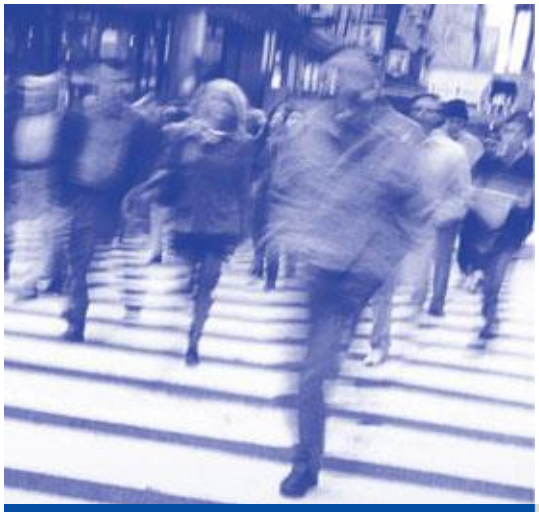

2020 CiViTAS
Cleaner and better transport in cities

DESTINATIONS

Measure Evaluation Results

LPA 5.2 - Urban Freight Solutions into SUMP

Project Acronym:	DESTINATIONS
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Responsible Author(s): Jordi Casas (CINESI)	
Responsible Co-Author(s): Antonio Artiles (Guaguas Municipales) and Clara Bellera (Cinesi)	
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Executive summary

The DESTINATIONS project presented the opportunity to update one of the pending issues of the Sustainable Urban Mobility Plan (SUMP) in place (since 2012) related to the **urban freight management** in the city. The aim of LPA5.2 was to draft the Sustainable Urban Logistics Plan (SULP) of Las Palmas de Gran Canaria, to plan urban freight and logistics by applying the SULP methodology. The SULP of Las Palmas de Gran Canaria was embedded in a wider local and regional planning framework on urban mobility; and depended on many internal and external factors that provided an overall framework for the planning process and plan implementation.

The vision of the SULP of Las Palmas de Gran Canaria was to facilitate the safe, reliable and efficient movement of freight into, out of, and within the city, supporting a competitive local and regional economy, whilst taking into account the needs of other transport users, the environment and residents' quality of life, as well as future needs of our society and the environment.

The main output of the **SULP's Action Plan** was an efficient package of measures to ensure a safe, reliable and efficient freight distribution in Las Palmas de Gran Canaria: (1) energy efficient vehicles and cleaner energies; (2) ITS for freight logistics transport management; (3) last mile delivery solutions; Infrastructures; (4) policies and regulation framework; and (5) stakeholder engagement.

Despite the SULP not being officially approved by the Municipality during DESTINATIONS (it will be approved when the overall update of the SUMP is completed, foreseen in 2021), during DESTINATIONS the Municipality and some key local stakeholders started to work on some strategic issues regarding urban freight: shift to clean fleet in waste management, energy efficient vehicles in public companies' fleets (measure LPA 4.2); sensors for real-time data collection on the filling level of the plastic and paper bins (%); a pilot about real-time information of the loading/unloading bays using on-street sensors; and a route planning software for small business (LPA5.1). Some of these actions were included in the SULP Action Plan. However, until November 2020 the rest of the measures proposed in the SULP were not yet implemented.

Concerning the evaluation framework of LPA5.2, several estimations were done during the definition of the Overall Strategy of the SULP, focused on environmental and energy related indicators (CO_2 emissions savings, energy savings, renewable energy production/ consumption, and traffic levels). However, as most of the actions included in the SULP's Action Plan have not been implemented yet, an ex-post evaluation of the measure was not possible.

Indeed, the non-implementation of the full SULP was already foreseen when LPA5.2 was defined. The SULP has to be integrated in the SUMP document, and they will be both approved at the same time. Administrative procedures take time and the approval will take place after the CIVITAS DESTINATIONS project lifetime, as it was foreseen from the beginning.

One the other hand, the success of this measure was that the SULP has been drafted within the overall process of updating the Las Palmas de Gran Canaria SUMP. This has ensured the alignment of the SULP with the overall mobility strategy of the city.

