Multistakeholder Approach to Promote Sustainable Urban Freight in Indian Cities
ICLEI’s Ecologistics project (2017 - 2021) project is supported by the German Federal Ministry of Environment, Nature Conservation, and Nuclear Safety (BMU) through their International Climate Initiative (IKI).

In India, freight transport volumes will grow by 6% annually between 2015 to 2030

Impacts of Urban Freight

- Air Pollution
- GHG Emissions
- Noise Pollution
- Traffic Safety
- Congestion
- Waste Production
- Land Degradation
- Urban Quality of Life

The project will capacitate governmental and non-governmental actors to build strategies and policies to promote low carbon and more sustainable urban freight in project cities in Argentina, Colombia and India.
Project Cities - India

Shimla - Himachal Pradesh State capital and Administrative city with dominance of tourism and institutions.
Population: 2.01 lakhs Area: 55 sq. km
Population density: 159 inhabitants/sq km

Panaji - Capital of Goa and 3rd largest city of Goa after Madgao & Vasco
Population: 1.14 lakhs Area: 8.12 sq. km
Population density: 5066 inhabitants/sq. km

Kochi - Originally known as Queen of Arabian Sea Gateway for maritime freight
Population: 6.02 lakhs Area: 107.13 sq. km
Population density: 3165 inhabitants/sq. km
Existing key issues - Fragmented governance structure/ Absence of governance mechanism

Decisions Regarding Urban Freight

Local
- Local govt/ Corporations
- Smart City

State
- Department of Transport
- Civil Supplies Dept
- Traffic Police
- Pollution Control Board
- Town and Country Planning authority

Central
- National Highway Authority of India

Missing Connectivity between the Govt Actors

- Local govt/ Corporations
- Smart City
- Department of Transport
- Traffic Police
- Civil Supplies Dept
- Town and Country Planning authority
- Pollution Control Board
- National Highway Authority of India

Informed and Comprehensive Decision making
Fragmented sector and web of unaddressed issues

Collectorate

Wholesalers

Freight Timings

Logistics Associations

Regional Transport Authority

 Congestion

Retailers

Road Safety

Parking issue

Freight Signages

Stockists

Traffic Police

Non-govt organizations

City Corporation

Absence of Consolidation Centre

Insufficient unloading spaces

Note: This is a representative diagram, do not illustrate the actual linkages between the actors
Web of Stakeholder identification

Private Sector Stakeholders
Secondary Data + Surveys + Informal networks

Govt/non-govt Stakeholders
Primary and Secondary Data +

Stakeholder Typology

Note: This is a representative diagram, do not illustrate the actual linkages between the actors
Multi-Stakeholder Committee Identification Process

Private stakeholders

Govt stakeholders

NGOs/ Foundations

Stakeholder Division - Immediate/direct/ Indirect association

Stakeholder Committee

Note: This is a representative diagram
MultiStakeholder Committee

Note: This is a representative diagram, do not illustrate the actual linkages between the actors.
Identification and discussion on the issues and strategies
Concluded Activities

Round of discussions with freight transporters and city government for identifying the issues with freight management in the city.
The Kochi Metropolitan Transport Authority (KMTA) was set up in November 2020 with the responsibility of planning, supervision, coordination, development and regulation of Urban Transport in the Urban Mobility Areas and also for the Urban Transport Ancillary Services within Urban Mobility Areas.

AGENDA NO: 2/1: Formation Of various committees under KMTA

As per sub section 1 of Section 10 of KMTA Act, Authority can constitute committees having certain number of members for the smooth functioning of the authority and to associate with such committees for assistance or advice. As an immediate step in this regard, four committees may be constituted viz Public Transport Operators committee, Urban freight committee, City transport advisory committee, Traffic integration committee. Draft Detailed composition of each committee is placed at Annexure 2.

2. Urban Freight Committee: Intend to regulate and streamline The freight movement for safety and decongesting the city.

Members suggested are from, -

Cochin Chamber of Commerce
FICCI, Kochi
Kochi Municipal Corporation
Cochin goods transportation association
Ernakulam Market stall owner’s association
Three-wheeler goods vehicle unions
Concluded Activities

Capacity building workshop to public and private sector representatives for sensitizing the need to organize the freight sector
Low Carbon Action Plan for Urban Freight in Panaji
Take Away

Essential to bring informal group (private stakeholder) on the board

Promotes Synergy - Multistakeholder approach can boost the existing governance to be more connected and comprehensive

Can be impactful in terms of influencing decisions

Helpful to address and discuss unidentified issues
Thank you