



MOBILITY ON DEMAND FOR PEOPLE AND FREIGHT

Oslo, Norway

By giving customers an easy way to get their purchases delivered to their doorstep, we aim to make it unnecessary to bring your car when you go shopping. At the same time, we use the vehicles already in use more efficiently.

Jan Tore Pedersen, R&D Manager, MIXMOVE

The City of Oslo has an existing Mobility on Demand (MoD) service for seniors



What's new?

Oslo's MoD service for seniors will now, in addition to offering transport services to senior citizens, also offer home transport of goods purchased from the shopping centre to all other customers!



STORES IN THE SHOPPING CENTRE BOOK TRANSPORT OF GOODS SOLD



GOODS ARE MOVED TO LOCAL CONSOLIDATION POINT IN THE SHOPPING CENTRE



GOODS ARE SORTED, COMBINED, AND HANDED OVER FOR DISTRIBUTION

Stakeholders



STORES BOOKING TRANSPORT



SHOPPING CENTRE ORGANISING DISTRIBUTION



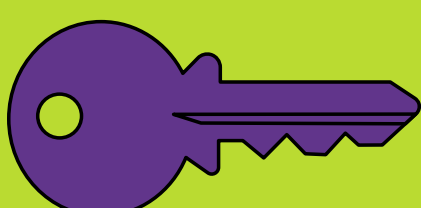
OPERATOR OF THE MoD SERVICE FOR SENIORS



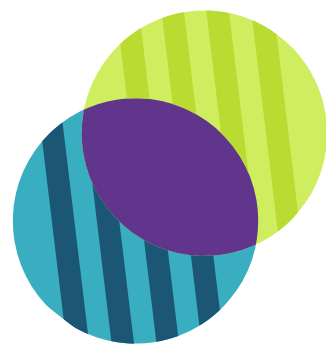
SOFTWARE FOR MANAGING CARGO AND DISTRIBUTION

Why?

- Using the extra capacity of transport services to efficiently transport goods can help reduce traffic
- If successful, this can be widely implemented by other shopping centres and transport providers
- The technical solutions can be repurposed so that they may also be used by anyone who wants to use public transport to move both people and goods



KEY INNOVATION:
Merging the movement of people and freight in MoD services



KAIA MOBILITY HOTEL

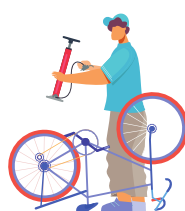
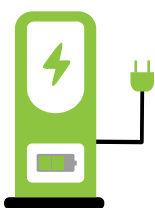
 **Oslo, Norway**

The Mobility Hotel provides storage, small-scale handling, charging and battery swapping, rest facilities, and workshop services for repair, maintenance and customization of bicycles and more.



What's new?

Within this Mobility Hotel multiple solutions are provided:



CHARGING AND
BATTERY
CHANGING

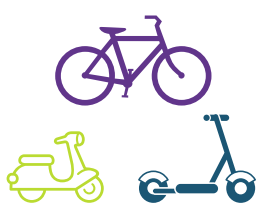
WORKSHOP SERVICES
FOR REPAIR AND
MAINTENANCE

STORAGE
PLACE

Stakeholders



CITY OF
OSLO



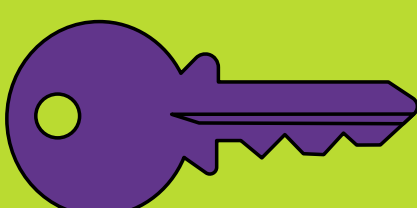
MOBILITY SOLUTIONS



COMPANIES SUCH AS WOLT
AND FACILITY MANAGERS

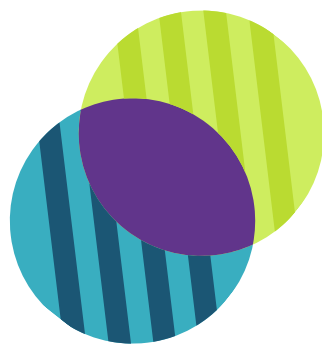
Why?

- Reduce traffic and climate emissions in the centre of Oslo by shifting a significant part of the city's logistics trips
- Promote bicycle-based transport in the centre of Oslo
- Explore the potential for replacing car trips in the city centre through active support of mobility hotels and similar initiatives.



KEY INNOVATION:

Creating a business model where **private business partners and public stakeholders work together** to enable the increased use of cargo bikes for urban logistics.



INTEGRATING MICROMOBILITY WITH PUBLIC TRANSPORT

Oslo, Norway

By integrating micromobility with public transport, we can offer the user a seamless multi-modal experience and an easy-to-use solution for the operators. It should be easy to jump from a bus to a city bicycle, all in one app!

Jasmina Vele, Head of Operations, Urban Sharing

Oslo is testing the efficiency and need for a simplified, resource-light Mobility as a Service (MaaS) Application Programming Interface (API) from an Operator perspective.



What's new?

The API developed by Urban Sharing is a simple, bare-bones API that excludes Personally Identifiable Information (PII), making it easier for mobility operators to integrate it into their systems.



THE API ALLOWS FOR AN EASY WAY TO LAUNCH MAAS SERVICES



IT ALLOWS MOBILITY OPERATORS TO HANDLE CUSTOMER SUPPORT DIRECTLY



IT ENABLES PARTNERSHIPS BETWEEN PUBLIC AND PRIVATE MOBILITY OPERATORS

Stakeholders



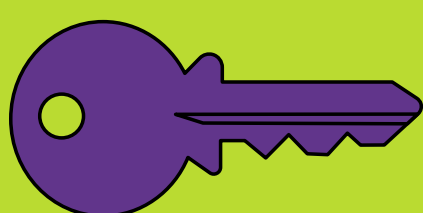
CITY OF OSLO



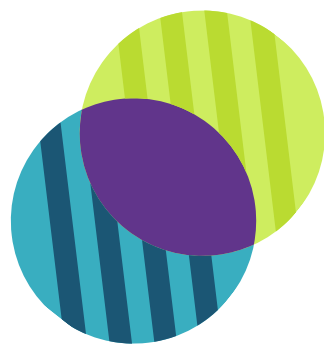
URBAN SHARING

Why?

- Cooperation between mobility operators, both public and private, will create seamless multimodal experiences for customers
- The coding language-agnostic API enables the lock/unlock of vehicles and allows for collecting quantitative multimodal trip data to improve multimodal solutions and reduce car ownership, congestion, and pollution



KEY INNOVATION:
Efficient integration and GDPR compliance via a **simplified API**



MOBILITY HUB NETWORK

Oslo, Norway

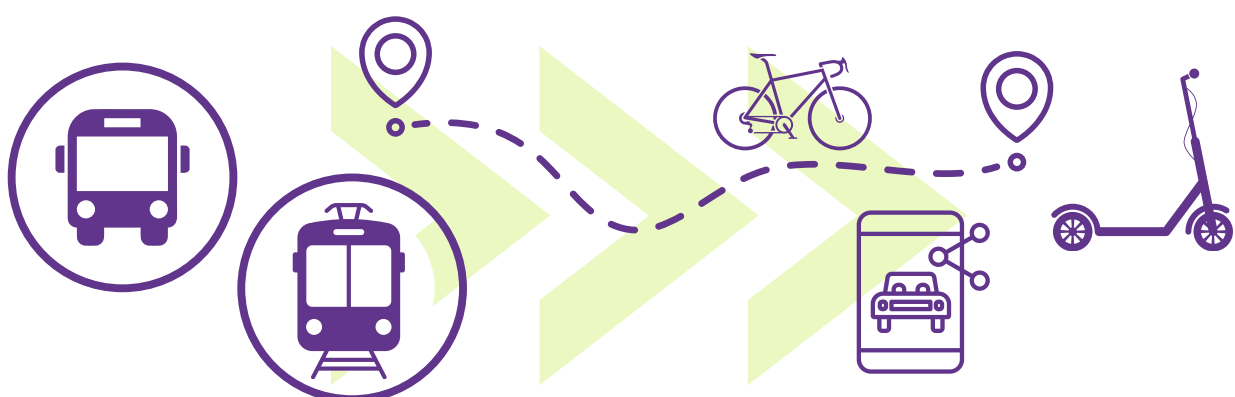
The mobility hub network aims to provide more travel and transfer options for residents outside the city centre. This is achieved by providing public transport combined with last-mile options. The network concept has been tested in multiple locations.

