

Bogotá, Capital District (Colombia)

ECOLOGISTICS PROJECT CITY PROFILE

ABOUT THE CITY

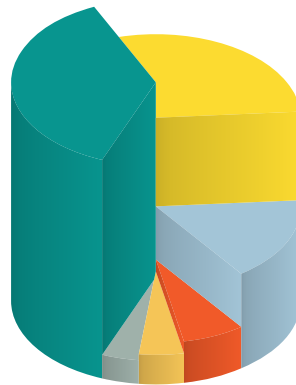
Bogotá, officially the Capital District of Bogotá (*Bogotá, Distrito Capital* [D.C.]), is the largest city in Colombia as well as the economic and political capital of the country. The city is characterized by its diverse and multicultural environment and a blend of modern and colonial architecture. The Bogotá-Cundinamarca region is the engine and core of the economy in Colombia. In 2016, the city accounts for nearly 25.7 percent of the country's gross domestic product (GDP). Since 2006, when motorization reached record levels, the city has been transforming its urban transport through infrastructure changes and new policies to support sustainable mobility.



City transport

PASSENGER

In recent years, the city has experienced a profound transformation towards non-motorized transport (NMT) in its infrastructure planning and policies. Since 1998, the city has envisioned a shift from a car-oriented transport system to a people-centered one. To achieve this, Bogotá prioritized the development of bus lanes and bike paths, and dedicated more space for pedestrians by reclaiming sidewalks from parked cars, creating new parks, and rehabilitating existing public spaces. As a result, Bogotanos today can count on a growing cycling network of 344 km and a well-developed BRT system providing 2.2 million daily trips over 113 km. A partial ban on cars on specific routes and the introduction of car-free days has further contributed to the strong culture of walking, cycling, and public transport. In Bogotá, 14,858,983 trips are made daily, of which more than two-thirds are made either by foot or public transport.



MODAL SHARE (2014)

| | |
|-------------------|-----|
| Public transport | 37% |
| Walking | 31% |
| Private transport | 16% |
| Others | 7% |
| Taxi | 5% |
| Cycling | 4% |

Land area

Urban area: 413.88 km²
(UCLG, 2016)

Population

7,363,782 inhabitants
(UCLG, 2016)

Population density

5,091 inhabitants/km²

Name of the Mayor

Enrique Peñalosa

Main website

(municipality)
www.bogota.gov.co

FREIGHT

Being the hub of economic activities, Bogotá experiences substantial traffic flows of goods vehicles. The city has one freight terminal called the Land Terminal of Loads, which is able to accommodate two thousand trucks daily coming from cities across the country like Buenaventura, Cali, Medellín, Cartagena and Bucaramanga. The objective is to incentivize the redistribution of goods in smaller trucks by making them easier to use within the city. The city has many nano-stores and small outlets that co-exist with structured and modern retail outlets. A study by the Economic Commission for Latin America and the Caribbean (CEPAL) estimates that there are as many as 140,000¹ nano-stores and over 100,000 distribution locations in the metropolitan area, and that each store receives over 30 deliveries per week. Such stores and fragmented deliveries add up to the complexity of urban freight transport. Most of urban logistics in Bogotá is characterized by informality and "single owner, single store" issues.

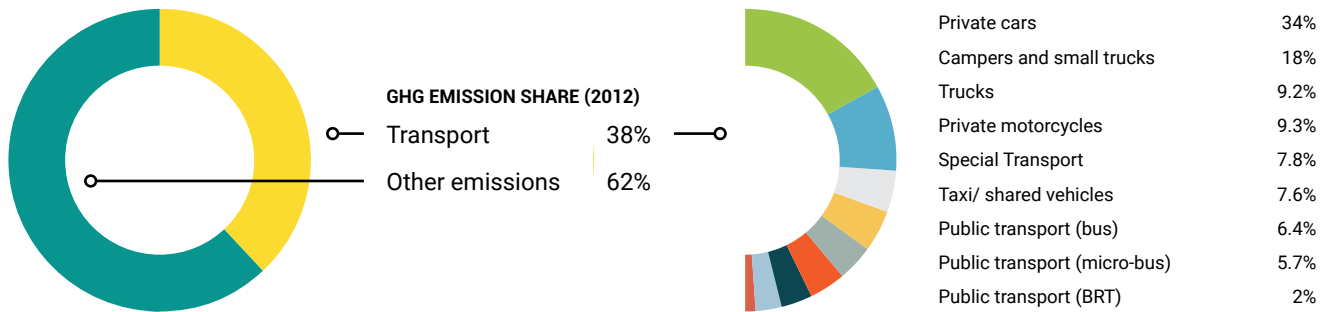
Almost 70 percent of cargo is transported by road, making it the main mean of freight transport. On a typical business day, about 83,663 trips are made entirely by trucks and around 40 percent of the trucks circulating in the city travel empty. Light freight vehicles account for 49 percent of the trips, two-axle trucks 42 percent, three-axle trucks 5 percent, and four-axle trucks or more 4 percent (Secretaría Distrital de Movilidad, 2015). One-third of the 225,000 cargo vehicles in the country are more than 30 years old, and many of them travel through the city since it is an important logistics hub. The freight sector is also characterized by small, informal and financially-limited business entities which provide services in an uncoordinated manner, resulting in inefficient processes.

