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

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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

80% of Tiswadi Block

Tourism in Panaji

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

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

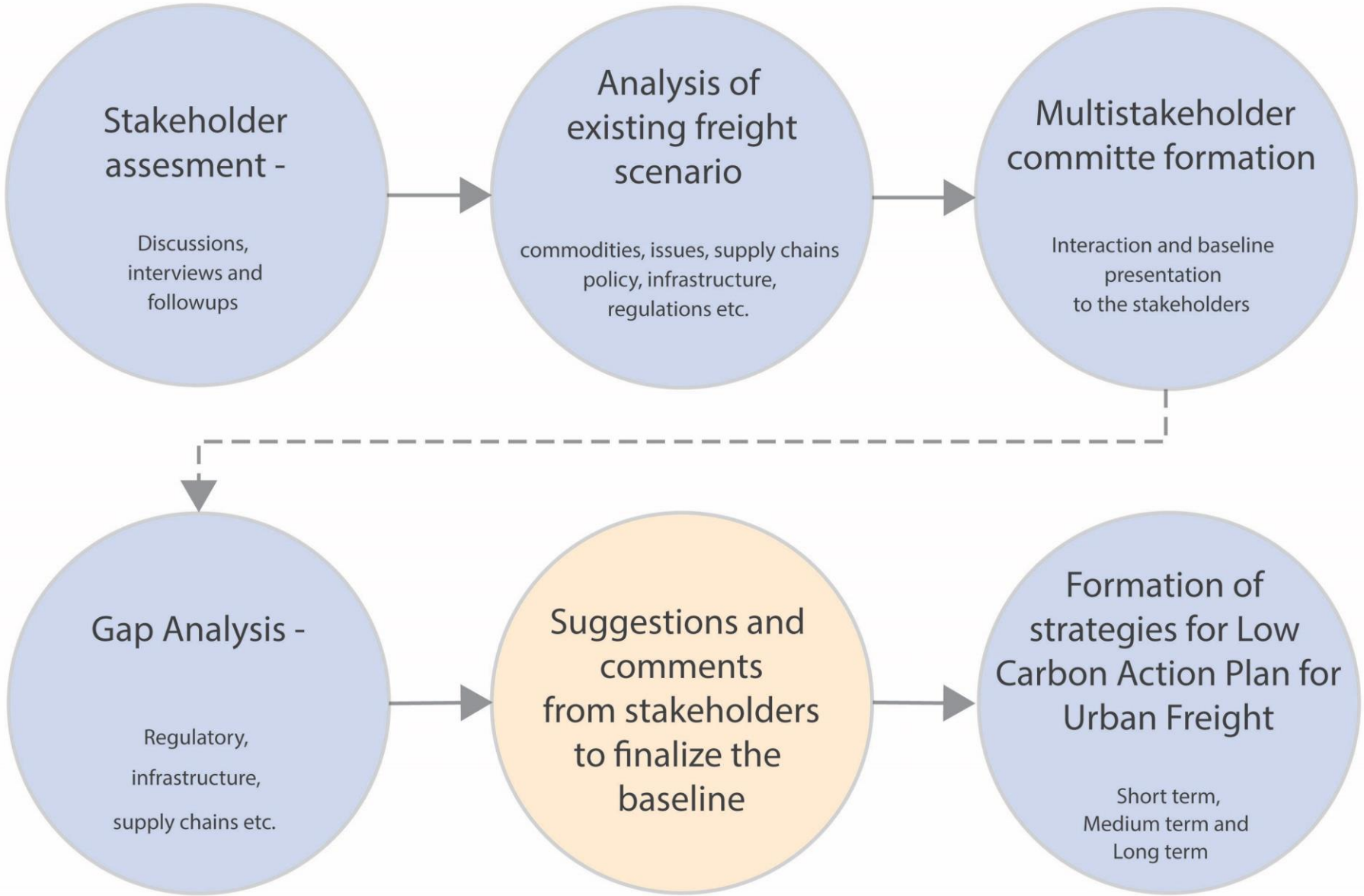
Limited information/ understanding about urban freight