This network provides services at public transport locations tailored to local needs



What's new?

Each site had visible signage and markings, strategically placed near public transport hubs or transfer points. Each site offered a combination of modes, such as e-scooters, trains, buses and car sharing, with usage patterns varying by location and service.



Stakeholders



SERVICE PROVIDERS



SHARED MOBILITY COMPANIES



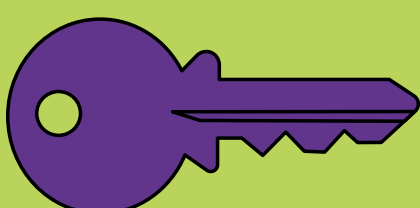
OSLO PUBLIC TRANSPORT AUTHORITY



CITY OF OSLO

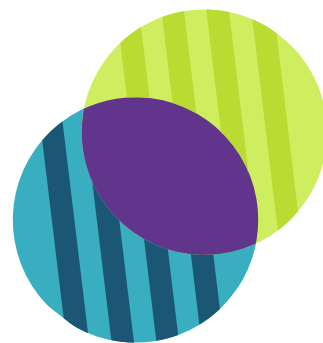
Why?

- Reduce climate emissions and private car use
- Provide more travel and transfer options for Oslo's citizens
- Improving first and last-mile connectivity



KEY INNOVATION:

New and seamless mobility offers for citizens in areas with previously underdeveloped public transport and micromobility offers.



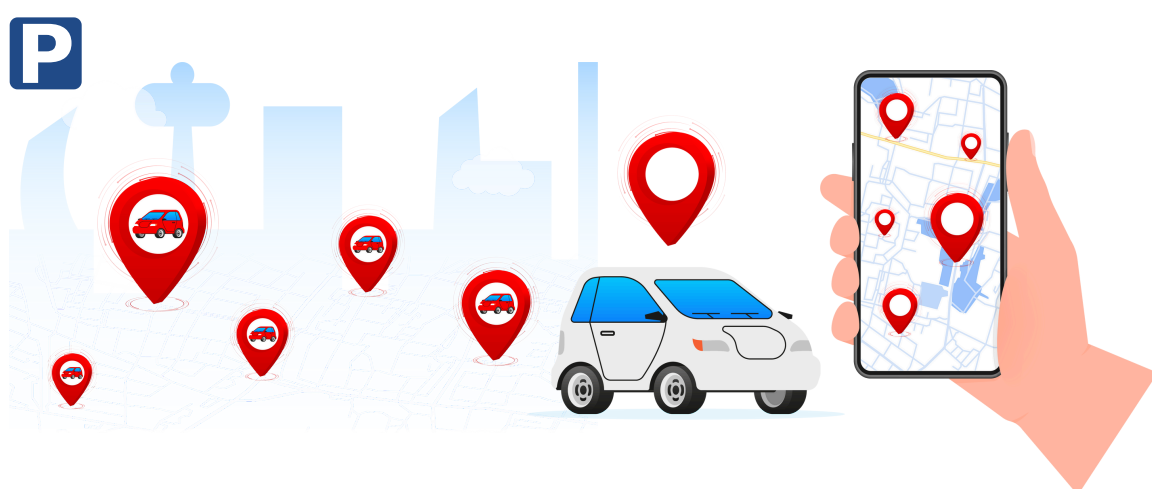
THIRD-PARTY INTEGRATION IN PARKING APP

Gothenburg, Sweden

It's crucial for us to support customers with solutions that encourage them to choose sustainable ways to travel. It's also important for us internally to have solutions that are easy to manage and that are sustainable from an economic perspective. The solution for integrating a third-party bike supplier in our parking app that we have tried in the MOVE21 project, and upscaled all over Gothenburg, has really helped us to find a smart and easy way forward.

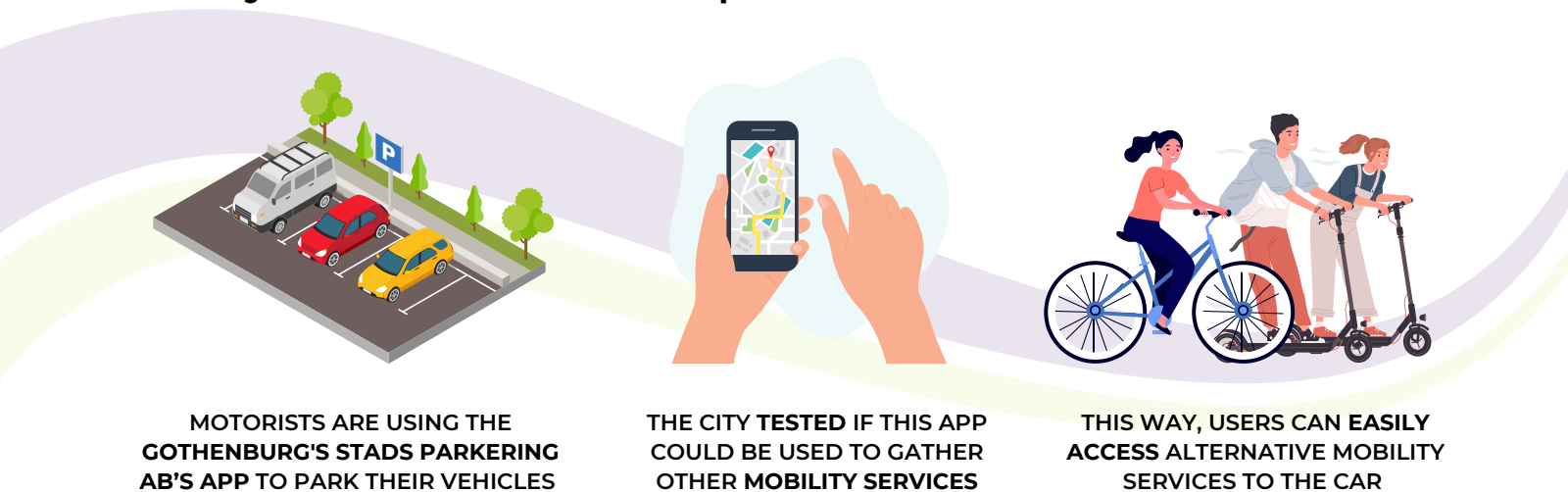
*Anna-Karin Jönsson, Business Development Manager,
Göteborgs Stads Parkering*

Gothenburg's Stads Parkering AB's app allows you to buy public transport tickets - can this be extended to other mobility services?



Yes, but how?

By integrating micro mobility services such as shared bikes in a **parking app**, Gothenburg aims for traditional motorists to try other modes of transport!



Stakeholders



CITY OF
GOTHENBURG



CITIZENS



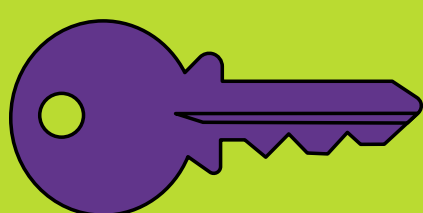
MICROMOBILITY
COMPAGNIES



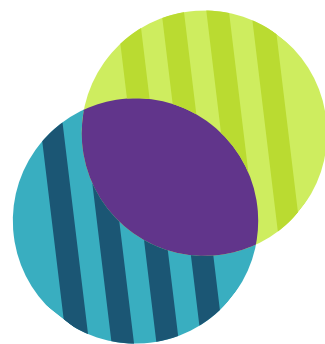
GÖTEBORGS STADS
PARKERING

Why?

