



URBAN LOGISTICS AS AN ON-DEMAND SERVICE



Replication Booklet



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Replication Booklet

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ULaADS insights at a glance



Delivering solutions for urban logistics in the on-demand economy.

3 municipalities committed to zero emissions city logistics – Bremen, Mechelen and Groningen – have joined forces with logistics stakeholders, and leading academic institutions to accelerate the deployment of innovative, feasible, shared and zero-emissions solutions addressing the challenges generated by the on-demand economy in urban logistics.



BREMEN

TRIAL 1 : Micro hubs and last-mile delivery

The first ULaADS trial in Bremen focused on expanding the number of micro hubs and cargo bike freight transport.

The objectives of the trial were:

- To reduce the number of polluting vehicles entering the city centre
- To improve space management thanks to last-mile delivery by cargo bikes
- To increase efficiency in the interaction between long distance freight transport and urban freight transport

[Go to page 6](#)

TRIAL 2 : Private Micro-logistics

Logistics doesn't solely revolve around commercial operations; it's equally crucial for private households. This aspect can be labelled as private micro-logistics.

The objectives of the trial were:

- To avoid car trips for private logistics, thus reducing pollution and congestion
- To offer users the possibility to familiarise themselves with cargo bikes without having to purchase a privately owned one

[Go to page 7](#)



MECHELEN

TRIAL 1 : Collaborative urban freight transport model

In trial 1, the city of Mechelen worked to enhance logistics efficiency by developing a collaborative urban freight transport model among different logistics service providers.

The objectives of the trial were:

- To increase network efficiency as a result of higher load factors
- To increase synergies with other spatial developments
- To limit environmental emissions
- To increase flexibility and service availability

[Go to page 8](#)

TRIAL 2 : Cargo-hitching with an autonomous shuttle

In Trial 2, Mechelen experimented with the use of an autonomous vehicle. The focus was on how to integrate passenger and parcels mobility services, also known as cargo-hitching.

The objectives of the trial were:

- To test the efficiency and benefits of an autonomous vehicle with shared capacity (parcel and passenger)

[Go to page 9](#)



GRONINGEN

TRIAL 1 : On-demand shared vehicles for last-mile deliveries

The municipality of Groningen and the Groningen City Club (GCC) organised the development, implementation, and promotion of a platform for on-demand shared vehicles for last-mile deliveries.

The objectives of the trial were:

- To increase the use of cargo bikes and other zero-emission vehicles (and decrease the use of polluting vehicles)
- To increase the efficiency/use of transport vehicles
- To increase liveability and safety through the use of smaller, silent, and clean vehicles
- To give more target groups the opportunity to use electric vehicles
- To reduce CO2 emissions

[Go to page 10](#)

TRIAL 2 : Policy framework for parcel lockers

The municipality of Groningen and the public transport organisation of the provinces Groningen and Drenthe (OVb) experimented with the addition of parcel lockers to multimodal mobility hubs for commuters. An overarching policy framework for parcel locker placement in the city was developed.

The objectives of the trial were:

- To increase the use of existing multimodal hubs by adding logistics services
- To increase liveability and safety in neighbourhoods by decreasing of the amount of delivery vans in these areas
- To reduce of CO2 emissions

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FOCUS ON

Bremen



TRIAL 1.

The first ULaaDS trial in Bremen focused on expanding the **number of micro hubs and cargo bike freight transport**, building on the Urban BRE project (2019-2021) funded by the Bremen Ministry SWAE.

This trial shifted focus from courier express to general cargo and expanded the number of micro hubs. Two micro hubs are located in Jakobikirchhof on public ground, and a new micro hub was built in Viertel, on a rented commercial car park. The trial explored business-to-business (B2B) deliveries, partnering with a logistics service provider and a medical and pharmaceutical supply distributor, handling shipments from small packages to over 60kg cargo.

