



10th International Workshop on Sustainable Road Freight Transport

Robust decarbonisation and resilient logistics: Progress in the last decade and a roadmap to 2035

4th - 5th December 2023, Cambridge, UK and online

Planning for urban freight innovation ecosystems
Luciano Pana Tronca



Urban freight in context

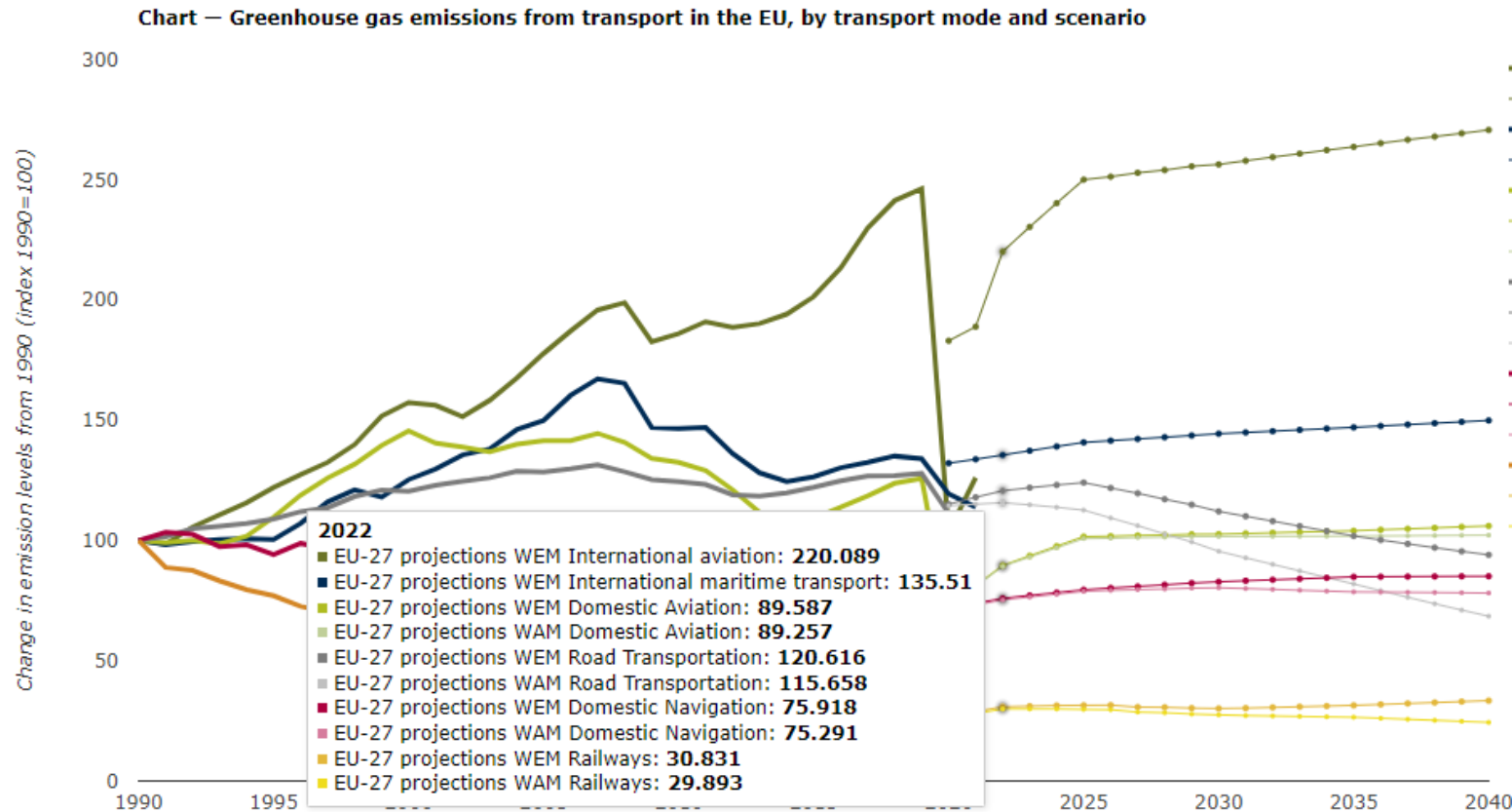



Figure 1 Road transport emissions projected for 2022 are between 15% and 20% depending on the scenario
(source: (European Environment Agency, 2022))

