



# **CIVITAS** indicators

Cargo bike use for B2B deliveries (TRA\_FR\_ADB1)

### **DOMAIN**









Energy



Society



Economy

**TOPIC** 

**Freight** 

**IMPACT** 

Alternative urban freight transport

Increasing the use of cargo bikes for B2B

deliveries

TRA\_FR

## **Category**

Key indicator Supplementary indicator State indicator	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 cargo bikes 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 urban goods. A successful action is reflected in a HIGHER value of the indicator.

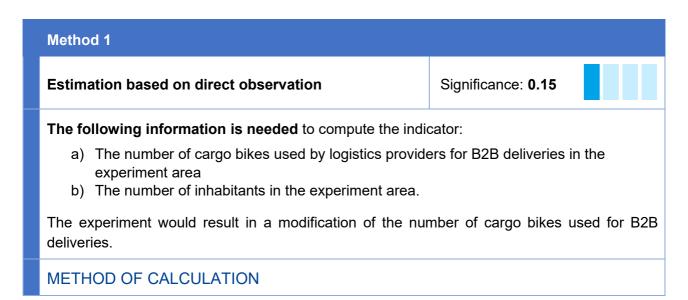
#### **DESCRIPTION**

The indicator is the ratio between the **number of cargo bikes used for B2B deliveries in the experiment area** and the number of inhabitants.

The unit of measurement of the indicator is **cargo bikes per inhabitant**.

#### METHOD OF CALCULATION AND INPUTS

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



The indicator should be computed **exogenously** according to the following steps:

- Retrieval of the number of cargo bikes used for B2B deliveries in the experiment area. If in the 'before' scenario no cargo bikes are used for B2B deliveries in the experiment area, this value equals zero.
- Retrieval of the number of inhabitants within the experiment area. This value can be obtained from census data.
- **Estimation of the index** by computing the ratio between the number of cargo bikes calculated in the first step and the number of inhabitants obtained in the second step.

#### **EQUATIONS**

The equation computing the index (last step of the method of calculation) is the following:

$$AltB2BFreightIndex = \frac{CargoBikes}{Pop}$$

Where:

CargoBikes = Number of cargo bikes used for B2B deliveries in the experiment area

Pop = Population in the experiment area

#### **ALTERNATIVE INDICATORS**

This indicator is a measure of the number of cargo bikes used for B2B deliveries in the experiment area. Other indicators to assess the availability of alternative B2B urban freight distribution modes are TRA\_FR\_ADB2 and TRA\_FR\_ADB3. **TRA\_FR\_ADB2** assesses the use of electric freight vehicles, while **TRA\_FR\_ADB3** measures the number of public transport vehicles used to transport goods 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.