



## ABOUT C-LIEGE – INTEGRATED URBAN FREIGHT TRANSPORT

C-LIEGE – Clean Last mile transport and logistics management - is a showcase for good practices and a helping hand for all European cities striving for cleaner and sustainable urban freight transportation. Our claim: Integrated Urban Freight Transport – more cooperation and better management for more energy efficiency and less CO<sub>2</sub>. Seven pilot experiments in six European countries proved the effectiveness of the C-LIEGE approach: Bulgaria, Italy, Poland, United Kingdom, Germany and Malta.

### EDITORIAL



C-LIEGE is a STEER Intelligent Energy Europe Programme 2010 project focused on developing efficient framework for energy-efficient Urban Freight Transport demand management and planning. C-

LIEGE developed integrated solutions and “push-and-pull” demand-oriented measures in 7 pilot experiments belonging to 6 European countries. C-LIEGE has successfully developed, tested and transferred demand-oriented measures and supporting tools towards reduction of energetic, environmental and economic impacts of freight transport in urban environments.

The C-LIEGE project filled the existing gap in know-how and professionalism in the Urban Freight Transport domain by designing, fine tuning and delivering the complementary capabilities of a City Logistics Manager (CLM). For the first time in Europe, the well known Mobility Manager whose duties were focused on passenger transport only can now be paired with a City Logistics Manager. Even more, our new transferability plan supports EU cities for their road map towards cleaner and sustainable urban freight transportation.

Please enjoy reading more in the following short chapters.

Sincerely yours

Paola Cossu

C-LIEGE Project Coordinator, FIT Consulting srl



### FINAL WORKSHOP

The final workshop held in the heart of the Brussels EU quarter on 21<sup>st</sup> November 2013 was an open public event with the objective to disseminate the C-LIEGE results to other European and accession country cities. The event attracted participants from different corners of Europe. Next to our “regular” C-LIEGE public authorities, the event was also effective in carrying the C-LIEGE “helping hand” message to new cities and regions.

For the first time, an overall scientific impact assessment highlighted the success in all C-LIEGE pilots. In addition, pilot site stakeholders from the public and private sectors debated conclusions of their C-LIEGE involvement. [More...](#)



*The C-LIEGE Consortium after the Final Workshop*



## THE C-LIEGE FOOTPRINT

Undoubtedly, C-LIEGE has left a trace in 7 pilot areas manifesting itself in local governance and legislation, political support, media coverage and private sector's interest as well as in the agendas of authorities and NGOs.

Starting from different histories on city logistics in its municipalities, the C-LIEGE pilot in Emilia Romagna developed a regional set of harmonized rules on time windows and access permissions to Limited Traffic Zones in cities of the region. The specific pilot efforts led to an estimated reduction of 20.1% freight operating costs and 44.4% pollutant emissions.



*Limited access for trucks in Hal Tarxien*

Unprecedentedly, C-LIEGE has succeeded to bring together authorities and the private sector of [Hal Tarxien](#) in a strategic network. In the year of the C-LIEGE measures rollout, Hal Tarxien

records a reduction of 5.949 travelled freight kilometres, 10.6 % fewer pollutant emissions and fossil fuel consumption values reduced by 10.5%.

C-LIEGE has proved to be a powerful instrument for the authorities in [Leicester](#) struggling to tackle challenges in one of the most congested cities in the UK. The measures mix applied led to a reduction of 12.696 travelled freight kilometres, 15.3% pollutant emissions and



*Lorry driver applies for access permit*

10.5% fossil fuel consumption in 2013.

The C-LIEGE charging and restricting scheme in [Montana](#) is legally binding since

March 2013. It encourages night deliveries, shared logistics services and the use of new delivery vehicles. In 2013, Montana reached 19.139 fewer freight kilometres, reduced pollutant emissions and fossil fuel consumption by 11.9 % as well as operating costs by 7.7 %.

Accurate information, raising operating standards and promoting modal shift is how C-LIEGE constitutes its legacy in [Newcastle](#) upon Tyne. A reduction of 67,441 travelled freight kilometres, 9.5% pollutant emissions and 9.4% fossil fuel consumption in 2013 pave the way for promising future developments.

Being in and around a narrow valley, [Stuttgart Region](#) has to reconcile capacities with freight demand. C-LIEGE has become an indispensable traffic planning mechanism with reductions of 12,825 travelled freight kilometres, 16.7% pollutant emissions, 16.6% fossil fuel consumption and 10.4% freight operating costs in 2013.



*Optimizing goods delivery in downtown*

The impact of C-LIEGE in [Szczecin](#) with new packstations, relocation of loading bays and ITS systems for two downtown bridges also reveals remarkable results in 2013: 27.8% less pollutant emissions and fossil fuel consumption as well as a reduction of 18.2% in freight operating costs.

Firmly established through local legislation and public private partnerships, C-LIEGE will continue to improve freight movements for greener and more energy-efficient urban areas.