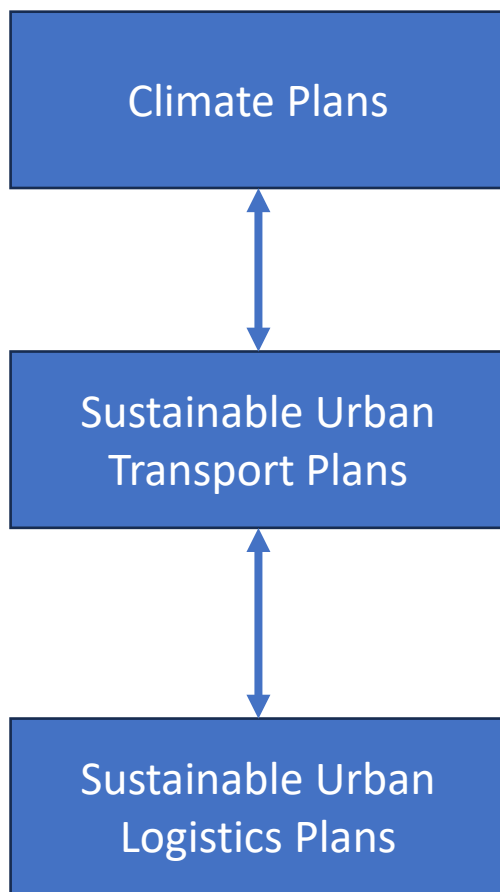
- Lights Goods Vehicles fleet growing at around 1.7% annually (ACEA, 2023) and
- E-commerce growing at +10% (Ecommerce Europe, 2022).
- Disparities between cities in the implementation of net-zero innovation
- A systems approach is needed to make a change in scale and depth that considers user preferences, rules and regulations, and the involvement of different stakeholders > **transition leapfrog**



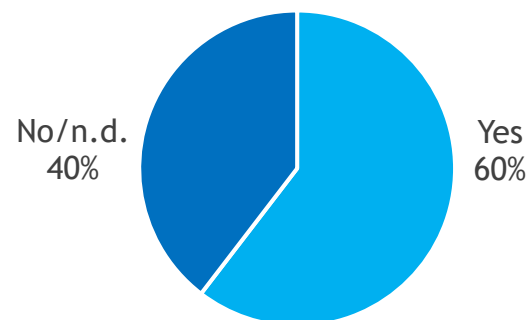
How can cities plan for innovation that aims for a transition to a sustainable system in a context of:

- Increase demand for movement of goods
- An industry that can be defined as complex by the number and variety of players
- An innovation journey that needs long term planning
- Low uptake of planning tools and skills in the public sector

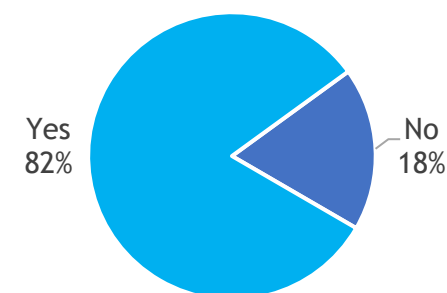
Climate Plans and Transport Actions Database



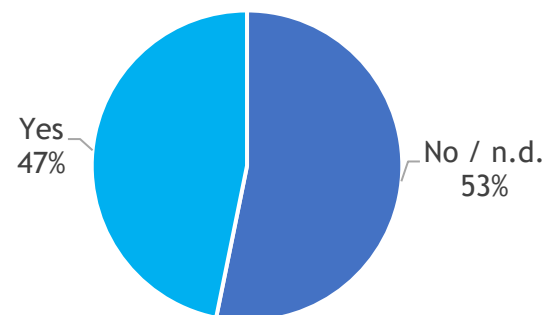
Mention of SUMP in Climate Plans



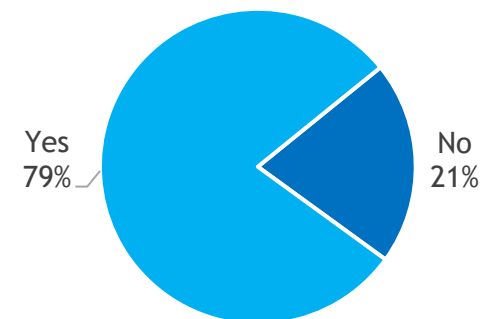
Climate Plan has an **indication** of level of impact



