

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



Speakers



SUSTAINABLE
MOBILITY



Sanjit Rodrigues

IAS, Commissioner

Corporation of the
City of Panaji, India



Juan David Palacio

Director, Área Metropolitana
del Valle de Aburrá (AMVA)

Medellín, Colombia



Camilo Urbano

Leader of Urban Planning,
Espacio

Bogotá, Colombia



Yiqian Zhang

Sustainable Mobility Officer,
ICLEI World Secretariat

Bonn, Germany

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

ICLEI - Local Governments for Sustainability



Project Office

Country Office

Secretariat office

3/24/2021

Why EcoLogistics?

25%

Total traffic in
European cities

40%

Road space

40%

Urban transport-related
CO₂ emissions

30 - 50%

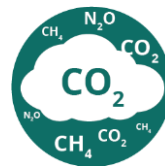
Transport-related
air pollutants

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Low carbon freight for sustainable cities



Air pollution



GHG
emissions



Noise
pollution



Traffic safety



Congestion



Waste
production



Land
degradation



Urban quality
of life

EcoLogistics: Low carbon freight for sustainable cities

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.

Supported by:



Federal Ministry
for the Environment, Nature Conservation
and Nuclear Safety

based on a decision of the German Bundestag

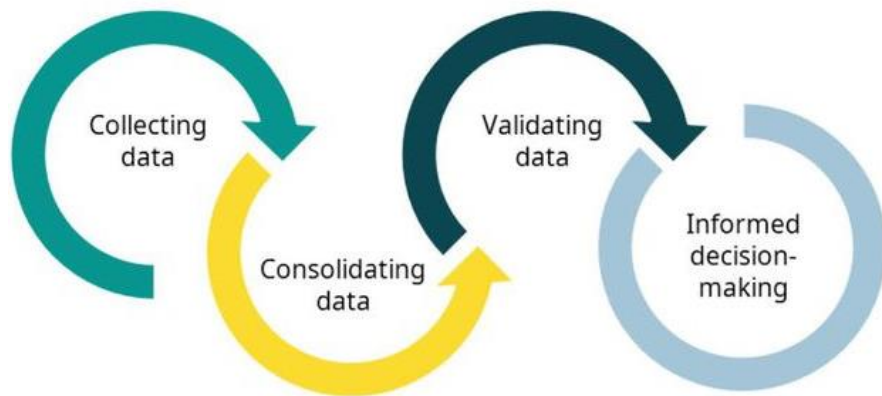


EcoLogistics Report 2021



- 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/

Urban freight data gaps



Use data to make informed decisions

- 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?

