Report launch
Creating Sustainable Cities Through Low-carbon Freight - EcoLogistics in Argentina, Colombia and India

4th VREF Conference on Urban Freight, 12:00-13:00 CET

Yiqian Zhang, Sustainable Mobility Officer, ICLEI
Agenda

- Introduction
- EcoLogistics Report 2021 launch
  - Yiqian Zhang, Sustainable Mobility Officer, ICLEI World Secretariat
- Presentations: EcoLogistics in India, Colombia and Argentina
  - Assessment of existing freight scenario and strategy planning for sustainable urban freight in Panaji by Sanjit Rodrigues, IAS, Commissioner-Corporation of the City of Panaji, India
  - EcoLogistics in AMVA by Juan David Palacio, Director, Área Metropolitana del Valle de Aburrá, Medellín, Colombia (Pre-recorded video in Spanish)
  - Data challenges, opportunities, and learnings for policy-making Argentina & Colombia by Camilo Urbano, Leader of Urban Planning, Despacio
- Q&A with the audience
- Closing remarks
Why EcoLogistics?

25%
Total traffic in European cities

40%
Road space

40%
Urban transport-related CO2 emissions

30 - 50%
Transport-related air pollutants
EcoLogistics: Low carbon freight for sustainable cities

- The project is supported by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) through the International Climate Initiative (IKI).

- The project aims to increase the capacity of governmental and non-governmental actors to build strategies and policies to promote low carbon and sustainable urban freight in Argentina, Colombia and India.
Freight transport demand is expected to triple and its associated emissions to more than double by 2050 compared to the 2015 levels, if left unchecked. To reverse this trend, cities and companies need to turn promises into actions.

ICLEI PRESENTS:
Creating sustainable cities through low-carbon freight: EcoLogistics in Argentina, Colombia and India
sustainablemobility.iclei.org/ecologistics/report2021/
As cities set strategies to decarbonize freight transport, it is critical that they use data to evaluate and make science-based decisions.

However, there exists a range of common urban freight data issues.
Where do we stand?

Cities need to understand the emission contributions of different logistics activities. Calculating emissions is a first step.

ICLEI’s EcoLogistics Self-monitoring Tool is developed for local governments to estimate, evaluate and track their urban freight performance over time.

So where do we stand?

sustainablemobility.iclei.org/ecologistics/self-monitoring-tool
Some of the first cities to compile data on urban freight activities.

- Desktop research
- Multi-stakeholder discussions
- Close consultation with public officials
- Surveys and interviews
Baseline in numbers

9 LOCAL AND REGIONAL GOVERNMENTS

40+ MILLION TONS OF GHG EMISSIONS REPORTED

5.8+ MILLION OF TOTAL REGISTERED VEHICLES

13,000 FREIGHT VEHICLES IN THE SAMPLE

313,000 TONS OF BASELINE EMISSIONS (SAMPLE)

3/24/2021 EcoLogistics Report 2021
If we continue business-as-usual

- The BAU scenario points to road freight emissions’ sustained growth in the project cities, if no additional measures are taken.
Where are the emissions from?

- A large share of the emissions comes from diesel-fueled vehicles (over 80%).

![Graph showing emissions sources for different locations](chart.png)

*Source: ICLEI / Despacio / The Urban Lab / SG Architects*
The majority of the emissions from the freight vehicles are attributable to heavier vehicles, although the share of heavy vehicles is generally much smaller than that of the LGVs.
So, how did we get there?

The emissions chart shows that we need to apply sustainable principles to move goods in the cities.

**The why is clear!** The how remains the big challenge.

By understanding various challenges related to urban freight, we can unveil the most impactful intervention points.
Urban freight challenges

Air quality & emission reduction are one of the key drivers for sustainable urban freight.

The infrastructure capacity consumed by freight activities is often overlooked.

There exists a range of common urban freight data issues.

Urban freight interventions are often piecemeal, place-based, and limited to a certain group of stakeholders.

There is increasing awareness on sustainable freight at the national level, albeit uneven distribution of efforts among countries.
How to reverse this trend?

Whether from the point of view of the transport activity, modal distribution of flows, environmental impacts, or political responsibility and public organization of the supply chain, urban logistics is at center of attention.

