

Using tramway to deliver goods : Strasbourg experience.

2025, MAY 23



Collaboration



Postal and parcel delivery services



Train manufacturer



Urban Context

- 300 000 hbs
- Medieval city center
- Hard to access
- Strong « no car » policy



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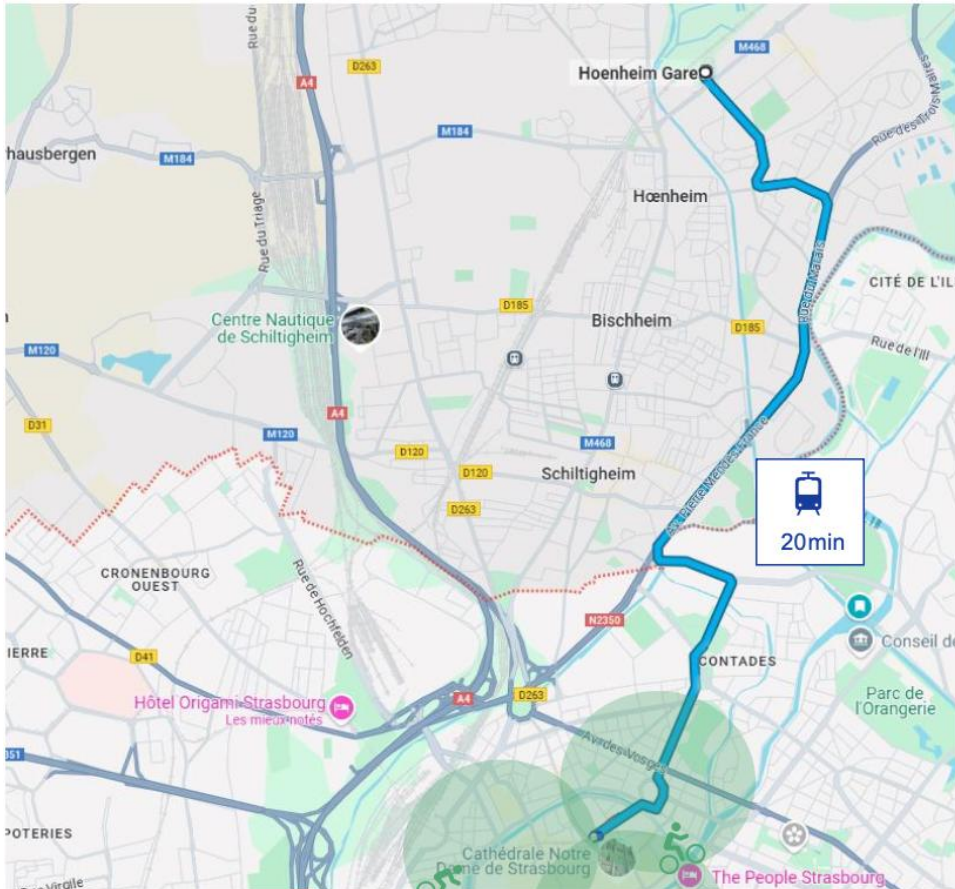
Urban Context



Cargo Bike coverage

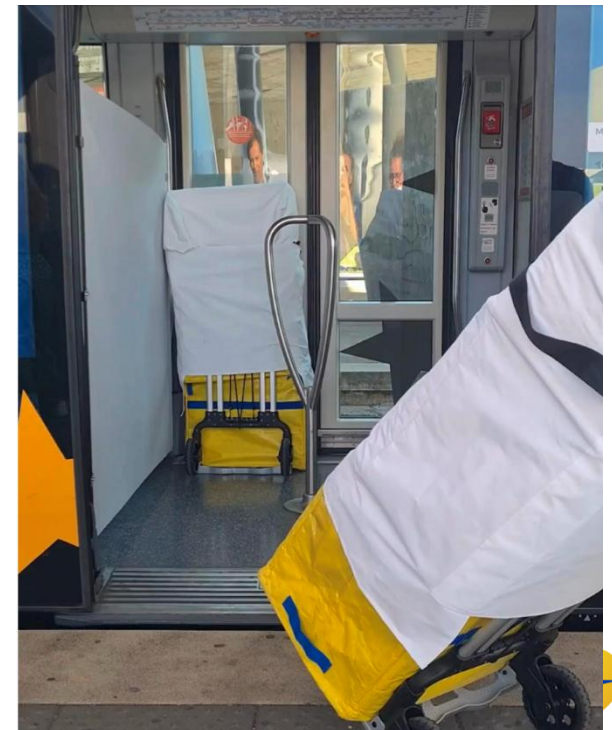


The experiment



From 11/09/2024 To 26/10/2024
Monday-Saturday

- Parcels are loaded from a peri-urban rail-connected platform at 9:00AM and brought to the city center.
- Parcels are containerized and unloaded directly in cargo-bikes.
- A second loop is made in the afternoon.