EcoLogistics

Low carbon freight for sustainable cities



ICLEI EcoLogistics Self-Monitoring Tool User Guide

For urban freight transport emissions accounting

Version 2.0



EcoLogistics

Low carbon freight for sustainable cities



- 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

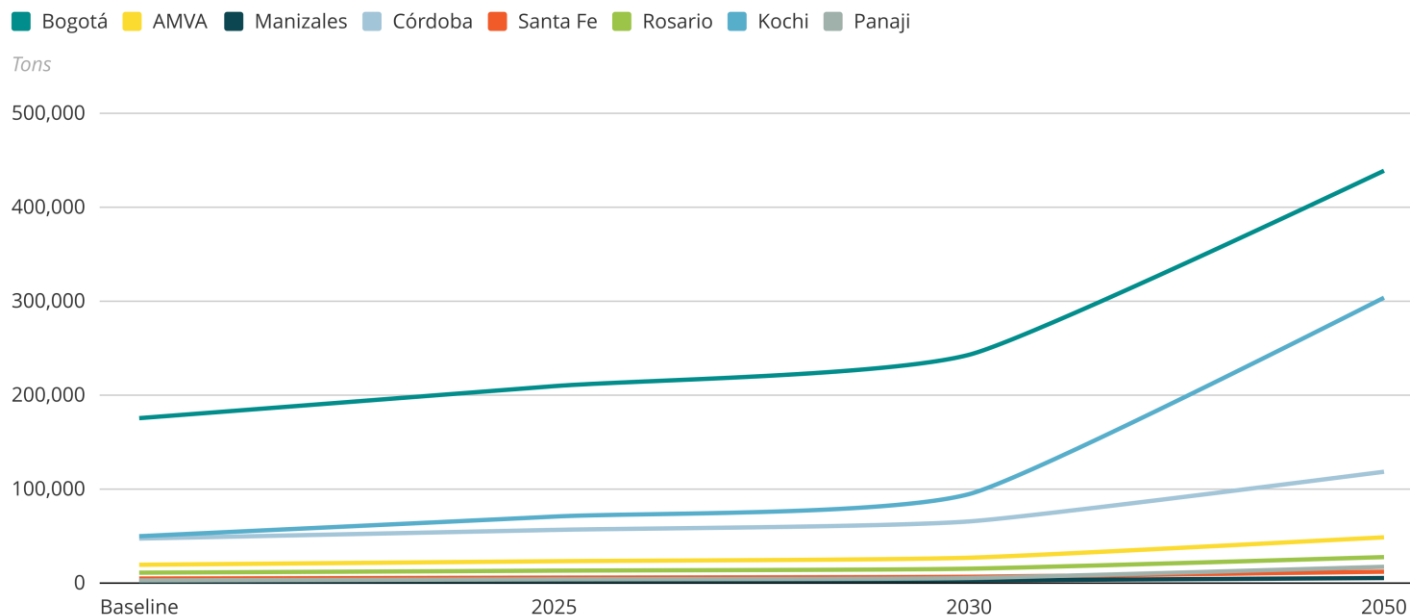
5.8+ MILLION OF
TOTAL
REGISTERED
VEHICLES

13,000 FREIGHT
VEHICLES IN THE
SAMPLE

313,000 TONS
OF BASELINE
EMISSIONS (SAMPLE)

