



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

Learnings & challenges

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What is BiciCarga?





Current Model Better last mile Chille din the Shared Distribution Center

Source: NUMO



What is BiciCarga?





Model 1: Model 2: Centralized distribution Collaborative cross-docking platform *Private/exclusive distribution centers (CEDIS)* Strategic area of the city ाणण Company Α υ <5Km Private <5Km Collaborative CEDIS Cross-docking 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
 - Technology company



Preliminary results









Source: Despacio

Preliminary results









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Source: Despacio

Preliminary results











220 Kg CO₂ avoided/month (2.6 ton/year) Food

Increased 14% deliveries (From 88 to 101 deliveries/day) Food Drivers work 1.8 hrs less/day (From 7.5 to 5.7) Parcel & courier

141 Kg CO₂ avoided/month (1.6 ton/year) Parcel & courier

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

*From motorcycle to bicycles deliveries

Source: LOGYCA-Despacio

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



Learnings & challenges







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- 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.



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Next steps







Public sector: National & local

3

Legal framework Involvement of private parties in

the definition of policies and standards (bikes technical homologation)

2 Replicability and scalability

More cities implementing cyclelogistics models.

Allocate resources

better and incentives Land property, financial

incentives for GHG reductions







Thanks!

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