

OUTPUT FACT SHEET

Pilot actions (including investment, if applicable)

Version 3

Project index number and acronym	CE1444 InterGreen-Nodes
Output number and title	Output O.T3.2 “Highly visible and practical development and demonstration of technical solutions” for Deliverable D.T3.2.1: Cargobike Pilot
Investment number and title (if applicable)	N/A
Responsible partner (PP name and number)	PP1 TH Wildau
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.06.2022

Summary description of the pilot action (including investment, if applicable) explaining its experimental nature, demonstration character and transnational added value

Main Challenge: Providing green last mile transport, does not only call for green vehicles, but also for transshipment areas in the city.

A parcel service provider uses an inner-city transshipment point with micro-depots operated by a neutral provider, the “Berliner Hafen- und Lagerhausgesellschaft mbH” (BEHALA), at the Westhafen port. The microhub is, for reasons of simplicity and low costs, comprised of shipping containers. The containers are used as short-time storage and transhipment point for the last few kilometers of shipment, for the delivery with the company's own cargo bikes.

Transnational value: As all pilot actions in the project, the demonstrator is easily transferable to any city with a transshipment point in or close to the city. The transnational value is raised through the common development and discussion of demonstrators, allowing ports in other countries to easily adapt the demonstrator.

Experimental character: Setting up a small and cheap transshipment point in an existing transshipment node, for the transport of consumer goods. Allowing for transshipment from other clean transport modes, such as rail, directly to cargo bikes.

NUTS region(s) concerned by the pilot action (relevant NUTS level)

DE300, Berlin

Investment costs (EUR), if applicable

N/A

Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)

Emission-effects, just as costs, depend very strongly on the operational boundary conditions, but also on the layout of the logistics-system. However, vehicles and their emissions per kg payload can be calculated and compared as follows:

	Typical 3.5t vehicle	Cargobike
Diesel consumption per 100 km (l):	11	0
Electricity consumption per 100 km (kwh):	0	2,5
kg CO2-emission per 100 km*:	29	1
Maximum payload:	1.400	250
kg CO2-emission per 100 km and 100 kg payload:	2,06	0,40

Benefactors: Cities and their citizens, as well as logistics operators who are being enabled to reduce their CO2 footprint.

No uptake on an institutional level, but not expected due to character of the project. An uptake at policy or institutional level is not applicable for this demonstrator.

The demonstrator is already full scale, but uptake through other ports is possible and that could leverage additional funds.

Sustainability of the pilot action results and transferability to other territories and stakeholders

The demonstrator was developed into a sustainable business model, during the project. DHL will keep operating the hub on the premise of Berlin Westhafen port.

The demonstrator is easily transferable to any city with a transshipment point in or close to the city. A detailed report on the lessons learned is available could be downloaded from:

[https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-InterGreen-DT3.2.1-Report-\(2022-06-16\).pdf](https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-InterGreen-DT3.2.1-Report-(2022-06-16).pdf)

If applicable, contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

All relevant regulatory requirements (especially building codes) have been complied with.

A reduction of emission effects is to be expected and the size of the reduction depends on the number of diesel-vehicles substituted. In general a reduction of about 80% can be expected.

There is no risk of negative environmental effects, so no mitigation measures have been introduced. "Sustainable Development" is the only horizontal principle integrated into the demonstrator.

References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links

If applicable, additional documentation, pictures or images to be provided as annex

Demonstrator has been reported as Deliverable D.T3.2.1: Cargobike Pilot

Report: [https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-InterGreen-DT3.2.1-Report-\(2022-06-16\).pdf](https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-InterGreen-DT3.2.1-Report-(2022-06-16).pdf)

Handbook Part 1 Buildings: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T3.3.3-Part1-Building.pdf>