- Reduce car usage and promote sustainable transport
- Paving the way for further innovation, possibly in the form of an Application Programming Interface (API)
- Facilitate access to alternative mobility services



KEY INNOVATION:
Access to **multiple mobility services** via a **parking APP**



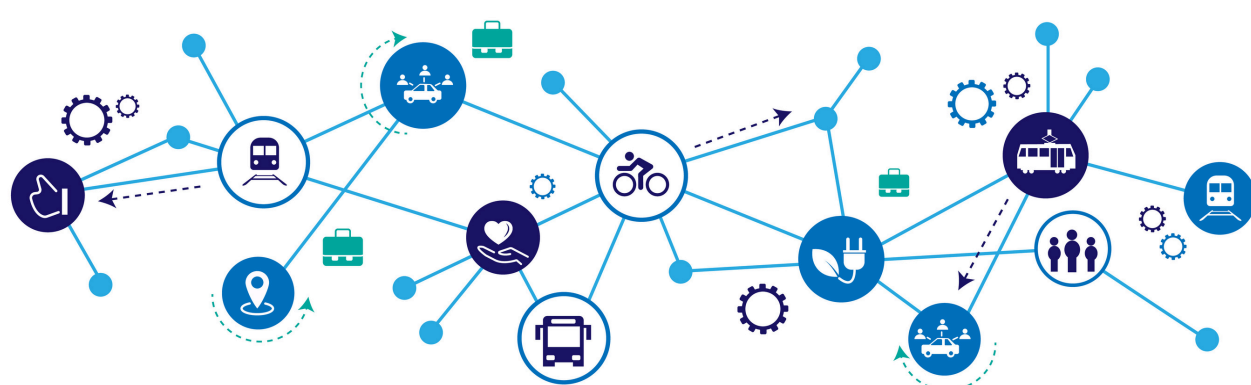
PARK AND BIKE NODE KLIPPAN

Gothenburg, Sweden

We are using the existing environment and its preconditions to stimulate the emission-free mobility of people. By designating a mobility hub and showcasing the various transport options available to citizens, we can inspire and catalyse a shift towards more sustainable travel behaviours!

Sara Mellberg, City of Gothenburg, Test site leader

The City of Gothenburg is making shared mobility solutions more attractive at the site.



What's new?

To achieve this goal, the city of Gothenburg implemented the following three solutions during the spring and summer of 2023:

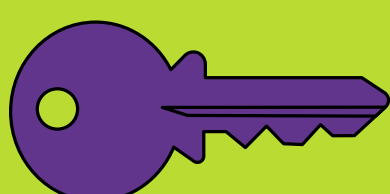


Stakeholders



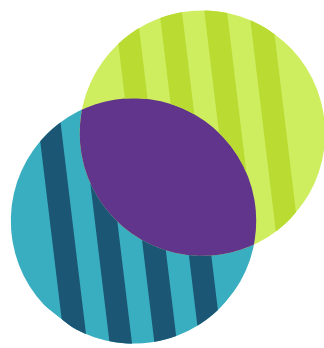
Why?

- Enable sustainable and emission-free travel behaviours while acknowledging future changes in the surrounding area
- Make use of the existing shared mobility solutions
- Collect knowledge to develop mobility hubs



KEY INNOVATION:

- Transform parking spots into **mobility hubs**
- Guide people to **shared mobility** options



PARK AND BIKE PILOT

Gothenburg, Sweden

User surveys indicated that shared bike users were primarily switching from relatively sustainable modes of transport. To target the most car-dependent individuals, car parking data was analysed to identify frequent central city parkers likely to pass through the test site. These individuals were offered the opportunity to park at the Klippan site and use public rental bikes free of charge for one month.

Targeting car-dependent individuals to promote more sustainable mobility options



What's new?

Car users have the option to park at the Klippan site and enjoy free access to rental bikes for a month.



Stakeholders



CITY OF
GOTHENBURG



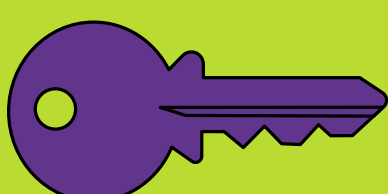
CITIZENS



GÖTEBORGS STADS
PARKERINGSAKTIEBOLAG

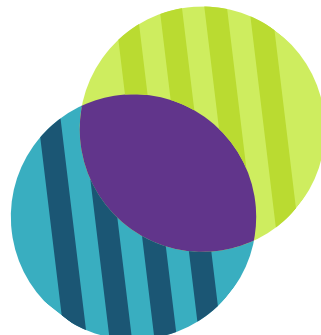
Why?

- Enable sustainable and zero-emission travel
- Make use of the existing shared mobility solutions
- Encourage the most car-dependent citizens to try more sustainable modes of transport



KEY INNOVATION:

A combined multimodal charging structure that integrates parking and cycling into a single payment mode



MOBILITY HOTEL



Gothenburg, Sweden

The innovation within this test site is mainly the combination of goods and personal mobility. The different types of partners involved have never cooperated before on this specific theme, and the concept is very unique and does not exist anywhere else!

Anastazia Kronberg, Business Region Gothenburg

Gothenburg combines freight and personal transport by introducing a mobility hotel



What's new?

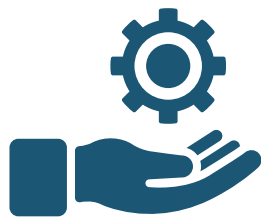
FRONT END FUNCTIONS

- Public store with micromobility service and sales
- Battery swap for micromobility users
- Cargo-bike hub with connection to loading

BACK END FUNCTIONS

- Trial offers on bikes, e-bikes and e-mopeds for service providers
- Unmanned warehouse store professional wholesaler
- Co-work areas and shared facilities
- Consolidation of goods, connected to loading bay

Stakeholders



SERVICE PROVIDERS



MICROMOBILITY COMPANIES



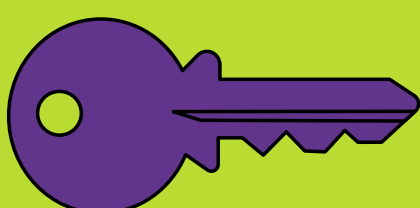
CITIZENS OF GOTHENBURG



PROPERTY OWNERS

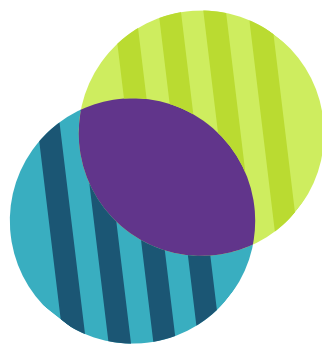
Why?

- Reduction in motorised transport for deliveries, personal mobility, and service providers
- Provision of alternative mobility services to promote clean and green travel behaviour
- Creation of a cleaner, safer, and more sustainable environment in and around Nordstan



KEY INNOVATION:

Business Model: Sharing space, costs, and responsibilities between parties, utilizing central real estate, and overcoming barriers in private-public partnerships.



CARGO-WASTE CO-FREIGHT LINDHOLMEN

 **Gothenburg, Sweden**



A concept for parcel boxes B2B is being developed and evaluated in Lindholmen

What's new?

The use of parcel boxes enables contactless delivery, allowing suppliers to reload and transport outgoing goods jointly, while customers are notified when packages are ready for collection, streamlining the delivery process with convenience and flexibility.



THERE ARE TWO PILOT PHASES DURING WHICH TECHNICAL SOLUTIONS AND BUSINESS MODELS WILL BE EVALUATED



PARCEL BOXES ARE LOCATED ABOUT 1 KM APART TO ALLOW TENANTS TO SEND AND RECEIVE GOODS



NEXT STEPS INVOLVE DECISIONS ON UPSCALING, MAKING PERMANENT, OR REDESIGNING THE MEASURE

Stakeholders



PROPERTY OWNERS



CITY OF GOTHENBURG



RENOVA MILJÖ

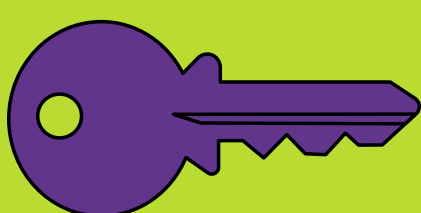


COMPANIES

Why?

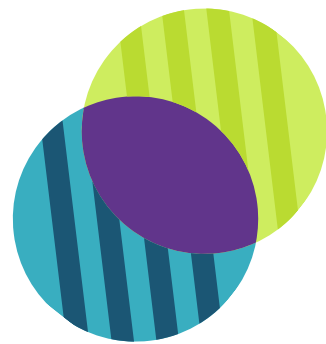


- Provide improved services to the businesses in the area
- Adjust freight handling to a higher service level towards the companies around Lindholmen
- Reduce motorised traffic, emissions, and congestion



KEY INNOVATION:

Develop, pilot, and evaluate concepts while maintaining a high service level for customers and freight carriers



COMBINING TRANSPORT OF PEOPLE AND GOODS WITH AN ON-DEMAND SERVICE



Hamburg, Germany

The pilot, which ran from March to May 2024, addressed the challenges of implementing a combined transport system with a ride-sharing provider in an urban environment. It focused on key aspects such as service availability, reliability, cost and environmental impact. The aim was to test the feasibility of the solution and identify the conditions necessary for successful deployment in a real-world environment.