**[More...](#)**



## LEARNING FROM PILOTS: HOW TO MAKE TRANSFER A SUCCESS!

### Don't copy-paste, copy-adapt

While there is plenty information available on urban freight transport soft measures used in many cities as shown in C-LIEGE database and toolbox, in most EU studies less attention is given to the successful transfer of these measures. In the real world, the implementation of success cases imported from elsewhere often end as failures.



Instead of identifying generalized measures that "will work everywhere", the C-LIEGE transferability process focuses upon the particular features of the location which aims to transfer measures. The transferability plan gives a clear guidance on how to select and transfer a measure successfully. The key recommendation: cities should look first at their current situation (i.e. problems, existing policies, market) and then select measures, which apply to their own complexity. Don't copy-paste, copy adapt! [More...](#)

## ROAD MAP FOR EU POLICY MAKING

C-LIEGE aims for a clear identification of the actions that the EU level could implement to facilitate and promote energy



efficiency on urban freight distribution. The results of this Action Plan provide a fundamental input for the energy

efficiency dimension as foreseen in the Urban Mobility Action Plan and 2011 Transport White Paper.

This Action Plan recommends to the European Commission 15 measures that could make urban freight transport more efficient, sustainable and professional. Its objective is to contribute to changes of the national and European policies on urban freight transport and associated energy and environment implications. [More...](#)

## THE C-LIEGE APP

### Stay informed about recent de- velopments in lo- gistics and transport!

The C-LIEGE news hub brings together major transport and logistics news services in English, Bulgarian, Italian and Polish. The design of the C-LIEGE



news hub serves transport and logistics professionals. With the help of this "pocket kiosk", professionals can stay up-to-date on issues of urban freight traffic. The app is available for Android in the Google play store.

## ROUND TABLE RESULTS

4 Round Tables sessions in each pilot city were the key to effective stakeholder engagement. Main result: the selection of pilot measures. In most cases, it was the first time that stakeholders from different groups jointly debated either measures or strategies for urban freight traffic.

[More...](#)





## THE C-LIEGE CHARTER

Over 30 C-LIEGE Charters (Policy statements) signed by cities across Europe!



C-LIEGE Charter subscriber

Charter of sustainable urban logistics

Policy Statement:

I, the undersigned, hereby confirm that **CITY/REGION NAME** shares common goals of energy efficiency and sustainability of the urban freight transport system:

- a) looks forward to implement future actions and policies - based upon the results of C-LIEGE project co-funded by the Intelligent Energy Europe (IEE) Programme - that will contribute to an energy-efficient urban freight transport through a cooperative public-private approach;
- b) looks forward to promote and support the introduction of the City Logistics Manager (CLM) to properly manage and contribute to the definition of targets, measures and solutions for an effective urban freight transport management and planning that benefits all parties;
- c) looks forward to setting up planning and future implementation of specific urban freight transport demand-oriented measures, based upon the C-LIEGE measures portfolio, to facilitate and promote energy efficiency of urban freight transport in the city.

Herewith after, I confirm the acceptance of the five principles of the Charter:

- 1) Co-operation: the urban freight transport management is guided by the principle of continuous consensus building between public and private stakeholders achieved through a Freight Quality Partnership.
- 2) Integration: C-LIEGE has proved the effectiveness of combining various push and pull measures into an integrative soft policy mix.
- 3) Systematisation: Local Freight Development Plans ensure a systematic process of envisioning desired goals and applying a sequence of necessary steps and measures to achieve these goals.
- 4) Institutionalisation: the introduction of City Logistics Manager ensures an effective co-ordination, implementation, monitoring, assessment and improvement of measures for sustainable urban freight transport.
- 5) Proliferation: C-LIEGE is free and transferable, and the Charter is open for every interested local administration in Europe.

Yours sincerely



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Akademia Morska Szczecin - Tyne and Wear Freight Partnership, Newcastle upon Tyne - Verband Region Stuttgart - Verband Spedition und Logistik Stuttgart - Regional Department Control Activity Dai Montana - Falcon – VD Ltd, Montana - Leicester City Council - Regional Inspectorate of Environment and Water, Montana -City of Ludwigsburg - Mont 7 Holding Ltd, Montana - Municipality of Montana - Montana AT -Sector "Traffic Police" at the District Directorate of interior, Montana - Municipality of Vratsa - Zaragoza Logistic Center - Regione Emilia Romagna - Municipality of Bologna - Town of Miedzyzdroje - City of Stargard Szczeciński - Marshal's Office of the Westpomeranian Region, Szczecin - Integer Group, Warsaw - Urząd Miasta Szczecin - Recyklar Piotr Zywot, Szczecin - Department of Mobility, Arnhem Nijmegen - Logistics Association of Murcia - EuroFreight Service Ltd, Malta - Hal Tarxien Local Council - Wester Association of International road Carriers and Freight Forwarders in Szczecin - Maritime University of Szczecin - S.O.S. Nauka Jazdy – Filip Grega, Szczecin - Gmina Goleniow - Department for Environmental Protection of the City of Ljubljana - Riga City Council Traffic Department - City of Zagreb - Municipality of Piacenza - Municipality of Turin

C-LIEGE is searching for more signees of the Charter. For further information please contact Paola Cossu:

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