



CiViTAS
Cleaner and better transport in cities

Sustainable Mobility Highlights 2002-2012

CIVITAS is a European Initiative involving more than 200 cities across Europe in the testing and sharing of new technologies and innovative concepts to achieve sustainable and integrated strategies for urban transport.

URBAN FREIGHT LOGISTICS

Smart goods delivery

The delivery of goods makes up a significant share of traffic in European cities with multiple economic benefits. Nevertheless, the freight sector is also a major contributor to deteriorating air quality, rising carbon emissions and congestion. Industrial and harbour cities are especially affected by the freight and logistics sector, as are areas near major construction projects. Historical cities with small or cobbled streets deal with specific challenges in relation to freight. In the field of urban freight CIVITAS cities worked on distribution schemes and fleet management including cleaner fleets. This highlight offers insights on the former.

Distribution schemes aim for more efficiency of goods delivery, while relying on information systems that support the use of clean road vehicles, bikes and boats. Innovative logistics plans require cooperation from local authorities with logistics providers and they can include a wide range of actions, such as consolidation of goods including urban distribution centres, delivery time windows, delivery to home or park-and-ride sites, consolidation of goods and piping logistics.

Better coordination of freight logistics can save money and time for companies and consignees by reducing mileage and alleviating road congestion. Productivity can be increased by streamlining collection and delivery processes. But there are also multiple positive effects for the city itself which makes taking a pro-active role among city authorities increasingly important: more safety, less pollution, less noise.

CIVITAS encourages innovative approaches to efficient urban freight shipment. The CIVITAS Initiative has therefore realised 40 measures in 30 different cities on freight distribution schemes. This highlight features some of the most successful and eye-catching among these to inspire other European cities.



Usti nad Labem

Planning and partnerships

Several CIVITAS cities have analysed their freight delivery situations in cooperation with local stakeholders, a time-consuming but effective process. The city of **Brighton & Hove**, United Kingdom, set up an informal “freight quality partnership” with local transport operators to deal with the issues of freight access and deliveries in particular locations. **Usti nad Labem**, Czech Republic, elaborated an efficient goods distribution scheme to regulate logistics while maintaining economic activities in the affected locality and controlling noise pollution. In order not to attract more traffic through the released road capacity, the city’s sustainable urban mobility plan proposes additional actions like charges to enter the city centre; access restrictions for heavy vehicles and technical solutions.

Other inspiring cities are Bologna (Italy); Burgos (Spain); Craiova (Romania); Genova (Italy); Ghent (Belgium); Gothenburg (Sweden); Iasi (Romania); Krakow (Poland); Ljubljana (Slovenia); Malmo (Sweden); Norwich (United Kingdom); Ploiesti (Romania); Preston (United Kingdom); Rotterdam (Netherlands); Toulouse (France); Venice (Italy); and Winchester (United Kingdom).



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Urban distribution centres

Urban distribution centres operate as consolidation warehouses, from which distribution can be realised during times of low traffic density during the day or at night, preferably with energy-efficient vehicles. They can be located underground or at strategic points that allow for short-distance distribution. **Vitoria-Gasteiz**, Spain, ran a successful pilot project where goods were consolidated in urban distribution centres (UDCs) located underground at strategic points to foster short-distance distribution. **Berlin**, Germany, worked to promote the advantages of a tri-modal inner-city logistics to haulage companies and to citizens. The facility's central location encourages environmentally friendly inland water navigation and railway traffic, so that only short distances have to be covered by lorry.

Other inspiring cities are Bath and Bristol (United Kingdom); Bremen (Germany); Donostia-San Sebastian (Spain); La Rochelle (France); Stockholm (Sweden); and Utrecht (Netherlands).

Distribution by water

The city of **Utrecht**, Netherlands, wanted to increase the potential for waterborne freight transport by building on the success of their unique Beer Boat, which delivers beverages to pubs, restaurants, hotels and other catering businesses. A second zero-emissions freight vessel now plies the city's canals carrying not only beverages but also frozen and perishable products. The city worked to expand the market for waterborne goods supply by approaching entrepreneurs and other potential new customers. The freight volume transported by the city's distribution vessel increased in 2010 by 50 percent compared to 2009. CIVITAS also supported better regulation of boat parking to the advantage of cargo boats in **Venice**, Italy.



Tube logistics

The city of **Perugia**, Italy, tested a prototype of the Pipe\$net system, a radically innovative freight transport system constituted by a network of special pipes which allows for high speed and low-energy freight transport. The PIPE\$NET system could cater for all the shops and trade activities within the centre. The pilot project fostered the interest of public and private organisations in radically innovative freight transport systems in order to support their development. Similarly, the city of **Rotterdam**, the Netherlands, installed four pipelines to transport chemicals and gas from the harbour to city businesses.

Learn more at www.civitas.eu/freight/distribution

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