

Urban Logistics in Oslo's new Green Mobility Plan

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Green Mobility Plan for Oslo

- Integrated SUMP/SULP
- Public consultation ended August 31th
- Draft available [here!](#)



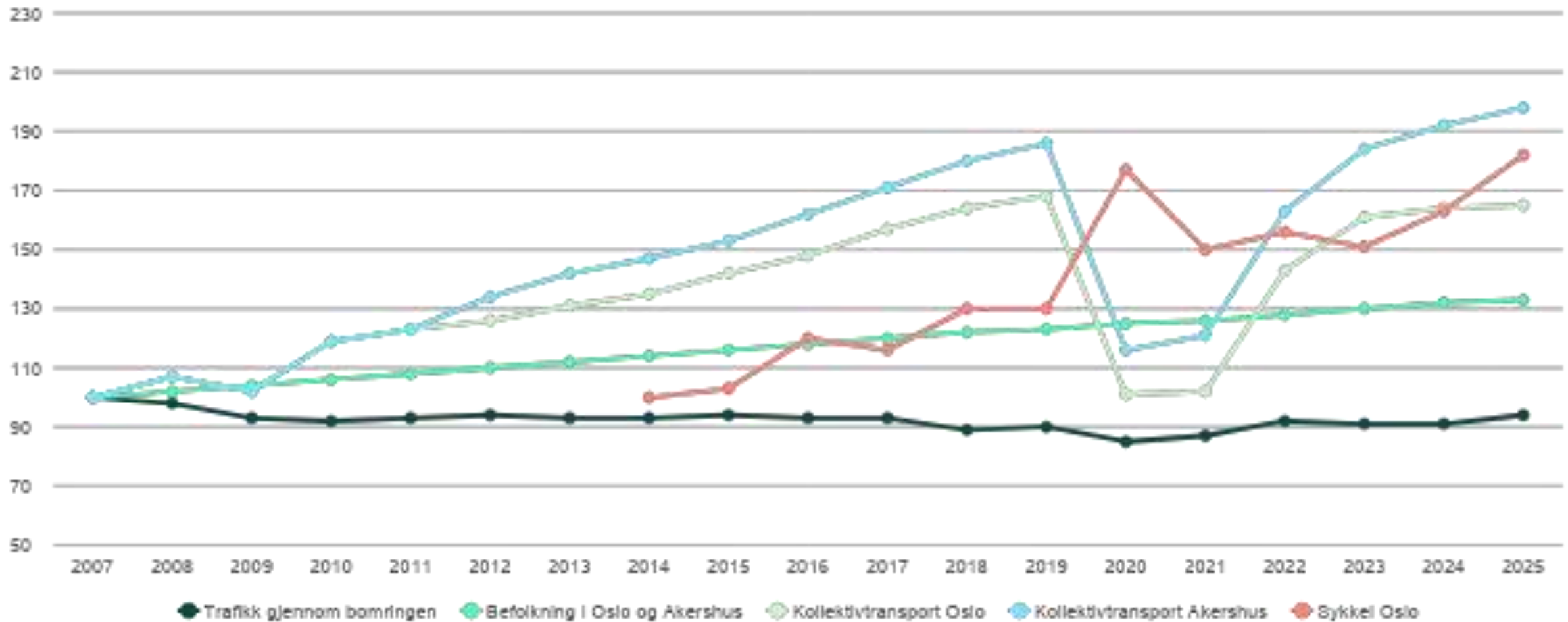
Ambitious national goal

Zero growth objective:

- *“In urban areas, greenhouse gas emissions, congestion, air pollution and noise should be reduced through efficient land use and by replacing growth in the use of private cars with public transport, cycling and walking.”*
- Zero-Growth means that any growth in passenger transport shall be absorbed by public transport, cycling and walking.

So far, we have been successful

Trafikkutvikling i Oslo og Akershus



Traffic from urban logistics is expected to grow

By 2036 there is an expected increase of 16% in lorry traffic and 10% in van traffic

Increase in e-commerce and home deliveries

Heavy duty vehicles and vans responsible for 54 % emissions from transport in 2023

Other challenges include:

- Traffic safety
- Air -and noise pollution
- Lack of space
- Lack of public-private collaboration

What is public sector's role and responsibility and what is best left to the private sector to deal with?

Goals in the plan

85% of all passenger journeys shall be made by walking, cycling and public transport

Traffic by cars, vans and trucks shall not increase overall in Oslo, compared to 2025

A larger share of short journeys shall be made by walking and cycling

The load from heavy vehicles on traffic safety, air and noise pollution shall be minimized

All passenger cars and vans on Oslo's roads shall be emission-free by 2030

All heavy vehicles in Oslo shall be emission-free or use sustainable renewable fuels by 2030

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Examples of measures

Zero-emission zone

- Awaiting national legislation
- The city will need to facilitate infrastructure

Actually plan for urban logistics

- Consider the need for space for urban logistics purposes in all phases of urban planning
- Making urban logistics a separate zoning purpose in the Planning and Building Act

Facilitating increased use of cargo bikes and smaller city-adapted vehicles

Private-public collaboration

- Neighborhood approach
- Engaging the recipients of goods and services
- Dynamic use of space

Leading by example!



New approach to planning street-use

Why?

- Dense city-streets can't fit all functions
- No "one size fits all" solution

How?

- Place-based approaches and multi-functional street planning