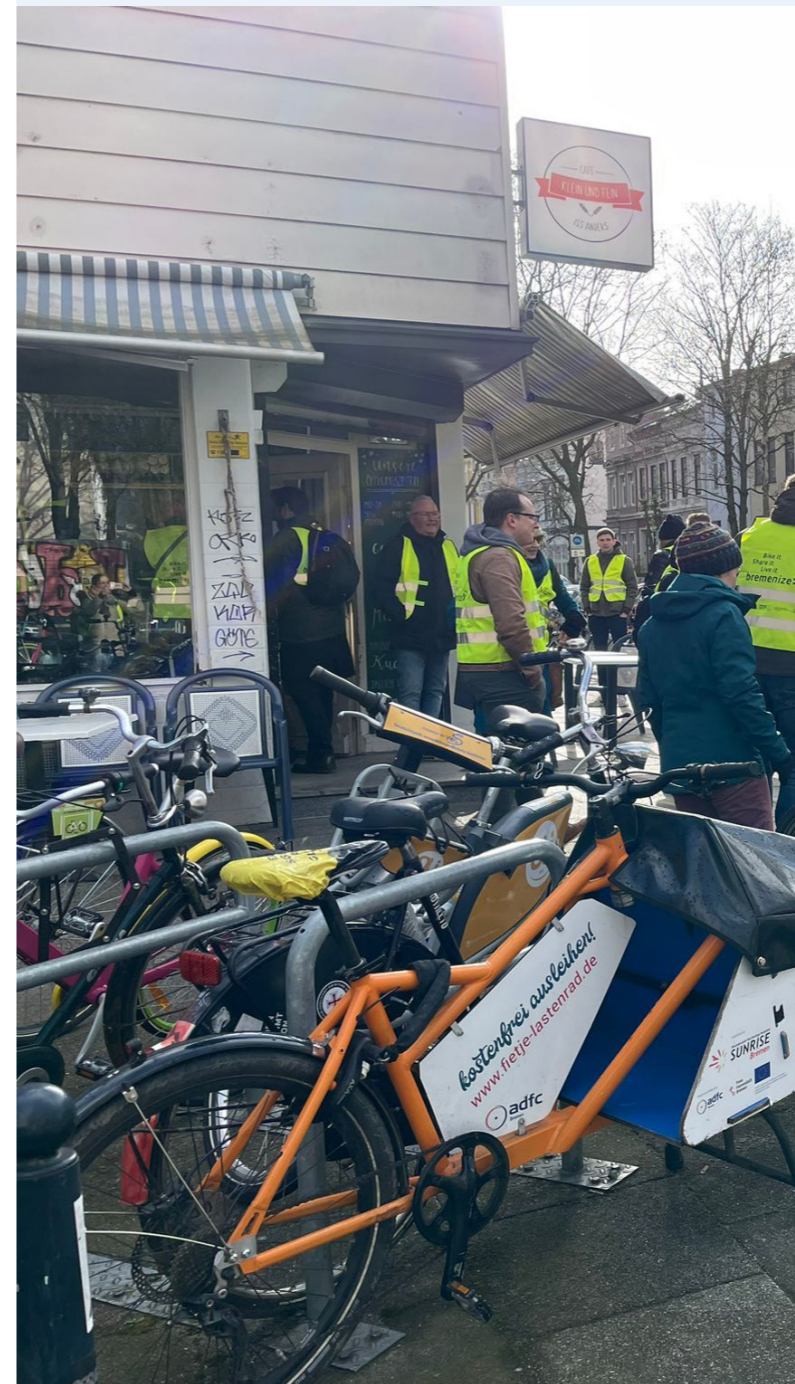
LESSONS LEARNED

- Key learnings highlighted the effectiveness of Rytle's e-cargo bikes for larger, heavier shipments but underscored challenges in operational planning and micro hub location strategy.
- The trial demonstrated the feasibility of employing cargo bikes for general cargo and underscored the importance of placing hubs close to delivery points.
- It also prompted a shift in the concept of containerised urban last-mile logistics, acknowledging the infeasibility of pre-loading standardised units for general cargo.
- The solution's success hinged on logistics service providers perceiving societal and environmental benefits as outweighing operational downsides. The need for a comprehensive life cycle assessment was emphasised to evaluate the social and environmental impact of the solution.
- Key partnerships involving local authorities, logistics service providers, and last-mile delivery service providers were identified as crucial, with local authorities playing a pivotal role in identifying micro hub locations.
- Despite challenges, the trial revealed social benefits, such as improved urban public space usage, road safety, and job opportunities for citizens.

TRIAL 2.

The second ULaaDS trial in Bremen introduced an **innovative approach to private logistics by integrating five cargo bikes** into the existing ADFC (General German Bicycle Club) rental scheme, Fietje.

This initiative aimed to facilitate private micro-logistics for citizens, such as transporting groceries or furniture, offering a sustainable alternative to car trips. The bikes, accessible through local store partnerships, are available for free with an optional donation system for maintenance and operational costs, managed by ADFC and partners. Users book slots online, showcasing a community-driven, non-commercial logistic solution that leans on external funding and donations.



LESSONS LEARNED

- Community engagement and the role of local authorities in promoting the scheme were crucial as the trial emphasises citizen awareness and buy-in as key success factors.
- The trial underlined the necessity of a user-friendly booking platform, strategic placement of cargo bikes at host locations, and the integration with broader city logistics initiatives.
- The scheme's financial model relies on donations, highlighting the challenge of ensuring sustainability without direct revenue streams.
- The trial demonstrated the potential of cargo bikes to replace car trips for transporting bulky items, emphasising the need for public awareness, collaboration, and promotional efforts to replicate success in other cities.



Mechelen

TRIAL 1.

The trial focused on collaboration and asset-sharing between one local and two national logistics service providers to improve first-mile efficiency: UPS, EKOkoeriers, and bpost. They planned to join forces by consolidating pickups at local shops in the inner city, performed by cargo bikes from EKOkoeriers and consolidated through a network of urban consolidation centres of bpost and UPS. The intended role of EKOkoeriers as an intermediary service provider, bridging the gap between major delivery companies like UPS and bpost and local businesses, was envisioned to enhance operational efficiency and sustainability. Despite its potential to streamline loss-making activities for larger delivery companies and contribute to the city's sustainability goals, the trial faced hurdles in aligning operational processes and negotiating agreements.

