Interreg CENTRAL EUROPE

Co-funded by the European Union

OUTPUT FACTSHEET

Project index number	CE0100118	**Acronym**	GRETA			
Output type *("x" to be included)*	**Strategy/ action plan**	X	**Pilot action**		**Solution**	
Output number (O.xx)	O1.3	**Output title**	Capacity building strategy for innovative green urban logistics in Central Europe.			
If the output target is > 1 in the AF, please specify the output(s) described in the factsheet	N/A					
Output delivery date	03/12/2025					
Project website	https://www.interreg-central.eu/projects/greta/					

Summary description of the output

Please present the output by addressing the following topics.

Territorial challenges and needs in the regions specifically addressed by the output

Territorial challenges across the pilot cities of Maribor (Slovenia), Poznań (Poland), Verona (Italy), Budapest (Hungary) and Reggio Emilia (Italy include rising congestion, poor air quality and increasing demand for last-mile deliveries that strain urban space and mobility systems. Local authorities and logistics actors often lack the institutional capacity, technical skills and governance tools to deploy zero-emission solutions. The output addresses these needs by strengthening skills, fostering cross-border learning and enabling scalable, low-emission urban logistics models tailored to diverse FUAs.

Main aim(s) of the output and how it contributes to tackle the identified challenge(s)

The output aims to strengthen institutional and technical capacity for sustainable, low-emission urban logistics. By providing training, knowledge transfer, and peer learning, it enables cities to adopt zero-emission delivery solutions and integrate them into long-term planning. This directly addresses challenges of weak governance, limited skills, and growing urban logistics impacts across the pilot FUAs.

Technical description of the output (e.g. scope, main features, innovative elements etc.)

The output is a comprehensive Capacity Building Strategy that supports Functional Urban Areas(FUAs) in Central Europe in developing, adopting, and scaling innovative low-emission urban logistics solutions. Its scope covers both the technical and institutional dimensions needed to embed sustainable last-mile delivery systems into long-term urban mobility and planning frameworks.
The strategy is structured around six mutually reinforcing elements.

1. Knowledge transfer and training provide stakeholders with practical and technical know-how on zero-emission logistics, cargo bikes, e-fleets, and sustainable delivery models.

2. Peer learning and best practice exchange enable cities to benefit from shared experiences through mentoring, structured reviews, and transnational cooperation.

3. Pilot actions in Maribor, Poznań, Verona, Budapest, and Reggio Emilia function as real-world learning environments where solutions are tested, adapted, and transferred.

4. Institutional strengthening focuses on governance, cross-sector coordination, and regulatory support to ensure long-term integration of sustainable logistics in policy and planning.

5. Digital tools and capacity empowerment equip stakeholders to independently manage, monitor, and scale innovative solutions.

Long-term partnerships foster durable networks that sustain collaboration beyond the project's duration. Innovative elements include the combination of hands-on learning, organizational development, and cross-border knowledge exchange, resulting in adaptable and transferable models for resilient, low-emission urban logistics across Central Europe.

Involvement of target groups during output development and/or implementation

Target groups including local authorities, logistics companies, mobility planners, and urban stakeholders were actively involved throughout the development of the capacity building strategy. They contributed to training needs assessments, participated in workshops, peer-learning sessions, and structured reviews, and tested approaches through pilot actions. Their feedback shaped the tools, training formats, and transferable models, ensuring relevance and applicability across FUAs.

Cooperation dimension of the output, i.e. joint development within the partnership and, if applicable, joint implementation (see output indicator definitions in chapter I.3.3 and Annex 2 of the programme manual)

The output was jointly developed by all project partners (11 partners) through coordinated co-creation, shared methodologies, and continuous exchange. Partners contributed expertise, pilot-based insights from 5 pilot cities (Reggio Emilia, Poznan, Maribor, Budapest and Verona), and training content (for policy makers and private companies), ensuring a transnationally coherent strategy. Joint implementation occurred through peer-learning activities, cross-border mentoring, and structured reviews, resulting in a harmonised and transferable capacity building model for FUAs across Central Europe.

Results - expected change and lasting effects in the territories generated specifically by the output, its uptake by relevant organisations and benefits for target groups

The output is expected to strengthen the institutional and technical capacity of FUAs to plan and implement low-emission logistics solutions. By providing training, peer learning, and transferable models, it enables local authorities and logistics operators to integrate sustainable last-mile delivery into long-term mobility and planning frameworks. This leads to improved governance, better coordination, and wider adoption of zero-emission logistics in line with the Sustainable Urban Logistic Plans (SULP). The strategy's tools and partnerships ensure lasting effects, as organisations can continue applying acquired skills, replicating tested approaches, and sustaining collaboration beyond the project, ultimately contributing to cleaner, more efficient and liveable urban environments.

Ownership and durability of the output after the project end, considering financial and institutional support including, if applicable, maintenance

The output's durability is ensured through its integration into existing institutional frameworks and the commitment of participating FUAs to continue using the strategy's tools and methods. By strengthening governance structures, building local expertise, and establishing long-term partnerships, the strategy remains usable beyond the project. Its adaptable models require no significant ongoing financial resources, enabling cities to maintain, update, and replicate solutions independently.

Transferability of the output to other territories, sectors or target groups and planned measures for supporting such transfer

The output is highly transferable thanks to its modular structure, adaptable tools, and focus on peer learning. The strategy provides replicable models that can be applied in FUAs of different sizes and capacities, as well as in related sectors such as mobility planning or public space management. Planned measures include dissemination workshops, mentoring, cross-border exchange formats, and open access to training materials, enabling wider uptake by new territories and stakeholder groups.

Related final deliverable(s) (Number(s) and title(s) to be included)	D1.4.1.Coordination and development of training courses. D1.4.5.Capacity building strategy for innovative green urban logistics in Central Europe (Main deliverable) D2.3.2-6.Pilot action in FUAs (Reggio Emilia, Poznan, Maribor, Budapest and Verona).
Output web link (if applicable)	
GPS coordinates (if applicable)	