

Guideline **CARGO BIKES**



Transportation of goods and services is one of the most important causes of traffic in urban areas. In recent years, these transportation tasks are increasingly shifted to cargo bikes thus eliminating some of the motorised transport. Designed to meet special load requirements, they can serve various functions. And important to note is that they are extremely cost effective. That is why they are quickly adopted in various transportation tasks.

Transportation duties in cities or industrial areas could be realised by bicycles at lower costs, often faster and without doubts substantially more sustainable than with cars and transport vehicles. And because of these advantages cargo bikes recently experienced great attention in urban delivery situations, triggered also by the growing transport demand from e-commerce. They have already outgrown first pilot projects and test

applications in the last couple of years. Today there is a widespread use of specialised cargo bikes in various cities. Even companies like DHL, BASF and others are investing into them. This does not come as a surprise, given that the last mile delivery costs are up to 70% of the total transportation bill and cargo bikes have a great cost-saving potential, especially at precise delivery in cities.



Potential Applications

Cargo bicycles have numerous designs and applications. They are designed to meet special load requirements, to function in different terrains and serve different purposes, for example as mobile food stores. They can potentially transport up to several hundreds of kilograms. Electrical support engines in Pedelec or electric cargo bicycles can further increase speed, cargo loads and range. They could be applied for sales purposes, promotion, tourism, food, craftsmen transport or gardening. There has been a wealth of projects investigating their potential applications.

Municipal use of Cargo Bikes

Companies are intensively busy in finding new purposes of cargo bikes, given the already mentioned advantages. The same advantages hold true for municipalities. Cities should consider cargo bikes for a number of applications.

promoting the use of cargo bikes as substitute for motorised transport, or

applying cargo bikes in municipality duties.

Municipal Duties

Possible applications for municipalities could be found for example in administrative transportation

duties such as document transfer between departments. Also in maintenance duties, cargo bikes can prove very effective, for example in

parks, green spaces or for waste collection. Cities have several options:

Bremen

The German city Bremen started a test programme for companies. Those firms interested were able to rent a Pedelec or e-cargo bike at no charge for a period between 10 days and 4 weeks. The city tried different bicycle types. The goal was not only to bring commuting employees to use bikes but also to showcase the bicycles application for general transport tasks. The city acquired 34 pedelecs and four e-cargo bikes for the campaign and the total investment was up 100 000 Euros.

1. Outsource selected duties to local cargo cycle companies.
 - o Why not investigate into social cargo bike enterprises that combine logistical services with societal functions?
2. Promote the use of cargo bikes in municipal services (municipal role model function).
3. Invest in own cargo bikes.

Where cities investigate potential applications of cargo bikes, they are advised to include competent external experts.

Including cargo bikes as options for new purchases for a cities fleet might already suffice, but creating a preferred status of cargo bikes in municipal service calls to service companies would give much greater momentum.

What can cities do to promote?

Municipalities could

- Free test programmes for companies.
- Subsidies for cargo bike investments.
- Creation of parking spaces specifically for cargo bikes.
- Intensive enforcement of parking violations of transport vehicles (LGVs, HGVs).



- Local bans of motorised transport combined with specific permissions for cargo bikes.
- Support of city-logistics concepts for cargo bikes.
- Support marketing programmes for the use of cargo bikes.

Graz

The City of Graz grants subsidies for cargo bike investments with 50% of the investment costs up to 1000€. Eligible are companies and institutions like schools, universities, building and property management companies as well as others. The city defines eligible purposes and limits the number of grants to one bike per institution or company. The required paperwork is not too extensive. Since 2011, the programme supported 34 cargo bikes. If budget allows, the subsidies are offered until the end of 2015.

Success factors

- Lower investment costs than motorised transport.
- Lower maintenance costs for cargo bikes.
- No congestion or parking costs.
- Higher reliability in urban conditions.
- No legal license requirements for drivers.
- The positive health and environmental impact of cargo bikes schemes make them a positive part

of air quality action plans.

- General promotion of cycling: Where conditions for cycling are not sufficient, it is very difficult to promote cargo bikes.

Obstacles

- Small municipalities might not have the necessary resources to implement and run a cargo bike scheme.
- Personnel costs could be greater than capital costs, as potentially more staff is needed for transport by bike than for transport by car.
- Potential insurance and security issues.
- EU harmonisation potentially necessary for varying national legal frameworks (i.e. safety, certification).

Final Words

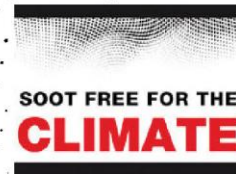
We see the potential for widespread application of cargo bikes, as they have long list advantages. Where conditions for cycling are not sufficient in a city, cargo bikes cannot not be able to realise their full potential. That is why we advocate for general promotion of cycling. This includes consistent management of cycling infrastructure, setting fines for parking violations on cycling infrastructure and controlling it are both crucial requirements in promoting cycling.

Copenhagen

Copenhagen uses bikes for street cleaning, leaf and garbage removal as well as for park maintenance. The city administration has 20 bikes and smaller municipalities like Frederiksberg own additional ones. The cities' street cleaning department is responsible for the maintenance of the bikes.



Foto: © Sebastian Hoff



Further information:

European Cycle Logistics Federation (ECLF) – <http://federation.cyclelogistics.eu/>

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ABOUT US

Clean Air is a project by nine European environmental organisations that fight for clean air in European cities. Despite the existing legislative framework and the citizens' right to clean air, continuing violations of air pollution limits remain a problem in many cities. Air pollution threatens health, environment and climate. It's time to take action!

www.cleanair-europe.org

Started in 2009, the associated campaign "Sootfree for the Climate" aims to reduce diesel soot emissions, which accelerate climate change and pose a threat to public health. To this day twelve European NGOs have joined the campaign.

www.sootfreeclimate.org

a project by



project coordination

co-financed by the EU's LIFE financial instrument



associated campaign

