



## Towards the implementation of pilot actions on innovative solutions in the GRETA FUAs

Welcome to the third edition of the GRETA Project Newsletter! In this issue, we bring you exciting updates on our journey towards sustainable urban logistics, with a special focus on the latest developments in **pilot actions**. Stay tuned also for insights on our **deliverable on cargo hitching**, which has been released, and information on **the last project appointments** in Poznan and Padua.

Update on the *Territorial needs and gaps analysis (D.1.2.2)* and GRETA pilot

The *Territorial needs and gaps analysis (D.1.2.2)* deliverable was developed as a foundation for **assessing the status of Functional Urban Areas (FUAs)** and served as the baseline for shaping and refining the GRETA pilot actions. However, the consortium decided to expand the initial release by incorporating additional analyses and data. Partners gathered these extra inputs through **targeted surveys and further research**. The data collection was completed in October, with the final transnational analysis report scheduled for completion by the end of November.

Meanwhile, the **pilot actions in GRETA FUAs** are steadily progressing, with some of them nearing the final stages of the design and preparatory phase.



**Reggio Emilia FUA:** development and testing of an innovative microhub made of individual spaces to be destined to each transport operator to serve the shops located in the city centres with sustainable last mile deliveries with ZEV (i.e. e-cargobikes).



**Maribor FUA:** creation and testing of a micro consolidation centre for last mile deliveries equipped with ZEV (e.g. e-cargobikes, trolleys, trailers) to serve as an alternative option for deliveries in the pedestrian zone outside the delivery window.



**Poznan FUA:** development and testing of a transshipment microhub holding parcels and cargobikes for last mile deliveries with ZEV in the city center by the transport courier GLS.

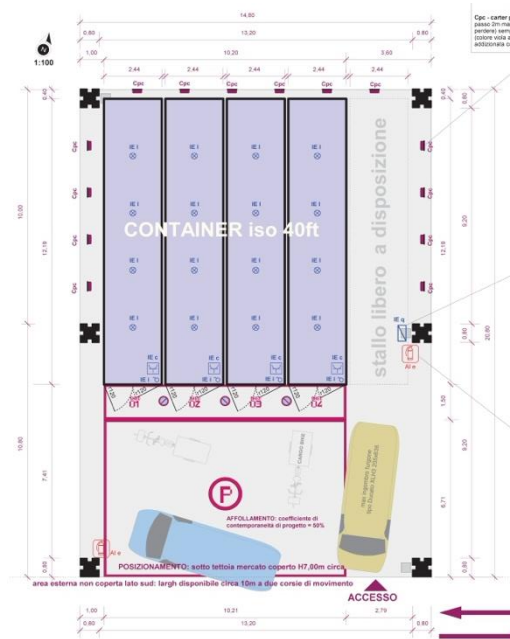
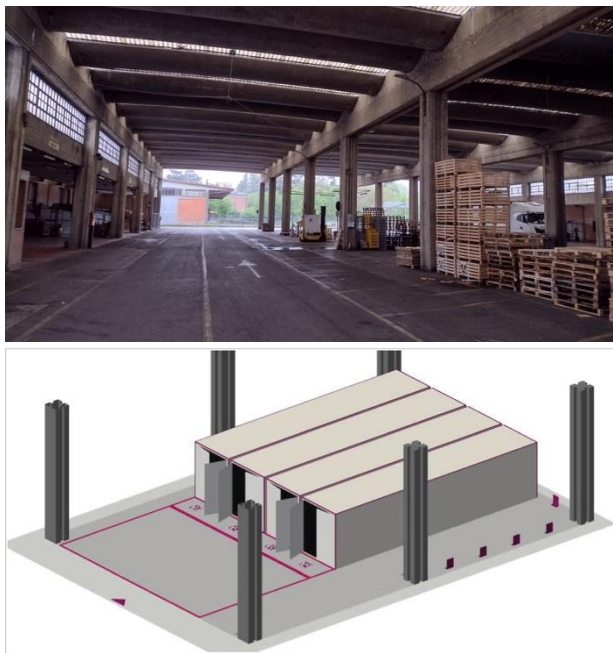


**Verona FUA:** creation and testing of a curb management framework to regulate the access of lastmile deliveries vehicles in the city center through the management and remote reservation of parking spots.



**Budapest FUA:** deployment and testing of a curb management model to differentiate road usage and optimize the use of space in the city center, tested through demo activities based on the framework (e.g. mobility points, car parking loading bays, taxi station, etc.).