Fragmented Sector- missing connectivity between private and govt stakeholders

Lack of integration into the mainstream Planning and development

Absence of efficient governance mechanism for urban freight

Dominated by Informal Sectors and networks


Stakeholder assesment -
Discussions, interviews and followups
Analysis of existing freight scenario
commodities, issues, supply chains policy, infrastructure, regulations etc.
Multistakeholder committe formation
Interaction and baseline presentation to the stakeholders
Gap Analysis -
Regulatory, infrastructure, supply chains etc.
Suggestions and comments from stakeholders to finalize the baseline
Formation of strategies for Low Carbon Action Plan for Urban Freight
Short term, Medium term and Long term

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)

Types of freight movement - examples

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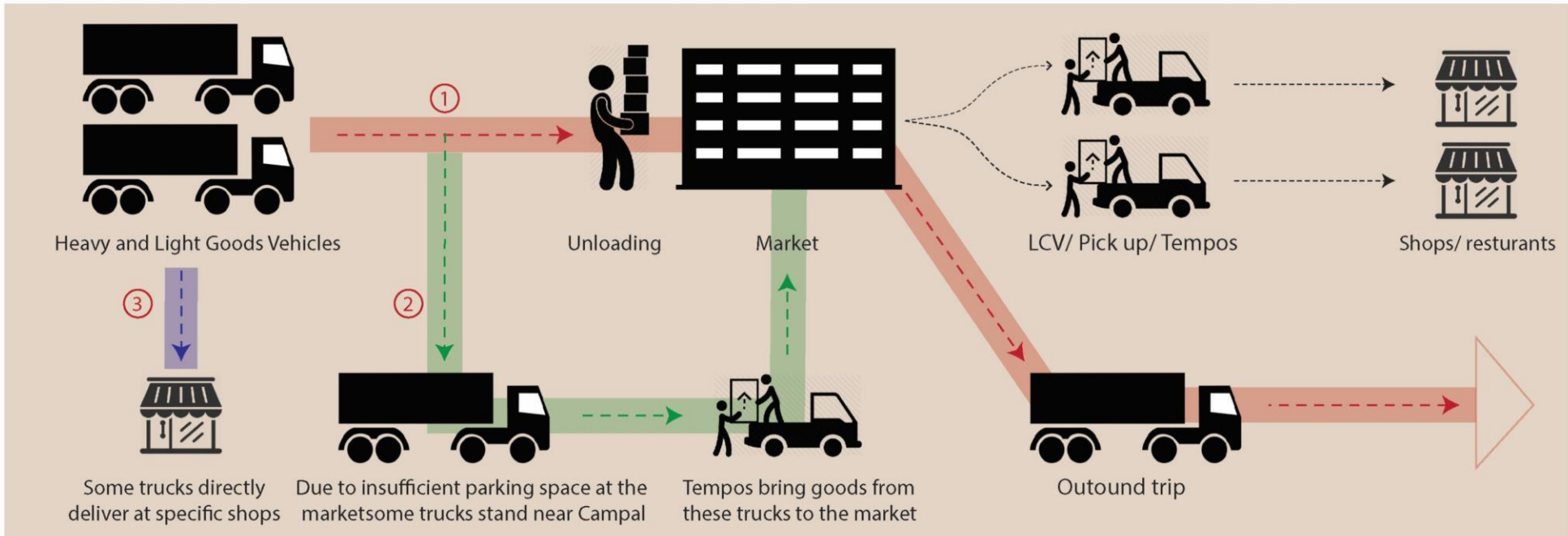
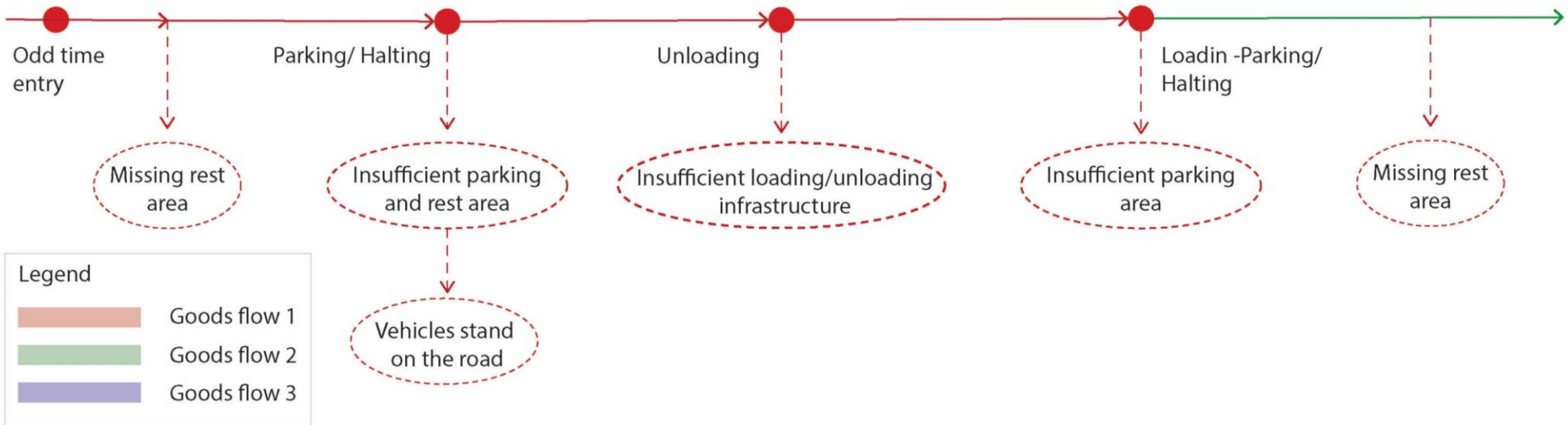
Fruits/ vegetables