The trial failed to progress to the implementation stage as the three parties failed to reach an agreement, bringing the trial to a halt.

LESSONS LEARNED

- This trial brought forth significant insights into the complexities and challenges inherent to collaborative urban freight transport solutions.
- The trial faced hurdles in aligning operational processes and negotiating agreements between the intermediary service provider EKOkoeriers and the major delivery companies (UPS and bpost).
- The trial demonstrated the intricate nature of collaboration in the competitive logistics sector, where brand recognition and market share are fiercely protected. The need for clear cost distribution for each transport leg and fair benefits and responsibilities outlined further underscored the complexity of the venture.
- Resistance from competitors, data sharing, safety concerns, subcontractor complications, and a lack of interest from retailers led to significant hurdles.
- The trial underscored the importance of aligning perceived value with the operational and competitive landscape to ensure successful deployment.
- It emphasised the necessity of stakeholder engagement, formal agreements, and a realistic understanding of the challenges inherent in collaborative urban freight transport solutions.



TRIAL 2.

This trial tested cargo-hitching with an autonomous vehicle at a business park. The trial preparations started in 2021, involving a feasibility study and the formulation of a tender for subcontracting the vehicle service deployment. Following the conclusion of the tender procedure, the process to obtain a permit was initiated.

This stage took five months to complete, encountering complications with obtaining the permit, due to uncertainty about the relevant governmental departments to issue the permit. Testing started in June 2022; the autonomous shuttle operated on a route within the business park «Mechelen-Noord,» spanning over 2 kilometres with six stops, operating on weekdays from 11 am to 6 pm.

The trial incorporated cargo-hitching, placing the main stop near a parking spot with an existing bpost parcel locker and later integrating an on-board parcel locker into the autonomous vehicle. Operated by Easy Mile, the electric autonomous vehicle had a passenger capacity of 9 after installing the on-board parcel locker, comprising three small and three medium-sized lockers. Utilising the autonomous vehicle for passenger transport required users to access a website displaying the route map and real-time vehicle location, while the on-board parcel locker functioned similarly to a stationary parcel locker.



LESSONS LEARNED

- The trial revealed challenges for logistics service providers delivering into an on-board locker and for consumers picking up parcels. The on-board locker's low capacity and mobile nature of the vehicle posed difficulties for both logistics providers and consumers.
- The trial indicated that the initial value propositions of the business model were not confirmed, highlighting challenges in integrating passenger transport and parcel services within the same autonomous vehicle.
- It revealed difficulties in maintaining consistent service levels in diverse urban environments, especially concerning weather conditions and roadworks.
- The use of the parcel locker on the autonomous shuttle was low, and suggestions included separating passenger and goods flows or using autonomous vehicles for goods transport between sites.
- The combination of passenger transport and parcel services seemed to exacerbate challenges rather than create synergies. It emphasised the importance of identifying a suitable route, creating schedules, and organising loading and unloading.
- The trial underscored the critical role of cooperation between different government levels to obtain necessary permits for operations.
- Stakeholder views and preferences about routes and services varied greatly between city services, Mechelen inhabitants, and industrial zone workers.
- Overall, the introduction of autonomous shuttles received mixed feedback, acknowledging the potential for reduced staffing costs and increased service availability but also emphasising challenges related to social control, safety, and competition between passenger and freight transport.
- The trial provided a foundation for discussing adaptations to maximise autonomous vehicle potential in urban contexts. Considerations for infrastructure improvements, increased familiarity, safety enhancements, and optimised route planning were identified as key for future experiments.



FOCUS ON

Groningen

FOCUS ON - Groningen Trials

TRIAL 1.

In Groningen, the city and the Groningen City Club launched a platform to provide shared zero-emission vehicles for shopkeepers and entrepreneurs, enhancing collaborative delivery models.

The platform enables local shopkeepers and other entrepreneurs to access different types of shared zero-emission vehicles and use shared vehicles for supplying their shops and/or delivering to their customers in the city and its peri-urban and rural regions. The vehicles were made available at different locations throughout the city and consisted of cargo bikes, light electric freight vehicles, and an electric van. The platform can also be used to organise the delivery of orders from multiple participating shopkeepers.

The focus was on rolling out a platform where local shopkeepers and entrepreneurs can organise using shared electric vehicles, which helped shopkeepers explore how these vehicles can be used in their operations while ensuring they maintained access to the city as the regulatory framework becomes increasingly stringent. This initiative aimed to facilitate access to various types of zero-emission vehicles stationed across the city, supporting the transition to a zero-emission zone by 2025.

