



Photo credits: Sayalee Pendharkar

# Municipal Cycle Logistics Hub at the Paketposthalle: A New XXL Hub for Cargo and Delivery Traffic by Bike

## Press release

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The new municipal cycle logistics hub at the Paketposthalle has started the first tests in logistics operations by cargo bike. Spanning 2,000 square metres, it features large storage areas for handling pallet goods, refrigerated logistics, and standard parcels, a workshop for service bicycles, a lounge for cargo bike riders, and a showroom. All types of cargo bikes will enter and exit the site to deliver ordered goods, chilled food, medicines, and more across the city. Today, Mayor Dieter Reiter, together with Head of Mobility Georg Dunkel and Economic Affairs Officer Dr Christian Scharpf, took a behind-the-scenes look at this new XXL logistics centre for cargo bikes.

The new hub is Munich's second municipal logistics centre for cycle-based delivery and is still under development. It is set to become Germany's largest hub for deliveries and services using cargo bikes. In the interim, areas on the Paketposthalle site on Arnulfstraße are being used until the land



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is redeveloped. The first cycle logistics centre opened two years ago at the Viehhof and has since seen strong demand. The Department of Mobility is now implementing a second site—ten times larger—in cooperation with the business sector.

Mayor Dieter Reiter said:

“Things are often tight in central Munich. A cargo bike can get through more quickly, is easier to stop for deliveries, and doesn’t need to double park. I am pleased that Munich can be a pioneer in this field and that we worked closely with the business community to accommodate their needs and wishes.”

Head of Mobility Georg Dunkel added: “Every parcel delivered by cargo bike is a win for the whole city: it causes less congestion, fewer emissions, and often reaches the customer more quickly. This eases the burden on our streets—especially in the narrow inner city—and creates more space for commercial traffic that relies on large vehicles. I am glad that EU funding has given us the opportunity to support this growing, innovative, and environmentally friendly sector by providing it with a dedicated logistics centre.”

Economic Affairs Officer Dr Christian Scharpf commented: “Following the example of the first cycle logistics hub at the Viehhof, another site is now launching near the former Paketposthalle—this time in XXL format. To maintain and enhance Munich’s attractiveness as a business location, we need precisely such innovative approaches. This also applies to the ‘last mile’ in delivery logistics, a crucial part of the supply chain. By shifting parts of commercial traffic to cargo bikes, we are also improving the capacity of the city’s loading and delivery zones.”

The pilot phase has already been in operation since June with the first businesses on site. More major logistics providers will follow soon. Current users include Dachser Food Logistics, GLS, and Pacflix. In addition, the Munich-based company “B4B Logistics” is present with its extensive expertise. As a project partner, it supported the Department of Mobility in planning and designing the hub and operates the on-site workshop and showroom—an attractive added service, especially for local tradespeople and small businesses. The showroom offers the opportunity to test a range of vehicle models from major manufacturers, while the workshop provides prompt and reliable repair and servicing for work bikes. These features are key to establishing cargo bikes as a viable alternative to company vehicles.

The advantages of using cargo bikes for parcel delivery and services are particularly clear in urban areas: bikes take up less space, can use cycle lanes, are environmentally friendly with zero emissions, and can stop almost anywhere without needing to search for parking or a loading zone. As a result, they are often even faster than conventional delivery vans, freeing up space in loading zones for tradespeople and delivery vehicles transporting large or heavy goods. Businesses also benefit from lower operating costs and easier recruitment of riders. Service providers and tradespeople who carry minimal equipment can respond to customer enquiries more flexibly and swiftly.

In Germany, turnover in the cycle logistics sector has grown steadily in recent years, reaching €190 million in 2024. Cargo bikes covered 8.5 million kilometres and saved 2,200 tonnes of CO<sub>2</sub>. The sector primarily supports local and regional enterprises: 90% of businesses operate in a single city or region, while only 10% are active in multiple areas or run nationwide networks. At the municipal cycle logistics centre at Viehhof, approximately 260,000 deliveries are made annually, saving around 8,000 hours of on-street standing time compared to conventional delivery methods. On average, 15 cargo bikes can replace roughly ten vans.

### More about metaCCAZE

metaCCAZE is a Horizon Europe project supported by the European Commission under grant agreement No 101139678. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or the European Climate, Infrastructure and Environment Executive Agency (CINEA). Neither the European Union nor the granting authority can be held responsible for them. metaCCAZE is a project under the CIVITAS Initiative, an EU-funded programme working to make sustainable and smart mobility a reality for all, and contributes to the goals of the EU Mission Climate-Neutral and Smart Cities.

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