boost in the promotion of the measures and results. As mentioned above, various Dutch cities have started to copy some of Utrecht's most successful measures.

Applications will be collected and forwarded to the CIVITAS Award Jury for evaluation and voting. A decision will be reached by 16th September, 2011. You will be informed accordingly, in order to begin preparing for the Award ceremony.