In **Reggio Emilia FUA**, the microhub location has been confirmed at the city's warehouse for fruit and vegetable market, benefiting from pre-existing logistical infrastructure. Different stakeholders were engaged, and design refinements are currently underway, with construction scheduled to begin following the publication of a tender to select testing operators. The microhub will have a total area of 200 square meters, divided into 4 independent spaces made of movable containers. In addition, a specific area will be dedicated to parking and transhipment of goods from vans to cargo bikes. The goal is to complete the installation by January 2025, with the actual implementation of pilot activities lasting until June 2025.



*Pilot area and rendering of the physical infrastructure of the microhub in Reggio Emilia FUA*

In **Maribor FUA**, the project is still in the process of finalizing the location for its Micro Urban Consolidation Centre (MUCC), though a baseline survey was completed over the summer to collect essential data on delivery patterns. A two-phase approach is being taken: the first phase includes the installation of 30 parcel lockers financed by the Municipality, while the second phase concerns the introduction of movable freight containers (each representing a MUCC) in a few different locations by 2025. The municipality will proceed with the preparation of tenders for digital and physical infrastructure in order to proceed with the actual installation of the MUCC by the end of 2024.



**Poznan FUA** is in the final stages of preparation, with the microhub location confirmed and permissions from the municipality recently granted. Delivery of the containers is expected within two weeks, with pilot implementation – in cooperation with GLS Poland – set to begin shortly thereafter. The microhub, designed to support cargo bikes for last-mile deliveries, will be operational under a temporary six-month permit, and the pilot will focus on data collection and performance assessment in collaboration with the logistics operator GLS.

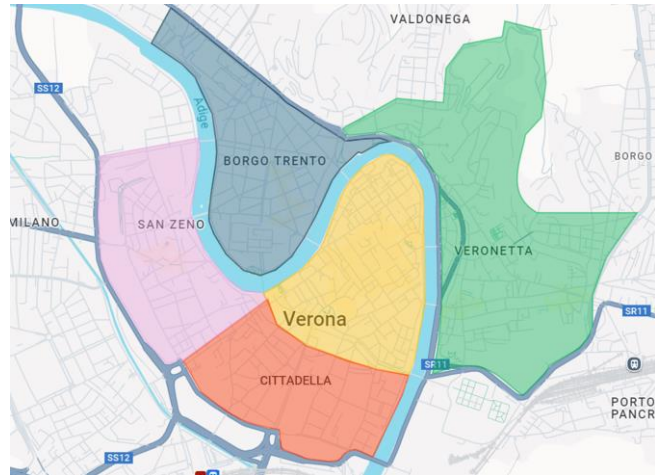


*Initial design of the microhub and cargo bike prototype to be used in Poznan FUA*

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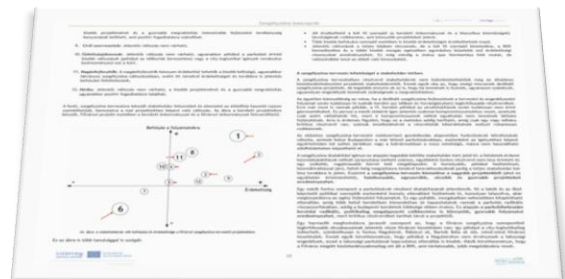
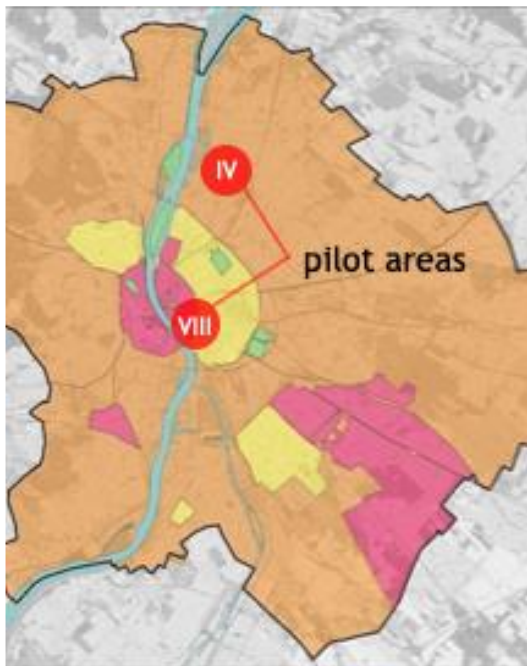
In **Verona FUA**, efforts are focused on reducing congestion and pollution caused by delivery vans in the city center. The installation of sensors in 211 loading/unloading slots, spread across five districts, will begin in early 2025. The municipality and AMT3 are finalizing two separate tenders for the necessary hardware and software, with contracts expected to be awarded shortly. The new system will allow real-time management of parking slots, reducing traffic jams and empty running, and promoting more efficient logistics operations.