Freight Comparitive Map

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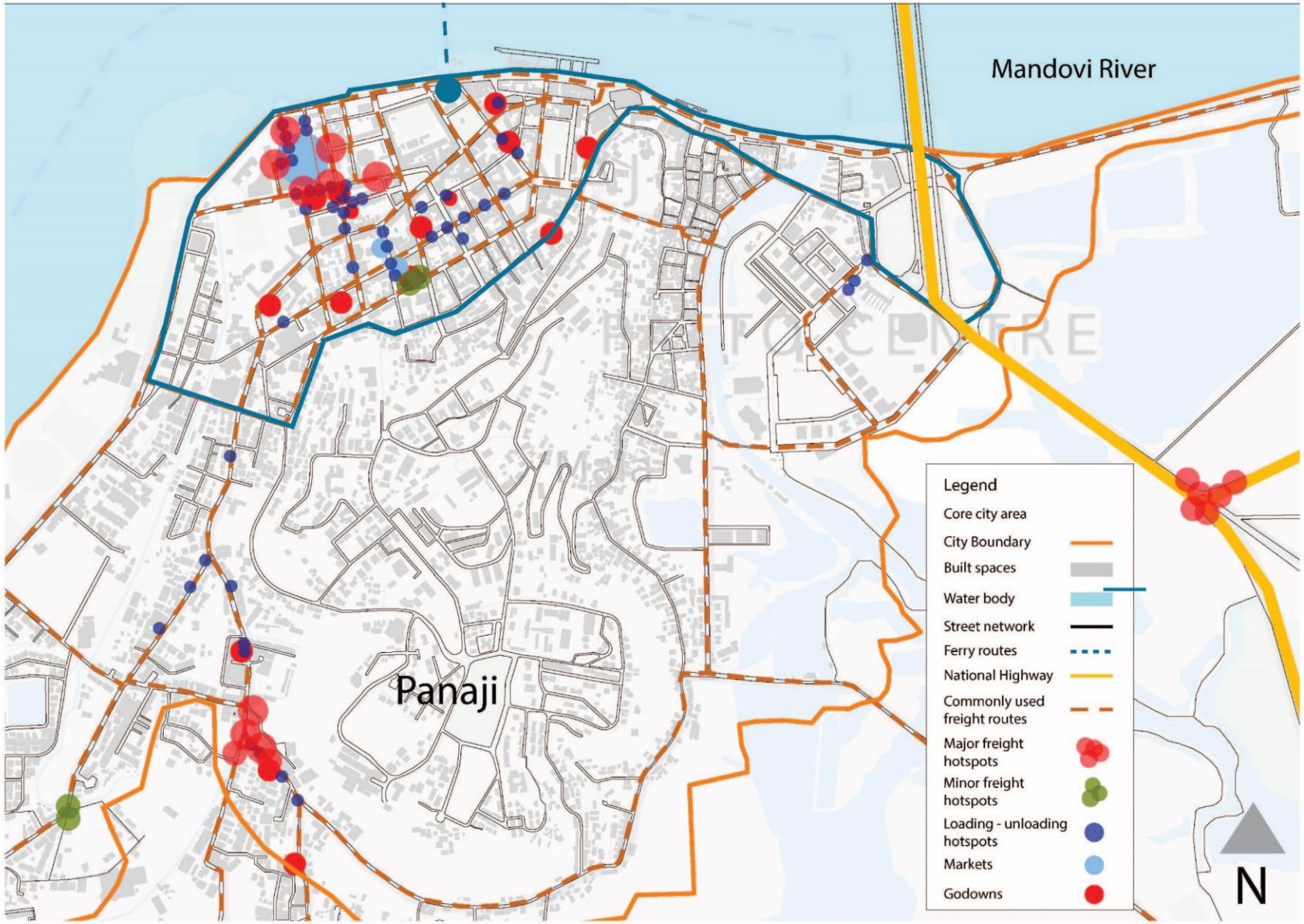

