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Press release

Clean Transportation Zones in cities. How will couriers and logistics companies cope with the situation?

Krakow, Warsaw and Wroclaw are the first three cities in Poland where Clean Transport Zones will be established. How will drivers and logistics companies cope with these restrictions? The latter have already found a solution and are successfully introducing cargo bicycles into the centers of Polish cities.

Krakow - is the first city in Poland to declare that from July 1, 2024 it will introduce a Clean Transport Zone on its territory. The restrictions will be implemented in two stages - until 2026. In three years, as many as 20 percent of cars will not enter this city, which, according to calculations by the Krakow Smog Alarm, will result in a halving of nitrogen oxide emissions. Following Krakow, Warsaw has made the same decision. The planned introduction of the SCT is scheduled for 2024-2032, and will cover almost the entire city center, part of the Praga district, and fragmentary districts such as Wola, Kamionek, Grochów and Saska Kępa. Similar plans are also in place for Wroclaw, which wants to implement STC from 2025.

Restrictions on car traffic in the strict centers of Polish metropolises are a signal to many companies, especially logistics companies, that the time has come for sustainable transportation in Poland. GLS Poland, which has been successfully introducing courier bicycles for 3 years, knows this well. They currently run through the inner centers of many cities, including Krakow, Warsaw, Wroclaw and Poznan, among others. - *"Courier bicycles were our answer to the needs of our customers, but most importantly as a way to reduce CO2 emissions in the central areas of cities"* - says Aleksandra Kiersztyn, GLS Poland's environmental manager.

The cargo bikes do not emit exhaust fumes and do not generate noise, which has an additional positive impact on residents.

- *"It's a convenient and comfortable way to deliver parcels in densely built-up areas and in zones excluded from car traffic"* convinces Grzegorz Piórecki, who has been delivering GLS parcels around the inner city of Cracow by cargo bike for 3 years. On average, he delivers about 80 parcels each day and covers about 12 kilometers. - *"At first, customers were surprised to see the cargo bike, and tourists took pictures with it. Today, for them a courier bike is already the*



norm" he notes. As he stresses, thanks to the bicycle he can move efficiently around the strict center of Krakow and park practically everywhere - unlike a delivery car. *"Cargo bicycles should function in the center of every large city, especially in zones excluded from car traffic"* says Grzegorz Piórecki.

GLS is expanding its courier bicycle network in Poland and is actively participating in projects that can have a positive impact on the promotion of zero-emission transport modes in logistics. This includes a pilot project for a reloading microhub in Poznań, in which GLS is participating together with Łukasiewicz-PIT. The company's task will be both to support the entire project at the concept stage and to provide logistical support - it will be GLS courier bicycles that will distribute parcels retrieved from the microhub around the center of Poznań. *"Courier bicycles are an opportunity for Polish city centers to become more sustainable in transportation. More metropolises are deciding to set up SCTs, and the European Union is aiming to achieve a CO2 reduction of more than half of 1990 levels in seven years. We all have ambitious challenges. So do we. That's why we want the emissions of the entire GLS Group - in Europe and North America - to be reduced to zero by 2045"* - stresses Aleksandra Kiersztyn.

GLS Group invests in sustainable transportation

The ambition of the entire GLS Group to be zero-emission in 2045 focuses primarily on replacing its fleet with low- and zero-emission vehicles. GLS currently uses 470 light vehicles in Europe, such as cargo bikes, electric scooters, tricycles and minivans, which operate in Austria, Belgium, the Czech Republic, Germany, Denmark, Spain, France, Hungary, Italy, Romania and, of course, Poland. Recently, the French branch of GLS bought out Tousfacteurs, a company with 100 cargo bikes. Courier bikes are gaining popularity in Hungary, Italy, Germany and Spain. In the latter country, tricycles and electric scooters with the GLS logo are also popular. Lightweight vehicles like minivans are delivering packages in France and Germany. In addition, in Denmark GLS provides and installs free wall chargers in the homes of employees who use electric company cars.

Green transportation is the future of large Polish and European cities. The key here, among other things, is to ensure that the right infrastructure is in place to enable charging of electric cars in metropolitan areas. Currently GLS Poland has more than 150 chargers in 22 of its locations, and ultimately wants them to be located in every branch of the company. However, for the development of green transport in cities, the cooperation of all parties interested in reducing CO2 emissions and the spread of infrastructure for charging such vehicles throughout the country is needed.



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About GLS Group

GLS Group is one of the largest independent courier service providers in Europe, with a developed active presence in almost all countries on the continent. Through a network of subsidiaries, it also operates in Canada and on the West Coast of the US. Every day, this allows GLS to efficiently deliver millions of packages and related stories to customers and communities. GLS manages its network proactively - it connects the markets it operates in a flexible and agile manner, responding to their rapid changes and dynamics. The company is proud to provide its customers with high-quality services in more than 40 countries. The GLS network consists of about 120 distribution centers, more than 1,600 branches, nearly 36,000 vehicles responsible for the final stage of delivery and more than 6,200 line cars. This guarantees excellent flexibility and increased coverage. In 2022/23, GLS Group generated record revenues of €5.4 billion, delivering 862 million parcels in all markets served. For more information, visit gls-group.com.