CIVITAS
Sustainable and smart mobility for all
2030

CIVITAS indicators

Public transport vehicle use for B2B deliveries (TRA_FR_ADB3)

DOMAIN

Transport	Environment	Energy	Society	Economy

TOPIC	**Freight**	
IMPACT	**Alternative urban freight transport** *Increasing the use of public transport vehicles for B2B deliveries*	**TRA_FR**

Category

Key indicator	Supplementary indicator	**State indicator**

CONTEXT AND RELEVANCE

Motorised freight transport refers to the movement of goods using motor vehicles such as trucks and vans. This mode of transport is widely used to deliver goods to businesses in urban areas, but it contributes significantly to energy consumption, emissions, noise, and space occupancy. These factors negatively impact environmental sustainability and quality of life in cities.

Alternative freight solutions, such as cargo bikes, electric freight vehicles, and the use of public transport for goods movement, can help reduce the reliance on conventional motorized freight transport. These alternatives contribute to lower emissions, reduced noise pollution, and improved space efficiency in urban areas.

This indicator provides a measure of the number of public transport vehicles used for B2B deliveries in the experiment area. **It is a relevant indicator when the policy action aims to increase alternatives to motorized road freight vehicles for transporting goods in urban areas. A successful action is reflected in a HIGHER value of the indicator.**

DESCRIPTION

The indicator is the **number of public transport vehicles used for B2B deliveries in the experiment area**. Using public transport vehicles for deliveries in urban areas consists of making use of existing public transport networks—such as buses, trams, or metro systems—to transport goods. This allows to make use of underutilized capacity in public transport vehicles while reducing distances travelled by delivery vehicles in urban areas.

The unit of measurement of the indicator is **public transport vehicles**.

METHOD OF CALCULATION AND INPUTS

The indicator should be computed exogenously, by applying the method described and then coded in the supporting tool.

Method	
Estimation of the index based on direct observation	Significance: **0.15** 

INPUT AND METHOD OF CALCULATION

The indicator is simply obtained by observing the number of public transport vehicles used for B2B deliveries in the experiment area.

The experiment would result in an increase in the number of public transport vehicles used for such task.

EQUATIONS

The quantification of this indicator does not require any equation. The value of the indicator $\boldsymbol{AltB2BFreightIndex}$ to be coded in the supporting tool is just the observed number of public transport vehicles used for B2B deliveries in the experiment area.

ALTERNATIVE INDICATORS

This indicator is a measure of the number of public transport vehicles used for B2B deliveries in the experiment area. Other indicators to assess the availability of alternative B2B urban freight distribution modes are TRA_FR_ADB1 and TRA_FR_ADB2. **TRA_FR_ADB1** assesses the use of cargo-bikes, while **TRA_FR_ADB2** measures the number of electric vehicles used to deliver goods to businesses in the experiment area. The choice of indicator depends on the scope of the experiment to evaluate.

If the experiment targets B2C deliveries, the relevant indicators are **TRA_FR_ADC1**, **TRA_FR_ADC2**, **TRA_FR_ADC3**, **TRA_FR_ADC4** and **TRA_FR_ADC5**.