

# Urban Goods Distribution Barcelona Showcase

Planificació i Estudis de Mobilitat  
Direcció de Serveis de Mobilitat  
Ajuntament de Barcelona



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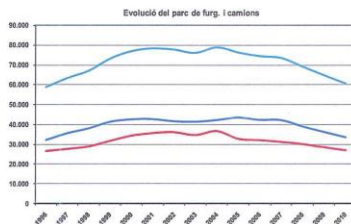
# Evolution of Urban Goods Distribution in Barcelona

Goods vehicles make up 6,6% of Barcelona's vehicle stock ...  
 ... but constitute 15% of city traffic and 23% of connecting trips

The total number of vehicles has not presented a significant variation. The number of motorcycles is growing and freight trips have been decreasing for the third consecutive year, although in 2010 it has been detected a slight increase in the number of registrations.

PARC DE FURGONETES I CAMIONS A LA CIUTAT DE BARCELONA (2010)

ANY	urg i camions	furgonetes	camions
1996	58.572	31.988	26.584
1997	63.153	35.481	27.672
1998	66.912	37.988	28.924
1999	73.110	41.353	31.757
2000	76.906	42.585	34.321
2001	78.346	42.725	35.621
2002	77.769	41.857	36.112
2003	76.063	41.379	34.894
2004	78.880	42.234	36.646
2005	76.306	43.549	32.767
2006	74.450	42.342	32.108
2007	73.491	42.234	31.257
2008	69.099	38.968	30.131
2009	64.695	36.175	28.520
2010	60.457	33.451	27.006
<b>composició</b>	<b>6,2%</b>	<b>3,4%</b>	<b>2,8%</b>
10/09%	-8,6%	-7,5%	-5,3%
10/07%	-17,7%	-20,8%	-13,6%



Durant el 2010 continua el descens del parc de furgonetes i camions de la ciutat, arribant aquest any fins a les 4.238 unitats menys (-6,6% menys que l'any anterior).

Font: Departament d'Estadística de l'Ajuntament de Barcelona.

EVOLUCIÓ DEL NOMBRE DE MATRICULACIONS DE CAMIONS I FURGONETES A LA PROVÍNCIA DE BARCELONA (2010)

2010	
Evolució mensual de les matriculacions	
Gener	1.173
Febrer	1.272
Març	1.821
Abril	1.440
Maig	1.385
Juny	1.702
Juliol	1.646
Agost	962
Setembre	1.613
Octubre	1.451
Novembre	1.539
Desembre	1.588
<b>Total any</b>	<b>17.232</b>

Província	Furgonetes i camions	% creix.
1998	33.294	
1999	38.682	16,2%
2000	37.596	-2,8%
2001	33.016	-12,2%
2002	31.413	-4,9%
2003	34.550	10,0%
2004	38.229	10,6%
2005	44.397	16,1%
2006	44.923	1,2%
2007	44.073	-1,9%
2008	23.705	-46,2%
2009	17.051	-28,1%
2010	17.232	
%10/09		1,1%
%10/07		-60,9%



Durant l'any 2010, es detecta un lleuger increment de les matriculacions de furgonetes i camions a la província de Barcelona(1,1% respecte a l'any 2009).

Respecte al 2007 les matriculacions han baixat un 60,9%.

Font: Departament d'Estadística de l'Ajuntament de Barcelona.