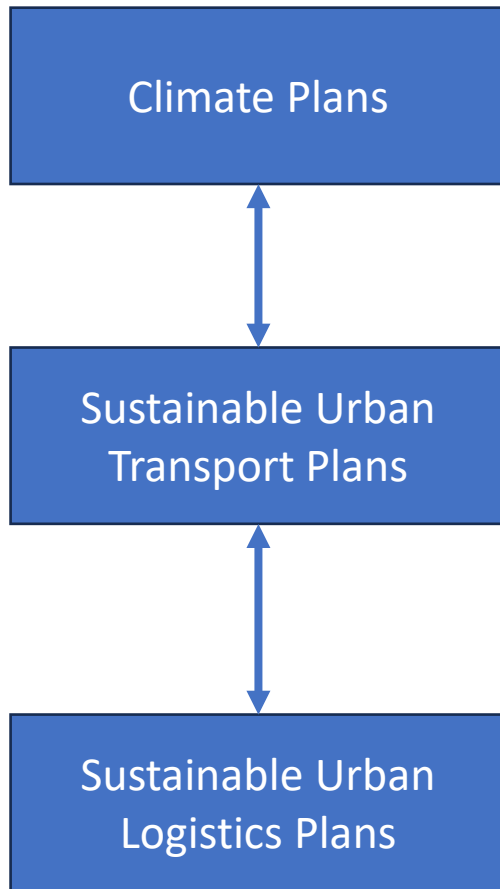
Climate Plan includes assessment the synergies, trade-offs, and co-benefits of actions (at planning stage)



