Assessment of Existing Freight Scenario and Strategy Planning for Sustainable Urban Freight in Panaji
About Panaji

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Low carbon freight for sustainable cities

- Heritage
- Nature
- Architecture
- Art
- Culture

Indicators

126% increase 5,48,117 to 12,37,019
Foreign
Domestic
Tourism in Tiswadi (2008 to 2015)

66% increase 83,292 to 1,38,504
Tourism in Panaji

80% of Tiswadi Block

475% increase 2480 to 11346 estimated
Increase in Panaji tourists 2011 to 2041 (Per day)

33% to State GDP
Economic contribution

287% increase 2788029 to 8015400
Increase in state tourists 2012 to 2018 (Annual)

Source: www.goatourism.gov.in
Source: CDP 2041
Limited information/understanding about urban freight

Fragmented Sector - missing connectivity between private and govt stakeholders

Increased load on freight transport – Increase in tourism and floating population

Lack of integration into the mainstream Planning and development

Absence of efficient governance mechanism for urban freight

Dominated by Informal Sectors and networks
Baseline formation process

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1. **Stakeholder Assessment**
   - Discussions, interviews and followups

2. **Analysis of existing freight scenario**
   - Commodities, issues, supply chains policy, infrastructure, regulations etc.

3. **Multistakeholder committee formation**
   - Interaction and baseline presentation to the stakeholders

4. **Gap Analysis**
   - Regulatory, infrastructure, supply chains etc.

5. **Suggestions and comments from stakeholders to finalize the baseline**

   - Short term, Medium term and Long term
Important freight sectors

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Forward Logistics
- Food grains
- Perishable food
- Liquor
- FMCG

Reverse Logistics
- Sewage
- Municipal Solid Waste
Approximate number of freight vehicles moving in the city (Daily)

- Heavy Goods Vehicles: 30 to 40
- Light Commercial Vehicles: 130 - 150
- Van/ Rickshaws/ Tempo/ Pick up: 270 - 300
- Water Tankers + Night Soil Tankers: 110 - 130
- Two Wheelers: 500 - 600
- Bicycles: 10 to 15
- Urban Freight Hotspots: 3 to 4
- Freight Parking Stands: 2 - 3
- Loading - unloading bays: 5 (Market)
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<th>Causes of emissions</th>
<th>Bottlenecks identified for improvement</th>
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<td>OBSTRUCTION AND CONGESTION</td>
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<td>INADEQUATE PARKING</td>
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Low Carbon Action Plan Strategies

Resilient Supply Chain
Increase the resilience of essential commodities supply chain for shocks

E-Commerce & reverse logistics
Making urban logistics future-ready

Urban Economy
Enhance urban economy through circularity

Road Safety
Reduce the social externalities from the sector

Low Carbon
Reduce environmental externalities from the sector

Integrated Urban Mobility
Reduce conflict between passenger and goods vehicles

Optimisation of Last mile logistics operations
Improving integration between long distance freight transport and urban freight

Cost Reduction
Enabling a more efficient management of goods distribution
City/State Goals and Vision

- Improved public transport
- Integrated Transport plan
- Promote Non-motorized transport
- Climate Action Planning
- Better land use planning

- Smart Parking
- Reduced emissions from Solid waste collection vehicles
- Improved Road Safety
- Improved traffic signage network
- Reduced Road Congestion

- Improved pedestrian infrastructure
- Promote bicycling
- Reduced transport emissions
- Introduce E-mobility
- Improved Freight Transport

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Thank you!