**Urban Goods Distribution is not a problem, it's a necessity ...**

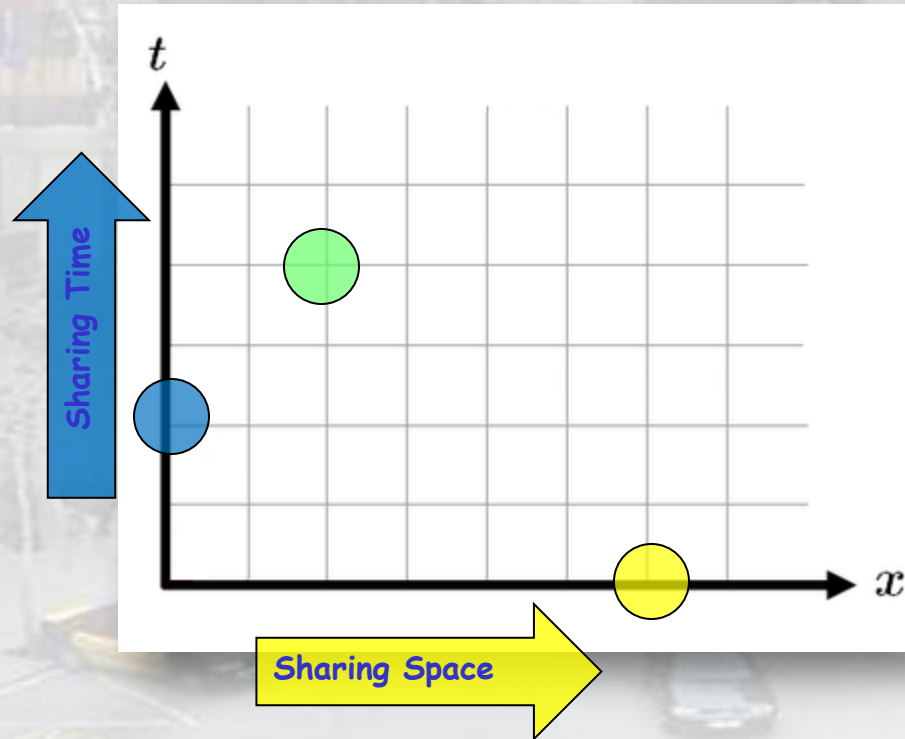


**... for which there is no single solution: there are many!**



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# Urban Goods Distribution is not a problem, it's a necessity ...



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# Space facilitation for Urban Goods Distribution

Planning Regulation (1980's)

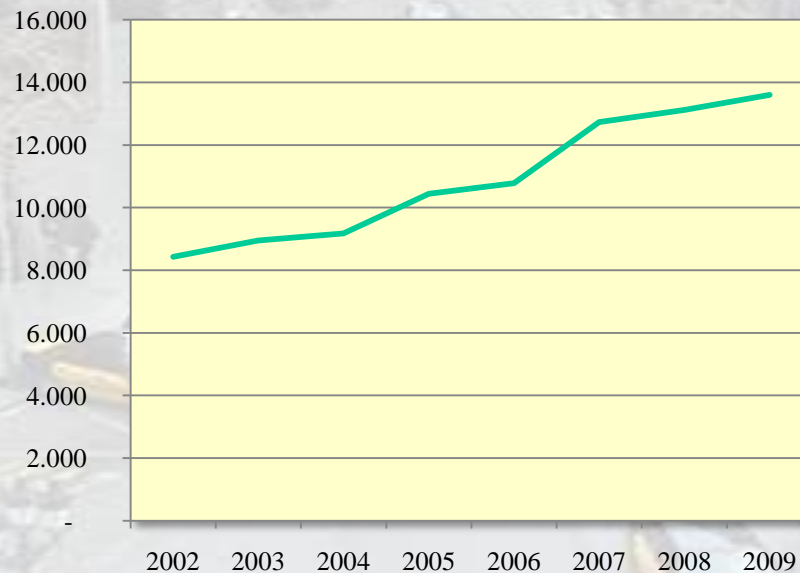
Commercial premises > 400m<sup>2</sup> required to provide for goods un/loading

