ICLEI Local Governments for Sustainability

EcoLogistics
Low carbon freight for sustainable cities

Data challenges, opportunities, and learnings for policy-making Argentina & Colombia

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URBAN FREIGHT PLATFORM


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Subjects

EcoLogistics
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1 Challenges & opportinities

2 Strategies, actions & methodology

3 Key results

4 Learnings to improve decision and policy-making

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1. Challenges

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1. **Urban freight transport** and its GHG data were **not relevant** and were **not a priority.**

2. **Data is mainly in the private sector**: all companies have **little incentives** in sharing their data.

3. **Complexity and quality of the data**: information was dispersed in the different levels of the companies and business.

4. **Mistrust in sharing the data**: information would be sold to competitors, burglar gangs or set **harder regulations.**

5. **COVID-19 worsened companies' moods** and shift their focus **from addressing their priorities to** attend the emergencies from the pandemic and the **quarantine setbacks.**

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1. Opportunities

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1. **Close the gaps** of information on urban freight and GHG emissions.
2. **Create incentives and awareness** to share and open the data: pilots.
3. **First steps to set a methodology and standards** of urban freight data and GHG emissions in LATAM.
4. **Building trust with data**: involve companies in EcoLogisics' LCAP and working groups,
5. **COVID-19 speeds up transformation process** of obtaining better data and awareness of utility: policies and GHG emissions reductions.

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2. Strategies, actions & methodology

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Strategies & actions:

01 **Identification** of potential companies and relevant businesses and industries.

02 **Mapping allies** and a list of companies: national logistics operators and local carriers

03 **Contact** and work with **working groups** of the cities and **guilds.**

04 Development of a **webinar** on subjects of **their interest** in each city as an **incentive** to respond to the surveys.

05 Inviting companies to **share their data by building the LCAP** and increasing their visibility.

06 **LCAP** becomes an **opportunity** to **reshape policies** and defining **pilot projects** that interest the companies.

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2. Strategies, actions & methodology

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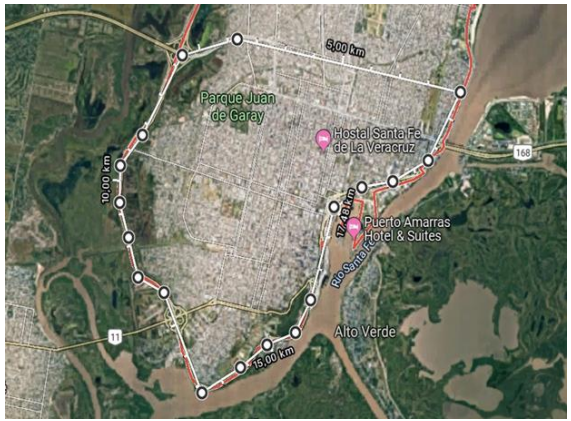
Methodology

I. Mapping companies by their locations and freight trips (generation/attraction)

SANTA FE



Area selected: CBD
It includes the administrative and financial center, shops, tourist services and middle and upper-middle class inhabitants, although on the banks of the Salado River (to the east) and in the southern vertex, there are low-income neighborhoods.

II. Developing four survey methods

1 Phone calls

2 By e-mail

3 Personal interviews

4 Online survey

Data collection campaign in Colombia and Argentina was developed in 10 weeks (Feb-Apr/20).
Santa Fe, Argentina was developed in 9 weeks (Oct-Nov/19)

III. Reviewing the data and GHG emission calculation

- Review of the data obtained and data cleaning
- Estimations of the GHG baseline using the EcoLogistics tool

