

# Manizales (Colombia)

## ECOLOGISTICS PROJECT CITY PROFILE

### ABOUT THE CITY

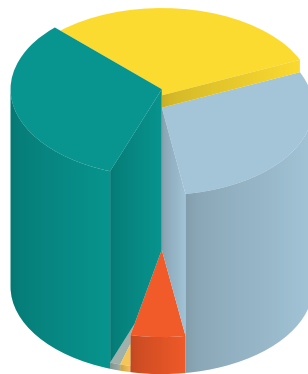
Manizales is the capital of the Department of Caldas. It is a city in the central west of Colombia, located in the *Cordillera Central* mountain range, near the *Nevado del Ruiz*. Manizales has a rough topography with ridgelines and steep slopes. These physical characteristics and the seismic instability of the region have forced the city to undergo architectural adaptations and create public works to make the city more resilient against earthquakes. Manizales is part of the *Paisa Region* (comprising the departments of Antioquia, Caldas, Risaralda and Quindío). The city is one of the main centers of production of Colombian coffee and is well known as a hub for higher educational institutions.



### City transport

#### PASSENGER

Currently the city is developing a Mobility Master Plan. The Council of Manizales has published the results of a consultation aimed at developing the Mobility Master Plan as part of the Public Space Master Plan developed by the city. Manizales' 2016-2019 development plan, "More Opportunities", defines pillars that promote more sustainable development. One of these pillars is the promotion of healthy and sustainable mobility within the city. This pillar seeks to strengthen sustainable mobility through different strategies in order to create a compact, active and healthy city (Alcaldía de Manizales, 2018). Cable cars in Manizales move 11,000 passengers per day and are integrated with the public bike-sharing system and bus network. In the future, the cable car system will very likely become a fundamental instrument for sustainable urban mobility in the city. Manizales has around 500 km of pedestrian pathways and an operational public bike-sharing system with a capacity of 135 bicycles and 8 docking stations, with a dedicated bike path network of approximately 107 km. The cable car system allows bicycles on board and currently 15 buses have a front grill for bicycles.



MODAL SHARE (2018)

Private transport	32%
Public transport	31%
Walk	29%
Taxi	6%
Cycle	1%
Others	1%

#### Land area

Total area: 571.8 km<sup>2</sup>

#### Population

400,136 inhabitants  
(Planeación Municipal de Manizales, 2018)

#### Population density

148 inhabitants/km<sup>2</sup>  
(Arteaga Botero, 2015)

#### Population growth rate

+0.41% (Alcaldía de Manizales & Secretaría de Educación, 2017)

#### Name of the Mayor

Jose Octavio Cardona León

#### Main website (municipality)

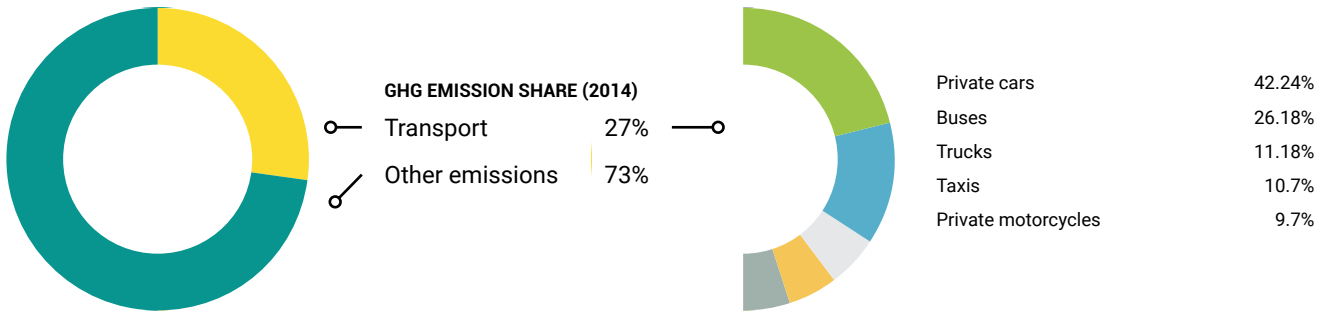
[www.manizales.gov.co](http://www.manizales.gov.co)

#### FREIGHT

The city of Manizales has very limited information on urban freight activities. Regulations for freight transport in the city are handled by the Ministry of Transport. Manizales does not have autonomy for managing cargo logistics, and it can only introduce restrictions. Manizales has 2,528 goods vehicles (2014) registered out of a total of 132,012 registered vehicles. As per the municipality regulations, the loading and unloading activities are allowed to take place between 4:00 a.m. and 10:00 p.m. on roadside unloading zones without a parking prohibition. On roadside unloading zones with parking restrictions, activities are allowed from 4:00 am to 7:00 am, from 9:00 am to 1:00 am and from 8:00 pm to 11:00 pm. Due to its central location, the city seeks to connect to other regions in order to increase business opportunities with strategic cities and regions nationwide such as Bogotá, Medellín, Cali, the Pacific region and the Caribbean region. Manizales wants to improve the logistical zones with the regional and national transport network. It aims to achieve the integration of industrial and logistics areas with the regional and national network to ensure efficient operations. Manizales is also working on strengthening capacities on logistics. Currently the city wants to invest in and improve its operations. The project includes designated parking spaces for cargo vehicles and maintenance service for heavy vehicles in the city. The city is also interested in developing cross-docking areas, establishing a storage and micro-distribution center, setting up deposit containers (e.g. DHL packstation) and promoting new equipment for cargo management.

# GHG EMISSIONS PROFILE

Manizales has an inventory of emissions from stationary and mobile sources for 2014 that has been prepared by the Universidad Nacional de Colombia in Manizales. In 2014, the total annual emissions were 1.59 million tons of CO<sub>2</sub>e, and transport emissions accounted for nearly 27 percent (0.4 million tons of CO<sub>2</sub>e), of which 50,783 tons came from heavy goods vehicles in the city.



## TRANSPORT DECARBONIZATION STRATEGIES

Within the Manizales’ development plan, climate change is considered an important strategic axis. In practice, this axis focuses on formulating the *Municipal Plan for Mitigation and Adaptation to Climate Change* (PACC) with the objective of establishing carbon reduction strategies through more efficient and sustainable mobility and the incorporation of cleaner technology. The following strategies are to promote sustainable mobility:

- *Serviturismo*, a city bus operator that has 55 percent of its fleet running on environmentally friendly fuels and has the goal of achieving 100 percent by 2019 (Revista Dinero, 2018).
- Implementing electric trams to improve the public space in the city center and primary axes of the city.
- Two cable cars are proposed “One of these pillars is the promotion of healthy and sustainable mobility within the city.” to connect university areas and Sancanio to improve passenger mobility and increase tourism. The following complementary cable car routes are also proposed:
  - Sector El Cable - La Enea
  - Sector Fundadores - Comuna Ciudadela del Norte
  - Sector El Cable - Comuna Ciudadela del Norte
  - Sector Fundadores - Ciudadela Puerta del Sol
  - Parque del Agua - Ecoparque Alcázares
  - Sector Cámbulos – La Enea

Manizales is currently developing projects related to urban freight transport. The city is designing corridors suitable for freight transport. By 2031 Manizales expects to have 7 adapted corridors for urban freight transport.

