Project C-LIEGE

Clean Last mile transport and logistics management for smart and Efficient local Governments in Europe

integrated mobility | sustainable mobility | land use planning

PROJECT DESCRIPTION

The C-LIEGE Project - efficient management of transport and logistics of the last mile - is a showcase of good practices and an integrated support tool for all European cities that aim for clean and sustainable urban freight transport. Based on the analysis of the good practices identified in different European cities, the project defined a decision support tool (C-LIEGE Toolbox) addressed to local authorities to plan, implement and monitor effective restrictive and incentive measures aimed at the management and the planning of an integrated energy transport with high energy efficiency in urban areas. Through the planning and implementation of adequate measures, such as access limitations, route optimization, operator accreditation processes or incentives, local authorities can influence delivery in the last mile to get cleaner, cheaper and more efficient freight in cities.

OBJECTIVES

Seven pilot cities/ areas in six European countries have experienced the effectiveness of the C-LIEGE approach: Leicester (United Kingdom), Hal-Tarxien (Malta), Montana (Bulgaria), Newcastle (United Kingdom), Region of Emilia Romagna (Modena, Imola, Piacenza, Bologna, Cesena, Faenza, Ferrara, Forlì, Parma, Ravenna, Reggio Emilia and Rimini), Stuttgart (Germany), Szczecin (Poland). All pilot cities have defined and implemented their own intervention measures to improve energy efficiency and reduce CO2 emissions in the urban freight transport sector. The implementation at the local level was supported by the innovative tools developed by the C-LIEGE project. The C-LIEGE toolbox performs a support function to define and establish the functions and role of a new key figure to coordinate Urban Freight Transportation planning: the City Logistics Manager (CLM) to supplement and complete the already consolidated figure of the Mobility Manager.

PROJECT PHASES

The range of measures implemented in the pilot cities has provided valuable data on which combination of actions related to freight traffic is most effective in achieving energy and environmental objectives. The project implementation phases were:

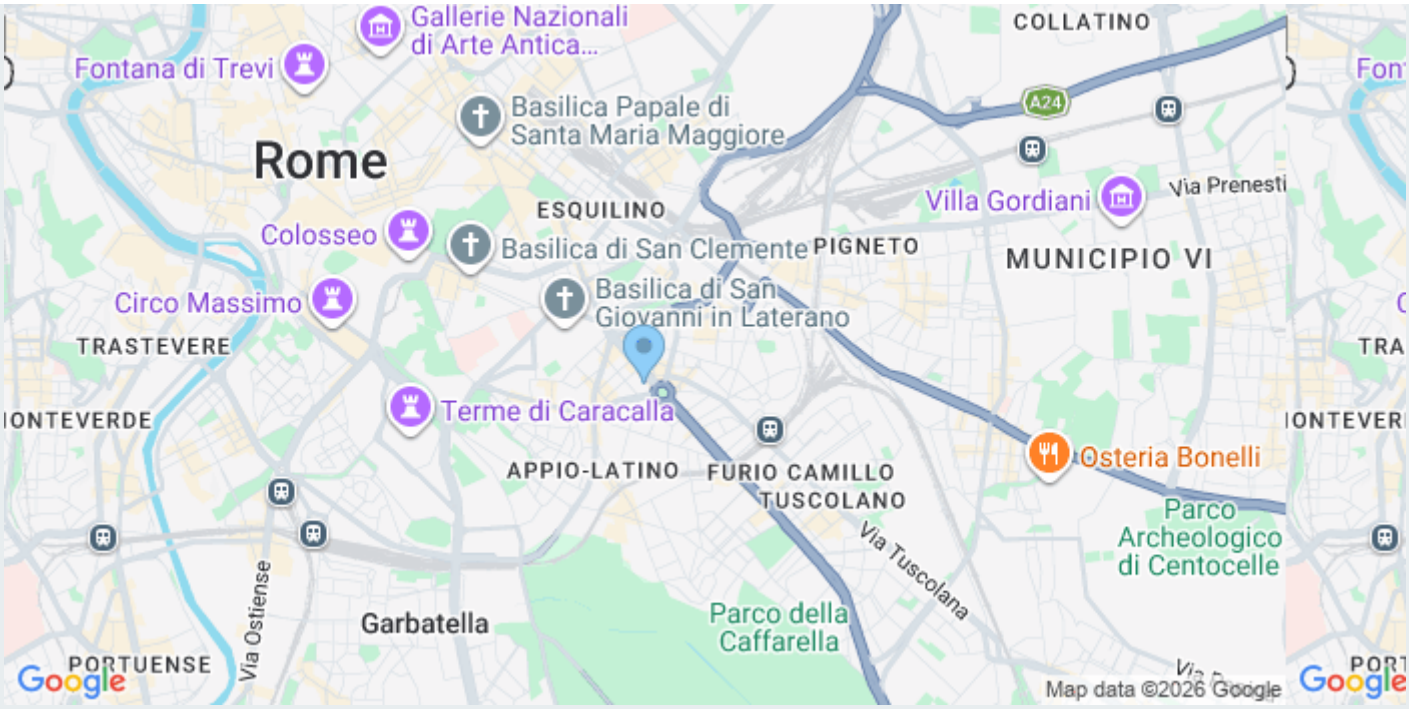
1. **Research, analysis and evaluation of good practices** in the urban freight transport sector implemented in European cities, in order to determine the (positive and negative) impacts of their implementation and the difficulties encountered.
2. **Definition of restrictive ("push") and incentive ("pull") measures aimed at the management and planning of an integrated and highly energy efficient freight transport system** through a process of involvement and integration of the various key players for each pilot city.

