

'E-Delivery' (e-karete) in Split's historic centre

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Regulation of electric delivery vehicles to serve receivers in the historic centre of Split, Croatia. Setting-up 'drop-off points' on the fringe of the historic centre, and establishing a legal framework to administer competitive last-mile e-delivery services.

Split's historic centre has a large number of restaurants, bars, shops, public institutions and other businesses that have specific delivery needs.

The historic centre is pedestrianised, with regulations restricting delivery times in the morning and afternoon.

'Drop-off points' will consolidate deliveries on the fringe of the historic centre, and regulated e-vehicles will deliver within the historic centre.



Improved, innovative last-mile delivery transport organisation in Split's historic centre



Development of legal framework for electric vehicles use in historic centre



Reduction of air pollution generated by traffic overload

Promotion eco-friendly freight transport solutions



Review and organisation of drop-off point locations

Scope of works

Split's historic centre is a pedestrian zone where traffic is prohibited resulting in traffic overload in and near the historic centre. Officially, current regulations define delivery time between 05:00 – 10:00 and 14:00 – 17:00.

There is a need for consolidation; standard delivery vehicles would deliver to 'drop-off points' where freight will be transferred to small, electric, eco-friendly vehicles that will deliver to the end user.

Implementation of a regulated system for e-delivery vehicles will enable reduction of the traffic overload near the historic centre, a better organised delivery system, as well as reducing the air pollution generated from traffic

A key element will be the development of a legal framework to inform the business case for the use of e-vehicles in the historic centre.

Currently, there are numerous small electric delivery vehicles (known as 'karete') delivering goods to the pedestrianised historic centre. This system developed spontaneously by local people, in response to the limited road space in the historic centre. Their operation, traffic and legal status is currently not regulated within a legal framework; it is not defined which vehicle classification they are included; nor under which rulebook their use is regulated. None of the 'drivers' have any kind of permit for entering the historic centre with a vehicle. This situation is actually a 'grey zone' of freight transport in last-mile delivery terms. The City of Split is working on solving this problem by prescribing delivery regulation, issuing permits and creating a new rulebook that is now in the process of development.

Outcomes

The impact of this project will be measured in:

- reduction of negative traffic impacts on the urban environment
- reduction of noise
- reduction of traffic overload in the historic centre
- increased number of electric delivery vehicles
- increased delivery efficiency in the historic centre
- implementation of efficient relevant legal framework (rulebook, driving permits, business model)
- establishment of more flexible transport and delivery solutions

Lessons learnt

The case study identifies possibilities for innovative and eco-friendly delivery systems in cities with limited spatial opportunities. Implementation of a legal framework for regulation will identify possibilities and limitations for cities with similar problems. Results of an evaluation will be crucial to indicate efficiency or inefficiency of this type of last-mile delivery.

Future of the project

By 2020 a legal framework will be adopted which will regulate the use of electric vehicles in the historic centre of Split for the purposes of last-mile delivery by 2020.



Environmental improvements expected



Traffic congestion improvements expected

Increase in electric vehicle deliveries expected

Noise reductions expected



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[Integrated Action Plan for urban freight transport in the City of Split](#)

Creating more sustainable cities by collaborating with partners to reduce the impact of urban freight movements

Freight TAILS consists of 10 European cities and is led by Cross River Partnership, a public-private regeneration delivery agency based in London (UK).

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