

**P2P # 11: Cargo Cycles for Urban Freight: The European Experience
Questions and Answers**

1. Could you send us the link to the Paris study you just mentioned (cargo bike stats)?

The French Research Institution LET and the Greater Paris Region have recently published a first brochure which explained the methodology and first results of this survey (title “L’enquête transport de marchandises en ville”). 4 % of the registered freight vehicles are 2/3-wheelers. The split between motorized 2/3-wheelers (e.g. motorbikes) and non-motorized 2/3-wheelers is not published yet. However, a scientist working with the raw data estimated this split at 75:25, rendering the share of cargo bikes in Greater Paris freight vehicles at around 1%.

2. How do you deal with assurances for the city distribution center? How can you calculate the stored value?

The answer depends on the business model and approach. In general there is business liability insurance for each party working in the scheme individually.

3. How do you unload the pallet?

Normally, cargo bikes are not used for palletized goods. If pallets need to be transported with a cargo tricycle, suitable facilities for loading and unloading must be present at the shipper’s and the receiver’s location.

4. I hope you can talk more about impacts of weather and the seasons on the practicality of cargo cycles. Also, how successful are they in cities with lots of hills?

For bicycle messengers, weather doesn’t seem to be a problem. We didn’t find a significant lower share of bicycle deliveries compared to car deliveries on rainy days. However, in other sectors drivers might refrain from using cargo cycles due to unfavorable personal preferences. Cargo cycles for usage in hilly environments should definitely be with electric assist.

5. Are you aware of CargoFish? "Mole Solutions"? and "FoodTubes"?

Yes. Looking forward for the proof of concepts.

6. Are you aware of CargoCap?

Yes – this project is quite well-known in Germany. But chances to realize those solutions in existing urban infrastructure are limited, at least considering Berlin and other German cities today.

7. Which administration system do you use for a CDC? Your own system or do you adopt one another's system?

Within CityLog we used newly developed software, to be able to realize interfaces to the various existing companies systems. But as standardization in this field is “limited” – this remains a tricky issue.

8. Have you considered the supply side and containerizing more and more goods in freight-trike friendly ways?

Containerizing goods for transport with cargo cycles has been mentioned several times by practitioners in the “I replace a car” project as a logical next step as it could lead to efficiency gains during loading and unloading of the cargo cycles. This is part of several current projects, especially considering the ease of changing the transport mode from truck to cycle and vice versa. There are several good examples in Europe. Some of them are presented in the knowledge base of the BESTFACT (<http://www.bestfact.net/>) outputs (available in a number of languages).