Climate Plan mentions M&E

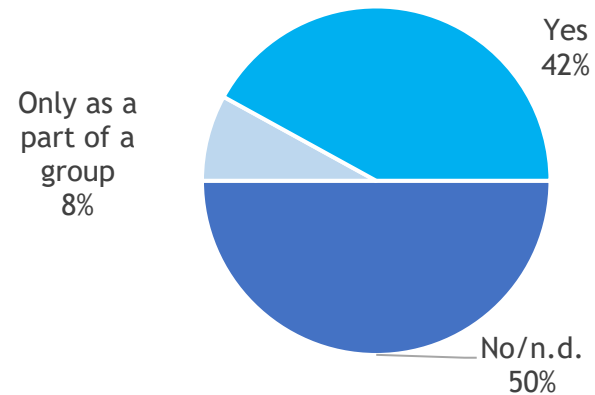


Climate Plans and Transport Actions Database

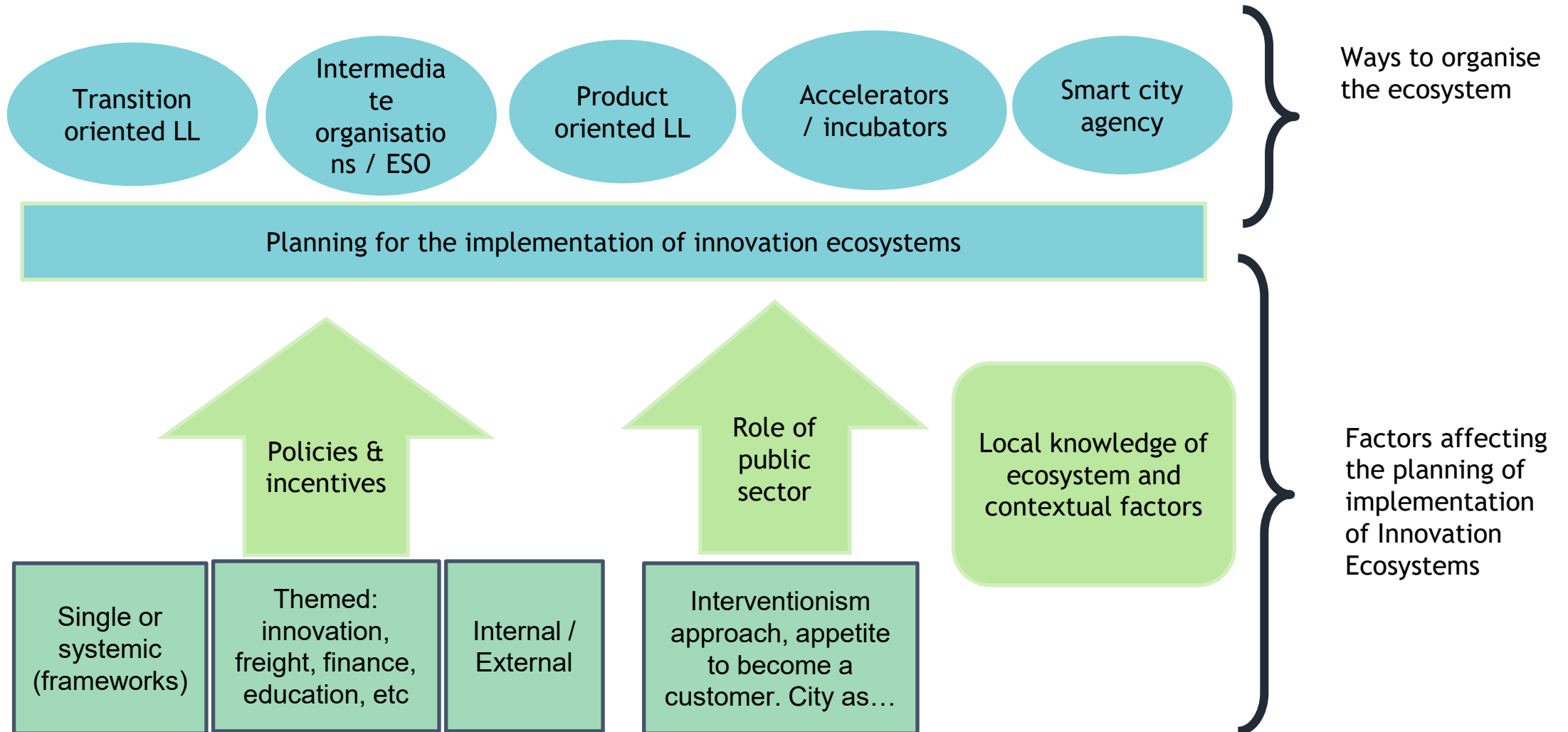