A. Description

Cities experience high impacts (due to pollutant emissions, noise, vibrations, safety hazards, etc.) and consequently high direct and indirect costs of urban freight operation. The Sustainable Urban Logistics Plan (SULP) of Las Palmas de Gran Canaria has defined a set of efficient measures for facing different and conflicting interests of the various stakeholders involved (Municipality, citizens, shopkeepers, carriers, etc.):

- To improve the existing regulations, being flexible to the changing needs of the different target groups (route optimisation, time windows adapted by season, load / unload regulations, traffic planning, etc.).
- Minimise the interference between logistic operations and the rest of traffic or activities.
- Set up of specific partnership agreements between shopkeepers, transport companies and other stakeholders aimed at improving the efficiency of town delivery services.
- Raise enforcement levels of loading bays within the city centre. Minimise the illegal occupation of loading / unloading parking spaces.
- Minimise the illegal occupation of the bus stop bays by urban freight vehicles.
- Decrease of the negative external costs due to logistic operations (emissions, noise, vibrations, safety hazards, occupancy of the public space, etc.).
- Freight operations integrated with leisure mobility: dedicated delivery programmes providing services for tourists and travellers, luggage transport to/from hotels, etc.

This measure consisted on drafting a new SULP for the city of Las Palmas de Gran Canaria for the further implementation of the measures defined in its Action Plan, with the aim of improving urban freight management. The SULP has already been drafted but it has not been officially approved since it will be approved by the Municipality together with the SUMP. Nevertheless, some actions proposed in the SULP Action Plan have been carried out already.

A1. Objectives and outputs

City policy level objectives:

- Increase private transport effectiveness (by reducing traffic congestion and solving traffic problems).

Measure specific objectives

- Integrate logistics operations within the overall urban mobility system.
- Improve the efficiency and cost-effectiveness of the transportation of goods (e.g. increase load factor, decrease the number of trips, less mileage, fewer delays, empty runs reductions, etc.).
- Enhancing local economic development by promoting new business opportunities.
- Better urban environment and better living conditions (city attractiveness, etc.).
- Improve city access regulations.

Outputs[1]

- A Sustainable Urban Logistics Plan (SULP).
- **Shift to a cleaner fleet in waste management collection (11 new Euro 6 vehicles)
- **Installation of 192 sensors for real-time data collection on the filling level of the plastic and paper bins (%).
- **A pilot about real-time information of the loading/unloading bays using on-street sensors.

Supporting activities

- Cooperation meetings with some key stakeholders such as the local freight association (FET-Federación de Empresarios de Transporte) and some local freight companies.

A2. Inter-relationship with other measures

This measure has a strong link with the measure LPA 5.1 - *D4 Service: The Smart Distribution System*. As a consequence of the uptake of a Sustainable Urban Logistics Plan (SULP), the city of Las Palmas de Gran Canaria promotes the use of a smart distribution system to improve the efficiency of urban freight. Moreover, this measure is also related to LPA 2.1 - *SUMP observatory and participation* as the SULP is integrated into the updated version of the SUMP that was drafted within the measure. Finally, it is also related to LPA 4.2 – *Fast Charging EV* since the purchase of electric vans for Sagulpa's fleet was also foreseen in the SULP Action Plan.

A3. Target groups and/or affected parts of the city or region

The measures and pilots included in the Action Plan of the SULP are addressed to urban freight stakeholders across the supply chain (including shippers, carriers, logistics providers, and customers and businesses, as well as key affiliates such as trade associations). The area affected by the SULP was the whole city of Las Palmas de Gran Canaria.

A4. Stakeholders: CIVITAS project partners and other important actors

Stakeholder name	Activities description
Cluster Canario de Transporte y Logística	Setting requirements and logistics baseline and definition of the local urban freight strategy.
FET - Federación de empresarios de transportes	Meetings and focus groups leading, interviews, briefings to a project advisory group.

