

# Bicicargo

It's the first public cargo bike system in the city of Rosario and is a sustainable and efficient mobility solution for the transportation of goods in the city center.



[www.rosario.gov.ar](http://www.rosario.gov.ar)



• **Argentina**  
Municipality of Rosario,  
Santa Fe

- **178,7 km<sup>2</sup>**  
Total Area
- **1,006,670**  
Estimated Population in 2022
- **627.43 million EUR for 2022,**  
Municipal Budget

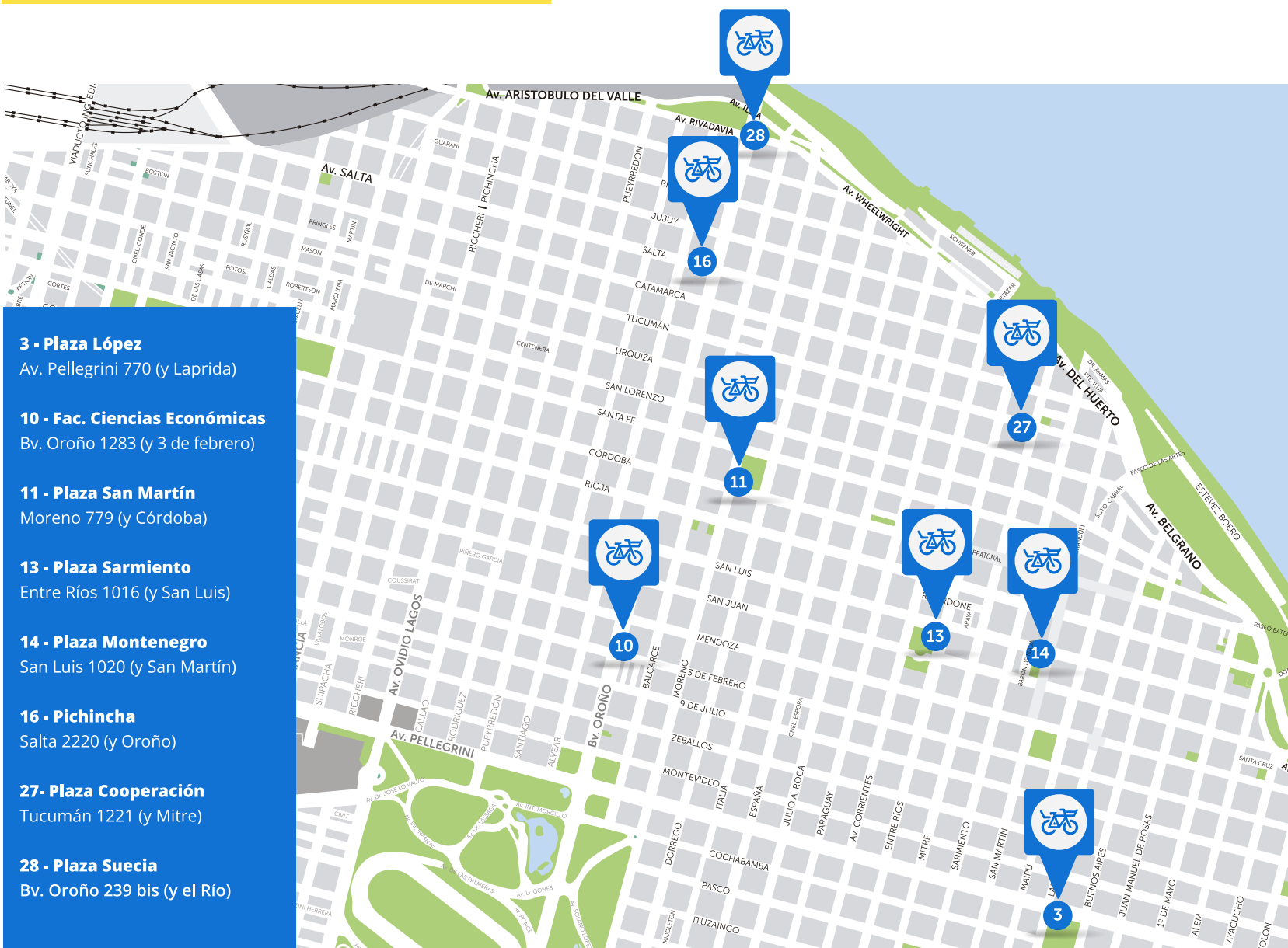
**Rosario** is a neuralgic point of the Argentine national territory. It is a strategic center and bi-oceanic communications node of the Southern Common Market (MERCOSUR).

- In 2015, it implemented its public bicycle system: "Mi bici tu bici", which currently has
- 77 stations with a coverage radius of 400 to 600 meters each,
  - 617 bicycles in circulation and 107.900 active users in 47 stations.
  - Accompanied by the cycling infrastructure that is made up of 205 km of cycle paths and bike lanes.

