

Report Workshop EC 6.2: Human powered delivery

Two presentations approached the issue of CCB's – City Cargo Bikes – from a general and a practical angle, respectively.

The environmental arguments for the use of bicycles instead of cars for bringing out small and moderate loads are obvious – bikes don't pollute and takes up much less space than cars. This is true even for the big bikes being able to transport up to 500 kg. For active environmentalists setting up a bike delivery business is therefore an obvious choice.

There are, however, also practical and economical arguments for increasing the use of City Cargo Bikes. In Netherlands, for example, the road space in urban areas is very scarce, and often goods delivery is restricted to 2 hours in the morning. Moreover, the roads are congested and goods delivery is very time consuming. As CCB's overcome both problems, use of such vehicles can in several cases proved to be profitable also in economic terms.

There is however, especially in Netherlands, where bicycles are not regarded “serious” for goods delivery, a significant reluctance from traditional businesses to make use of CCB's.

Other countries in the Western world can demonstrate a somewhat higher use of CCB's. In Beijing, China, CCB's still serve as the main means in the central areas where the use of lorries is severely restricted.

A programme set up by the Dutch Ministry of Transport will try to overcome the barrier against CCB use by introducing CCB's for test and report on the results.

Thomas Krag, session chair