Test more flexible transport services through on-demand shuttles



What's new?

Integrating passenger mobility with freight transport to reduce costs and emissions.



Stakeholders



SOCIAL
SECTOR



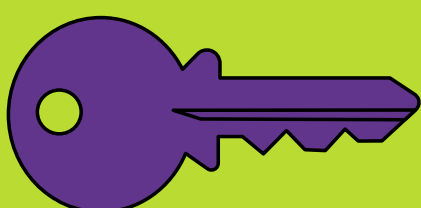
LOGISTIC
COMPANIES



MoD SERVICES
(e.g. MOIA)

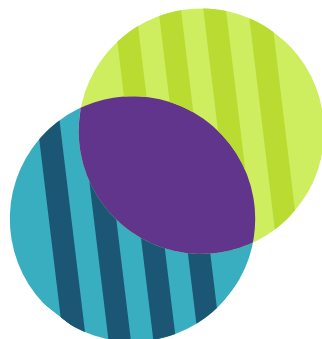
Why

- Advancing innovative transport strategies
- Develop optimal integrated transport solutions for people and goods that increase efficiency and meet the needs of their users
- Promoting sustainable practices



KEY INNOVATION:

Provide **combined** delivery transport + **collaborate with social institutions** to promote community solidarity, with goods being collected and delivered emission-free



NEIGHBOURHOOD HUB HOLSTENSTRASSE

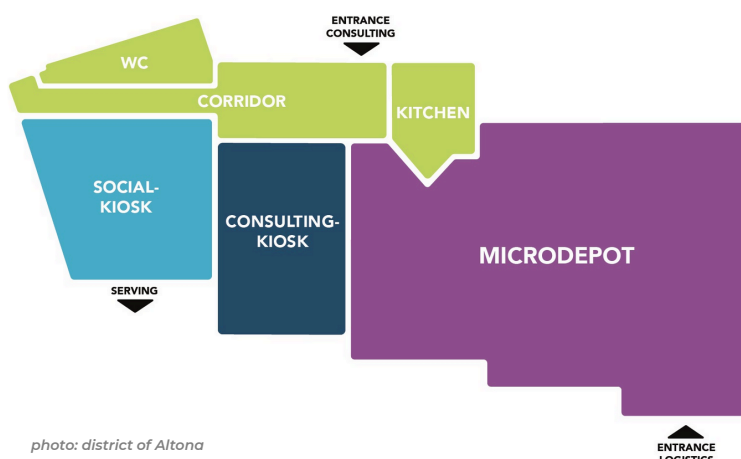


Hamburg, Germany

The new neighbourhood hub of Altona Altstadt addresses the existing shortage of space with its mixed-use concept: sustainable solutions for the movement of goods are now being further established, and sociocultural offers and donations will create a new central point of contact that will be continuously developed *for* and *with* the people in the neighbourhood. New or additional mobility solutions will also be explored and implemented during the project period!

Stefanie von Berg, District Mayor of Altona, Free and Hanseatic City of Hamburg

Holstenstrasse Hub: A single space for mobility offers, logistics, and social projects



What's new?

A previously vacant building has now been re-designed as a **multifunctional hub** for both **commercial** and **public** use



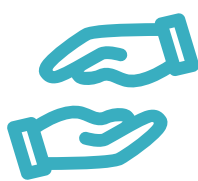
SPACE TO RELOAD PACKAGES AND GOODS TO REDUCE TRAFFIC — DELIVERIES AND PICK-UPS WITH ELECTRIC CARGO BIKES



SOCIAL SERVICE AND CONSULTATION KIOSK — OFFERING CONSULTATIONS AND SUPPORT SERVICES AS WELL AS FOOD AND SUPPLIES

NEXT: Personal mobility solutions that may fit into the hub and support active and sustainable mobility options for the wider community will be explored

Stakeholders



SOCIAL
SECTOR



DEUTSCHE
BAHN



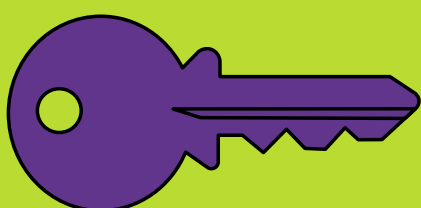
LOGISTIC
COMPAGNIES



RESIDENTS

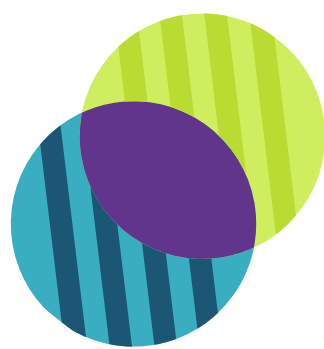
Why?

- Reduce the amount of traffic coming from the transport of goods and offer climate-friendly solutions
- Provide support and consultations for neighbourhood residents
- Address the existing shortage of space with a multifunctional concept that can be adapted and scaled for further neighbourhood hubs in Hamburg and beyond



KEY INNOVATION:

Last mile logistics and **social offers** under one roof creating a **liveable neighbourhood**



NEIGHBOURHOOD HUB KALTENKIRCHER PLATZ



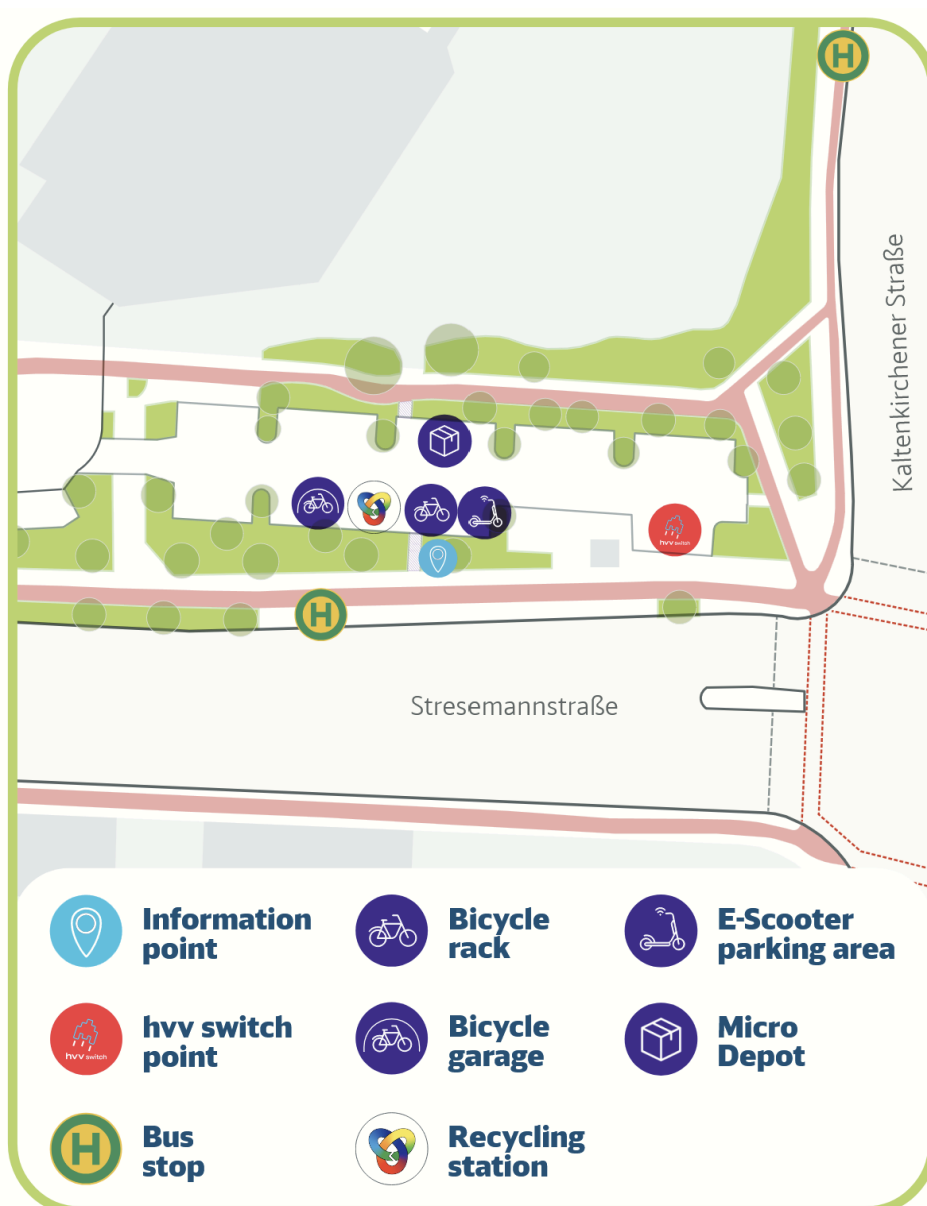
Hamburg, Germany

At Kaltenkircher Platz, the micro-depot concept is integrated with the mobility hub concept. Existing infrastructure that supports personal mobility is also used for the logistics of the micro-depot.