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3. Key results

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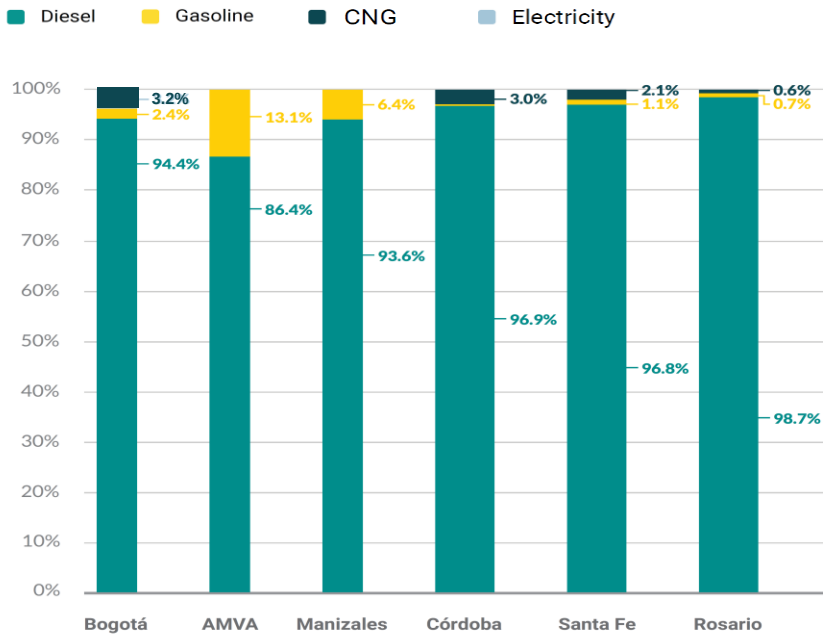
Share of baseline CO2e emissions by fuel type from the surveyed vehicle fleets.



Source: ICLEI-Despacio

- Data from the surveys show a large share of the emissions comes from **diesel-fuelled** vehicles (over **80%**)
- Vehicles running on **gasoline** also produce a relatively **big share** of the emissions: **AMVA** (13.1%) and **Manizales** (6.4%).
- In **Bogotá**, **CNG** powered vehicles accounted for **3.2 %** of the total emissions from the vehicle fleet sample – almost exclusively from smaller vehicles (**<3.5t GVW**)

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3. Key results

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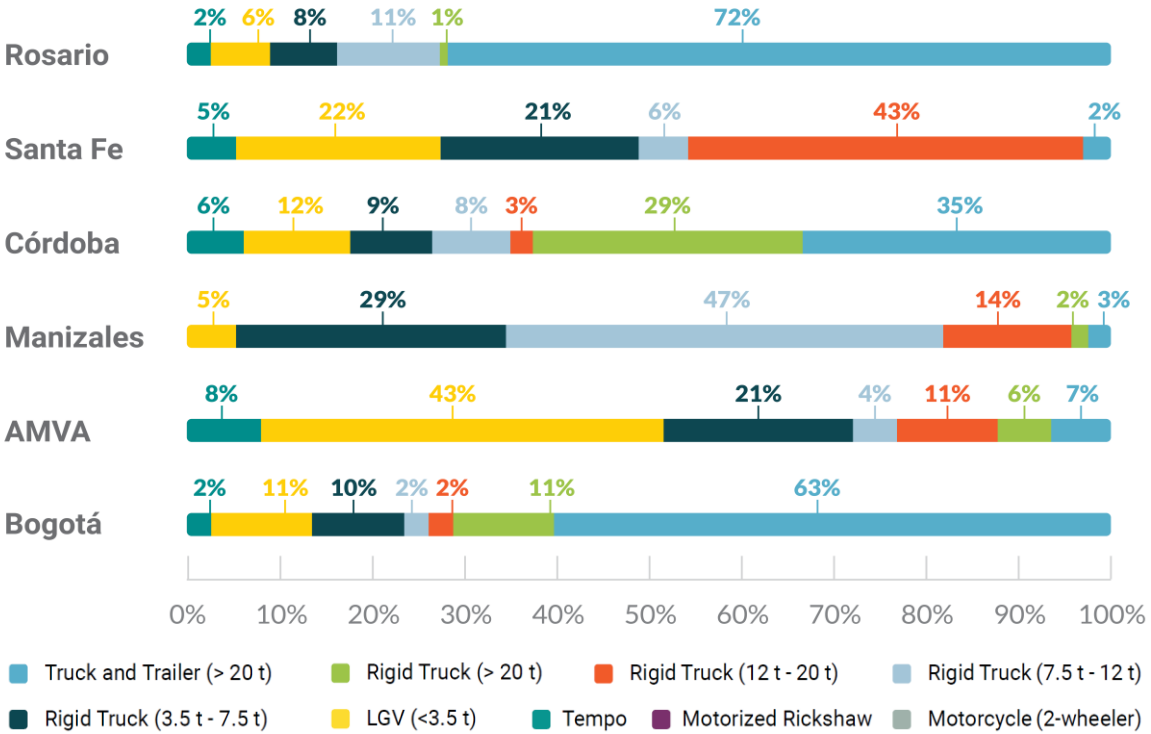
Share of baseline CO_2e emissions by vehicle type (sample)



