FREILOT: Urban Freight Energy Efficiency Pilot

Transportation of goods is a key enabler for European economy to maintain its competitiveness. However, the same transportation brings other, less positive effects, such as CO2 emissions, contributing to the global gas house effect. Therefore, reduction of fuel consumption, CO2 emissions and emissions of other pollutants is one of the biggest challenges for the road transport today. The specific energy consumption of a goods vehicle in urban areas depends on many factors such as vehicle performance, driver behaviour, traffic control strategies and performance, weight of the vehicle and its load, urban geography and the road network, etc. Clearly, all of these aspects can not be addressed by one single solution, (e.g. optimizing truck engine or providing better route guidance). An “efficient” truck is not as “efficient” if it needs to stop at every traffic light. Therefore, the FREILOT consortium has developed a new approach to deal with this issue where four of the above mentioned factors will be addressed: - Traffic management (intersection control optimised for energy efficiency) - Vehicle (Acceleration and adaptive speed limiters) - Driver (Enhanced “eco driving” support) - Fleet management (Real-time loading/ delivery space booking) The basic idea is that cities will give priority at traffic lights, on certain roads or during certain times of the day, to the trucks that follow FREILOT scheme. The trucks eligible for this would be equipped with acceleration/speed limiters and eco-driving support for the drivers. In addition, a delivery space booking system will be made available for those trucks in order to avoid double parking or “drive around the block ”behaviour. All four elements present in the pilot would be contributing to the reduction of the fuel consumption and reduction of emissions of CO2 and other pollutants. The main goal of the pilot is to show that up to 25% reduction of fuel consumption in urban areas can be achieved through FREILOT scheme.

Project ID card

- Funded under: The Information and Communication Technologies Policy Support Programme
- Area: CIP-ICT-PSP.2008.2.2 - ICT for adaptive urban transport management infrastructure and services
- Total cost: €3.99m
- EU contribution: €2.00m
- Project reference: 238930
- Execution: From 01/04/2009 to 30/09/2012
- Project status: Closed
- Contract type: The Information and Communication Technologies Policy Support Programme PB Pilot Type B

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THETIS SPA	ITALY
Transportes Nanuk SL	SPAIN
TRANSPORTES AZKAR S.A.	SPAIN
GERTEK SOCIEDAD DE GESTIONES Y SERVICIOS SA	SPAIN

FUNDACION PARA LA PROMOCION DE LA INNOVACION, INVESTIGACION Y DESARROLLO TECNOLOGICO EN LA INDUSTRIA DE AUTOMOCION DE GALICIA	SPAIN
AYUNTAMIENTO DE BILBAO	SPAIN
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Last update: 25/06/2013

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