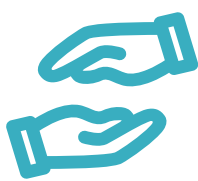
By improving the combination of different mobility options, the hub allows for better transitions between sustainable modes of transport.

Kaltenkircher Platz provides improved sustainable mobility solutions for residents

New mobility services at the hub include a car-sharing station, a micromobility parking zone with sheltered and temporary bike racks, and improved pathways that better connect to the neighbourhood and a nearby bus stop. These improvements make it easier and more attractive for people to choose active and sustainable mobility options.



Stakeholders



PUBLIC



MOBILITY



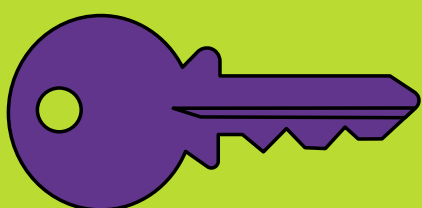
LOGISTICS



RECYCLING

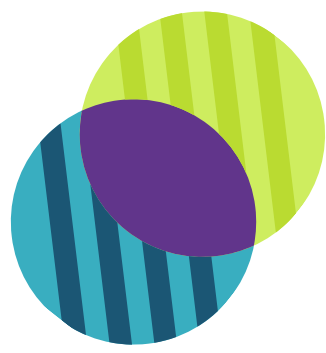
Why?

- Provide improved sustainable mobility solutions for residents
- Reduce emissions and traffic associated with last-mile deliveries in the neighbourhood



KEY INNOVATION:

The **adaptable micro-depot system**, designed for use in public open spaces



COMBINING TRANSPORT OF PEOPLE AND GOODS ON A REGULAR BUS LINE

Hamburg, Germany

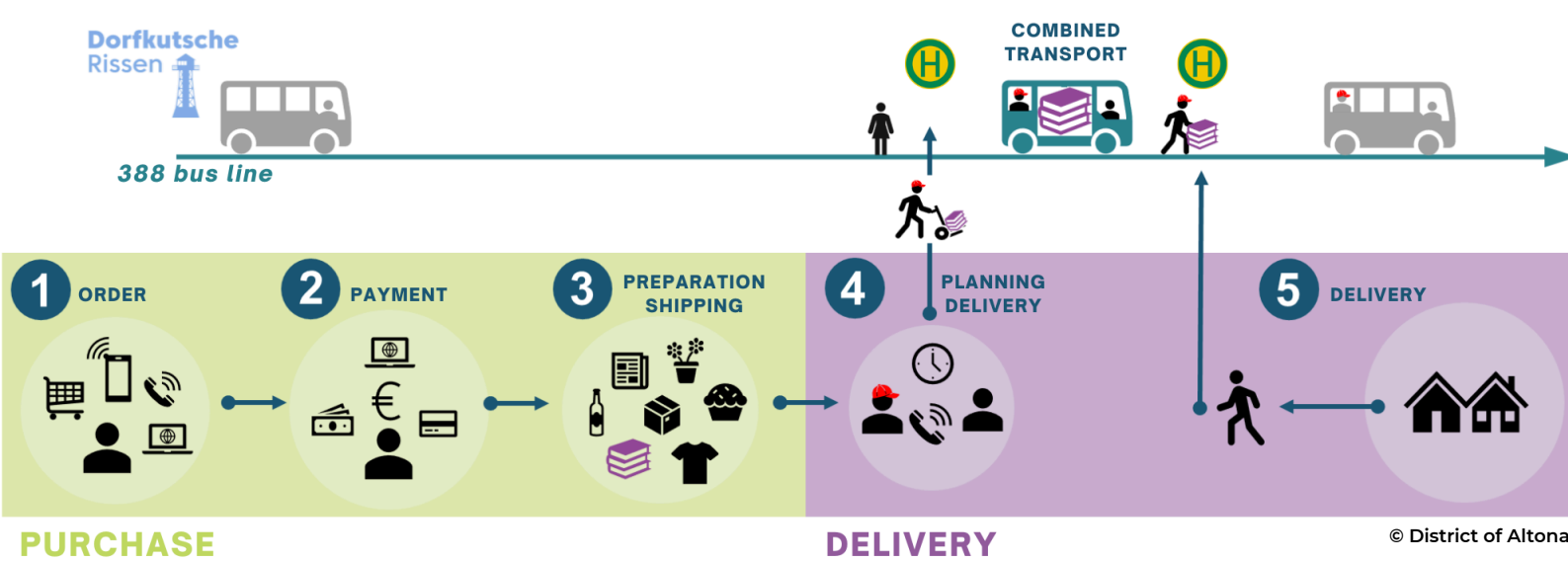
This service, which was trialled from late October to late December 2023 as part of the EU's MOVE21 project, explored the simultaneous transport of people and goods by bus. Initially focused on providing a convenient delivery option for elderly residents without the need for additional travel, the pilot was later extended to all customers of participating local shops. This allowed new business models and services to be tested to support the local retail sector.

Residents had their purchases from the shops in Rissen conveniently delivered to the nearest bus stop by public bus.



What's new?

Interested customers could select goods in-store or place orders by phone or e-mail, depending on the store's capabilities. Payment was made either on the spot or by invoice. Customers provided their phone numbers during the purchase process to facilitate communication during delivery. Once the purchase was completed, the store packed the goods for delivery.



Stakeholders



LOCAL BUSINESSES



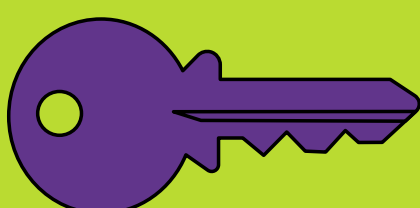
VHH TRANSPORT ASSOCIATION



PUBLIC AUTHORITIES

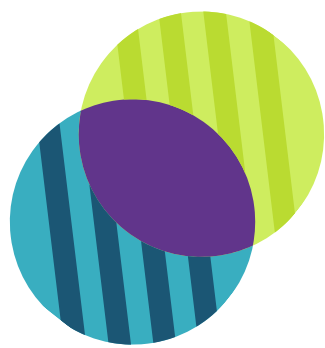
Why?

- Making more efficient use of resources and capacity
- Promoting social participation and inclusion
- Fostering links between local stakeholder



KEY INNOVATION:

Combined delivery transport + cooperation with the **local retail sector** and test during the **regular operation hours** of the public bus line