LESSONS LEARNED

- Key lessons from the Groningen trial include the critical need for a highly functional platform with real-time vehicle availability and efficient booking systems, the importance of strategic vehicle location, and the role of partnerships in ensuring project success.
- The trial highlighted cost considerations for developing sustainable business models and the significance of user engagement and flexibility in addressing operational challenges.
- Distinctions between ad hoc and planned usage underscored the necessity for versatile logistics solutions. The trial's insights into cost vs. availability trade-offs informed a balanced pricing strategy, acknowledging the importance of supporting local businesses and promoting zero-emission mobility.
- Strong partnerships and community engagement were identified as crucial elements, alongside the need to consider environmental benefits and societal impacts in urban logistics solutions.

TRIAL 2.

This trial sought to experiment with the addition of logistics services to multi-modal mobility hubs. The municipality of Groningen and the public transport organisation of the provinces Groningen and Drenthe (OVb) collaborated to install a white-label parcel locker system at the Park and Ride (P&R) location Hoogkerk, a key mobility hub near the city of Groningen.

During trial implementation, challenges emerged related to the permits for placing the parcel locker. These difficulties were due to the high pressure on public space in the city, the size of the lockers and their impact on existing views, greenery, and road safety, as well as accessibility issues for both delivery vans and customers. The absence of a policy framework for parcel lockers made reaching an agreement difficult, and disagreements over the rental price added complications. Additionally, the requirement for an electricity connection posed challenges, with waiting periods of three to six months in the Netherlands for new installations. Eventually, an agreement was reached with specific conditions, including an awareness of the pilot phase, the possibility of locker removal or adaptation, and potential future conversion into a rental agreement.

The municipality of Groningen decided to broaden the trial's scope by examining parcel locker systems more comprehensively. Together with ULaDS partners Bax & Company and the University of Groningen, the municipality aimed to establish an overarching policy framework for parcel locker placement in the city. This resulted in the publication of the study "[Finding the Right Space for Urban Logistics: a Framework for Open Parcel Locker Systems](#)".

The city is now preparing a public tender to allocate public space for parcel lockers in the locations identified through the study.

LESSONS LEARNED

- The trial led the municipality to examine parcel locker systems more comprehensively, considering them as one of several out-of-home delivery options, including in-shop pick-up/drop-off points and neighbourhood hubs. This shift in perspective resulted from stakeholder engagement (e.g. logistics service providers, local shopkeepers, and civil servants from various municipal departments).
- The updated approach emphasises the use of parcel lockers for residents, not just commuters, and articulates a mission to mitigate negative externalities associated with e-commerce delivery.
- The approach underscores the need for public authority involvement in permitting parcel lockers on public spaces like mobility hubs, with a proactive role in liaising with logistics providers and system providers.
- Shopkeepers, suppliers, and entrepreneurs seek to have a say in finding suitable locations and defining operating model preferences.
- The lesson learned about revenue streams underscored the importance of reduced operational costs for logistics service providers and the possibility for public authorities to bear investments for multiple logistics service providers solutions on public spaces.
- The societal and environmental costs of parcel lockers on public spaces are acknowledged, with potential risks outweighing benefits unless carefully managed. Despite potential benefits for logistics providers, commuters, and residents, the trial underscores the need for balanced considerations and strategic planning in parcel locker placement.



FOCUS ON - Groningen Trials

Replication in ULaaDS

Replication and scaling up are important objectives in ULaaDS: it is essential that other cities benefit from the Lighthouse cities experiences, challenges, and practices. Replication in the context of ULaaDS was intended as the path towards the exploitation of solutions by a wide range of cities, with four Satellite cities participating in the replication activities: Alba Iulia (Romania), Bergen (Norway), Edinburgh (the UK), and Rome (Italy).

Participants from Lighthouse cities, Satellite cities, and partners of the project took part in a three-year replication programme designed to foster knowledge exchange and capacity building, leading to assessing the transferability potential of selected solutions.

At the end of the replication programme, the Satellite cities selected ULaaDS solutions that could be adapted and replicated in their own local context.





