



# SUGAR

Sustainable Urban Goods Logistics  
Achieved by Regional and Local Policies



Best practices – Analysis – Training – Transfer

**SUGAR aims** to address the problem of inefficient and ineffective management of urban freight distribution, a critical component of the overall urban transport system and a primary source of vehicle pollutant emissions.

**SUGAR promotes** the exchange, discussion and transfer of policy experience, knowledge and good practices through policy and planning levers in the field of urban freight management, between and among **Good Practice** and **Transfer Sites**.

**SUGAR's approach** is structured along three main strands:

- **The refinement of policies** of SUGAR Good Practice Sites
- **The development of policies** in SUGAR Transfer Sites
- The creation of interest, knowledge, tools and exchange for new administrations outside the SUGAR partnership through the **Enlarged Transfer Programme**

**SUGAR activities** are divided in three main pillars:

- **Best practices** collection and analysis, identification of key performance indicators
- **Transfer of Experiences** through round tables, train-the-trainer sessions and joint planning workshops, including the participation of new administrations
- **Action Plans** development for all SUGAR sites through SWOT analysis and local workshops

## GOOD PRACTICE SITES



### **Emilia Romagna Region – ITALY**

The Emilia Romagna Region (RER) has initiated an ongoing debate and developed models on city logistics within the EU CITY PORTS and MEROPE projects. RER has also introduced a regional law financing city logistics interventions involving all the main regional cities. As SUGAR Lead Partner, RER will strictly cooperate with the Institute for Transport and Logistics in order to tune future city logistics policies.



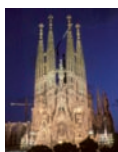
### **London – UNITED KINGDOM**

Transport for London (TfL) has the responsibility for transport services and investments for the mobility of people and goods across London. In order to support the sustainable development of the city, TfL's Freight Unit introduced the London Freight Plan. The key project of this Plan, the Freight Operator Recognition Scheme, was launched in 2008.



### **Paris – FRANCE**

The City of Paris has put in place a new freight programme and has also initiated and supported demonstration actions and experiments. The main activities in relation to freight include: locating logistical facilities inside Paris, using clean delivery vehicles and developing new logistical services based on rail and waterways.



### **Barcelona – SPAIN**

Barcelona is recognised as a European leader city for a number of logistics innovations including multi-use lanes (developed within the MIRACLES project) and quiet night-time deliveries (MIRACLES and SILENCE projects). It was also the first Spanish city to trail a microplatform with electric vans and bicycles used to realise 'last-mile deliveries'.

## TRANSFER SITES



### **Palma de Mallorca – SPAIN**

With the exception of its waste collection system, the City of Palma de Mallorca has not yet implemented clear policies regarding freight transport management, especially when it comes to controlling and ensuring the correct application of existing policies. City logistics needs to be re-organized in order to improve traffic congestion conditions.



### **Crete – GREECE**

One of the main aims of the Regional Authority of Crete is to develop public policies for the improvement of the urban transport environment in its territory. The major city of Crete, Heraklion, has implemented a pedestrianisation project in the Old Town, together with urban traffic control strategies and loading/unloading control measures for commercial vehicles.



### **Athens – GREECE**

Having as a starting point the 2004 Olympic Games, the Municipality of Athens is dynamically involved in urban freight management. Several city logistics measures have been implemented including a parking control system in the city centre, loading and unloading practices, access control to the historical triangle and night deliveries.



### **Poznań – POLAND**

The City of Poznań was the first Polish city to implement an integrated system of traffic control in 1994 and also a separate system of urban buses and trams traffic support (KWSSR). The municipality has also set wide restricted areas for access of vehicles beyond 16 t in the city and now plans to implement a zone free of lorries in the city centre.



### **Vratsa – BULGARIA**

The Municipality of Vratsa has so far mainly worked on public transport issues and SUGAR will be the first systematic approach to city logistics and urban goods delivery. The Municipality will present to the project information about the current state of the local urban transport, focusing on the problems it faces in relation to freight.



### **Celje – SLOVENIA**

The Municipality of Celje has previously participated in INTERREG III and in a number of EU funded Regional Cooperation programmes. In relation to environment and transport, the municipality was a partner in the projects IMONDE and SUGRE. Celje joined the SUGAR project in order to learn from good practices how to redirect transit traffic and to improve the city parking system and deliveries.



### **Usti nad Labem – CZECH REPUBLIC**

The City of Usti nad Labem does not yet have a complex policy focused on urban freight transport. Nevertheless, the city is currently working on a new urban plan. SUGAR outputs and activities can provide input for this new plan, integrating transport policies focused on city logistics.

## **SUGAR partnership is composed by 17 partners coming from 10 EU countries**

### **Good Practice Sites**

Emilia Romagna Region  
Transport for London  
City of Paris – Road and Mobility Direction  
Barcelona City Council

### **Transfer Sites**

Palma de Mallorca City Council  
Region of Crete  
Municipality of Athens  
Poznań City Hall  
Municipality of Vratsa  
Municipality of Celje  
City of Usti nad Labem

### **Technical Partners**

Institute for Transport and Logistics – Italy  
National Institute for Transport and Safety Research – France  
POLIS Promotion of Operational Links with Integrated Services – Belgium  
Central European Initiative Executive Secretariat – Italy  
Institute of Logistics and Warehousing – Poland  
Czech Railways – Czech Republic

### **Lead Partner**

Regione Emilia-Romagna  
Servizio Affari Generali, Giuridici e Programmazione Finanziaria  
Direzione Generale Reti Infrastrutturali, Logistica e Sistemi di Mobilità

AgMobilitaeTrasporti@regione.emilia-romagna.it  
Tel.: 00 39 051 527 35 95

**[www.sugarlogistics.eu](http://www.sugarlogistics.eu)**

The Managing Authority of the programme is not liable for any use  
of the information contained in this publication.