3. **Design and development of the toolbox** that defines a set of integrated solutions and measures for managing the demand for freight transport and for establishing the figure of the City Logistics Manager.
4. **Implementation of the experimentation activity** of restrictive and incentive measures of urban logistics in the seven pilot areas according to the integrated approach developed by the project and applied through the use of the toolbox.
5. **Analysis of the results of the experimentation and assessment of environmental**, **economic and social impacts** through a holistic evaluation procedure focused on a set of Key Performance Indicators (KPIs).
6. **Transferability and recommendations** for effective planning and implementation of restrictive and incentive measures in other European cities.

PROJECT RESULTS

The final results achieved by the C-LIEGE Project led to the definition of:

- C-LIEGE database of the urban freight transport good practices, a valuable information tool to support the City Logistics Manager which also offers access to on-demand performance indicators and the results of research on good practices.
- Database of the restrictive and incentive measures. A total of 45 "push" and "pull" incentives concerning urban transport of goods have been developed. Restrictive measures are measures that define obligations for operators, in order to positively influence the operating practices for handling and delivering goods. Incentive measures are the ones aimed at favoring more sustainable and low energy consumption freight transport, enhancing the most virtuous operators.
- C-LIEGE toolbox, a decision support tool for local authorities to select, plan, implement and monitor restrictive and incentive ("push" and "pull") measures appropriate for the efficient management of freight transport demand in urban areas, and to establish functions and roles of the City Logistics Manager (CLM).
- Stakeholders' engagement manual to ensure that none of the important stakeholders are excluded and to understand the role of each stakeholder in the process. The transport of goods in urban areas involves a large number of interested parties and in general, should be included:
  - local public institutions,
  - relevant associations and intermediaries,
  - relevant private players.
- Guidelines for the development of an Urban Freight Transportation Plan, a guiding document for local authorities for the development of urban freight transportation plans which provides a complete description on how to develop an energy-efficient urban transport demand planning and policy actions that adopt appropriate "push-pull" measures. The objective is to assist local authorities in developing and implementing an effective and successful transport strategy as a key component of their local transport plan in order to achieve a balance between the efficiency of freight and passenger transport, saving energy and minimizing transport externalities.
- Action Plan for the European Commission to recommend to the European Commission 15 measures to make urban freight transport more efficient, sustainable and professional with the aim of contributing to the change of national and European policies on urban freight transport and its implications for energy and the environment.



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Acronym
C-LIEGE

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Reference Programme
INTELLIGENT ENERGY EUROPE (IEE)

Beneficiary Coordinator
FIT CONSULTING s.r.l.

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EU contribution
1.812.990,75

Call Year
2010

Start Year
2011

End Year
2013

Beneficiary headquarters

Via Lavinio, 15
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Region
Emilia-Romagna

Description

Italia (Regione Emilia Romagna), Portogallo, Grecia, Romania, Gran Bretagna, Germania, Spagna, Polonia, Bulgaria, Malta