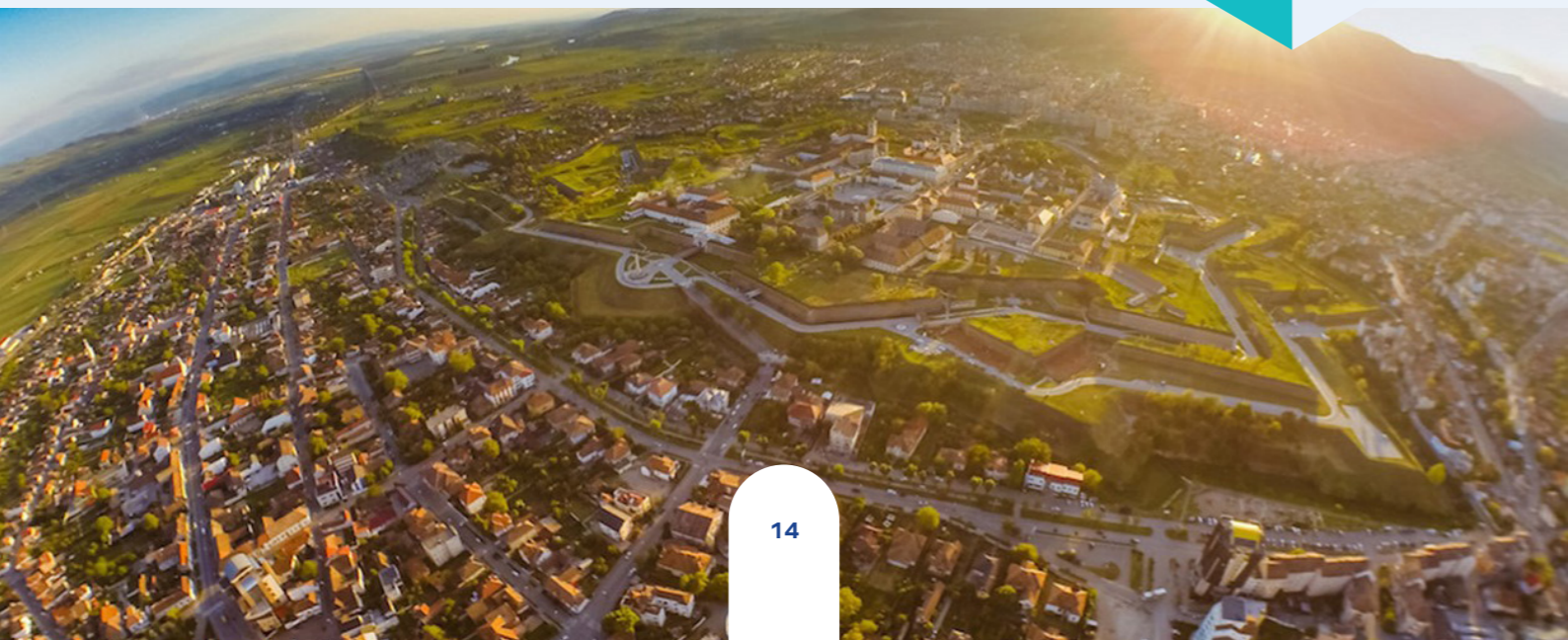
Alba Iulia

IS LOOKING AT REPLICATING :

- 1.
Bremen Trials
- 2.
- 1.
2.
Mechelen Trials
- 1.
2.
Groningen Trials

ZOOM-IN... on parcel lockers sharing

Alba Iulia is planning to utilise the experience of Groningen and the developed **local fora methodology** to initiate a dialogue between all the delivery companies. The aim is to propose placing parcel lockers in public urban spaces and encourage logistics service operators to share them. Currently, in Alba Iulia, all the parcel lockers are situated in private areas such as gas stations and parking spaces of large stores. The concept was first implemented by the largest online store in Romania (with its own delivery company) and is now well-established among many delivery companies. However, there is currently no sharing happening between companies in terms of parcel lockers.



TIMELINE

2025

Planning dialogue with the delivery companies

Department or stakeholder in charge of the action :
International relations, Partnerships and Urban Innovation Dep.

External stakeholder to be involved :
Logistics service providers

Preparation of documents and permits for private companies to place parcel lockers on public spaces

Department or stakeholder in charge of the action :
Alba Iulia Municipality

2026

Placement of parcel lockers on public spaces

Department or stakeholder in charge of the action :
Alba Iulia Municipality

External stakeholder to be involved :
Logistics service providers

2027

Alba Iulia should implement delivery-related traffic policies and update its Sustainable Urban Logistics Plan (SULP) with digital parcel locker maps. Increased citizen awareness of parcel areas will lead to greater adoption of new last-mile delivery policies. This is an opportunity for Alba Iulia to learn from the ULaaDS project's solutions and replicate them on a larger scale.

Liviu Stanciu, Alba Iulia Smart City

Check out our Framework for Open Parcel Locker Systems





Bergen

IS LOOKING AT REPLICATING :

- 1.
 Bremen Trials
- 2.
 Mechelen Trials
- 1.
2.
 Groningen Trials

ZOOM-IN...

on shared mobility services for citizens and SMEs

Bergen is continuously working on promoting the use of shared mobility, and especially car sharing, to reduce the need for owning a car.

The trial in Groningen proved that shared mobility services could also benefit local businesses. Bergen already has several car sharing operators, and the city should strive to further integrate these operators with small and medium-sized enterprises (SMEs).

The Bremen trial with cargo bikes for micro-logistics has effectively showcased the potential impacts of this vehicle type. Cargo bikes are currently underutilised in Bergen. The city has implemented two measures to promote the use of cargo bikes among both citizens and businesses:

- A financial grant scheme for cargo bikes, available to both businesses and citizens. The scheme aims to reduce the cost barrier of buying a cargo bike. The scheme awards up to €1500 per applicant.
- Previously, the city bought 3 cargo bikes available for rent for up to three weeks for private individuals. This operation was discontinued due to organisational capacity constraints. The bikes were given to a non-profit organisation that lends equipment for free to citizens. Eventually, they had to be returned due to a lack of maintenance competence.



