

cyclelogistics – moving Europe forward



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www.cyclelogistics.eu



Background

The **current transport of goods** in urban environments is almost to 100% based on **vehicles with combustion engines** and light goods are often transported by heavy vehicles for short distances.

Some problems caused by the current transport situation:

- High maintenance costs for inner city roads
- Delivery lorries in narrow roads
- Inadequate vehicles in sensitive inner city areas (pedestrian zones, street cafes....)
- Pollution and noise



Potential for Cycle Logistics

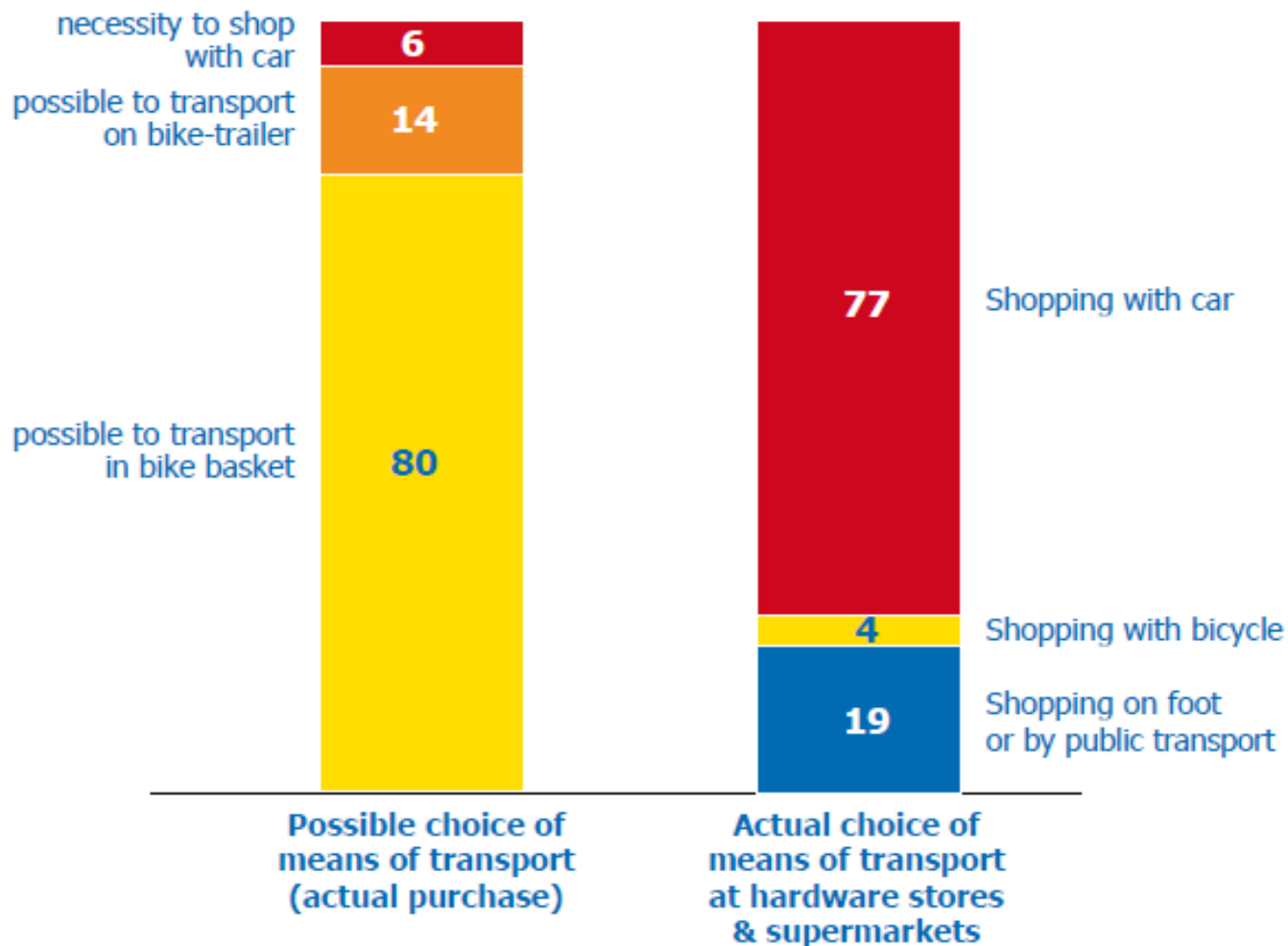
| Type of trip / trip purpose | Share of urban trips | Potential for CYCLELogistics |
|---|----------------------|------------------------------|
| Business transport | 8% | 3% |
| Shopping transport | 24% | 10% |
| Leisure time transport | 27% | 4% |
| Commuter transport | 26% | 3% |
| Total passenger transport | 85% | 20% |
| Heavy goods transport (>3.5 t) | 5% | 0% |
| Light goods transport (<3.5 t - estate) | 5% | 1% |
| Very light goods transport (estate car) | 5% | 4% |
| Total freight/goods transport | 15% | 5% |
| Total | 100% | 25% |

Source: Baseline study on CYCLELogistics 2011

COPENHAGENIZE...

| | Copenhagen | Graz |
|--|------------|---------|
| Number of Citizens | 530.000 | 260.000 |
| Cars per 1000 capita | 320 | 470 |
| Share of bicycle trips Home to work | 36% | 20% |
| Number of cargo bikes | ~ 25.000 | ~ 30 |