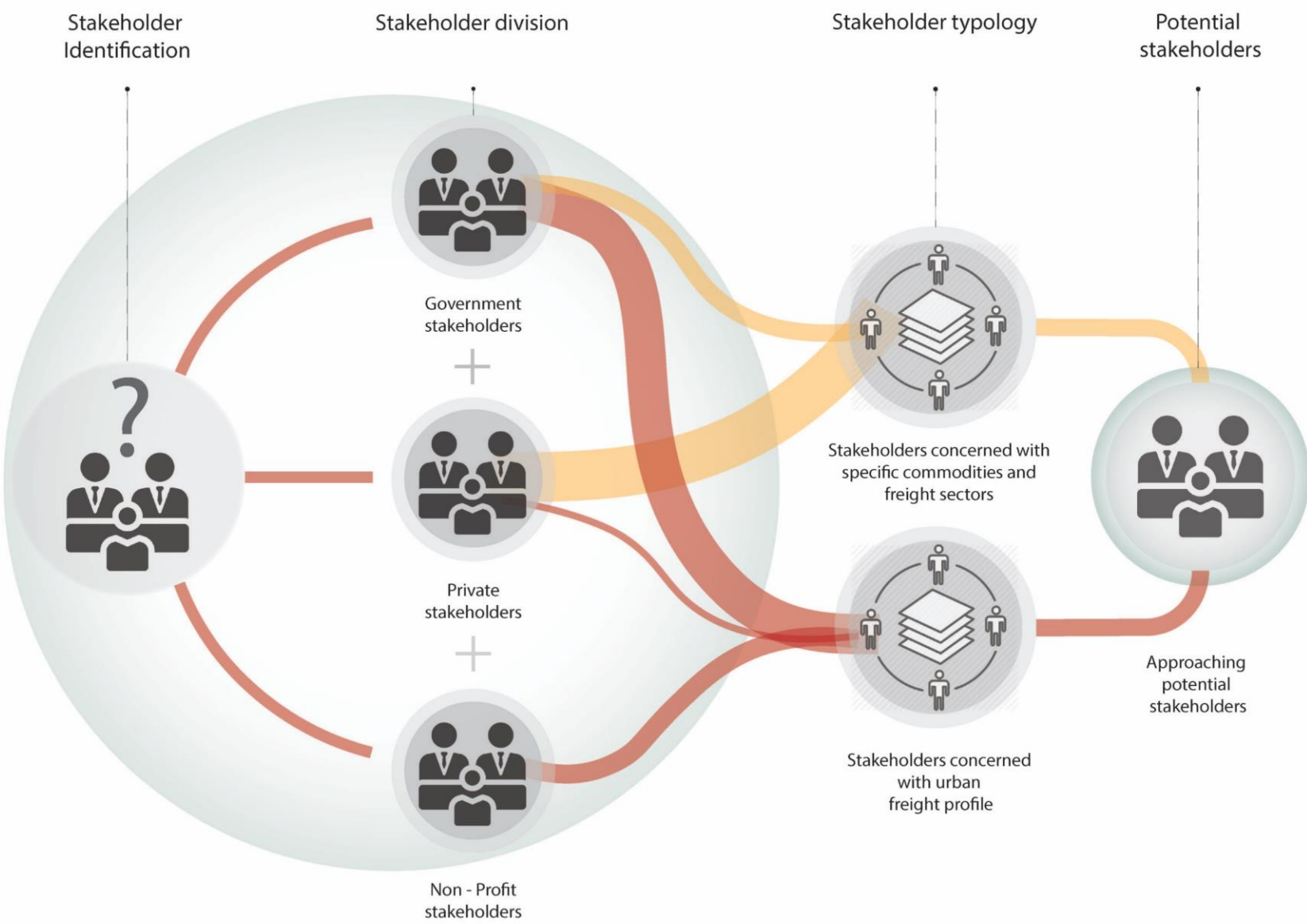
Stakeholder Identification
Stakeholder division
Stakeholder typology
Potential stakeholders
Government stakeholders
Private stakeholders
Non - Profit stakeholders
Stakeholders concerned with specific commodities and freight sectors
Stakeholders concerned with urban freight profile
Approaching potential stakeholders

