EcoLogistics
LCAP-UF guidebook

26 October 2021

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ICLEI WS

Supported by:
Federal Ministry for the Environment, Nature Conservation and Nuclear Safety

based on a decision of the German Bundestag
Why is this guidebook needed?

The number of delivery vehicles in the top 100 cities globally will increase by **36 percent until 2030**.

Emissions from delivery traffic will increase by **32 percent** and congestion will rise by over **21 percent**.

More local and regional governments should include freight as a critical component in their climate action plans.
What is LCAP-UF?

Explicit long-term freight goals for an efficient and optimized urban freight movement with a strong focus on emission reduction, while addressing local specific issues like air quality, road safety, traffic congestion, economy.

It is an iterative plan with short, medium, and long term targets and associated set of actions/measures. It is also flexible to adapt to political changes and local priorities.
Why develop an LCAP-UF?

A Freight Action Plan aims to **minimize the impact** from negative externalities caused by freight movement: including traffic congestion, GHG emissions, air pollution, noise pollution, traffic accidents and associated safety concerns, and land-use severance.

LCAP-UF will **provide a roadmap to authorities** in enhancing the freight movement and operations with a **low carbon** approach aiming to reduce GHG emissions.
Benefits of developing an LCAP-UF

Engage with multiple stakeholders

Improve understanding of freight

Contribute to long term process

Vision for sustainable freight

Reduce negative externalities

Measure freight efficiency

Accommodate increasing demand and maintain efficiency

Integrate freight into urban planning
How to develop an LCAP-UF?

1. Baseline Setting
2. Stakeholder analysis & engagement
3. Defining Low Carbon Target Scenarios
4. Defining Vision & Goals
5. Defining Actions & demonstration project
6. Implementation & stakeholder roles
7. Defining KPIs
8. Adoption of LCAP-UF
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