MUNICH'S FIRST BIKE HUB AT VIEHHOF

 **Munich, Germany**

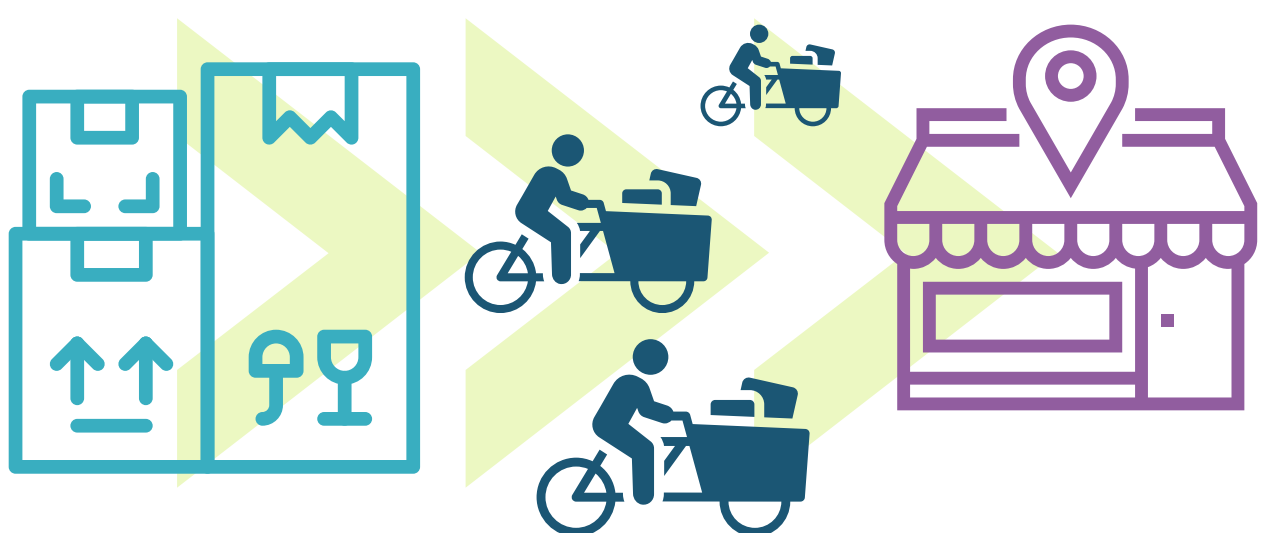
From the Viehhof, five logistics companies deliver parcels to private individuals and goods and pallets to businesses, tradespeople and construction sites on the last mile - all with state-of-the-art electric cargo bikes that keep traffic out of residential areas.

This also makes the roads safer and protects the environment. At the same time, the attractiveness of Munich as a business location is maintained.

The new facility offers logistics companies an attractive platform for entering or further expanding the field of cargo bike logistics.

What's new?

The parcel services no longer drive their large transport vehicles to individual houses, but to the hub on a municipal site at the Viehhof. Deliveries for the last mile of the journey are transferred to electric cargo bikes in six containers and taken to the recipients. The reloading is expected to save 4,000 journeys with transport vehicles per year and produce six tonnes less CO₂.



Stakeholders



P+R
GMBH



DEPARTMENT OF
MOBILITY



LOGISTICS
PARTNERS



STATE
BAVARIA



CHAMBER OF COMMERCE AND
INDUSTRY FOR MUNICH AND
UPPER BAVARIA

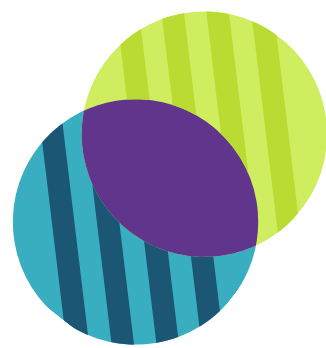
Why?

- Maintain Munich's attractiveness as a business location.
- Create a suitable space for cycle logistics, despite cramped conditions.
- This means less traffic, less noise and less emissions.



Replication:

This measure replicates the **Neighborhood Hub Holstenstrasse** from Hamburg

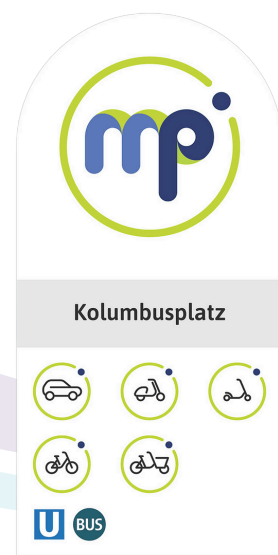


MOBILITY POINTS - MOBILITY IN A NUTSHELL

Munich, Germany

Shared mobility services help to overcome one of the biggest challenges facing a growing city like Munich: Providing the best possible mobility for everyone, anytime, anywhere. Since the means of transport offered are used by many people and not owned by them, shared mobility relieves the pressure on parking spaces and reduces traffic in large cities.

More and more people combine different mobility services. Mobility points pick up on this change in mobility behaviour and facilitate the use of different mobility options.



What's new?

At the heart of the mobility points are information pillars that display the available mobility services and make them easier to find, both in the street and digitally. The use of uniform logos and columns helps passengers to find mobility points and use shared mobility wherever they are, regardless of the provider of the service.



Stakeholders



PUBLIC
AUTHORITIES



SHARED MOBILITY
PROVIDERS

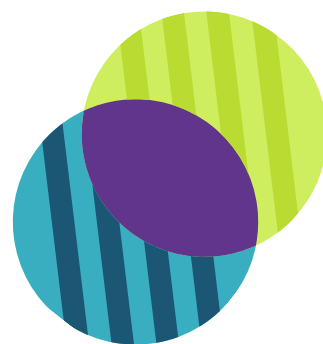
Why?

- Promote environmentally friendly travel
- That all Munich residents have access to the services of the extended environmental network within a five-minute walk of their homes



Replication:

This measure replicates the **Park and Bike Node Klippan** from the City of Gothenburg.

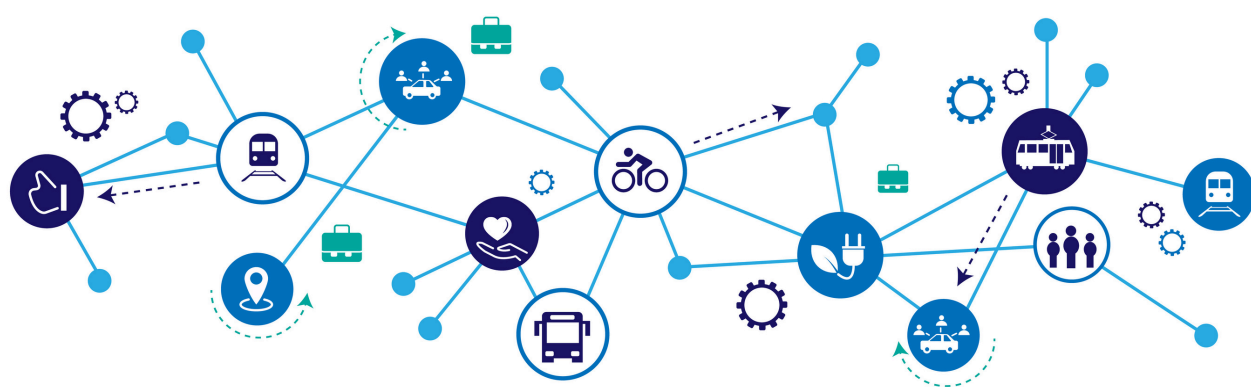


MOBILITY APPS: SHARING APP BECOMES MOBILITY PLATFORM

Munich, Germany

Intuitive digital access to different modes of transport, including public transport, cycling, walking, taxis and car rental, is essential to support Munich's mobility transition. User-friendly applications that provide a comprehensive range of mobility options from different providers and service operators are essential to encourage sustainable transport choices.

The apps will be updated with additional functionality for reserving, booking and paying for mobility option.



What's new?

The Department of Mobility, MVG and MVV are working together to improve and expand the information available on mobility points and shared mobility services within the MVGO and MVV apps. Three car sharing providers and other micro-mobility services will be integrated into the MVGO app and on-demand services will also be promoted.



Stakeholders

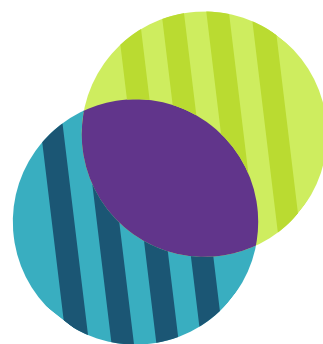


Why?

- Optimise the links between public transport and complementary services such as bikesharing, e-trekking and on-demand transport
- compare and use different options even more easily in future



Replication:
This measure replicates the measure **Integrating Micromobility with Public Transport** from the City of Oslo.