Table 1: Stakeholder's involvement

[1] ** *Extra-output during DESTINATIONS funded by other financial instruments.*

B. Measure implementation

B1 Situation before CIVITAS

The Canary Islands enjoy a privileged geo-strategic position to operate efficiently in Europe, Africa and Latin America. They are an excellent platform for trade, logistics and transferring services and technology between continents as they are on the main international trading routes. Historically and culturally, the Canary Islands have close ties with Latin America and they also have strong trading and institutional links with West Africa. This enables investors to use the Canary Islands for tackling strategic projects in West Africa and Latin America, with all the legal security implicit in basing their business in Europe. The Canary Islands assist US and EU businesses in reducing their risks and costs for operating in Africa (providing local partners in West Africa, distribution partners, logistic solutions, better access to multiple African domestic markets).

Besides this, the distance between the Canary Islands and the Iberian Peninsula requires complex logistics processes. Those companies based in the peninsula that want to send their products to the Canary Islands are faced with numerous problems such as long transit times, shipping costs, customs clearance works or reverse logistics. For instance, the high shipping costs have a direct impact in some economic activities such as e-commerce (over 40% of Spanish e-commerce companies do not operate in the Canary Islands).

In addition, before DESTINATIONS, the Canary Islands had in place an outdated SUMP (since 2012), which did not address properly the challenge of urban freight management. Thanks to CIVITAS DESTINATIONS, there was the opportunity to develop a SULP that was integrated into the updated version of the SUMP that was drafted within the LPA2.1 measure.

B2. Innovative aspects

The governance model of the SULP is the most innovative issue regarding this measure because it is the first time that the public and private-sector parties involved in freight transport and logistics work together to prioritise, implement and assess solutions, with the intention of improving the sustainability of freight transport activities in an economic, social and environmental sense. Up to now, this Freight Quality Partnership (FQP) is integrated into the regular meetings with the key local stakeholders that organizes and manages the Mobility Office (LPA2.1).

In addition, increasing the liveability of the urban environment is a key factor for attracting tourists. The uptake of a SULP will be an opportunity to promote innovative solutions such as electric mobility (green vehicles and low/zero emission technologies, ICT platform, communication systems, innovative vans/vehicles, web services, etc.) and value-added services (home delivery services, reverse logistics, etc.).

B3. Research and technology development

During the drafting of the SULP's Action Plan, a market research and benchmark was carried out in order to identify the best solutions for urban freight distribution, concerning clean vehicles and ITS management tools, among others.

B4. Actual implementation of the measure

In the framework of this measure, the city of Las Palmas de Gran Canaria drafted the SULP's action plan: an efficient package of measures to ensure a safe, reliable and efficient freight distribution in the city. In order to do so, the public and private-sector parties were involved. The freight transport and logistics worked together to define, prioritise and assess solutions, with the intention to improve the sustainability of freight transport activities in an economic, social and environmental sense.

The SULP was drafted during DESTINATIONS but it has not been officially approved by the Municipality during the project, as it will be approved when the overall update of the SUMP is completed. Because of that, many of the measures proposed in the SULP have not yet been implemented.

However, the Municipality and some local stakeholders have already started to work in some strategic issues regarding urban freight. Some of these were proposed in the SULP's Action Plan (clean fleet in waste management, energy efficient vehicles in companies' fleets, on-street parking sensors to improve loading/unloading bays and route planning software for small business) but others were not foreseen in the SULP but have been implemented too:

- **Shift to clean fleet in waste management** – (11 new Euro 6 vehicles). These new vehicles have replaced the oldest vehicles of the waste management fleet (that were purchased between 1987 and 1992). The overall investment for purchasing these new vehicles was 1,13 M€.

Figure 1: The new Euro 6 vehicles of the waste management fleet

- **Energy efficient vehicles in public companies' fleets** – Thanks to CIVITAS DESTINATIONS funding, Sagulpa's stewards carry on the enforcement of the loading/unloading bays using electric vans (measure LPA4.2). The use of these energy-efficient vehicles has led to a reduction of fuel consumption, of CO_2 emissions and a reduction of maintenance costs.

Figure 2: Picture of one of the e-vans while charging.

