

# BESTFACT BEST PRACTICE CASE QUICK INFO URBAN FREIGHT

N° CLI\_014

## NAME OF CASE

**CITYPORTO – Last mile deliveries in Padua**

## KeyWords:

Freight consolidation and transshipment; Clean vehicles ; Collaboration; Consultation; Innovative operational solutions; Access rules and restrictions of urban areas

## Case Logo or Picture:



## Description:

Cityporto is an Urban Consolidation Centre (UCC) service operational in Padua, Northern Italy, focusing on deliveries to the central area 'Low Traffic Zone' of 830,000 m<sup>2</sup>. The manager is Interporto Padova S.p.A., which also manages the local freight village, a PPP whose major stakeholders are the local public bodies (Municipality, Province, Chamber of Commerce). Cityporto has been operating since 2004 and performs more than 100,000 deliveries per year (2012), for 65 customers (most of the couriers and forwarders operating in the city). The deliveries are performed by 11 LNG-powered vans. The depot is a 1000 m<sup>2</sup> wide urban consolidation platform located within the freight village.

## Benefits:

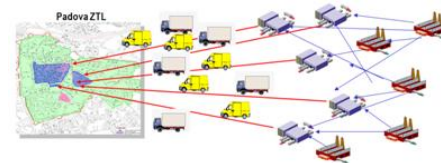
The following key results were assessed from a survey over 485 operational days between July 2008 and June 2010:

- The introduction of Cityporto service led to a decrease of total distance covered by Cityporto customers' vehicles by 727,920 km
- Considering the distance covered by Cityporto vehicles (166,478 km) the net distance saved was estimated to be 561,442 km
- A net reduction of emissions of 219 tonnes of CO<sub>2</sub>, 369 kg NO<sub>x</sub>, 72 Kg SO<sub>x</sub>, 210 kg VOC, and 51 kg PM<sub>10</sub> for this period
- The Cost-Benefit Analysis demonstrated a very beneficial outcome.

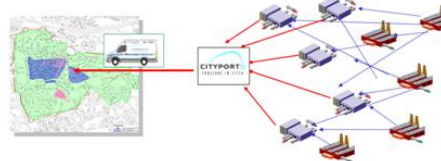
## Starting Point/Objectives/Motivation:

The motivation for the introduction of the Cityporto service was the traffic congestion and pollution in Padua city centre. The congestion was caused by the presence of many delivery vans in the narrow streets of the city centre. The use of Cityporto service and its vans, that operate with a much higher load factor, has helped to reduce congestion.

The common practice for delivering goods in Padua city centre, compared to the new one allowed by the implementation of Cityporto, is represented by the following figures, which show ex-ante a practice of multiple goods deliveries vs. a consolidated ex-post practice after the implementation of the UCC-based model.



Ex-ante situation



The adoption of Cityporto service, following a Framework Agreement with interested city stakeholders, has so far proven its effectiveness in reducing congestion, energy consumption and pollution deriving from freight traffic in Padua urban area.

## Success Factors:

Cityporto is one of the most relevant and successful city logistics systems in Italy, as is recognised as reflecting good practice.

Success factors are:

- The location of the consolidation centre, within the well established freight village, well known among operators, near their logistics platforms and sufficiently far from shops of the inner city
- The neutral role of Interporto Padova as UCC manager
- The development of a dedicated IT System for Cityporto services

## Supported Strategic Targets:

- Better utilisation of infrastructure
- Competitive logistics and transport system
- Acceptance and influence
- Increased efficiency/productivity of logistics processes
- Reduced greenhouse gas emissions
- Reduced pollutants emissions
- Reduced congestion due to consolidation of goods

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## Case Description (Cont.):

The service was subsidised in the start-up phase (2004-2007) by the City and the Province of Padua, and the local Chamber of Commerce, as stated in a Framework Agreement, which itself is a good practice example of an organised dialogue among stakeholders involved in city logistics issues.

Cityporto wants to develop its range of services, in order to address markets which are usually unexploited by city logistics services, and to exploit the opportunities given by the integration of the urban consolidation centre in the framework of the intermodal terminal and its IT management systems.

Two vans are now equipped for temperature-controlled goods.

## Case Description (Cont.):

Cityporto is innovative compared to the common practice of goods deliveries in medium-sized cities, as it reduces the number of trips generated, increases the load factors of delivery vehicles, and uses only clean vehicle for the deliveries to the city centre.

The practice has proven feasible and financially self-sustainable after a medium-long period (8 years since its implementation), proving considerable and measurable positive effects on traffic congestion and pollution.

The Cityporto business model is transferable and has been replicated in other medium-sized Italian cities (Modena, Aosta, Brescia, Como).

## More information:

Contact details of the implementing actor:

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## Transport mode or supply chain elements:

Vehicles before: all diesel vehicles

Vehicles after: 11 CNG powered vehicles

The supply chain includes an additional peri-urban consolidation centre, from which CNG powered vehicles perform the deliveries in the city centre.

Main actors involved:

- Freight village (Interporto) manager, transport operators, City and Province Government, Chamber of Commerce, shopkeepers

## Pictures:



Compressed Natural Gas van of Cityporto



Logistics centre of Cityporto in Padua (Italy)

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