

FACTSHEET

Cycling Logistics: the Future of Goods Delivery

THE ADVANTAGE OF USING CYCLES TO DELIVER GOODS

It's cheaper: In April 2012, Outspoken a Cambridge (UK) delivery company delivered 17,000 magazines to 430 locations in 2 days. It only cost 800 pounds to do this, undercutting all its motorized competitors.

It's reliable. Delivering goods by cycle is great for the environment, but that's not really why the big names are signing up. Companies such as TNT, KMPG, Ernst and Young, Phillips, Fed-EX have already started integrating cycle companies into the delivery chain because it's reliable.

It fits with the latest trend in E-Commerce. By 2014, E-Commerce will increase by 90%. Retail giant, FNAC, says average package size for internet orders is about 500 grams. This makes cycles the perfect solution for last mile delivery.



BICYCLES CAN DO IT

🚲 Outspoken couriers in Cambridge (UK) ride at **14,4km/h on average** where as the average car speed is 18km/h in European cities.

🚲 **25% of all urban goods could actually be delivered by bicycles.** This figure actually rises to 50% when talking about light goods.

🚲 The French company, La Petite Reine moves over **one million packages annually** with 60 cargo bicycles all over France, in big cities like Lyon, Bordeaux or Paris. And individual bicycles used by delivery companies can actually carry a payload of more than **250 kg** carrying anything from refrigerated goods to test tubes.



WE WANT CITIES FOR PEOPLE

Congestion is already hurting our economies: It wastes 3% GDP in all OECD countries. Passenger mobility is foreseen to increase by 300-400% (i). This means there will be a huge conflict for urban space. This also means that delivery fleets will be competing with passenger transport for access to road infrastructure and parking (ii).

Trucks are not fitted for cities and governments are increasingly banning them from city centers.

In Amsterdam (NL), Nuremburg (DE) and Zermatt (CH), use 'eco-zoning' where only low-emission vehicles can enter certain areas.

Milan (IT), London (UK) and Stockholm (SE) have all implemented congestion charges whereby motorized vehicles must pay to access city centers.

The European Commission has called to ban all conventionally fuelled vehicles from city centers by 2050.

Trucks are the biggest cyclists threats: Trucks make up 3% of EU road traffic, yet they are responsible for 14% of fatal collisions (iv). In London alone, half of all cyclist fatalities are caused by trucks (iii)

BICYCLE ARE COST EFFICIENT

Trucks and vans are expensive to buy, to maintain and to operate whereas cargo cycles are cheap.

Additional costs such as parking fines or congestion charges are not paid by bicycles.

In Canada for example, in 2006 alone, three major express delivery companies (FedEx, United Parcel Service and Purolator) were awarded 34,000 parking tickets amounting to approximately \$1.5 million in fines (v).



Further reading

Cyclelogistics project

www.cyclelogistics.eu

Sources

i - ITF Outlook, 2011 tinyurl.com/4x5t7re

ii - ITF Delivering the Goods tinyurl.com/7pvuqap

iii - Transport for London tinyurl.com/7a5uzf5

iv - European Commission Care Database, 2010

v - Canadian Courier tinyurl.com/bm4rblq

About ECF

With over 70 members across nearly 40 countries, the European Cyclists' Federation (ECF) unites cyclists' associations from across the globe, giving them a voice on the international level. Our aim is to get more people cycling more often by influencing policy in favour of cycling within political, economic, and social institutions.

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