Car Parks connected to Municipal Markets designed to facilitate goods un/loading



# Space facilitation for Urban Goods Distribution

12.003 on-street spaces for loading and unloading operations



# Urban Goods Distribution Traffic Regulation

**Regulation by Authorised Maximum Weight or by vehicle length**

**Streets with single lane or secondary roads**

**Prohibition from 00.00 to 24.00 h vehicles > 6 Tn**

**Rest of road network**

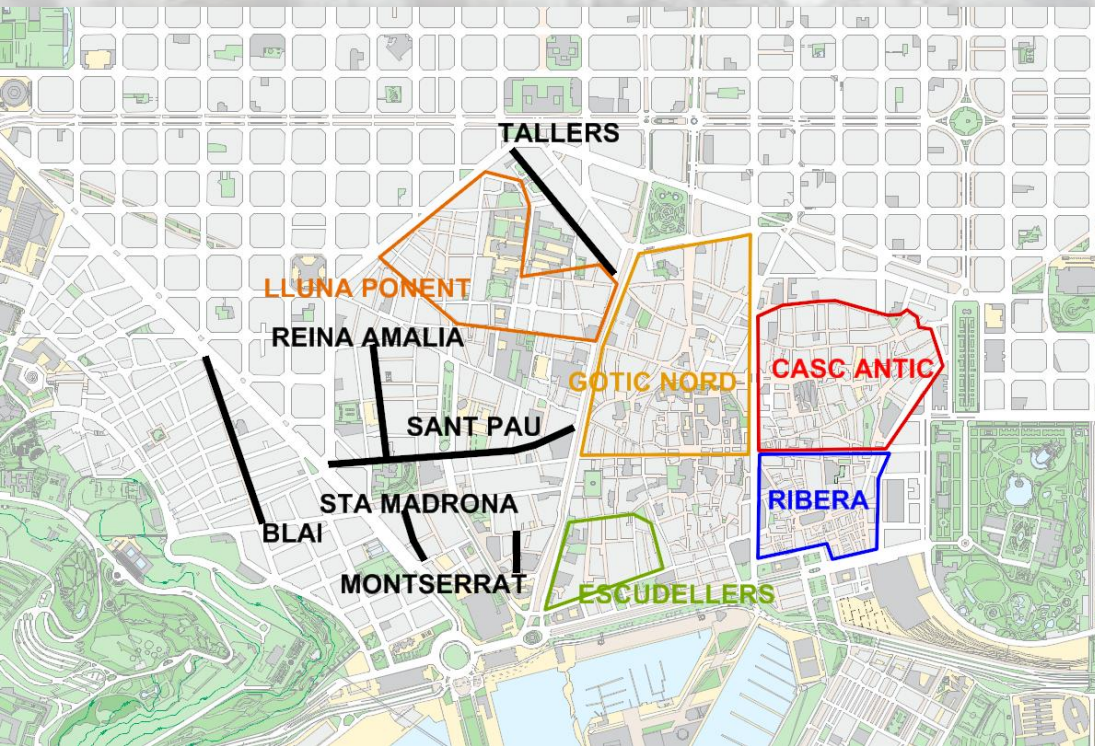
**Prohibition from 8.00 to 20.00 h vehicles > 20 Tn**

**Exceptions: Industrial Zones or special activities**



# Zones with controlled access

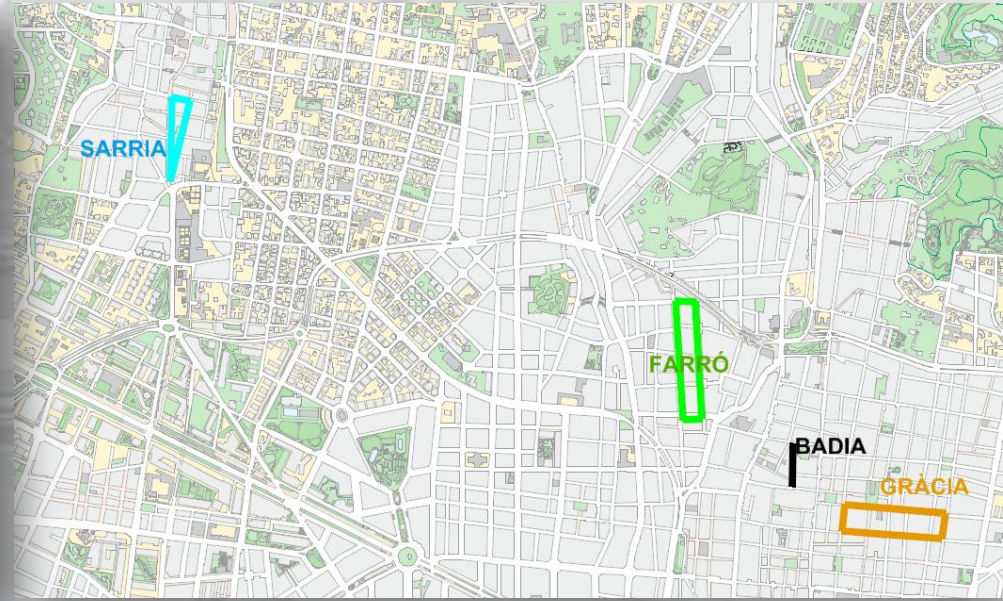
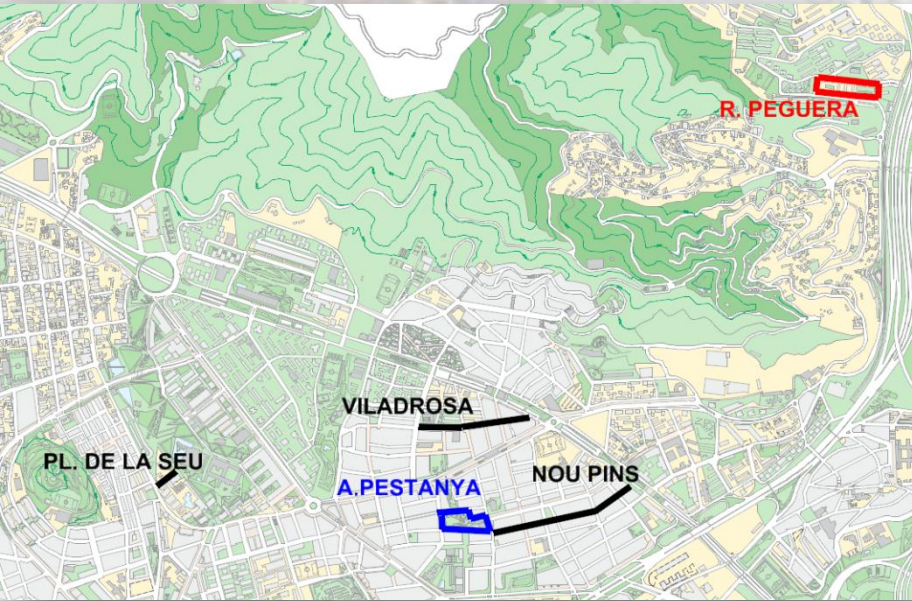
In City Centre