The city is now looking to revise its current public bike scheme, which is scheduled for tender in 2026. Therefore, Bergen is interested in understanding if and how cargo bikes could be part of a shared mobility fleet, catering to the needs of both citizens and businesses. This effort should also include reaching out to local businesses to explore how shared mobility services (bikes, cargo bikes, cars/vans) can support their operations, and reduce the reliance on private vehicle ownership.

Bergen was inspired by the works and knowledge gained from both trial 2 in Bremen and trial 1 in Groningen. The close collaboration with the local shop owner association in Groningen, as well as the impacts of the cargo bike rental scheme in Bremen, are particularly relevant for the Norwegian city. While Bergen does not intend to replicate these trials, it aims to build upon them and adapt the lessons learned to its own context.

TIMELINE

SPRING 2024

Knowledge assessment of other public cargo bike schemes

Department or stakeholder in charge of the action :
Agency for Urban Environment

Dialogue with local businesses to better understand how shared mobility services could help their activities.

Department or stakeholder in charge of the action :
Agency for Urban Environment

External stakeholder to be involved :
Chamber of Commerce in Bergen

SPRING/SUMMER 2024

Call for market dialogue

Department or stakeholder in charge of the action :
Agency for Urban Environment

FALL 2024/SPRING 2025

Tender

Department or stakeholder in charge of the action :
Agency for Urban Environment

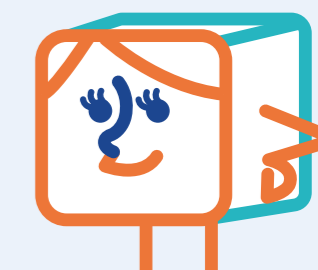
2025

Participation in ULaaDS has been truly insightful for the city of Bergen. Not only have we had the opportunity to join the study visits and see how the trial solutions are contributing to more sustainable logistics, but we have also had the chance to meet colleagues from across Europe and discuss how we can collaboratively develop policies that lead us towards a sustainable urban future.

Lars Petter Klem, Bergen Kommune

Main challenge identified

Bergen identified maintenance as the main challenge in the implementation of this solution. Tendering cargo bikes as part of the public bike scheme would shift maintenance responsibility to the service operator. The city should support the operator in building the capacity for cargo bike maintenance and ensure that the bikes are properly maintained.



Edinburgh

IS LOOKING AT REPLICATING :

1.

Bremen Trials

2.

1.

Mechelen Trials

2.

1.

Groningen Trials

2.

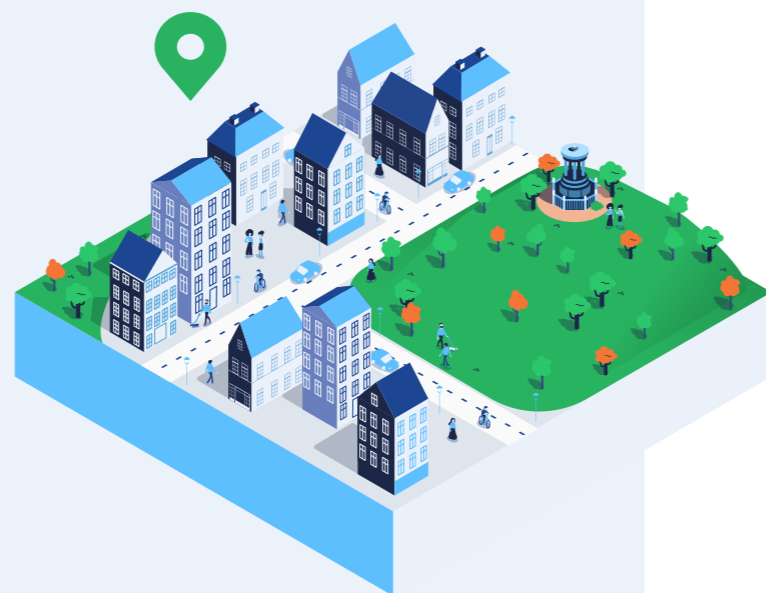
ZOOM-IN...

on Low Emission Zones

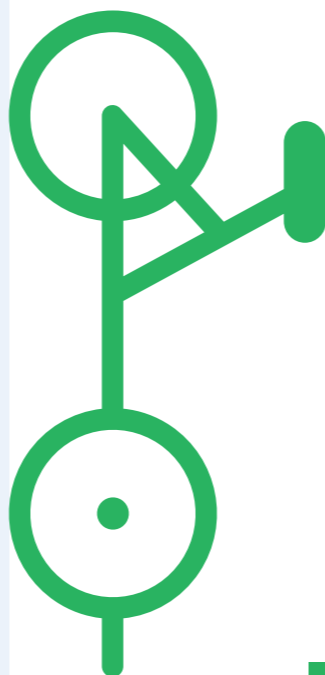
The City of Edinburgh will utilise the experience gained from Groningen during the ULaaDS project to finetune its plans for the implementation of the Low Emission Zone, from the perspective of urban logistics. In 2014, Groningen committed to the Green Deal on Zero Emission urban logistics, a covenant aiming for zero-emission city logistics by 2025. This pivotal Green Deal laid the groundwork for the Dutch climate accord, reinforcing the goal of zero-emission city logistics across 40 major and medium-sized cities in the Netherlands. Further solidifying its commitment, Groningen delineated specific actions in its Sustainable Urban Logistics Plan of 2021, titled 'Room for Zero-Emission City Logistics'. This comprehensive plan included the extension of the existing time-access restriction zone, slated to transition into a Zero-Emission Zone (ZEM) by 2025.