- **Installation of 192 sensors for real-time data collection on the filling level (%) of the plastic and paper bins** – Las Palmas de Gran Canaria received over 5,90M€ from a Spanish ERDF funding programme (RED.ES) to fund some smart city initiatives (https://www.laspalmasgc.es/es/areas-tematicas/innovacion/lpa-inteligencia-azul). Amongst other actions, within this *LPA Inteligencia Azul* project, the city planned the installation of sensors for real-time data collection on the filling level of the plastic and paper bins. This project has suffered multiple delays, but once the sensors are installed, the data will help optimise the waste management, saving time, money and reducing CO_2 emissions. Every hour the system will generate new information on the filling level of the container based on the latest measurements produced by the sensor. The algorithm used to generate the information prevents false filling and emptying alarms which could be produced due to the non-uniform distribution of waste inside the container. Based on real-time information it will be possible to determine when the container has been filled or emptied and with the historical information make predictions and optimise collection routes.

- **A pilot about real-time information of the loading/unloading bays using on-street sensors –** Within this *LPA Inteligencia Azul* project (ERDF funding), Sagulpa plans on installing on-street sensors in its street parking management areas (short-term parking, residents' areas, loading/unloading bays, etc.). The data gathered from these parking sensors will be included into Sagulpa's business intelligence tool. As of February 2021, 330 sensor devices are being installed in short-term street parking areas, and it is expected that they will become operational in the spring.
- **A route planning software for small business** (D4Service) – This action was presented in the description of LPA5.1 measure and consists on a mobile App for delivery companies that organise optimised delivery routes automatically.

Figure 3: Poster with all the measures included in the *Inteligencia Azul* project.

C. Impact evaluation

C1. Evaluation approach

Expected impacts and indicators

Impact category	Impact indicator	Unit of measure
Environment	1 - CO2 emissions savings	CO2 toe
Energy	2 - Energy savings	MWh/year
Energy	3 - Renewable energy production/consumption	MWh/year
Transport	4 - Traffic levels	Km/year

Table 2: Expected impacts and indicators

In addition, this measure has somehow an impact on a common indicator that has been used to assess the overall performance of the project at city level: **index (%) of people troubled by noise**. The evolution of this indicator is linked to several measures and it can only be calculated at city level (an evaluation of the combined impacts of the CIVITAS DESTINATIONS measures concerning this indicator is provided in the MER Introduction: Global Executive Summary and Common Indicators).

Method of measurement

Impact indicator	Method *	Frequency			Target Group	Domain (demonstration area or city)
		Bef.	Dur.	After		
1 - Energy savings	DC, E	n.a.	24	n.a.	citizens / tourists	city
2 - CO2 emissions savings	DC, E	n.a.	24	n.a.	citizens / tourists	city
3 - Renewable energy production/consumption	DC, E	n.a.	24	n.a.	citizens / tourists	city
4 - Traffic levels	DC, E	n.a.	24	n.a.	citizens / tourists	city

* (Data collection (DC), Estimation (E), Survey (S)

Table 3: Method of measurement

Detailed description of the indicator methodologies:

1. **Energy savings –** The ex-ante value for this indicator was estimated as the combined effect of all the measures proposed in the SULP Action Plan. The CO_2 emissions savings due to each measure were aggregated. For example, for the measures concerning a shift from a diesel fuelled fleet to a cleaner fleet, the energy savings were calculated comparing the litres of fuel consumed by the diesel fuelled vehicles and by the cleaner vehicles, and then converted into MWh with the appropriate conversion factors. In order to obtain the litres of fuel consumed, the starting point was the kilometres estimated for these vehicles. For the measures concerning an improvement of the loading/unloading bays and an optimisation of the delivery routes / retiming of routes, the energy savings were estimated from the fuel saved due to the reduction of kilometres of the vans circulating through the streets. For the measures concerning the promotion of points for click and collect, the savings were estimated from the fuel saved due to the reduction of kilometres during the delivery routes.
2. **CO_2 emissions savings –** The ex-ante value for this indicator was estimated as the combined effect of all the measures proposed in the SULP Action Plan. The CO_2 emissions savings due to each measure were aggregated. They were calculated using the energy savings already calculated and using a CO_2 conversion factor for MWh. For example, for the measures concerning a shift from a diesel fuelled fleet to a cleaner fleet, the CO_2 emissions savings were calculated comparing the emissions due to the energy consumed by the diesel fuelled vehicles and by the cleaner vehicles. For the measures concerning an improvement of the loading/unloading bays and an optimisation of the delivery routes / retiming of routes, the CO_2 savings were estimated from the energy savings due to the reduction of kilometres of the vans circulating through the streets. For the measures concerning the promotion of points for click and collect, the CO_2 saved was estimated from the energy (fuel) saved due to the reduction of kilometres during the delivery routes.
3. **Renewable energy production/consumption –** The ex-ante value for this indicator was estimated as the combined effect of all the measures proposed in the SULP Action Plan. The value shows the total of MWh consumed by the clean vehicles put in operation in the framework of this measure. These values were already calculated for indicator 1 – Energy Savings, and were obtained from the expected number of kilometres travelled and the fuel consumption in each case.
4. **Traffic levels –** The ex-ante value for this indicator was estimated as the combined effect of all the measures proposed in the SULP Action Plan. The measures taken into consideration were those that involved the improvement of the loading/unloading bays and the implementation of the app for delivery route optimisation, and the value obtained is an estimation of the number kilometres that will be saved thanks to the implementation of this measures. These savings in kilometres are linked to the energy savings calculated in the indicator 1- Energy Savings, as explained there.