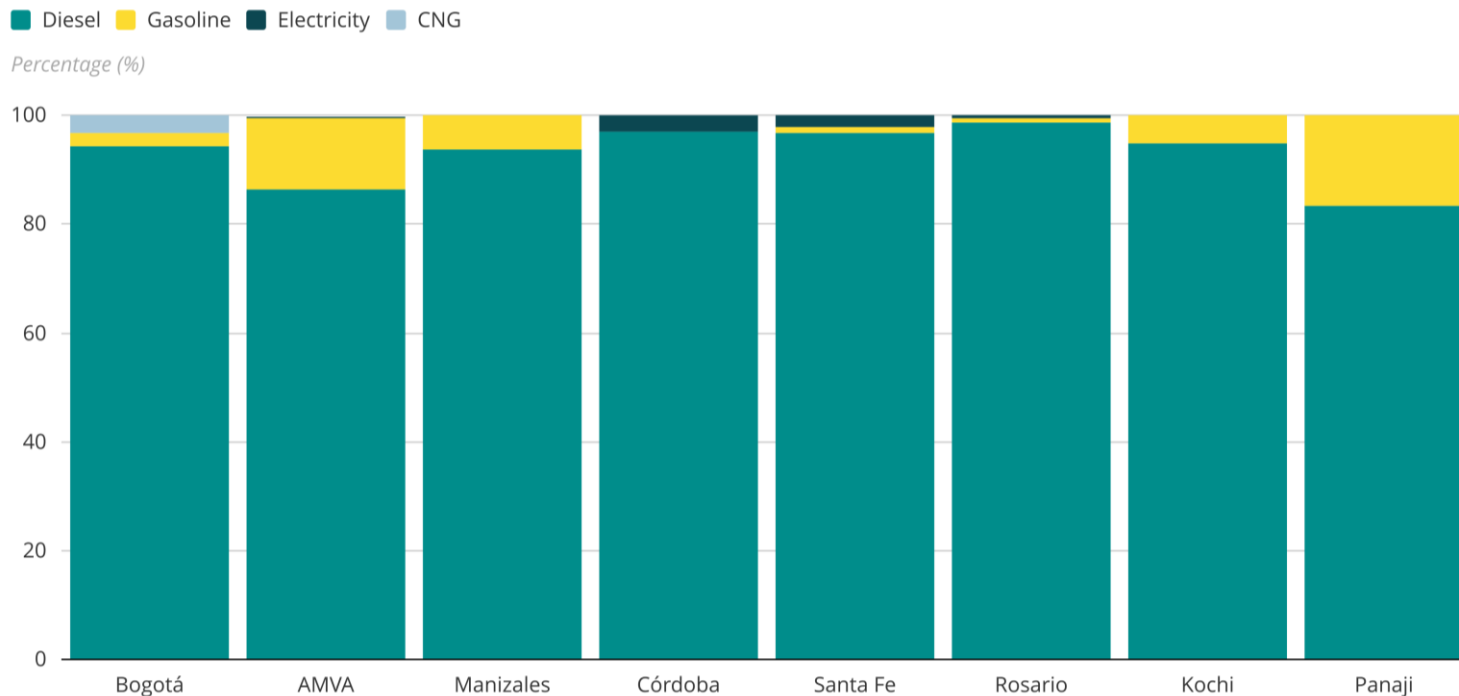
If we continue business-as-usual

- 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%).

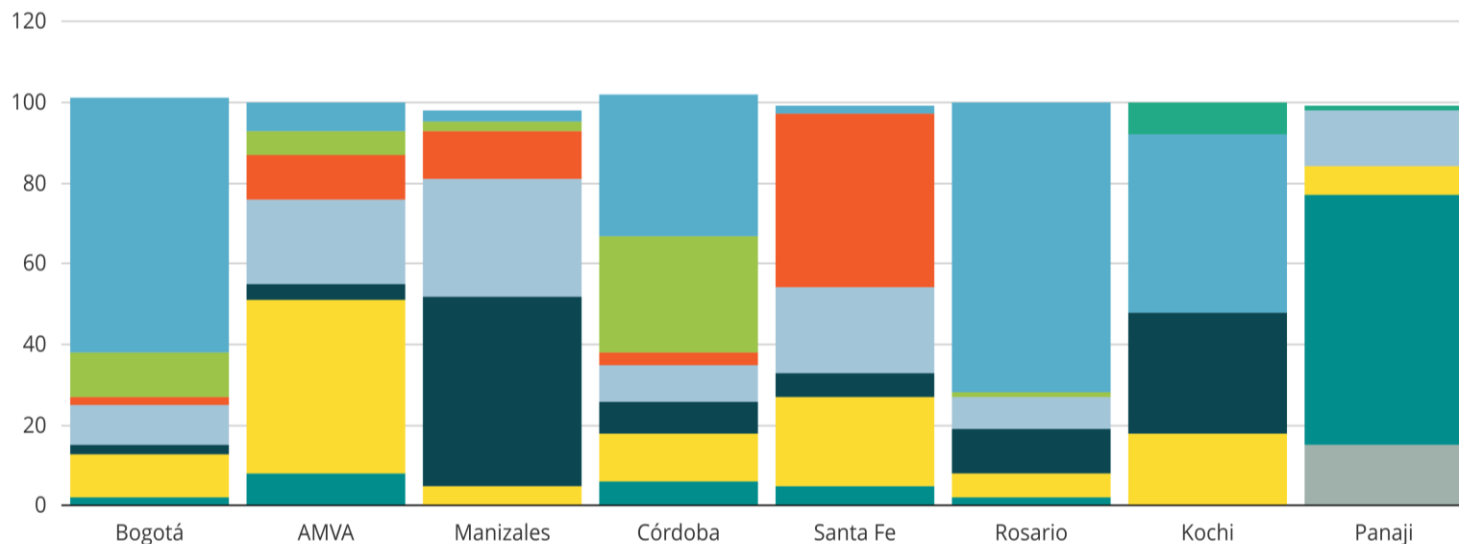


Where are the emissions from?

- 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.