The City of Edinburgh Council (CEC) staff have conducted the preliminary consultation and work to implement and subsequently enforce a City Centre Low Emission Zone (LEZ). On 31st of March 2022, the Transport and Environment Committee approved the Low Emission Zone Scheme Proposal, following legal processes. The city centre LEZ was approved by Scottish Ministers on 19th of May 2022 and was introduced on 31st of May 2022. Enforcement will commence on 1st of June 2024, following a two-year grace period for all.

To support small businesses with the entry into force of the LEZ, Transport Scotland has provided over £1.5 million in LEZ support funds to promote shifting from one type of transport



to greener transport and to reduce emissions. This funding was given to over 450 micro-businesses and low-income households located within 20 kilometres of the scheme. Moreover, the **Low Emission Zone Support Fund** is offering an incentive for eligible businesses to take their older, more polluting vehicles off the road. Grants of £2,000 are available to sole traders and micro businesses with nine or fewer full-time employees. Successful applicants are required to dispose of their vehicle and following vehicle disposal and successful receipt of the fund, eligible businesses will be offered an additional £1,000 towards the purchase of a cargo or electric cargo bike option through the **Travel Better Fund** for businesses. Businesses can also apply for an interest-free loan repayable over four years to buy cargo or electric cargo bikes through the **Energy Saving Trust**.



TIMELINE

LEZ agreed on
19th MAY 2022
Commenced on
31st MAY 2022

Low Emission Zone has been agreed by City of Edinburgh Council (CEC) following consultation

Department or stakeholder in charge of the action :
City of Edinburgh Council (CEC)

External stakeholder to be involved :
Residents and Visitors

Signposting on edge of LEZ

Department or stakeholder in charge of the action :
City of Edinburgh Council (CEC)

External stakeholder to be involved :
Residents and Visitors

OCTOBER 2023

Enforcement cameras procured and installed

Department or stakeholder in charge of the action :
City of Edinburgh Council (CEC)

JANUARY 2024

Enforcement vehicle to be procured and deployed

Department or stakeholder in charge of the action :
City of Edinburgh Council (CEC)

LEZ enforced from
1st JUNE 2024
The vehicle will be procured before this date



It's clear: the ULaaDS Lighthouse, Satellite, and Follower cities face common challenges in achieving carbon reduction through sustainable urban logistics. While key components of their solutions are similar, each city's unique geography, demography, topography, and weather require tailored approaches. Funding and business models also differ, necessitating local adaptations. By recognising similarities and sharing best practices, cities can compare experiences, avoid pitfalls, and facilitate the adoption of future schemes.

George Lowder, Transport for Edinburgh



Meet Fernando, the owner of Tupiniquim, an authentic Brazilian food stall in Edinburgh. Fernando was keen to find a more efficient and environmentally friendly way to get supplies to the food stall. [Watch this video](#) and learn about his experience of applying to the Energy Saving Trust eBike Business Loan and making the switch to a more sustainable mode of transport.



Rome

IS LOOKING AT REPLICATING :

- 1.
 Bremen Trials
- 2.
 Mechelen Trials
- 1.
2.
 Groningen Trials

ZOOM-IN ...

on containerised urban last-mile delivery

Rome draws inspiration from the Bremen trial on containerised urban last-mile delivery.

Rome's SULP has been approved in February 2024. One of the measures envisaged in the SULP concerns the identification of micro hubs that primarily serve the city centre, potentially incorporating spaces dedicated to containers. Deliveries will also be made by cargo bikes, replicating the successful measure trialled by the Municipality of Bremen. The implementation of this measure will follow the timeline of the micro hub realisation, which spans three phases: the 1st year, 5th year, and 10th year.

Moreover, the SULP addresses three key challenges directly linked to other trials conducted in ULaaDS:

- Deployment of Pick-up and Drop-off PuDo services.
- Involvement of various stakeholders (shop owners, carriers, logistic operators, citizens), each with their own distinct requirements.
- Identification of suitable areas for logistics operations and the development of a business model for the management of micro hubs and distribution centres.



In the implementation process, the city of Rome has identified potential challenges, including:

- Shortage of technical staff due to personnel turnover difficulties.
- Complexities in identifying suitable areas and encountering obstacles in the authorisation process, particularly in public areas.
- Difficulties in securing and maintaining adequate financial tools and fund availability.
- Necessity for devising a financing framework and scheme specifically tailored to this measure.