# Zones with controlled access

## Outside City Centre



# ... more space facilitation for Urban Goods Distribution ?



# Space utilization by operators

## By hour of the day:

09.00 to 13.00 h: 50%

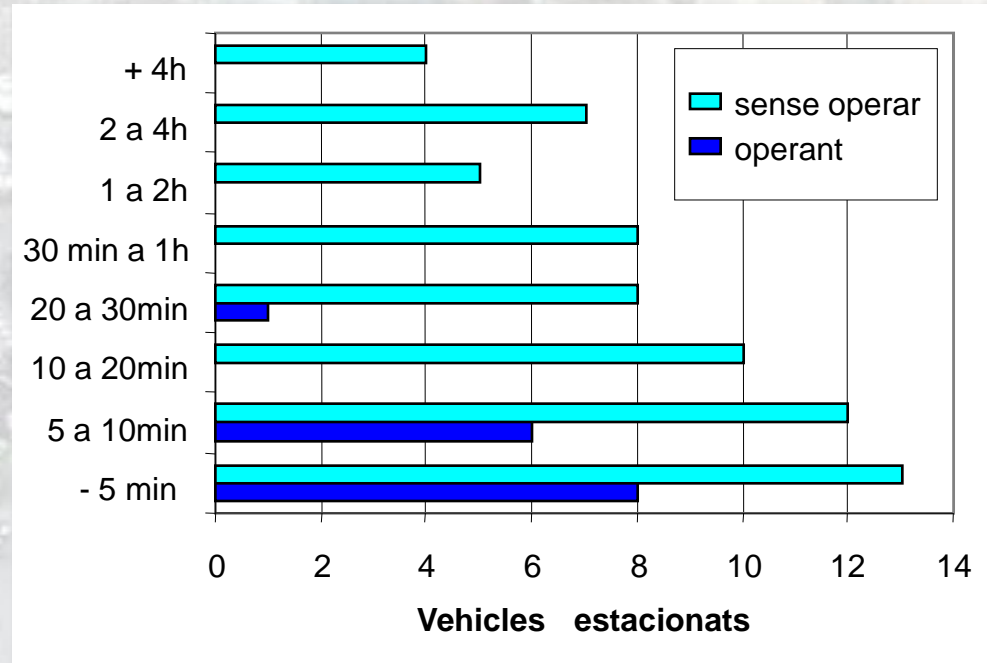
08.00 to 14.00 h: 65%

07.00 to 20.00 h: 92%

## Duration of the operations:

90% < 15 min

96% < 30 min



# Space utilization by operators

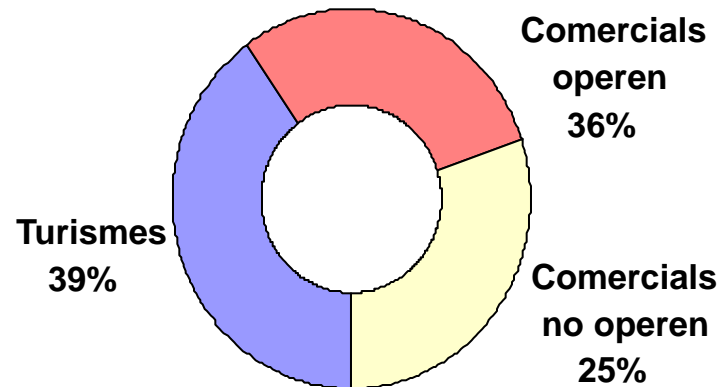
## Study of Un/Loading spaces by type of vehicle (2003)