Strasbourg's objectives

- Promote decarbonization of freight transport
- Reduce heavy vehicle traffic
- Promote and support innovation
- Promote energy efficiency in the logistic field
- Facilitate logistic activities
- Reduce congestion in public space
- New service with no impact on tram quality of service



La Poste's objectives

- Technical feasibility :
 1. Link between loading/unloading platform <-> tramway
 2. Impact on regular tram network frequency and ponctuality
 3. Respect of worktime target (<3min30s loading, <30s unloading)
- People safety (general public, controlers/drivers, postal agents) and parcels safety.
- Social acceptation of shared mobility people/parcels by tram users.
- No alteration of delivery quality of service

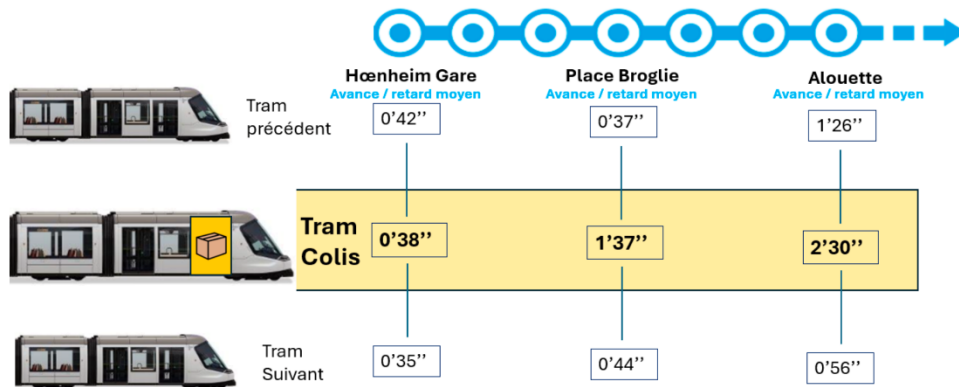


First feedback



Technical feasibility

- Loading and unloading times can be respected with **no impact** on frequency
- Tram **can be used** to bring parcels in a **specific zone**
- Lateness up to 1min30s can be induced due to lack of communication



- *Average unloading time : 28s*
- *Downtime at the unloading station : 47s vs 26s without*

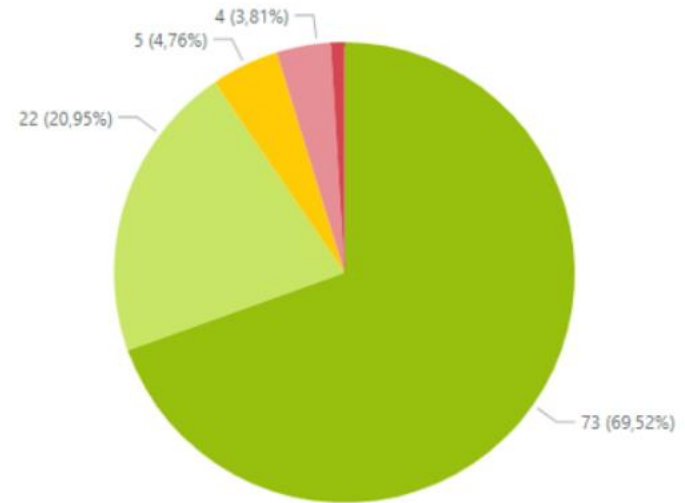
Safety

- No loss or steal of parcels over the duration of the experiment
- No incident reported



Social acceptance

- 90.5% of people have a favorable opinion of the experiment
- 86% of people are favorable for the experiment to become a permanent service



In the media

- More than 120 articles worldwide
- 8 full documentaries



Main challenges for scalability

- Parcel loading on rail is really city-dependant and opportunistic. It can happen a city has no available dockers for loading
- Resillience to tram disruptions is a challenge to adress, it has not been tested
- Resillience to demand and volumes high variability has not been tested
- Safety has been assured by an agent, it needs to be automated to ensure a profitable business model.
- Real time data is needed and passengers need to be given more information to avoid misunderstandings



Key learnings

- Freight mobility using tram IS technically feasible
- Good communication between operational actors is key to a successful experiment
- Profitable business model **has not yet** been found.
- Social acceptance surveys show people are ready for mixed passengers/freight
- Safety procedures and scalability are still to be challenged



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