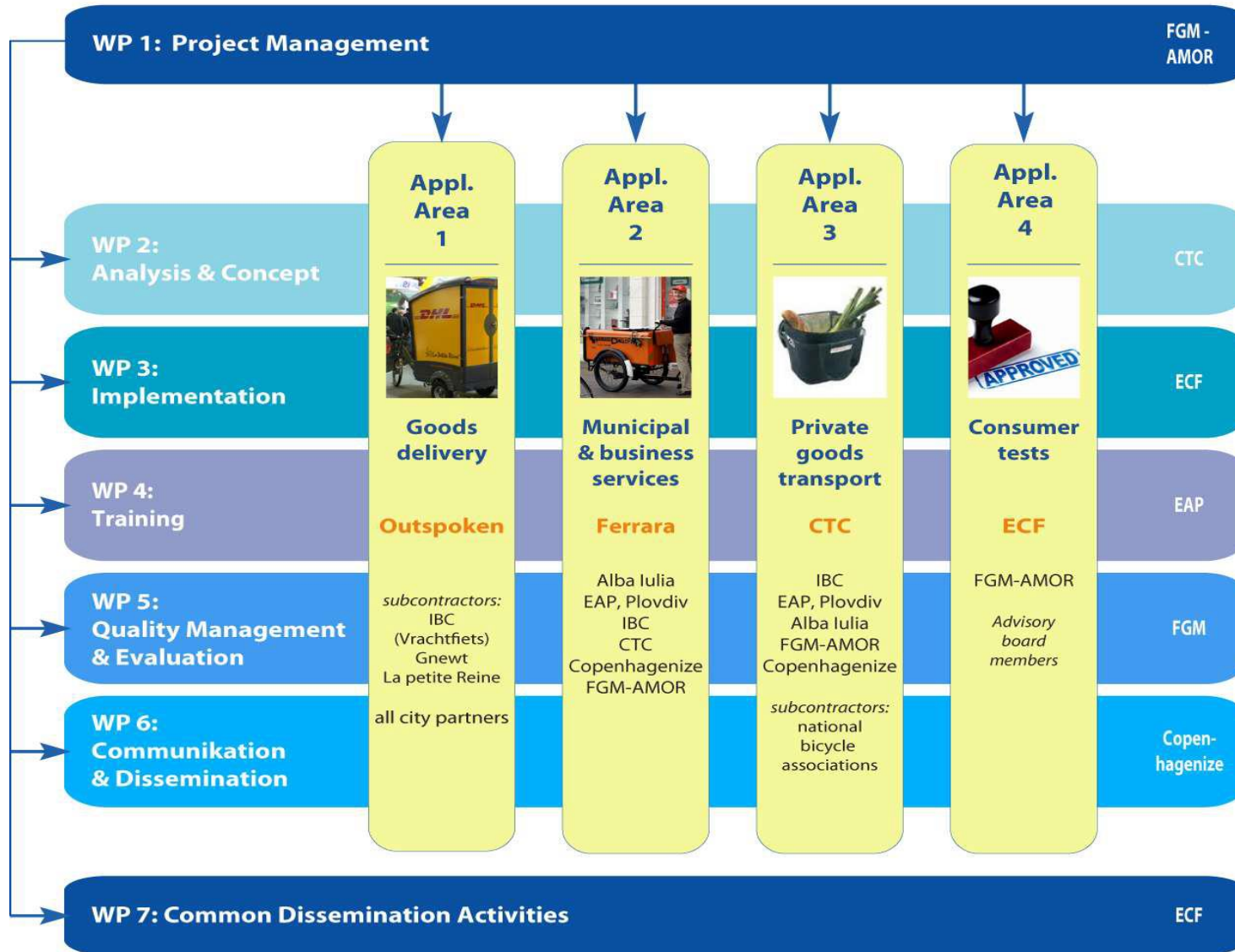
Lots of potential for shopping by bike



Source: ARGUS, Graz 2009

Objectives and Main steps

- ❖ Making the **transport sector aware** of the topic
- ❖ **Shifting car trips** with the purpose of transporting various goods to the bicycle
- ❖ **Motivate urban delivery service companies** to integrate **cargo bikes into their fleets**
- ❖ Take up of cargo cycling in the transport policy of the partner cities and **creating favourable framework conditions** for moving goods by bicycle
- ❖ **Trigger application** of transport bicycles **for municipal and business services**
- ❖ Optimisation/improvement of framework conditions for **shop by bike** possibilities at supermarkets and shops
- ❖ Providing **solid customer information** about all areas of cycle logistics



Strategies of implementation

- Compilation of **best practice** in Cargo Cycling (Inventory, B2B, B2C solutions,
- **Focus group** meetings involving **stakeholders**
- **Living laboratories** for Cycle Logistics offering test possibilities for potential users
- **“Shop by bike“ programme** in 15 cities
- **Consumer tests** (Cargo Bikes, trailers, equipment)
- **Trainings workshops** for the implementation of cycle logistics



Cycle Logistics Examples



Project Summary

cyclelogistics aims to **reduce energy use** in urban freight transport by **promoting the use of bicycles** instead of motorised vehicles for the movement of goods. The project will focus on the inner areas of EU cities .

Following areas will be approached:

- Delivery transport
- Municipal services related to the transport of goods
- Business trips related to the transport of goods
- Private trips related to the transport of goods



Participants coming from **eight countries** work on the project. Including the advisory board and subcontracts, 17 countries are involved

Main results expected:

- less energy consumption
- less usage of space, less noise and pollution

Partners & Contact

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Project Partners:

- **ECF** – European Cyclists Federation, Bruxelles, Belgium
- **Outspoken**, Cambridge, United Kingdom
- **AMI Ferrara** – Agenzia Mobilità Impianti, Italy
- **EAP** – Energy Agency of Plovdiv, Bulgaria
- **Copenhagenize**, Copenhagen, Denmark
- **Alba Iulia**, Rumania
- **CTC** – UK's national cyclists' organisation, United Kingdom
- **IBC** – Internatioal Bicycle Consultancy, Utrecht, The Netherlands

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