The Business-as-Usual scenario

Without the SULP's Action Plan, urban freight distribution in the city of Las Palmas de Gran Canaria would be inefficient, and the indicators would worsen with the increase of the number of tonnes of freight transported.

C2. Measure results

Impact category	Impact indicator	Unit of measure	Baseline	Ex-Ante	Ex-Post
Environment	1 - CO2 emissions savings	CO2 toe	-	8.785	Not available
Energy	2 - Energy savings	MWh/year	-	33.199	Not available
Energy	3 - Renewable energy production/consumption	MWh/year	-	239	Not available
Transport	4 - Traffic levels	Kilometres reduction (km/year)	-	45.000	Not available

Table 4: Measure results

The Ex-Ante values were estimated during the definition of the SULP's Overall Strategy and take into account the aggregation of the effect of all the measures proposed in the SULP Action Plan. However, as the measures of the SULP have not been fully implemented yet, therefore it has not been possible to complete the Ex-Post evaluation for these indicators.

Nevertheless, it was possible to perform an evaluation for the individual measures of the SULP's Action Plan that have been already implemented. In section B4 of this document, was 5 measures of the SULP's Action Plan were presented which Las Palmas de Gran Canaria has started to work on. Out of these 5 measures, 3 were fully implemented and 2 will be fully implemented during 2021 (linked to the *Inteligencia Azul Project*).

For each of these 3 measures already implemented, an evaluation of its specific impact was performed and is presented below. Each measure was evaluated with the data available.

- **Shift to clean fleet in waste management**

Las Palmas de Gran Canaria replaced the oldest 11 vehicles of the waste management fleet that were diesel-fuelled by 11 new LPG-fuelled vehicles. The impact that this substitution had has been evaluated by comparing the energy consumption (MWh) and CO2 emissions per litre of fuel. In order to obtain the absolute number of MWh and CO2 toe saved, the values have to be multiplied by the total of litres consumed, which depend on the kilometres travelled.

As shown on the figures below, the new vehicles purchased (LPG-fuelled) allow **savings of 35,4% in the energy consumption and the CO_2 emissions**. This is mainly because the specific weight of LPG is approximately 0,5 kg/l and its energy conversion factor is 0,0133 MWh/kg, whereas the energy conversion factor for diesel is 0,0103 MWh/l.

