

Cityporto of Padova – a successful urban distribution service (Padova, Italy)

Reduction of 1,216 km per day for inner city deliveries

The successful and long-running urban distribution service that contributes to the reduction of air pollution in the City of Padova.

City: Padova

Country: Italy

Implementation body: Interporto Padova

Level of implementation: city level

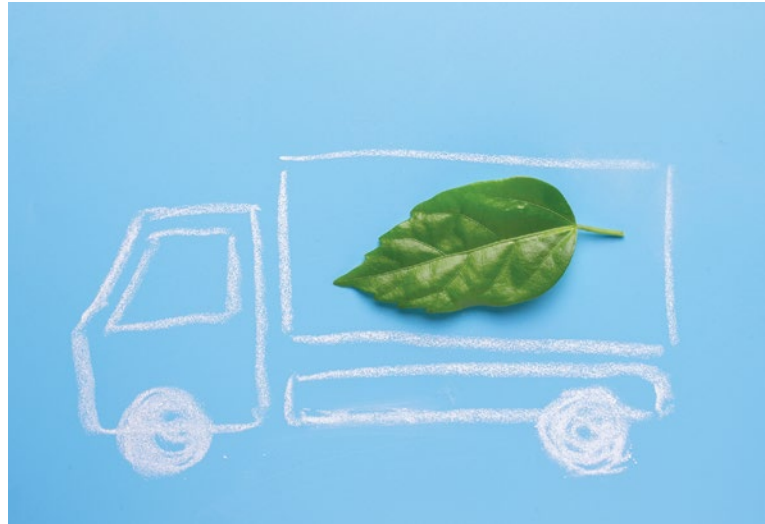
Topic: sustainable urban deliveries

Target group(s):

- Freight transport operators and carriers

Stakeholders involved:

- Municipality of Padova
- Province of Padova
- Veneto Region
- Chamber of Commerce of Padova
- Local Public Transport Company (APS Mobilità)
- Interporto di Padova



INTRODUCTION

The Cityporto of Padova logistics scheme offers a last-mile delivery service in the urban area of Padova using an environmentally friendly fleet. The service was initiated in 2004, following the need of the Veneto Region to rationalize freight distribution and improve air quality in urban areas. It was the result of an agreement between the province, the municipality, Interporto Padova (a freight village at the outskirts of Padova), the local chamber of commerce and APS Mobilità, the local public transport company (Eltis, 2015).

Throughout the years, the Cityporto has proven a successful operation with a steady increase of urban deliveries and a considerable contribution in limiting air pollution in the city of Padova.

OBJECTIVES

- Rationalize urban deliveries and decrease their environmental impact in urban areas.

DESCRIPTION

The Cityporto of Padova is located at the Interporto Padova and consists of an urban logistics platform and a fleet of methane and electric vehicles. The model of the service is based on a voluntary subscription of freight transport operators and carriers. Those who join the service benefit from easier access to the city centre of Padova for last-mile deliveries since the vehicles used (Eltis, 2015):

- Can access the city centre at any time and do not have to respect the time windows for deliveries set by the Municipality of Padova

- Have preferential lanes
- Are able to park inside the limited traffic zones at any time of the day.

In addition, the use of ITS for the management of daily deliverables guarantees high efficiency in urban deliveries in terms of vehicle loading capacity and number of delivery trips.

RESULTS

- In February 2018 (Frigato, 2018):
 - More than 60 operators subscribed to the service
 - More than 1 million of deliveries since 2004.
- Decrease in the environmental impact of urban deliveries: the following results are based on a study carried out for the Italian Ministry of Environment on the Cityporto Activity over a 24-month period, 2008–2010 (Eltis, 2015):
 - Reduction in the total number of km covered by freight vehicles: 561,400 km
 - Daily average reduction: 1,216 km/day
 - Access of some 100 pollutant vehicles (Euro 1 and Euro 2) to the city has been avoided every day resulting in an important overall reduction of pollutants:
 - * CO₂: 219 tons
 - * NO_x: 369 kg
 - * SO_x: 72,8 kg
 - * VOC: 210,4 kg
 - * PM₁₀: 51,4 kg

SUCCESS FACTORS

- Stakeholder involvement since the beginning allowing for the design of a commonly agreed service where public and private interests were taken into account.
- Support of the Municipality of Padova and presence of freight vehicle access limitations to the city centre.
- Industrial plan focused on economic sustainability.
- Voluntary subscription of the operators to the service.
- Attention on the economic sustainability of the project and gradual implementation of the activities.
- Management of the service by an independent entity, the Interporto Padova SpA.
- Strategic location of the logistics platform: at the outskirts of the urban area and easily accessed by the motorway.