**Rosario** has a visible and sustained policy to promote active mobility and a public bicycle system that is working successfully will allow progress in a new service that can respond to the urban logistics needs of the city.

Bicicargo is aimed to be used by citizens, suppliers, entrepreneurs, and retailers in the central area of the city

This is how Bicicargo seeks to contribute to the reduction of trips and GHG emissions from motorized modes of transport.



Bicicargo incorporates 18 mechanical cargo bicycles in the public system "Mi Bici, Tu Bici" The bikes are installed in 8 stations of the existing public bike system, duly identified in each dock.

At the end of the project implementation, these cargo bikes were incorporated into "Mi Bici, Tu Bici," and they are now fully operational as part of this system.

The cargo bikes are equipped with two baskets, the front basket is 35x34cm and the rear basket is 46x41cm. Together they support a payload of 25 kg aprox.



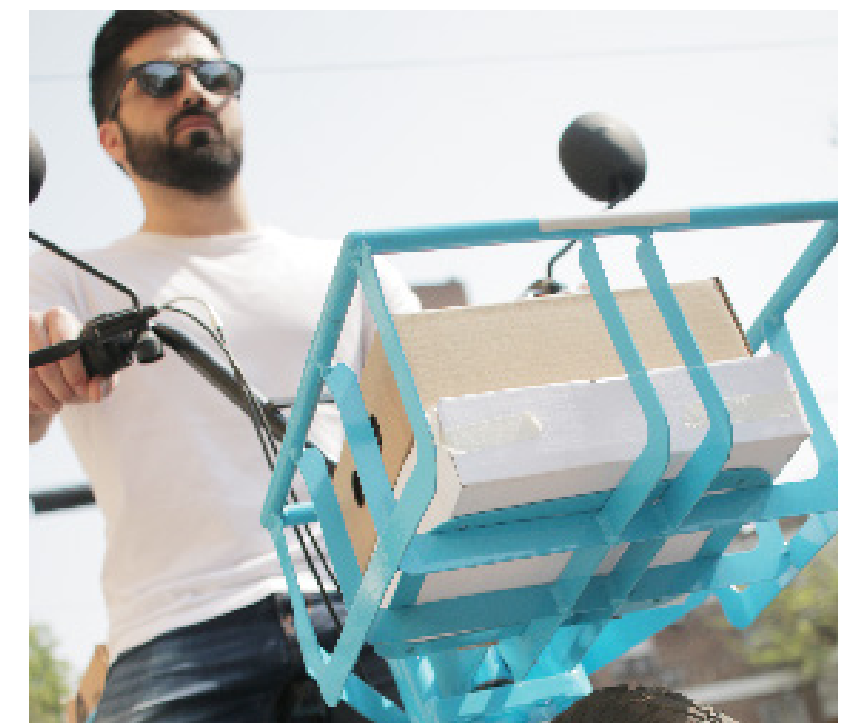
The Bicicargo system allows users to take a cargo bike from the stations through a reservation made by an application, allowing them to use the bike and make the trip to perform the deliveries of goods and return the bicycle to the nearest terminal at the end of the trip.



The maximum use time per trip is 90 minutes, starting when the cargo bike is picked up and ending when it is anchored with the U-type lock in the same or another station of the system.



Among its new features is the possibility of reserving a cargo bike in advance and making intermediate stops for 15 minutes to deliver goods, which through its technology, facilitates securing the motorcycle outside the station.



## Partners



Municipalidad de Rosario



# Results \*



## Environmental Impact

CO<sub>2</sub>-eq emissions per kilogram transported

0,028

kg CO<sub>2</sub> eq/kg

CO<sub>2</sub>-eq emissions per delivery

0,063

kg CO<sub>2</sub> eq/delivery



## Logistics Performance

Average kilograms of goods delivered per kilometer by vehicle

0,681

kg / km

Average distance traveled per hour in route

8,33

kg / hour

Average number of deliveries that a vehicle can accomplish per hour in route

2,5

deliveries / hour

Average number of deliveries a vehicle can accomplish per kilometer

0,3

deliveries / km

Average kilograms delivered per operating hour

5,7

kg / hour



## Economic Impact

Operation cost per month of zero or low-emission vehicles

\$ 398.618

ARS

\$ 2291

USD

Operation cost of transporting one kg of product per kilometer traveled in zero or low-emissions vehicles

\$ 0,263

ARS / kg/km

\$ 0,0015

USD / kg/km



## Social Impact



### 94% of users

thinks it is a "good idea" to be able to use cargo bikes for some of their delivery trips with the city's public bicycle system.

\* Project implementation took place between November 3 and December 3, 2022 and these results refer to a period of 30 operational days