*Pilot areas involved in Verona FUA*

Lastly, in **Budapest FUA**, the curbside management model is progressing, with significant milestones achieved in data collection and stakeholder engagement. Site visits and traffic analyses have been completed, and the Curbside Management Framework (CMF) is set for finalization in December 2024. This framework will allow to further finetune the main features of the two pilot actions across two different sites, whose implementation is planned for March and April 2025, with monitoring and data collection extending after summer 2025.

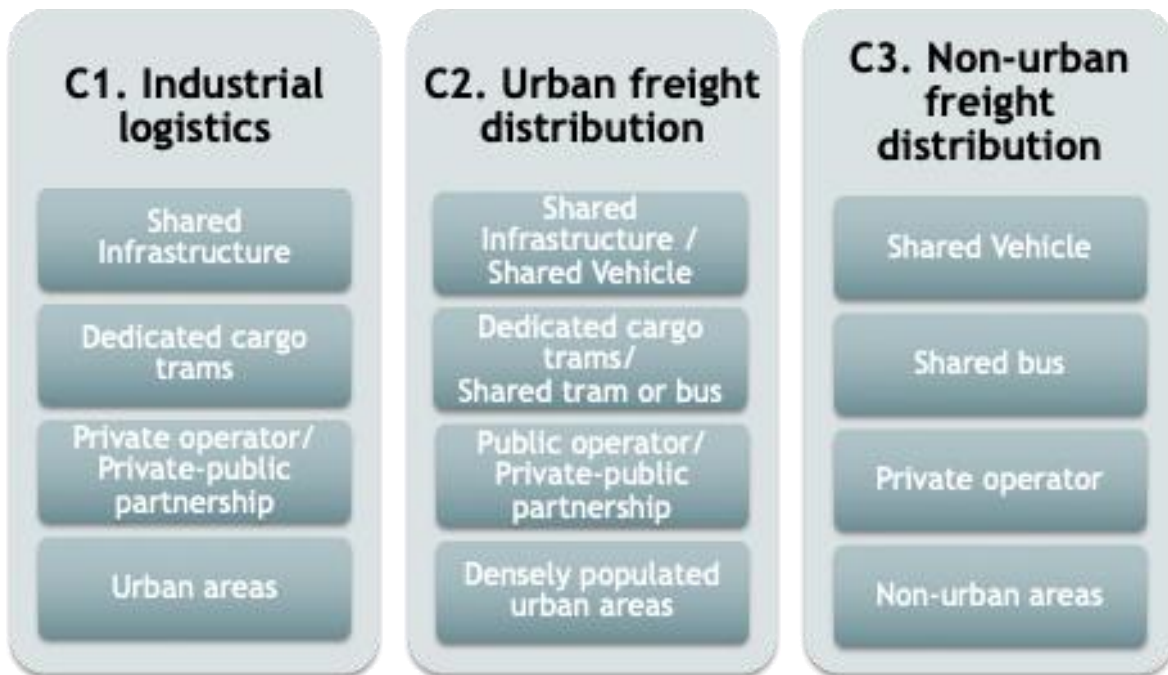


**Main outcomes of the analysis on cargo hitching (D.3.3.5)**

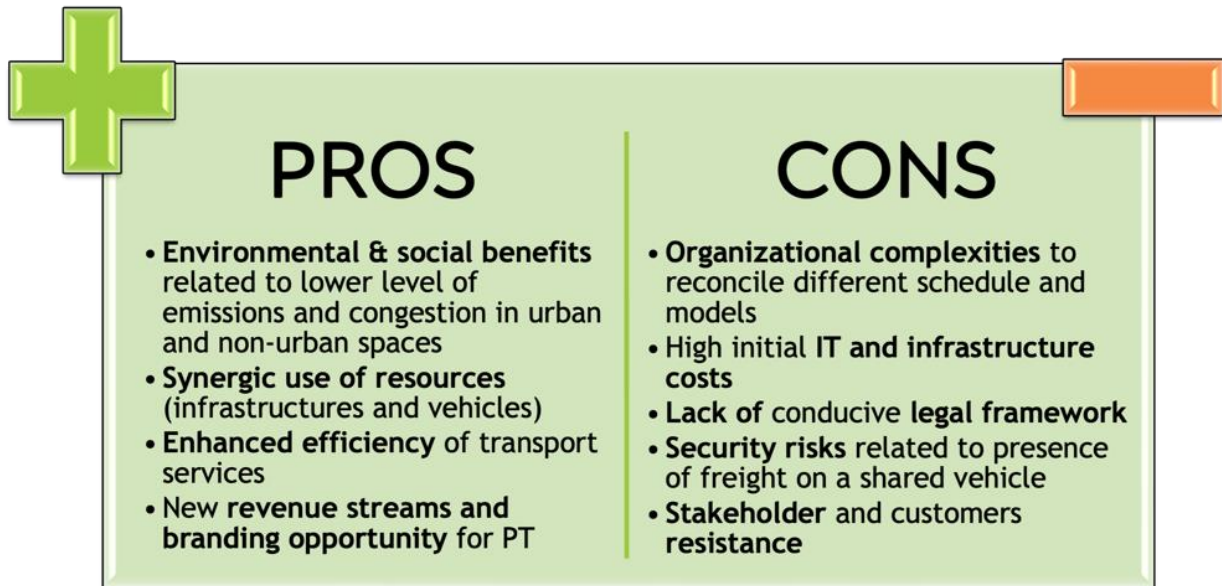
Cargo hitching is gaining attention as an **innovative approach to improving transport efficiency across urban and peri-urban landscape**. In line with GRETA’s mission to promote sustainable urban logistics, a dedicated deliverable has been developed to explore this concept in detail. By facilitating the **shared use of vehicles and infrastructure**

**for both passenger and freight transport**, cargo hitching offers a practical solution to the pressing challenges of last-mile delivery, while also reducing congestion and emissions.

The study delves into the technical elements and real-world applications of cargo hitching, categorizing it into **three main typologies**, each presenting distinct opportunities and challenges: *industrial logistics*, *urban freight distribution* and *non-urban freight distribution*. Drawing from a total of **15 real-world case studies**, including a detailed examination of the **Millingen aan de Rijn trial**, the study highlights how this method can be integrated into existing transport systems to foster more sustainable and interconnected networks.



A comprehensive **SWOT analysis** reveals the potential of cargo hitching to transform logistics, especially in underserved regions. Key strengths include increased sustainability, broader service reach and enhanced resource utilization, while challenges such as scheduling complexities and regulatory barriers are also acknowledged. The study further offers **practical recommendations and tools**, including a self-assessment questionnaire aimed at local authorities to help determine the feasibility of implementing cargo hitching in specific regions.