21/50 mention freight decarbonisation actions

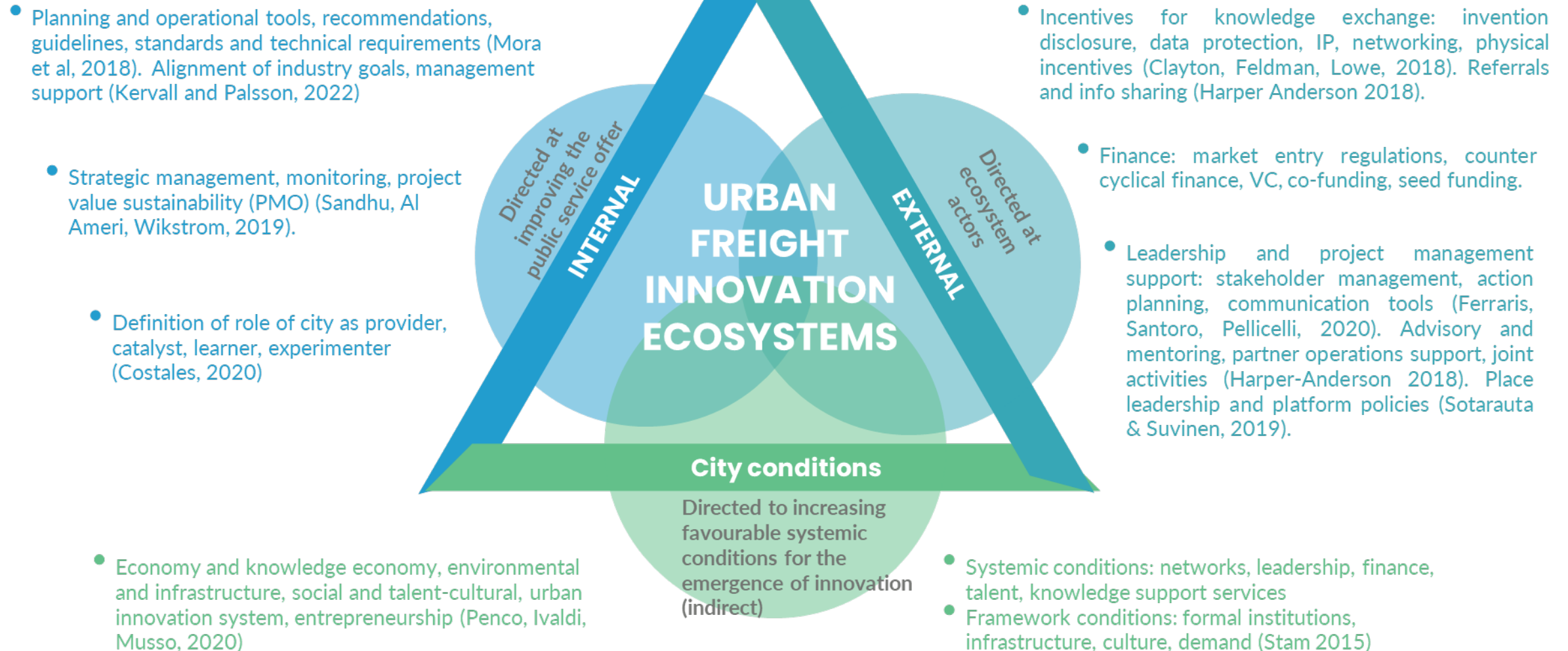
Citizens participation in Planning (public consultation)