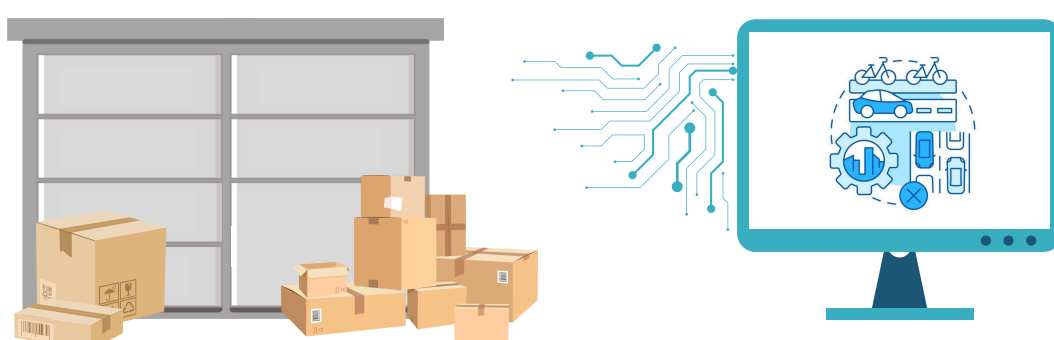


AUTOMATED LOGISTICS MICRO-HUBS

Bologna, Italy

To mitigate the negative impacts of urban logistics, Bologna has chosen to test automated logistics micro-hubs as part of MOVE21. These hubs aim to improve the efficiency of parcel consolidation, transshipment and last-mile delivery within the city centre. This initiative is in line with the Sustainable Urban Logistics Plan (SULP) approved by the Metropolitan City of Bologna in 2019.

Three micro-consolidation hubs are highly automated, unattended and centrally managed by a dedicated platform.



What's new?

The pilot introduced a B2B hub-based system, replacing traditional door-to-door delivery with parcel consolidation and transfer from conventional vans to electric vehicles for last-mile delivery. The micro-hubs, each with 40 lockers, were set up near Bologna's Limited Traffic Zone (LTZ). Large transport companies dropped off parcels at these hubs, which were then collected and delivered within the LTZ by a last-mile operator using zero-emission vehicles (ZEVs).



Stakeholders

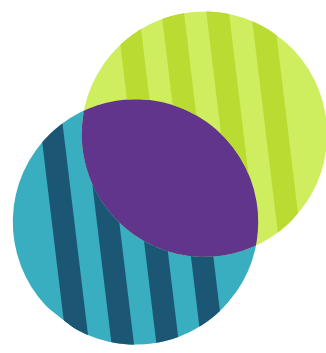


Why?

- Test an innovative approach to financing commercial transport and promoted the renewal of commercial fleets towards zero-emission vehicles
- Enable the use of public road space for logistics purpose



Replication:
This measure is replicating the measure Munich's first bike logistics hub at Viehhof.



COMBINED RAW-WASTE MATERIALS SHIPMENT

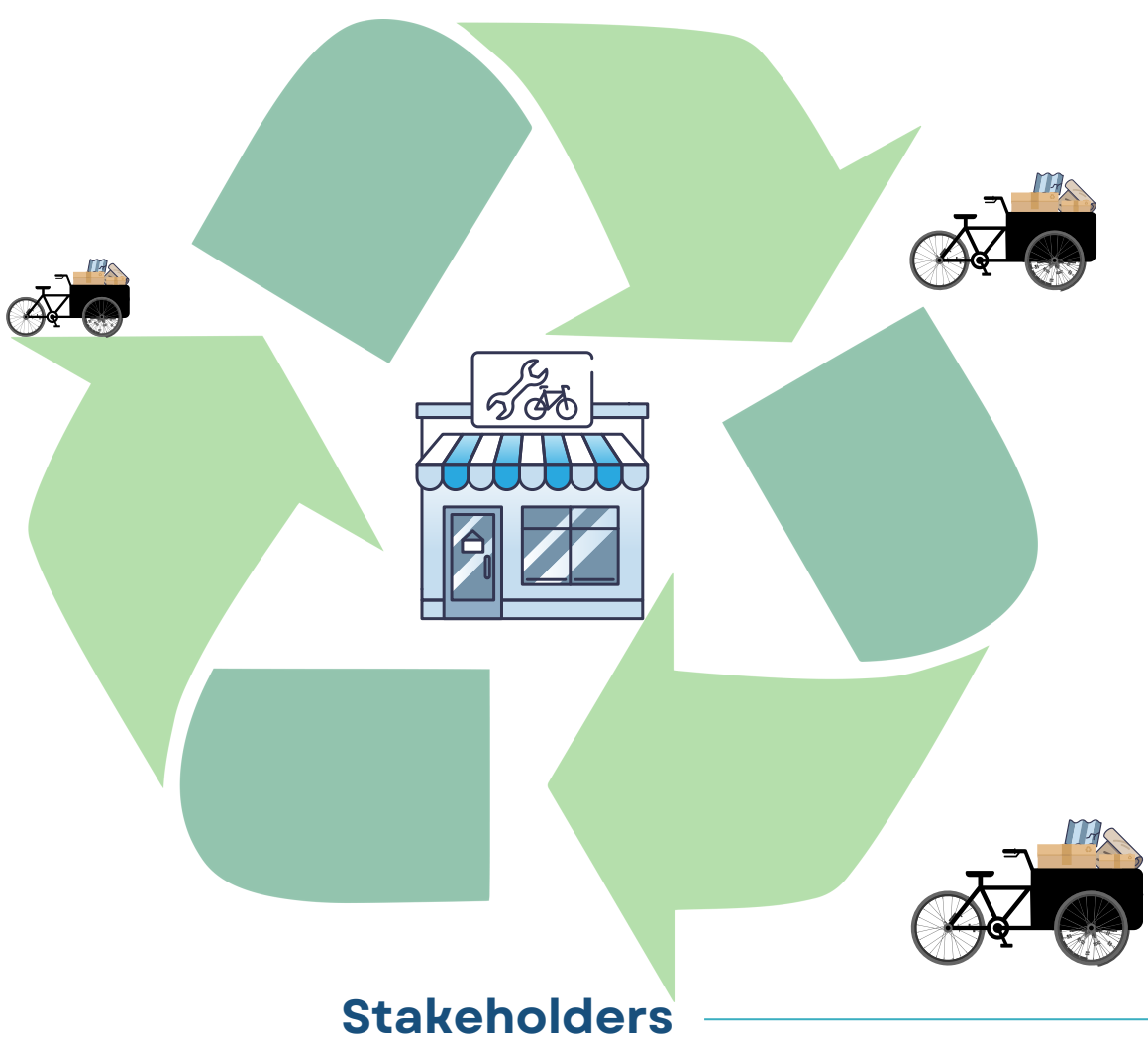
 **Bologna, Italy**

The pilot aimed to test a more efficient and structured approach by introducing a more efficient business model for sourcing, consolidating and delivering raw materials and managing the disposal of waste materials, all coordinated through an existing mobility hub.

This service, based at an existing Mobility Hub, uses a cargo bike to optimise the flow of materials and waste between workshops.

What's new?

Raw materials ordered by garages are first stored and consolidated at the Mobility Hub. These materials are then loaded onto a specially equipped cargo-bike, which delivers them to the workshops in a single trip. Once the materials have been delivered, the cargo bike collects the waste generated by the bicycle repairs. This waste is taken back to the Mobility Hub where it is consolidated before being sent to landfill for recycling, ensuring a more efficient and environmentally friendly process.



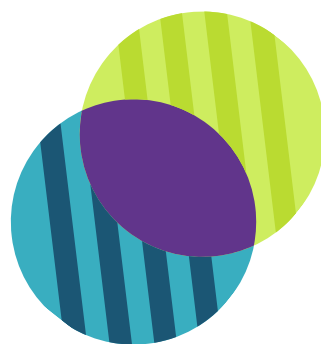
Why?

- To improve the flow of materials in the bicycle repair sector
- Manage the disposal of waste materials from bicycle repairs and parts replacement



Replication:

This measure is replicating the measure “Cargo-waste co-freight” measure tested by Gothenburg.