39% occupied by cars

25% occupied by goods vehicles NOT un/loading

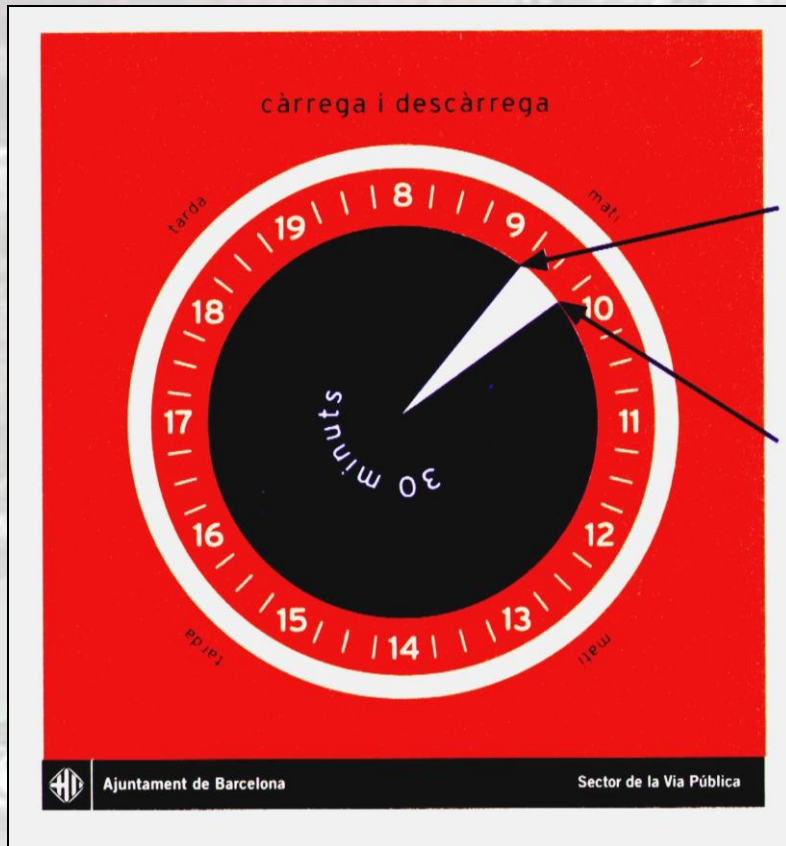
36% occupied by goods vehicles un/loading