Policies and incentives planning



Policies and incentives planning

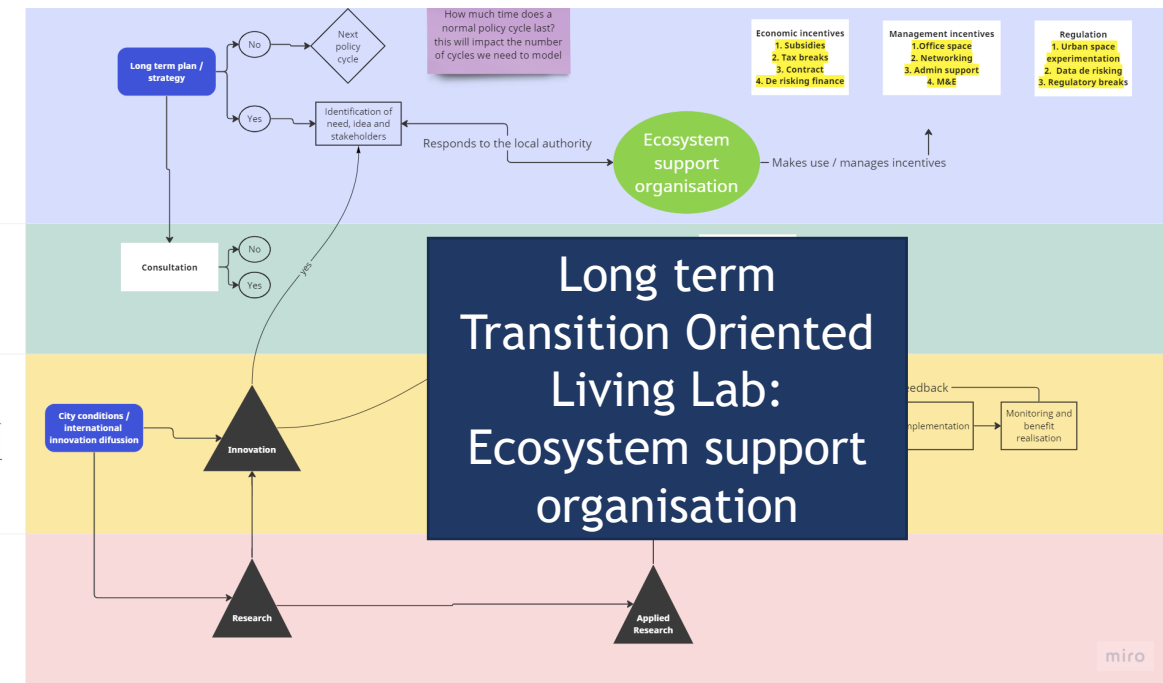
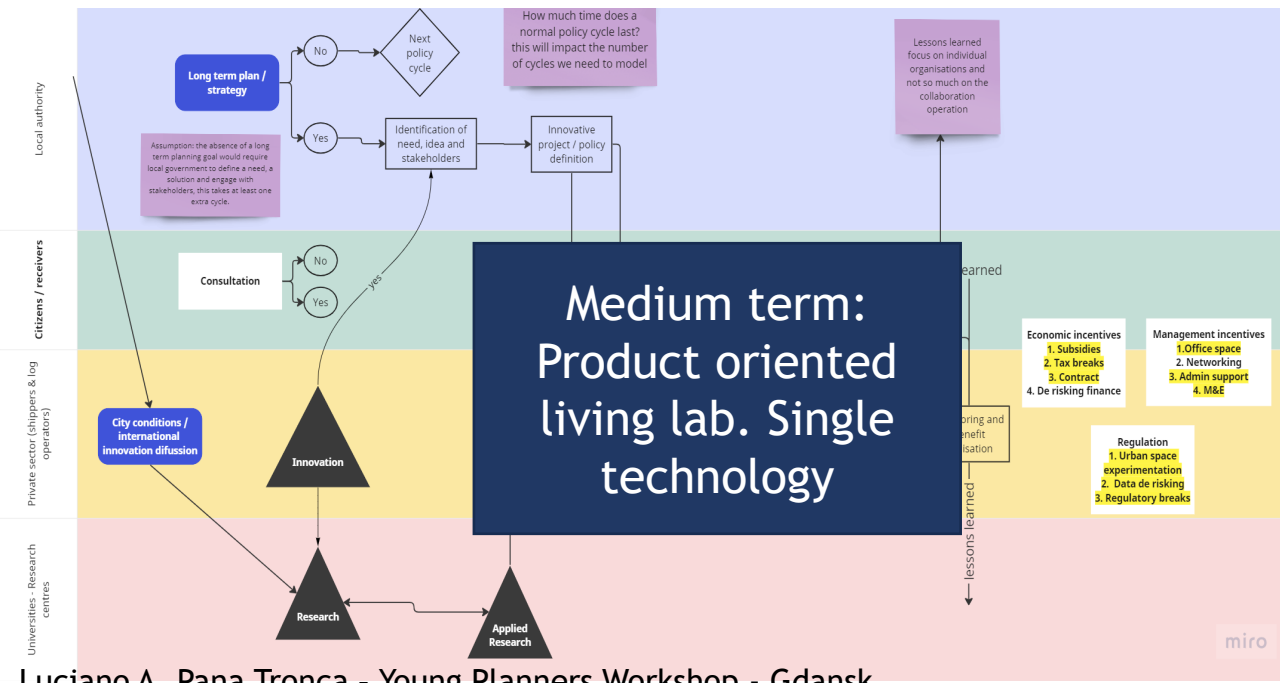
