# Financing partners:





Swiss Federal Office of Energy (SFOE) Federal roads office (FEDRO) Federal Office of Transport (FOT)







#### **Project partners:**





























# International cooperation:











# Contact

Rapp Trans AG Martin Ruesch Max-Högger-Strasse 6 8048 Zurich Switzerland

+41 58 595 72 43 martin.ruesch@rapp.ch www.nfp71.ch/e

# Project team



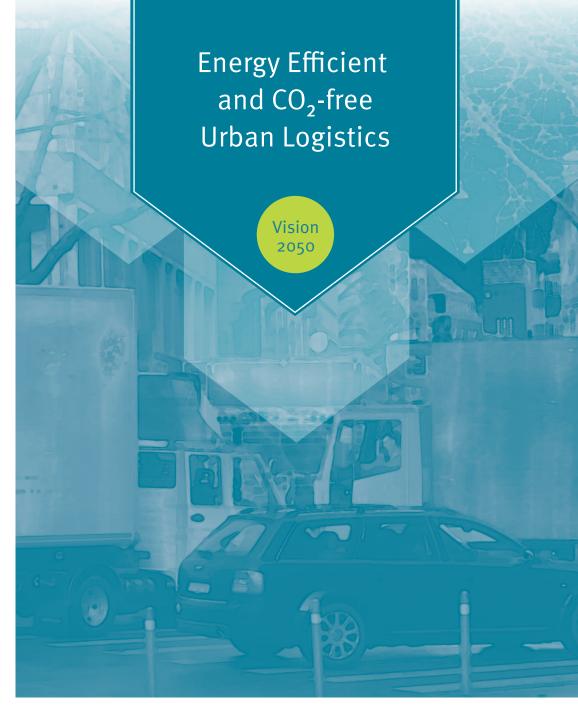


# **INTERFACE**

Prof. Dr. Ueli Haefeli Daniel Matti Tobias Arnold



Prof. Dr. Ulrich Weidmann Tobias Fumasoli





#### Our project vision

Innovative and competitive approaches reducing the energy consumption, greenhouse gas emissions and non-renewable energy use in urban logistics.

# Energy efficient and CO<sub>2</sub>-free

# Energy efficient and CO<sub>2</sub>-free urban logistics

	Action plan and h	nandbook	Network
	Scenarios and solutions for urban log	istics	Vision urban logistics
Case studies	s in three cities: Basel, Lucerne and Zurich		
Structure of	deliveries, characteristics, trends and drivers		
Identification	on and analysis of impacts		
014	Project start: October 2014 / Duration: 36 months	2017	20

# **Project benefits**

- ✓ Profound analysis of urban logistics and its role in the total energy consumption, greenhouse gas emissions and use of non-renewable resources
- Identification of trends, innovations and drivers in freight transport and logistics
- ✓ Scenario based prognosis for freight transport and logistics in urban areas until 2050
- ✓ Logistics vision 2050 and tailored action plans for the development of energy efficient and CO₂-free Swiss cities
- Building a network with private and public stakeholders and scientific institutions

This project is part of the research framework NRP 71 «Managing Energy Consumption» by the Swiss National Science Foundation.

# **Urban logistics**

Urban logistics is essential for the supply of the economy and the population with goods and services; in its significance comparable with power and water supply. Trends, such as e-commerce with home deliveries, reduced storage space, smaller consignments and increased delivery frequency impact and form the urban logistics systems more and more. At the same time logistics activities are continuously displaced from central locations, leading to a logistics sprawl. This results in increasing freight traffic intensity and energy consumption per tonne-kilometre and shipment.

#### NFP 71

The National Research Programme «Managing Energy Consumption» studies the social, economic and regulatory aspects of the change in energy strategy, thereby examining how private and public actors could be prompted to use energy more efficiently. The programme supports policy and economy to implement the «Energy Strategy 2050» as well as further energy and climate change policy targets.