FREIGHT EMISSIONS IN PANAJI

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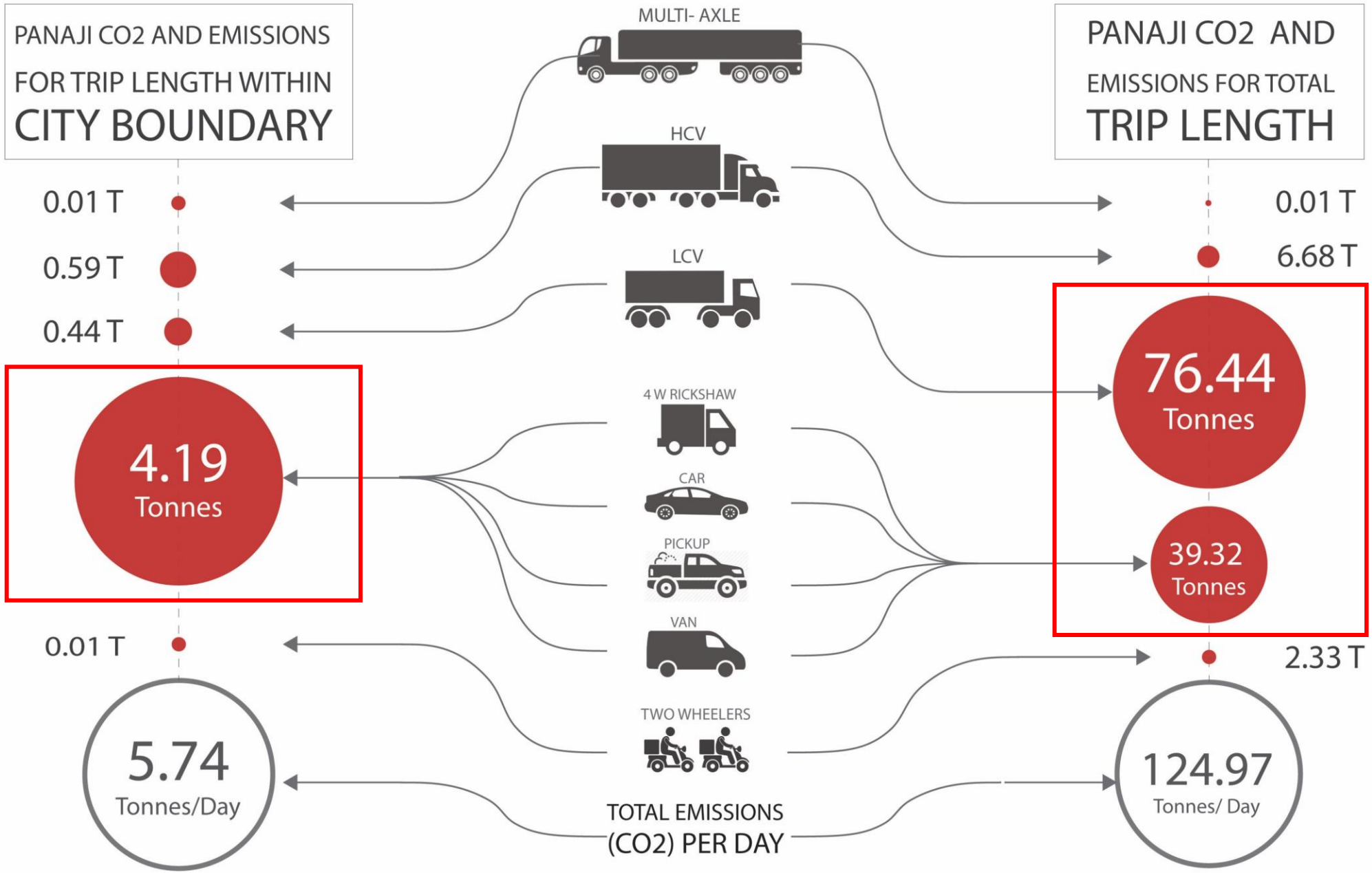