### DISTRIBUCIÓ DE VEHICLES



# Control of on-street un/loading operations

## The cardboard



# Control of on-street un/loading operations

## Evolution of space occupancy

### Occupancy of un/loading spaces before & after enforcement action

#### PHASE I

Vehicles per space  
Cars  
Spaces available

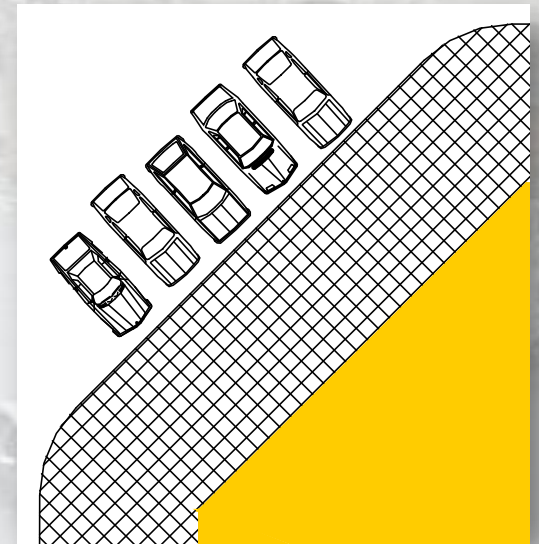
#### BEFORE AFTER

8,3 4,4  
4,7 1,1  
0,6 1,2

#### PHASE II

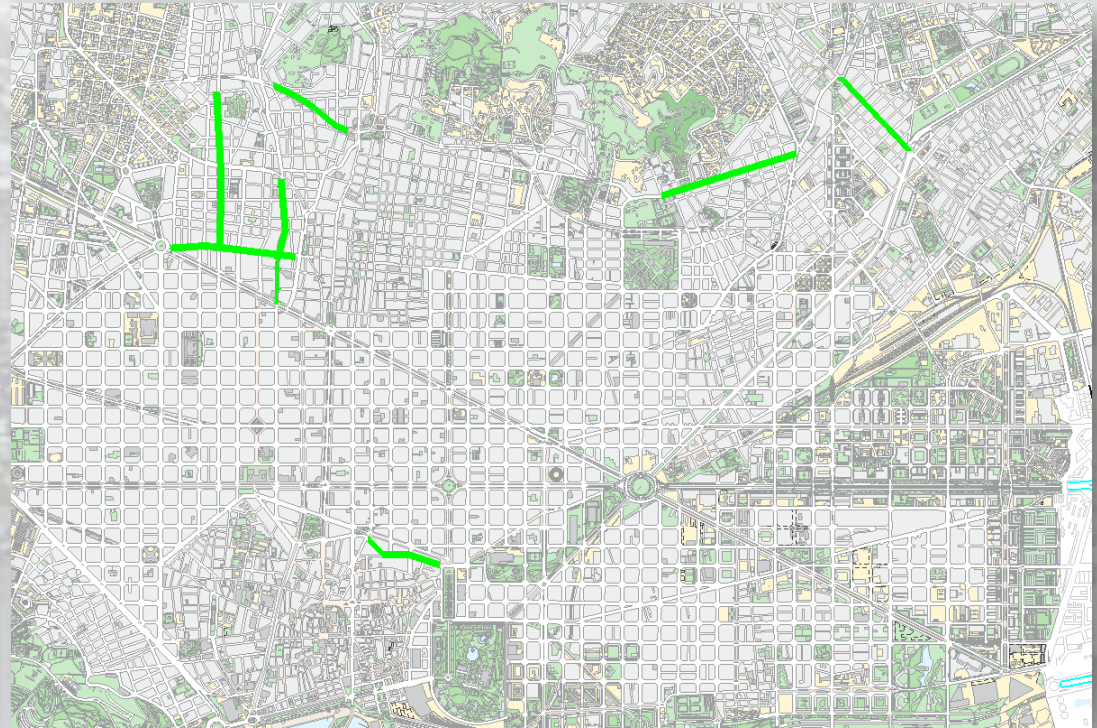
Vehicles per space  
Cars  
Spaces available