Motorcycle (2-wheeler) Tempo Light good vehicle (< 3.5 t) Rigid Truck (7.5 t - 12 t) Rigid Truck (3.5 t - 7.5 t)
Rigid Truck (12 t - 20 t) Rigid Truck (> 20 t) Truck and Trailer (> 20 t) Motorized rickshaw / tuk tuk

Percentage (%)



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.



Looking ahead

Recommendations for city leaders



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

EcoLogistics

Low carbon freight for sustainable cities



City	Existing actions for addressing urban freight issues	Group
Kochi	A proposal to redevelop the Ernakulam market area, one of the major hotspots 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 ater Transport System (IURWTS).	Infrastructure management
Bogotá	Loading/unloading restrictions of freight vehicles; as part of the program "EnCARGAte de Bogotá", freight vehicles may carry out loading and unloading activities from 10 p.m. to 5:30 a.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.	Parking/ Loading areas management
AMVA	Dedicated delivery times and spaces for loading/unloading and parking for freight vehicles in the center of Medellín; implementing 71 freight transport initiatives to optimize loading in congested areas.	
Manizales	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).	
Córdoba	Córdoba regulates loading and unloading operations of freight vehicles throughout the city.	
Rosario	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.	
Santa Fe	Parking spaces for loading/unloading are indicated by a yellow line and specific road signs, which specify loading/unloading rules and timing.	
Bogotá	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.	Vehicle-related strategies

Infrastructure management

Parking/Loading areas management

Vehicle-related strategies

Traffic management

Pricing, incentives, and taxation

Logistical management

Freight demand/Land use management

Stakeholder engagement



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.

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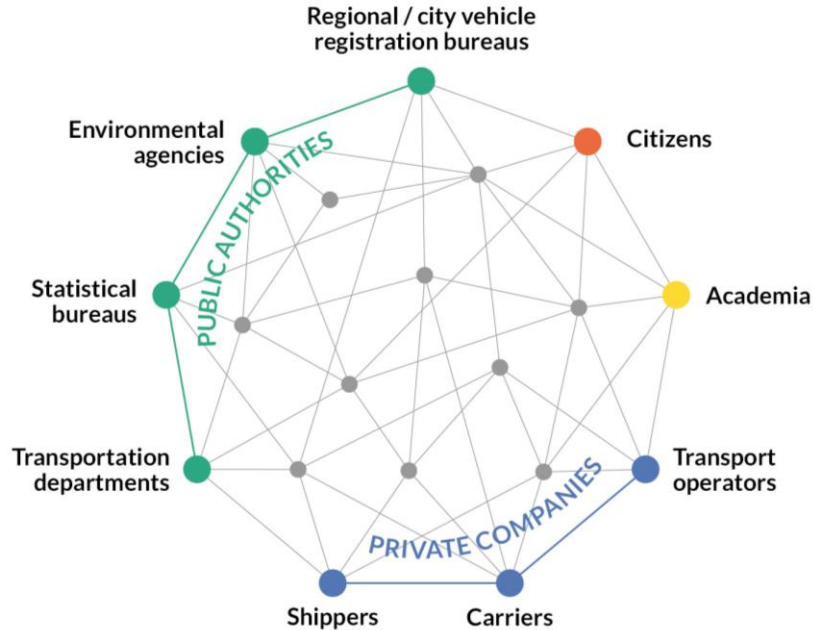
Low carbon freight for sustainable cities



Integrating passenger and freight transport

identify if policies, infrastructure, business models and energy sources serve both sectors

Recommendations for city leaders



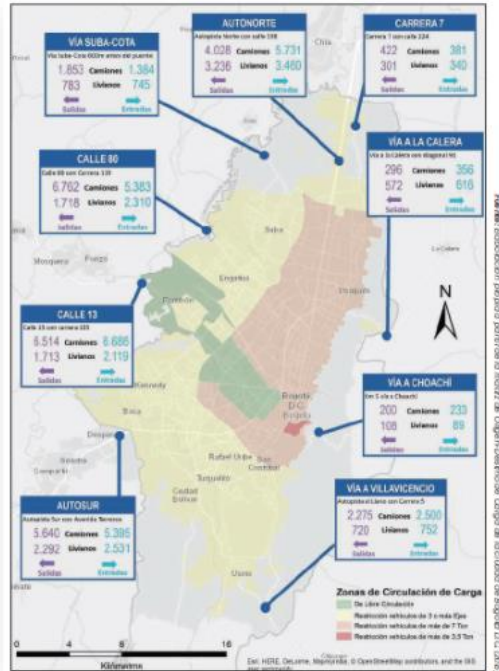
Urban freight transport related stakeholders



