Last-mile solutions: Bogota’s collaborative Cross-docking platform

Learnings & challenges

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Despacio
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What is BiciCarga?

Implementation team

Stackholders involved

Value chain

Freight generators
Bicycle manufacturers
Logistics operators
Bicycle drivers
Technology suppliers
Community
What is BiciCarga?

Current Model

Better last mile

Source: NUMO
What is BiciCarga?

**Model 1:**
Centralized distribution
*Private/exclusive distribution centers (CEDIS)*

**Model 2:**
Collaborative cross-dock-docking platform
*Strategic area of the city*

Private CEDIS

<5Km

Company A

Collaborative Cross-docking platform

<5Km

Company B
What is BiciCarga?

6 Months of operations

100m² Space in the platform shared by companies

3 Sectors involved: Food, packaging and medical devices

4 Generators

3 Logistics operators

3 Local manufacturers of bikes

1 Technology company
Preliminary results

25,099 Deliveries

9,898 Kg Transported

2,322 Km Travelled

23% Food
70% Parcel & courier

92% Food
8% Parcel & courier

54% Food
43% Parcel & courier

Source: Despacio
Preliminary results

Source: Despacio
Preliminary results

220 Kg CO\textsubscript{2} avoided/month
(2.6 ton/year)
Food

Increased 14% deliveries
(From 88 to 101 deliveries/day)
Food

141 Kg CO\textsubscript{2} avoided/month
(1.6 ton/year)
Parcel & courier

Increased 15% deliveries
(From 120 to 138 deliveries/day)*
Parcel & courier

Drivers work 1.8 hrs less/day
(From 7.5 to 5.7)
Parcel & courier

Drivers work 2 hrs less/day
(From 8 to 6.4)
Parcel & courier

*From motorcycle to bicycles deliveries

Source: LOGYCA-Despacio
Learnings & challenges

- COVID-19 speeded up the necessity and awareness of implementing these solutions, but also had negative impacts (local quarantines backlashed implementation times)

- Creating and opening data for cycle-logistics. It’s been complex collecting the data. Every company has their standards. We are proving the benefits of sharing information for their business intelligence.

- Cross-docking cycle-logistics is efficient, effective and can create “value for money.” Saves time, is efficient in the management of all resources and is effective in all last-mile logistics activities.

- It’s been a challenge change the “mind set” of insurances and legal advisers. They are stick to the model of “traditional” freight transportations models and has assessed the pilot based on that.

- It’s possible to create and consolidate a cycle-logistics cluster. It’s necessary to allocated better the resources: land, regulations, data, money and willingness.
Next steps

**Private sector**

1. **Setting the local & national agenda**
   Involvement in the definition of policies and standards (land use, bikes technical homologation)

2. **Phase II-Scalability model**
   Optimization models (shared truckload) for replication and scalability.

3. **Consolidation of a “Cycle-logistics” cluster**
   Knowledge sharing, business improvement & value chain strengthening.

**Public sector: National & local**

1. **Legal framework**
   Involvement of private parties in the definition of policies and standards (bikes technical homologation)

2. **Replicability and scalability**
   More cities implementing cycle-logistics models.

3. **Allocate resources better and incentives**
   Land property, financial incentives for GHG reductions
Thanks!

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