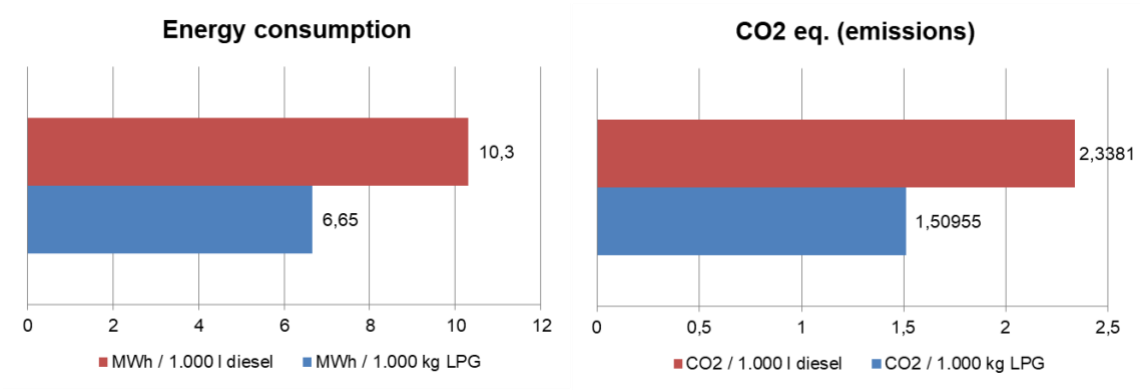

Figure 4: Energy consumption and Co2 eq. of the clean fleet in waste management

- **Energy efficient vehicles in public companies' fleets**

The measures regarding energy efficient vehicles in public companies' fleets took place within the CIVITAS DESTINATIONS project (LPA4.2) and involved the purchase of 3 electric vans in order to substitute 3 gasoline-fuelled vans of Sagulpa's fleet. These e-vans are being used in the daily operations of Sagulpa's staff (parking management enforcement, maintenance of parking facilities, etc.), and they have led to a reduction of fuel consumption, of CO_2 emissions and a reduction of maintenance costs for the company. The detailed evaluation of its impacts is presented in the MER from LPA4.2, but it is summarized here:

Impact category	Impact indicator	Unit of measure	Baseline	Ex-Ante	Ex-Post
Environment	CO2 emissions	CO2 toe (emitted)	47,60	35,70	23,55
Energy	Vehicle fuel efficiency	litres of gasoline (consumed)	18.222	0	0

Table 5: Measure results (LPA4.2)

This data was provided by Sagulpa, as the company keeps monthly tracking of the vehicles' performance. Comparing the 3 electric vans with the older gasoline-fuelled ones, 18.222 litres of gasoline were saved, which resulted in 24,05 CO_2 toe saved, between 2017 and June 2019 (compared to the 2014-2016 period). Moreover, with the new electric vans Sagulpa increased the distance travelled by their fleet by 16%, and, in fact, the maintenance expenses for the vans have decreased by 71%.

- **A route planning software for small business**

This measure consisted in the creation of an App (D4 Service) that allows a better planning of delivery routes for logistics companies. This is in fact measure LPA5.1 of the CIVITAS DESTINATIONS project. Its detailed evaluation can be consulted in the MER of LPA5.1, but a summary is presented below:

Impact category	Impact indicator	Unit of measure	Baseline	Ex-Ante	Ex-Post
Society	Acceptance level of the D4 Service App	Nº	0	1.500	1.732
Transport	Average load factor	%	-	+5,0%	+8,6%
Energy	Vehicle fuel efficiency	%	-	-3,5%	-4,7%

Table 6: Measure results (D4 Service App, LPA5.1)

Firstly, the “acceptance level” of the App shows the number of delivery vehicles that used the D4 Service app (in the Canary Islands, in the rest of Spain and in Peru also) until May 2020. This value was provided by Inelcan, the company that developed the App, and it was 15% higher than expected in the ex-ante evaluation. Secondly, this App allowed an increase of 8,6% in the average number of parcels delivered per day, compared to the baseline situation. This data was also provided by Inelcan, who obtained it from the App database, and it shows that it helped logistics companies to plan more efficient routes. Finally, the vehicle fuel efficiency indicator measures the variation in the litres of fuel consumed per kilometre before and after using the App. According to Inelcan’s database, there has been a 4,7% reduction in the litres of fuel consumed per kilometre for the companies.

C3. Quantifiable targets

No	Target	Rating
1	Reduction of kilometres in freight vehicle (5%)	**NA**
2	Reduction of noise and emissions (7%)	*
3	Reduction in use of fossil fuels (5%)	*
4	Decrease number of freight vehicles in the inner city (5%)	*
5	Increased satisfaction among customers about the quality of service (10%)	*
NA = Not Assessed O = Not Achieved ★ = Substantially achieved (at least 50%) ★★ = Achieved in full ★★★ = Exceeded		

Table 7: Assessment of quantifiable targets

The SULP was drafted but it has not been officially approved by the Municipality yet because, as it was planned, it will be approved together with the SUMP, after the CIVITAS DESTINATIONS project lifetime. As the measures proposed in the SULP have not been fully implemented, it was not possible to complete the impact evaluation of LPA5.2.