Working collaboratively across regions and industry

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

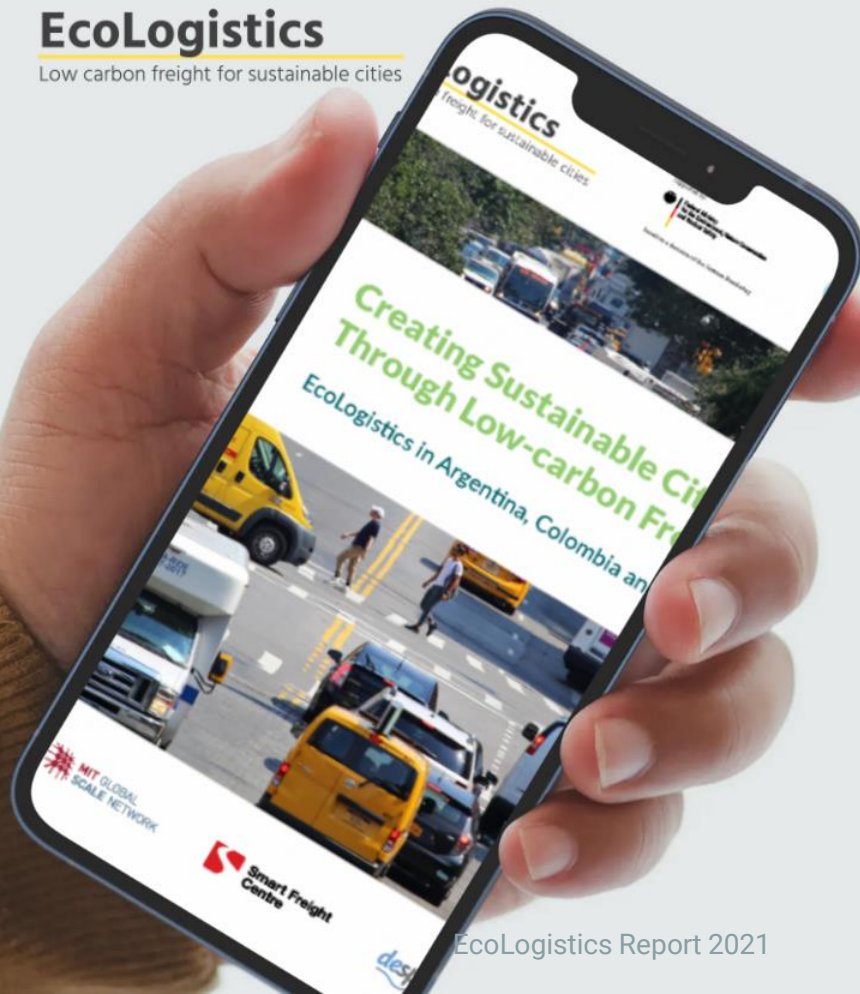


Bogotá is making sources available for freight transport initiatives and data collection. The picture presents Bogotá's most important freight corridors indicating traffic volumes of light goods vehicles and trucks.



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.



EcoLogistics Report 2021

Download at
[sustainablemobility.iclei.org/
ecologistics/report2021](https://sustainablemobility.iclei.org/ecologistics/report2021)

Questions?

Get in touch



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**Smart Freight
Centre**



**TALENT HUB FOR
SUPPLY CHAIN**
Zaragoza Logistics Center



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



**Municipalidad
de Rosario**

City of Rosario, Argentina
(Pre-recorded video)