Source: ICLEI-Despacio

- Vehicles above of **20t of GVW produce most of GHG emissions** in **Bogota** (74%), **Rosario** (72%), and **Cordoba** (64%). In Bogota, 27% of these **vehicles has more than 20 years**, in Rosario 88%, and Cordoba 8%, but in this last city they cover more VKTs than the other types (average of 119,533 km/year).
- In small cities vehicles between **3,5t-20t GVW produce most of GHG emissions**, such as **Santa Fe** (70%) and **Manizales** (90%)
- **AMVA** (51%) of vehicles **below 3,5t** GVW **produce most of GHG emissions.** These vehicles carry out the major **intracity daily trips, 88%** (219,383)

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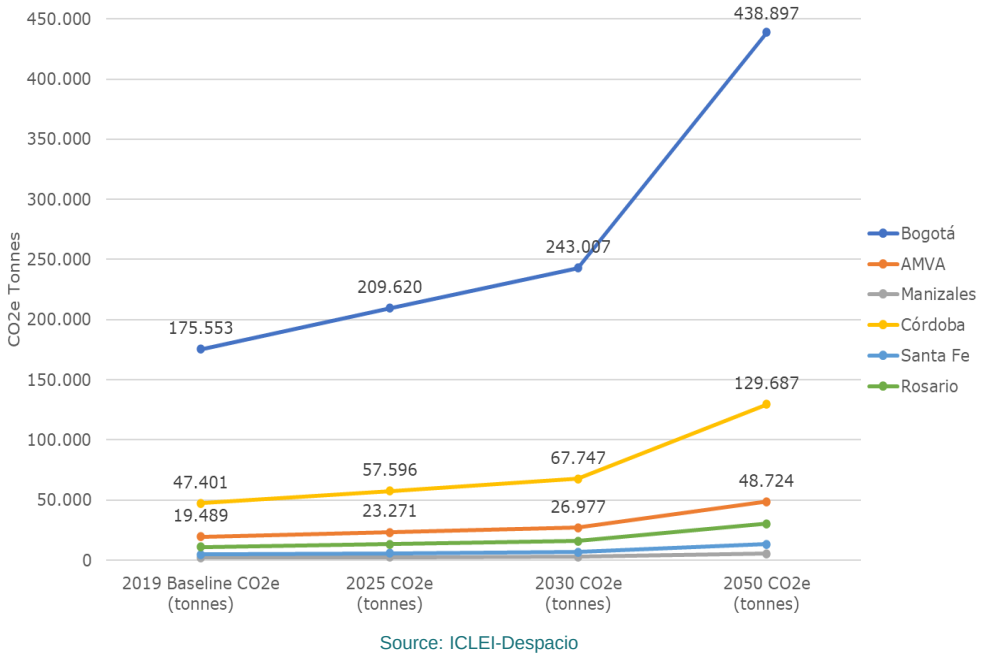
3. Key results

Forecasts for urban freight CO_2e emissions in the BAU scenario



Source: ICLEI-Despacio

Two cities shows a GHG emissions forecast that brings attention if today no action is taken:

- **Bogota**, in 10 years, will increase their GHG emissions by 38% (243,007 CO_2e tons), but in 2050 it will be 150% (438,897 CO2e t).
- In 2030, **Cordoba** will increase their GHG in 43% (67,747 CO_2e tons), but in 2050 could be 174% (129,687 CO_2e tons).

EcoLogistics Self-Monitoring Tool uses the estimated global freight transport demand annual growth rate of 3%(ITF 2019).

Off-Hour Deliveries (OHD) and **eco-driving** can potentially deviate the BAU with more efficient operational practices to **reduce emissions in a cost-efficient way.**

4. Learnings to improve decision and policy-making

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- **Setting the policy agenda:** EcoLogistics baseline helps to assess freight transport performance and identifies priorities and future directions in this sector.
- **Allocate more and better resources for GHG reduction:**
  - Vehicle performance improvement
  - Cost reduction
  - Noise pollution
  - Traffic congestion
  - Changing fuel or fuel compound percentages
- **All the stakeholders at the "same table"**: ensure a collaborative process to improve the freight system.

Source: https://integrandoequipos.com/2019/04/01/toma-de-decisiones/

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Thanks!

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