All of the above will be closely monitored throughout the implementation process.

TIMELINE

FEBRUARY 2024

Approval of SULP

Department or stakeholder in charge of the action : Sustainable Mobility Department, RSM

Implementation of the measure in synergy with the establishment of proximity logistics spaces

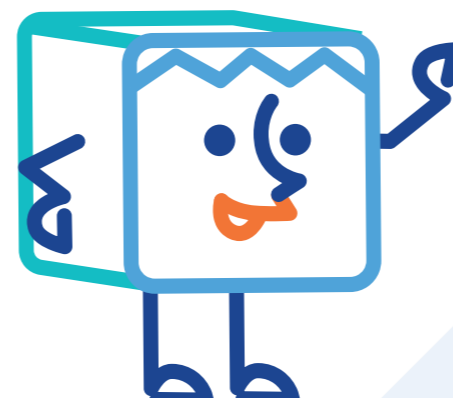
Department or stakeholder in charge of the action : Sustainable Mobility Department, RSM

External stakeholder to be involved : Logistics Operators

The implementation of the measure will follow the timetable for the realisation of the micro hub (three phases already defined: 1st year, 5th year, and 10th year).

Drawing from experiences gained through the ULaaDS trials, Rome is implementing strategies to optimise parcel delivery and mobility. The city is deploying lockers near public transport hubs to consolidate parcels and establishing 24 bike box stations at metro stations to encourage combined bike and locker usage. Rome is also promoting cycle logistics for urban parcel distribution and exploring storage options near residential areas with input from operators and stakeholders.

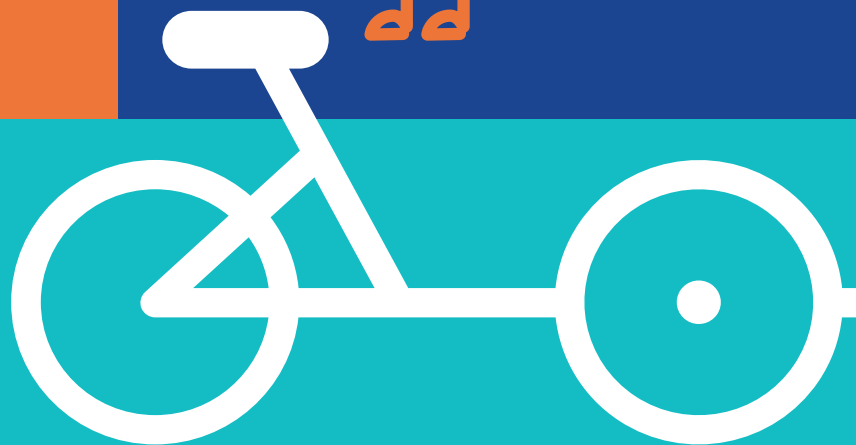
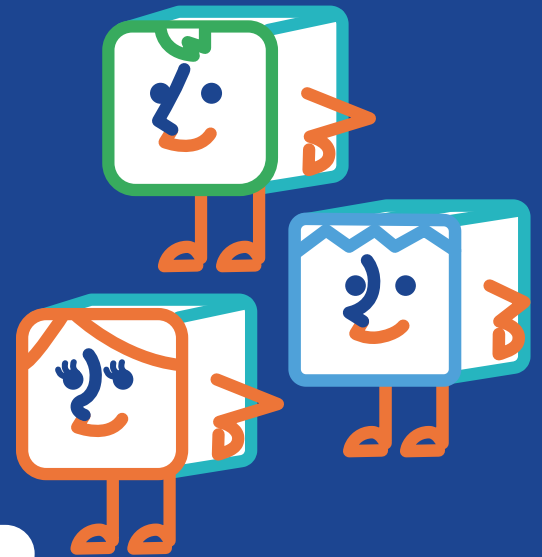
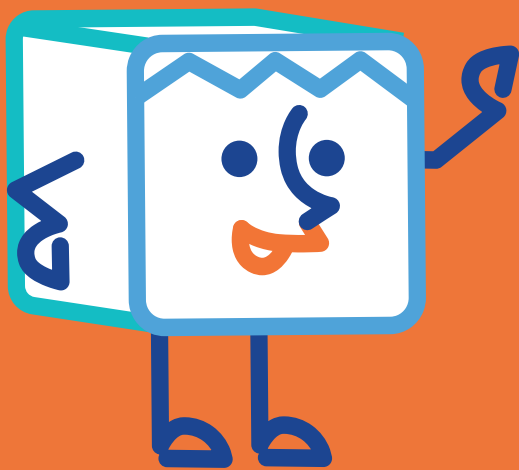
Marco Surace, Agenzia Roma Servizi per la Mobilita' Srl





Curious about the ULaaDS lessons learned and the full transferability assessment conducted by the Satellite cities?

Check out the full Implementation Roadmaps [here](#)



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