In conclusion, this deliverable can serve as a **valuable baseline** for policymakers, transport operators, and logistic providers aiming **to develop greener and more efficient transport services**, offering a multi-faceted overview on this new concept that has the potential to shape more sustainable and efficient urban transport solutions.

The study is **available for consultation** on the GRETA website **at the [following link](#)**.

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### **Last project appointments in Padua and Poznan**

On **October 9<sup>th</sup>**, GRETA was present at the international fair [Green Logistics Expo 2024](#) in Padua with a **workshop focused on decarbonizing last-mile deliveries in Functional Urban Areas**.

The event successfully brought together experts from GRETA and other initiatives in **two roundtable discussions**: while the first (in English) deepened the challenges and opportunities related to the implementation of innovative pilot initiatives in urban logistics, the second (in Italian) delved into the potential future enactment of the cargo hitching concept within the Italian context.

Moreover, the main outcomes from the study on cargo hitching prepared by CEI in the framework of GRETA were also presented, thus offering some insights into this innovative solution aimed at improving delivery efficiency and reduce environmental impact in urban centers and beyond.



Later in the month, on **October 14-15<sup>th</sup>**, the GRETA project partners gathered in **Poznan** for the third **project meeting**, which was organized by the partner *Poznan Institute of Technology* with the support of *City of Poznan*.

During the meeting, the **main advancements on both administrative and technical activities** were discussed, with a focus on pilot actions that will be implemented in GRETA FUAs. Moreover, two **interactive workshops** on peer review and *Freight Quality Partnerships* engaged partners in fruitful debates to collect relevant hints and suggestions to plan the next development steps.





In the next newsletter, additional news on the ongoing project activities and pilot actions will be provided. In the meantime, follow GRETA's journey towards a greener tomorrow on our social media channels for real-time updates!

**Learn more:**

- [GRETA project website](#)
- [GRETA LinkedIn page](#)

**Social Media Channels**

- GRETA-urban-logistics
- @Greta\_centralEU

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**Project Partnership**

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<p> Bruxelles, BE</p>	<p> Poznan, PL</p>	<p> Poznan, PL</p>	<p> Maribor, SI</p>	<p> Maribor, SI</p>
				<p> Budapest, HU</p>