¹ A very small store (area of 4 to 6 m²)

GHG EMISSIONS PROFILE

The Capital District of Bogotá has undertaken two community emission inventories since 2008. In its latest inventory, compiled in 2012, transport is identified as one of the key emission sources in the country, along with stationary energy, waste management, agriculture, forestry and other land use, industrial processes and product use.

As per the 2012 GHG inventory, Bogotá reported 12.1 million tons of CO₂e, of which 38 percent came from the transport sector. Commercial goods vehicles accounted for nearly 30 percent of the total transport emissions.



According to the 2014 emissions inventory of the District Department of the Environment, the city produced a total of 1,318 tons of PM10 emissions, attributable to the following sources: trucks (accounting for 42 percent of emissions), special transport (14 percent), minibuses (12 percent), buses (9 percent), campers and vans (8 percent), motorcycles (7 percent), private vehicles (4 percent) and Transmilenio (2 percent).

TRANSPORT DECARBONIZATION STRATEGIES

Bogotá's 10-year decontamination plan 2010-2020 (*Plan decenal de descontaminación de Bogotá 2010-2020*)² was adopted in July 2009 as part of a series of measures taken by the city to address urban emissions and freight's effects on its territory. As a result of these efforts, the city has become known worldwide for its notable public buses and bus rapid transit (BRT) system. This network was developed using integrated urban projects and transit-oriented development (TOD) giving priority to people over private vehicles. This has resulted in an urban structure that supports an intermodal transport system, public space and related urban infrastructure. Several resolutions and bylaws have also been passed by the city in order to reduce air pollution, with some of them directly targeting urban freight³. Here are a few examples:

- Strengthening eco-driving practices in the Capital District
- Establishment of restrictions for the transit of freight vehicles in the urban area of Bogotá, including four zones and hours of restriction for loading/unloading of cargo vehicles based on the type of vehicles
- Restriction on the movement of cargo vehicles using diesel and having a load capacity greater than 5 tons (restriction applied every day between 9:00 and 10:00 am)

The City has also worked on several plans, strategies and pilot projects over the years. It is updating the Mobility Master Plan (*Plan Maestro de Movilidad*) for Bogotá D.C., which includes objectives related to urban freight and the reduction of environmental pollution from transport⁴. It is also developing an Urban Logistics Network (*Red de Logística Urbana, 2017-2020*) to diminish negative consequences of urban logistics. The network seeks, among other things, to exchange information with private companies wishing to improve their logistical practices. The city has also implemented a pilot project as part of the program *EnCARGAte de Bogotá*⁵, and proposed a regulation of circulation of freight vehicles in the capital as well as loading and unloading areas and off-hour deliveries. The pilot project in Bogotá's region of Los Mártires prohibited freight vehicles from parking on one side of the street on even days, and on the other side of the road the other days. The city plans to build the Urban Logistics Network into a strategic tool for voluntary participants that allows them to manage urban logistics through collaboration within a common framework.



² Secretaría Distrital de Ambiente, Bogotá, 2009.

³ Alcaldía de Bogotá, 2018.

⁴ Secretaría Distrital de Movilidad, Alcaldía Mayor de Bogotá D.C., 2017.

⁵ Secretaría de Movilidad, Alcaldía Mayor de Bogotá D.C., n.d.