Here is what city leaders could do to reduce emissions from the sector.
1. A combination of measures - Carrot and stick
2. Integrating passenger and freight transport
3. Working collaboratively across regions and industry
4. Leveraging data to make evidence-based decisions
### Recommendations for city leaders

<table>
<thead>
<tr>
<th>City</th>
<th>Existing actions for addressing urban freight issues</th>
<th>Group</th>
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<tr>
<td>Kochi</td>
<td>A proposal to redevelop the Ernakulam market area, one of the major hotspot for urban freight, has been initiated. The new redevelopment plan touches upon requirements for freight such as loading/unloading bays, non-motorized transport (NMT) delivery system to shops, clustering of shops and routing strategy. Discussions on revitalization of inland waterways for freight transport have started, together with Integrated Urban Regeneration and Alter Transport System (IURWTS).</td>
<td>Infrastructure management</td>
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<td>Bogotá</td>
<td>Loading/unloading restrictions of freight vehicles; as part of the program &quot;EncARGAbte de Bogotá&quot;; freight vehicles may carry out loading and unloading activities from 10 a.m. to 5:30 p.m. on arterial roads, whilst on local roads, vehicles with no more than two axles may load and unload from 8:30 a.m. to 4:30 p.m. and 7 p.m. to 5:30 a.m.</td>
<td>Parking/Loading areas management</td>
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<td>AMVA</td>
<td>Dedicated delivery times and spaces for loading/unloading and parking for freight vehicles in the center of Medellin; implementing 71 freight transport initiatives to optimize loading in congested areas.</td>
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<td>Manizales</td>
<td>Manizales’s Master Mobility Plan (Plan Maestro de Movilidad, PMM, 2017) aims to create an inclusive and integrated transport system; it has set out measures to improve urban logistics (e.g., to provide parking space for freight vehicles).</td>
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<td>Córdoba</td>
<td>Córdoba regulates loading and unloading operations of freight vehicles throughout the city.</td>
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<td>Rosario</td>
<td>Rosario has set up exclusive bus lanes and designated areas for loading and unloading activities for goods vehicles in the city, which is used to improve lane utilization and mobility.</td>
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<td>Santa Fe</td>
<td>Parking spaces for loading/unloading are indicated by a yellow line and specific road signs, which specify loading/unloading rules and timing.</td>
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<td>Bogotá</td>
<td>The city will be establishing a facilitation unit to support freight vehicle owners in vehicle scrapping and renewal, making use of the instruments and resources developed by the national government. It aims to renew more than 11,500 light- and medium-sized trucks by 2030.</td>
<td>Vehicle-related strategies</td>
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**A combination of measures—Carrot and stick**

Adopt and implement a portfolio of carrots and sticks to drive faster decarbonization of freight transport.
Recommendations for city leaders

In 2018 and 2019, the Kochi Port recorded the highest growth rate of 9 percent in cargo handling. The Government of Kerala envisages developing bus ports and logistics ports and has proposed to set up a Special Purpose Vehicle (SPV) named the Kerala Freight Port Limited.

Integrating passenger and freight transport

identify if policies, infrastructure, business models and energy sources serve both sectors
Recommendations for city leaders

By bringing multi-stakeholders onto the same table, it can be ensured that they can be heard and can participate in a constructive fashion.
Recommendations for city leaders

Leveraging data to make evidence-based decisions

The practices undertaken by EcoLogistics offer a roadmap for how city collaboration could take place and how tools can be developed to support emission calculation and data sharing.
ICLEI Roundtable
EcoLogistics: Improving last-mile delivery

Wednesday, 24 March, 15:30-16:30 CET

4th VREF Conference on Urban Freight
Speakers

Juan Esteban Martínez Ruíz
Undersecretary of Policies for Mobility
District Secretariat of Mobility, Bogotá D.C., Colombia

Tu My Tran
Head of Sustainable Mobility, ICLEI World Secretariat
Bonn, Germany

Michael Browne (Moderator)
Professor of logistics and urban freight transport, University of Gothenburg

City of Rosario, Argentina
(Pre-recorded video)