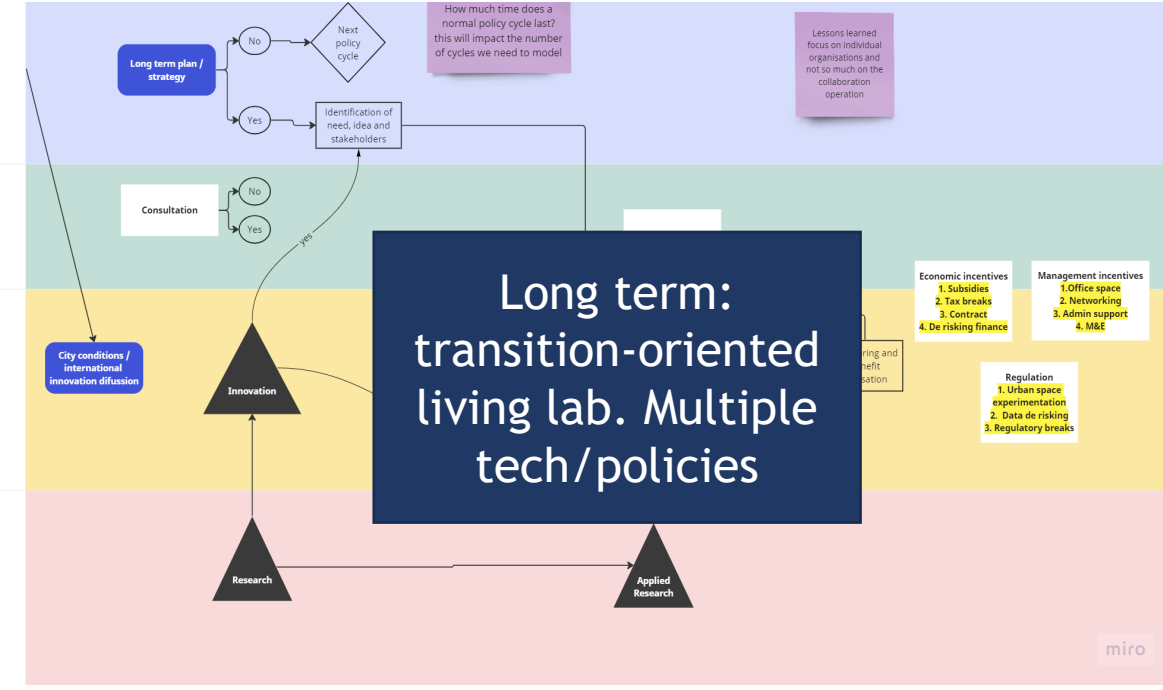
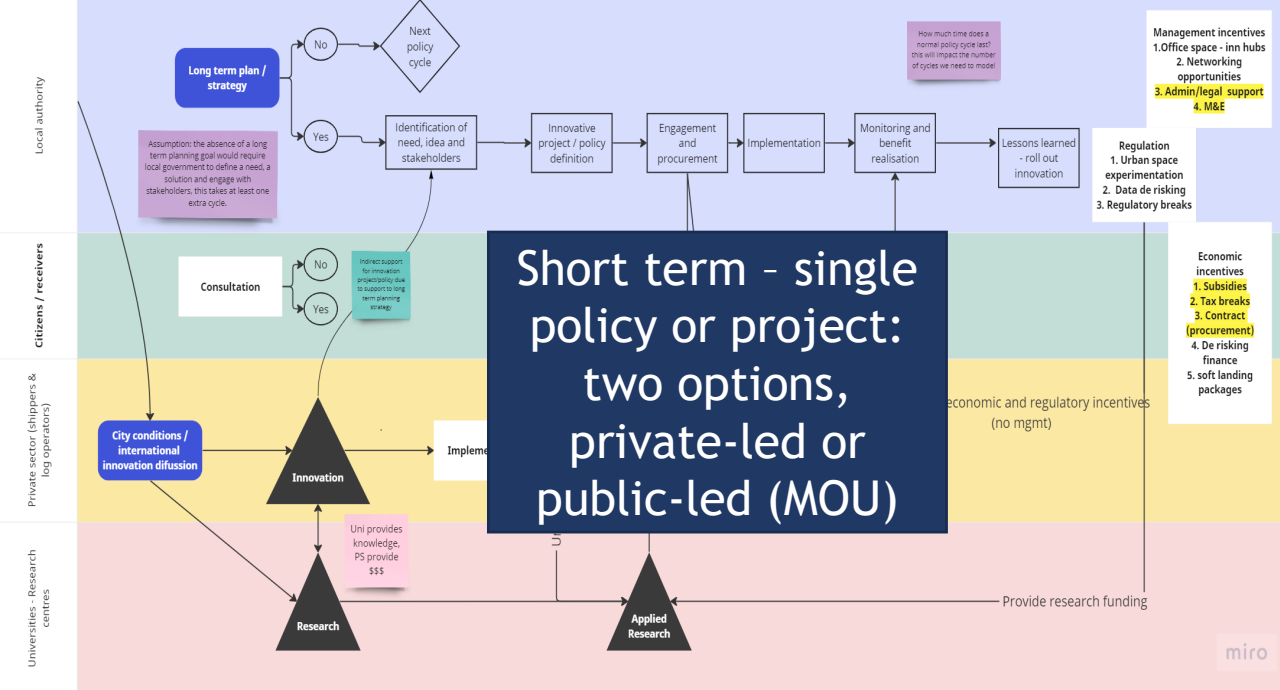


Case studies: Innovation calls

Antwerp

Lucca







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