



Questions & Answers: ENRICO PASTORI

Q: Is the traffic code in some cases preventing or hindering the use of cargo bikes/tricycles?

A: In general it is not, but bikes/trikes dimensions must be checked against the maximum allowed dimensions according to the traffic code. In other cases limitations are applied for electric assisted vehicles

Q: Why is full cargo an issue for cargo trike?

A: Productivity is key for efficient transport, and the best is obtained while working at full load. Cargo trike are slower but bigger than traditional cargo bikes

Q: Do you mean full weight? the slide indicates as disadvantage the "range when fully loaded". It refers to the need of recharging batteries because of higher consumption

A: Yes, when running at full weight, riding can be both exhausting and battery consuming

Q: In Luxembourg a cycle allowed for cycle lanes is considered only below 0.5kWh and 25 km/h max speed. In UK and France it is less clear. Enrico, what are Italy's road access regulations for electrically assisted tricycles?

A: As far as the cycle lanes are capable, a tricycle is allowed on cycle lanes, since it is considered as a bike. Though it is not explicitly considered in the code

Q: Is a challenges not also the (de)consolidation centres in and around cities. NL Cargohopper was delayed for more than 1 year due to not having this available?

A: I do not know the delays occurred to Cargohopper. The CC are an opportunity but costs must be considered.

Q: Can we also spend some time on ICT developments like uber.com with Uber-Rush. They will play important on local-for-local and peer-to-peer deliveries!

A: ICT will play an important role and it will drive the evolution of the sector. I would not put only Uber as the innovator.

Q: Since most freight is 'own account'.. Is there not a need for a level playing field for both 'own account' and 'outsourced' transport with regard to regulations?

A: It is not clear which kind of regulations, if we are talking about traffic regulations and restrictions, certainly they should concern both. Own account and outsourced services are not directly competing.



CIVITAS Thematic Group: Urban Freight Logistics

Webinar on 24th of July 2014

Green vehicles for urban freight delivery



Q: Will Uber be the new DHL? <http://www.eft.com/3pllogistics/will-uber-be-new-dhl>

A: Competition and innovation are always welcome, if Uber will play within the rule there could be space for them in the market. However it depends on how the demand will evolve. Uber will work for same day services within the city boundaries. B2C shipments are mostly demanded by cities but generated outside (warehouses and DC).