However, considering that some actions of the SULP were already implemented or started the implementation during DESTINATIONS, it is possible to say that targets for targets 2 to 5 were at least Substantially Achieved (at least 50%) by the end of the project. The actions contributed already for noise and emissions reduction (Target 2) and for a reduction on the use of fossil fuels (Target 3). In the specific case of Target 4, as the “number of parcels delivered per day” indicator increased, it implies that the same total amount of parcels can be distributed with fewer vehicles. Therefore, the total number of freight vehicles in the city is likely to decrease. However, this was not specifically evaluated. As for Target 5, some of the measures of LPA5.2 increased the satisfaction of the workers (energy efficient vehicles in public companies' fleets, LPA4.2) and logistics companies (D4Service App, LPA5.1).

It is expected that once all the measures of the SULP are implemented, these GA Targets will be achieved in full. The local partners expect that there will be a reduction of the number of freight vehicles, and a reduction of noise, emissions and fossil fuel consumption due to urban

freight distribution. However, this has not yet happened and thus it is not possible to rate the predefined targets.

C4. Up-scaling of results

Not applicable.

D. Process Evaluation Findings

D1. Drivers/enablers

One of the success factors of this measure was that the SULP was drafted within the overall update process of Las Palmas de Gran Canaria' SUMP. This ensured the alignment of the SULP with the overall mobility strategy of the city.

In addition, the smart city strategy of the city (called *LPA Inteligencia Azul* in Spanish and co-funded by ERDF funds) contributed to the success of the actions and pilots included in the SULP's Action Plan because it has a strong political support (allocation of budget, political priorities, etc.).

D2. Barriers

The lack of a governance model for urban freight made it difficult to find synergies, to share experiences and knowledge learnt, and also to identify common interests with key local stakeholders.

D3. Main Lessons Learned

It is crucial to appoint someone within the Municipality in charge of the urban freight planning and management.

E. Evaluation conclusions

It was difficult to assess the impact of the SULP during the CIVITAS DESTINATIONS lifetime, considering that many of the measures included in the Action Plan were not implemented during the project. The ex-ante evaluation took into account the effect of all measures and presented an expected value for each indicator. This is why, until all the measures of the SULP Action Plan are implemented, it will not be possible to evaluate the ex-post situation and compare it with the ex-ante set values. However, this MER evaluates the specific measures of the SULP Action Plan that have already been implemented and have available data.

Nevertheless, the SULP was a major achievement for the city because it has ensured the uptake of a strategic vision in the long-term. The SULP also contributed to raise awareness amongst key stakeholders on the need of strengthening the urban freight strategy and to align the needs and requirements of a wide range of target groups.

F. Additional information

F1. Appraisal of evaluation approach

The evaluation of this measure was not carried out as foreseen because by the end of the project the SULP wasn't yet implemented and therefore the proposed actions could not be evaluated. The indicators chosen were decided during the definition of the Overall Strategy of the SULP and the values expected after the implementation of LPA5.2 were estimated too.

The implementation of the measures proposed in the SULP Action Plan depends on the approval of the SULP by the Municipality. Until the SULP is approved, those measures that depend on municipal funding cannot be implemented, since the budget lines allocated to them by the Municipality cannot be unlocked.

F2. Future activities relating to the measure

During 2021, the Municipality of Las Palmas de Gran Canaria aims to integrate the SULP into the SUMP and to officially approve the Plans. Once this happens, the city will start implementing the measures included in the Action Plan of the SULP, defined within the framework of the measure LPA 5.2.

Moreover, concerning the specific measure of including energy efficient vehicles in the public companies' fleets, in an interview held with Salgupa about their involvement in the SULP proposals, the company commited that in future tenders it will be asking their contractors to include a percentage of electric vehicles in their fleets. Until February 2021, no new tenders were launched due to the COVID-19 pandemic, but these are requirements from now on, so the companies that work for Sagulpa will be more sustainable.