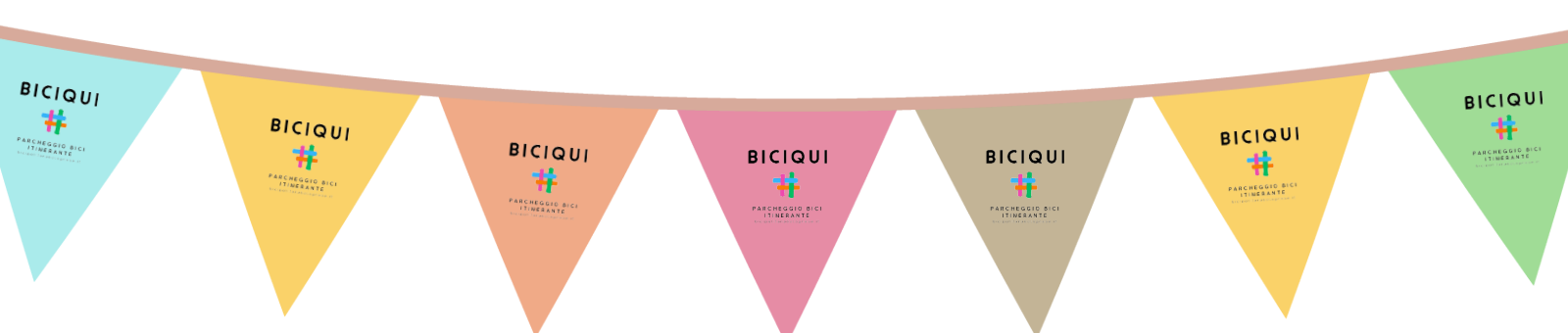


TEMPORARY HUBS FOR MICRO-MOBILITY SUPPORTING MAJOR EVENTS

Bologna, Italy

In Bologna, some areas originally intended for parking cars and private motor vehicles have been temporary converted into micromobility hubs, locally known as BiciQui, to provide parking for bicycles and cargo bikes during public events

BiciQui was widely used and appreciated by the general public.



What's new?

A clearly defined perimeter has been established around the event, marked by recognisable barriers, branded signs and posters. In addition, a dedicated stand was set up with 100 removable racks specifically designed for bicycles and cargo bikes. Security was provided throughout the event to ensure the safety of parked vehicles, and all equipment and facilities were promptly dismantled at the end of the event to return the areas to their regular use.



Stakeholders



PUMS
BOLOGNA
METROPOLITANA



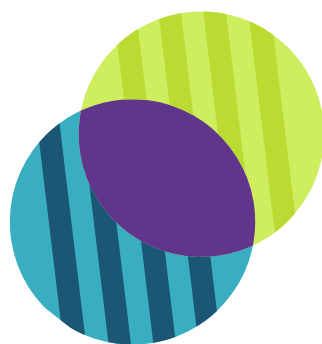
Why?

- Make sustainable mobility solutions more visible to the local community
- Provide a new, sustainable option for access to crowded events



Replication:

This measure is replicating the measure **Mobility Hub Kaltenkircher Platz** tested in Hamburg.



TECHNICAL GUIDELINES FOR METROPOLITAN MOBILITY HUBS

Rome, Italy

In Rome, the ongoing Sustainable Urban Mobility Plan (SUMP) focuses on improving inter-modality, accessibility, visibility and IT services, with the aim of shifting part of the user base from private transport to local public transport. The measure aims to acquire and share the technical aspects for the design of the Mobility Hub with engineers, designers and the Mobility Department.

Romes Mobility Service engineers and planners, carried out an analysis and study of the guidelines

What's new?

The result is a document that compares the Mobility Hub Design Guidelines, an innovative element introduced by Bologna, with Rome's SUMP to facilitate the replication process.

For each topic - including mobility demand, preliminary assessments, pedestrian, bicycle, public, motorised and innovative mobility, as well as green design, recognisability, relationship with the territory and economic sustainability - the document highlights both the common and unique elements of the guidelines proposed by Bologna in comparison with the Rome document.



Stakeholders



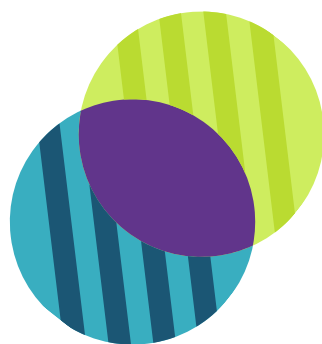
Why?

- Improve accessibility, promoting sustainable inter-modality
- Increase the overall attractiveness of the transport system
- Achieve a modal shift towards sustainable mobility



Replication:

The measure is replicating the **Mobility Hub Guidelines** from the Metropolitan City of Bologna.

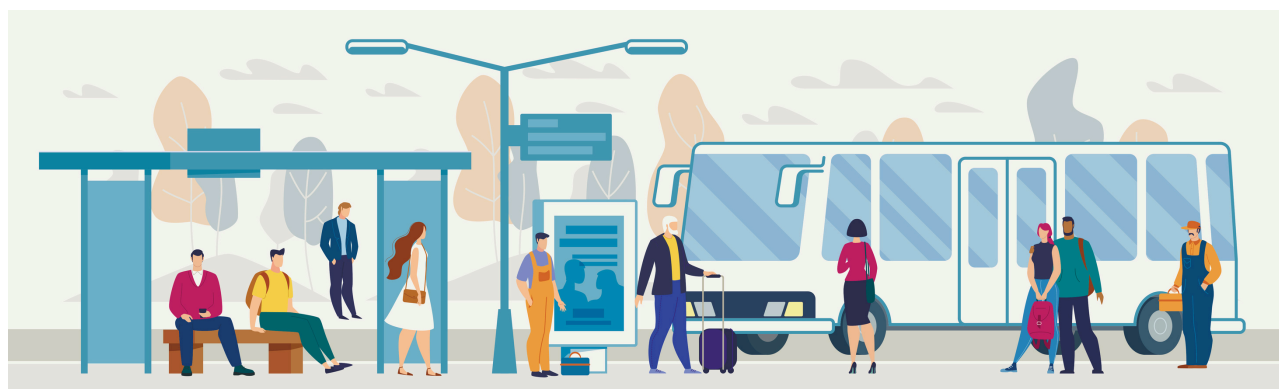


EMISSION FREE GOODS TRANSPORT

Rome, Italy

Proximity logistics areas were proposed to serve the Limited Traffic Zone (LTZ). Goods will be distributed mainly by cargo bikes and electric vehicles. Additionally incentives are available to encourage the purchase of environmentally friendly vehicles. Further, the locations for freight car parks and micro-hubs are being actively considered.

The approved Sustainable Urban Logistics Plan (SULP) reaffirms the commitment to reducing freight emissions and their impacts



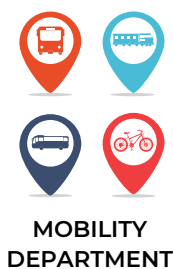
What's new?

The creation of a more sustainable freight distribution system using green vehicles and micro-hubs, which will improve the quality of life for residents and tourists in the historic centre. A cargo bikesharing system will be provided at the hub to facilitate deliveries within the LTZ.



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Stakeholders



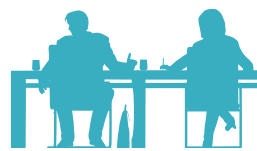
MOBILITY
DEPARTMENT



CITIZENS



ROME MOBILITY
AGENCY



COMPANIES

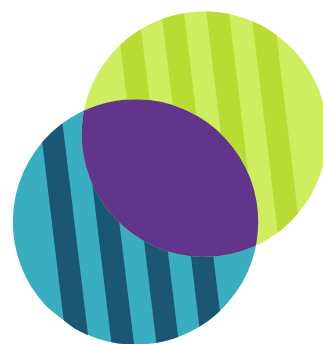
Why?

- Create a more sustainable freight distribution system using green vehicles and micro-hubs
- Improve the quality of life for residents and tourists in the historic centre



Replication:

This measure replicates the **Kaia Mobility Hotel** measure from Oslo.



PARK AND BIKE NODE

 **Rome, Italy**

Rome tested a Park & Bike node concept, by focusing on the integration of bicycle facilities in a metro station. This included bicycle parking boxes and a shared cargo bike rental system. The multimodal hub identified at S. Paolo metro station facilitates the transition between public transport (metro/bus) and bicycles or cargo bikes. The system also includes parcel lockers at the station, allowing the combined use of cargo bikes for deliveries.

What's new?

The measure provides a range of additional services to users and citizens at metro and railway stations.



At the S. Paolo metro station, the bike box service was launched in September 2023. Following a call for tenders, a supplier was selected to provide a pedal-assisted cargo bike service, with three cargo bikes available for both commercial operators and private users. The pick-up point is located near the metro station and the adjacent cycle track, which is partially completed.



THE BIKE BOX SERVICE WAS LAUNCHED IN 2023



A SUPPLIER WAS SELECTED TO PROVIDE CARGO BIKES



THE PICKUP POINT IS LOCATED NEAR THE METRO STATION

Stakeholders



COMPANIES



ROME MOBILITY AGENCY



CITIZENS

Why?

- Encourage a change in travel habits to promote the health of both citizens and city users



Replication:

This measure is a replication of the **Park and Bike Node in Klippan, Gothenburg.**