7,42 3,89  
3,94 0,87  
0,62 2,15



# Multi-Use Lanes

Currently there are 7 multi-use lanes totalling 5.5 km & 850 spaces



# Silent night goods delivery





# Sant Andreu Urban Consolidation Centre

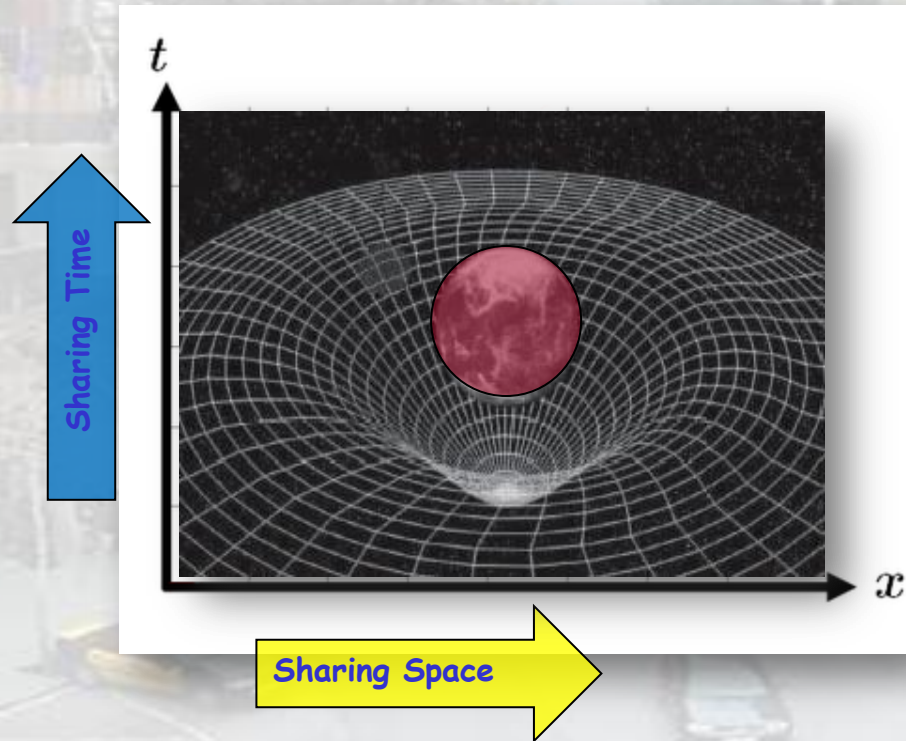


Zones suitable for UCC operations



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# Urban Goods Distribution is not a problem, it's a necessity ...



... for which there is no single solution: there are many!



# Participation & Collaboration

## Mobility Pact

**1999**

Signing of the Barcelona Mobility Pact

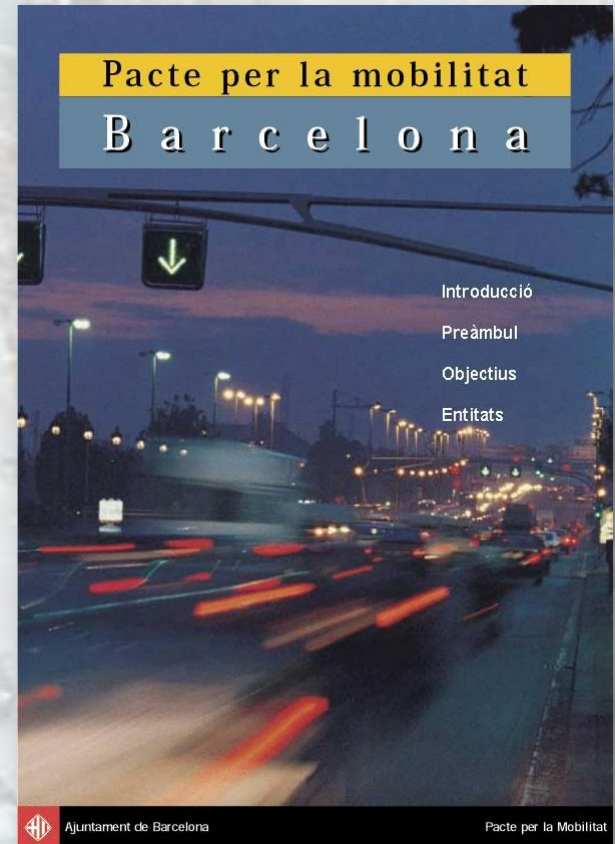
### **Objective**

Guarantee fluid and orderly distribution of goods in the city

### **Urban Goods Distribution Work Groups**

Large-scale Distribution

HORECA = HOtels - REstaurants - CAtering



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# European Projects

**MIRACLES 2002-2006**

**Multi Initiative for Rationalized Accessibility  
and Clean Livable Environments**



**FREDERIC 2003-2004**

**Freight Delivery Rationalization in Cities**

**SILENCE 2004-2008**

**FIDEUS 2005-2008**

**Freight Innovative Delivery of goods in  
European Urban Spaces**



**SUGAR 2008-2011**

**Sustainable Urban Goods Logistic Achieved  
by Regional and Local Policies**



Signing of MIRACLES Pilot Trial Agreement between  
Mobility Pact members & the City Council



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# Track-tracing pilot of Authorised Freight Vehicles

## FIDEUS



# Tools for exchanging Urban Freight experiences

## SUGAR

### 6 Good Practice Round Table

technical sessions on themes of particular interest for SUGAR good practice sites, to stimulate dialogue and sharing of experiences

### 4 Train the Trainers Sessions

training sessions dedicated to developing new skills of partner administrations, covering both technical and soft side city logistics related policy, strategy and planning

### 4 Joint Planning Exercise Sessions

Dedicated events for transfer sites, where local context and policies are analyzed and discussed with SUGAR Good Practice site representatives, and viable options and planning solutions are jointly evaluate

### Technical Site visits

Usually to support the GPRT & JPE and for checking the host city's implemented urban logistics solutions



# Consolidation points & Electric tricycles for Last Mile deliveries

Electric tricycles from French cities Rouen & Paris

now transferred to Brussels & London

and being piloted in Barcelona in partnership with TNT and Vanapedal



**Thanks for your attention**



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