Causes of emissions
Bottlenecks identified for improvement

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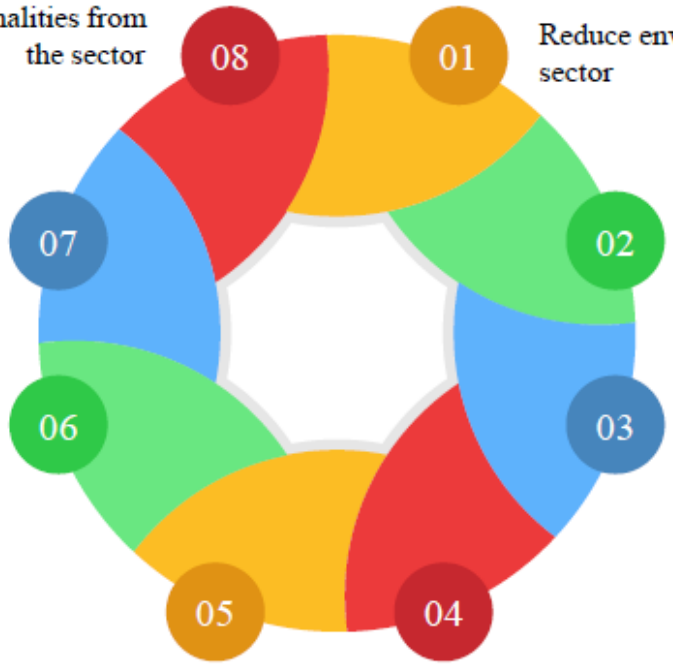
WRONG PARKING	OBSTRUCTION AND CONGESTION
INADEQUATE PARKING	CONGESTION AND INCREASES IDLING TIME
INFRASTRUCTURE GAPS	INEFFICIENT SUPPLY CHAINS
UNPLANNED INFRASTRUCTURE	OBSTRUCTION AND CONGESTION
INORGANIZED STREET ACTIVITIES	OBSTRUCTION TO THE MOVEMENT AND CONGESTION
LACK OF TECHNICAL ADVANCEMENTS	INCREASED EMISSIONS
WEAK ENFORCEMENT AND INDISCIPLINED TRAFFIC	OBSTRUCTION AND CONGESTION



Road Safety

Reduce the social externalities from the sector

Low Carbon

Reduce environmental externalities from the sector

E-Commerce & reverse logistics

Making Urban logistics future ready

Integrated Urban Mobility

Reduce conflict between passenger and goods vehicles

Urban Economy

Enhance urban economy through circularity

Optimisation of Last mile logistics operations

Improving integration between long distance freight transport and urban freight

Resilient Supply Chain

Increase the resilience of essential commodities supply chain for shocks

Cost Reduction

Enabling a more efficient management of goods distribution

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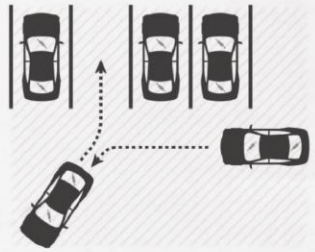
Improved public transport	Intergated Transport plan	Promote Non - motorized transport	Climate Action Planning	Better land use planning
Smart Parking	Reduced emissions from Solid waste collection vehicles	Improved Road Safety	Improved traffic signage network	Reduced Road Congestion
Improved pedestrian infrastructure	Promote bicycling	Reduced transport emissions	Introduce E- mobility	Improved Freight Transport



Thank you!

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