

# EcoLogistics

Low carbon freight for sustainable cities

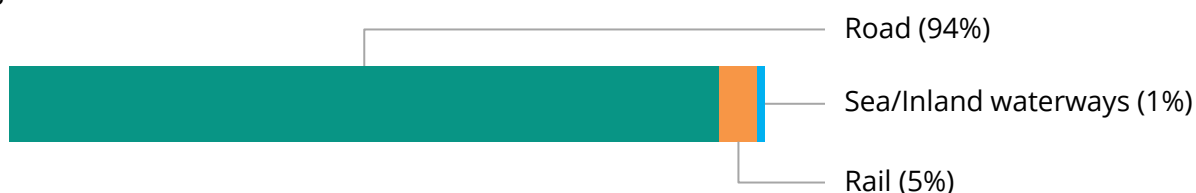
## COUNTRY PROFILES



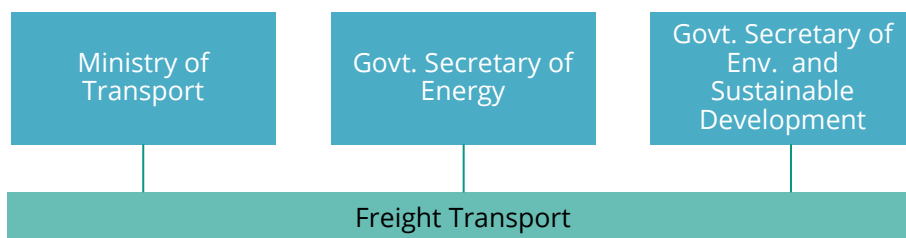


<b>Land Area</b>	2.78 million km <sup>2</sup>
<b>GDP (2017)</b>	US\$637.6 billion
<b>National Determined Contributions (NDCs)<sup>2</sup></b>	An absolute emission target of less than 483 million-tons CO <sub>2</sub> e by 2030 ( <i>revised</i> )
<b>Total GHG emission (2014)<sup>3</sup></b>	193 million-tons CO <sub>2</sub> (energy-related)
<b>Transport emissions (2014)</b>	29% of energy-related emissions

### Freight modal share<sup>4</sup>



### Government Structure

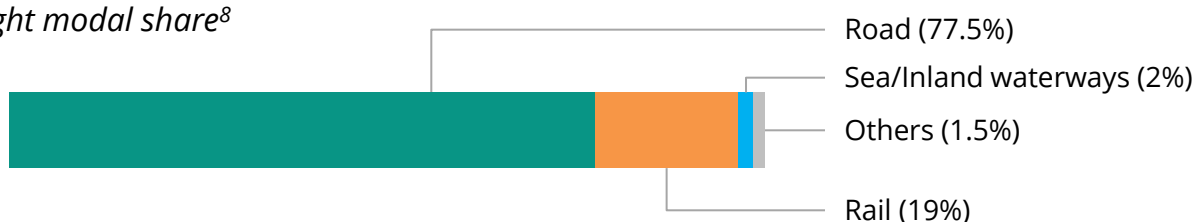


In Argentina, over 90% of population lives in urban areas, intra-regional travels are almost exclusively on road transport, including well developed and low cost bus services. Argentina's total CO<sub>2</sub> emissions from fuel combustion have increased by 93% since 1990. Emissions in the transport sector increased by 65% over the same period. The transport sector contributes 25% of total energy-related GHG emissions of which nearly 89% is attributed to road transport. Freight is responsible for nearly half of the transport emissions. Nearly 94% of freight is moved by trucks or road transport. Argentina revised its original INDC, moving from an 18% below BAU emissions reduction target to an absolute emission target of less than 483 Mt CO<sub>2</sub>e by 2030. Argentina introduced a carbon price in January 2018 (which will impact the transport sector), and it has also implemented a mandatory vehicle labelling scheme. In the freight rail sector, low average speed (15 km/hour) and derauling risks create inefficiencies and unpredictability, which causes companies to opt for road freight solutions instead. Argentina is expected to execute low carbon development and ambitious policies to revive rail transport for passenger and freight. The country will need the transport sector to shift towards more sustainable transport modes to achieve NDC goals

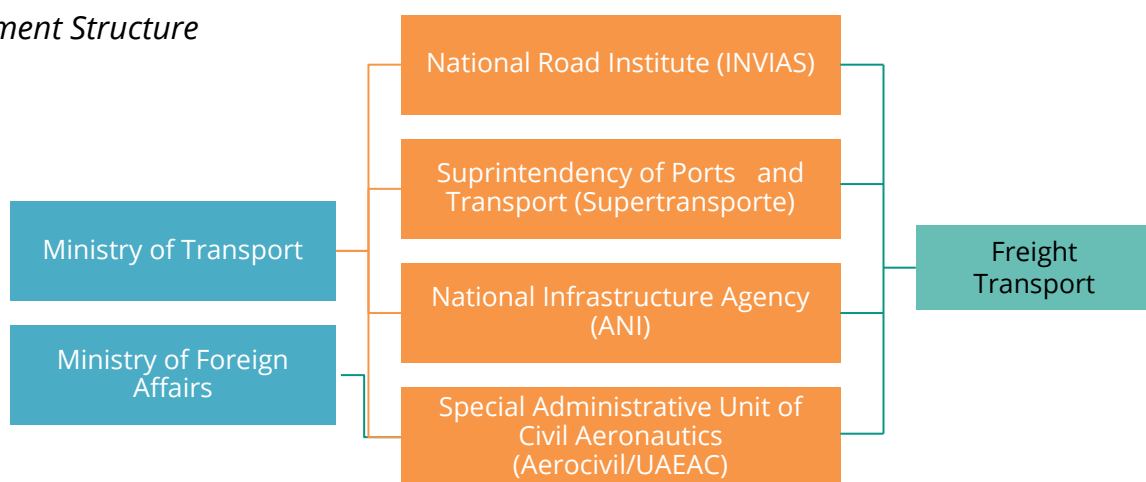


<b>Land Area</b>	1.14 million km <sup>2</sup>
<b>GDP (2017)</b>	US\$832.59 billion
<b>National Determined Contributions (NDCs)<sup>6</sup></b>	20% (unconditional) / 30% (conditional) below Business as Usual scenario by 2030
<b>Total GHG emission (2014)<sup>7</sup></b>	258.8 million tons CO <sub>2</sub> e
<b>Transport emissions (2014)</b>	11% of total emissions (38% of energy-related emissions)

### Freight modal share<sup>8</sup>



### Government Structure



In Colombia, the transport sector accounts for over 12% of total national GHG emissions and 37% total energy demand. Nearly 45% of transport related GHG emissions come from road freight transport. One-third of the 225,000 cargo vehicle fleet is more than 30 years old and urban freight has the greatest projected increase of emissions between 2010 and 2040<sup>9</sup>. The freight sector depends on a large number of small and partly informal business entities, which provide their services in an uncoordinated manner, resulting in overcapacity and inefficient processes (e.g. 34% of trips are an empty run). The limited financial resources of the small business entities further reinforce the steady aging of the vehicle fleet and worsening GHG emissions from the sector. Air pollution (the PM<sub>2.5</sub> level in particular) is a growing concern from major cities, heavy goods vehicles are the major contributor to the PM<sub>2.5</sub> pollutants. The Ministry of Transport is keen on improving the freight sector through low carbon development policies and measures.

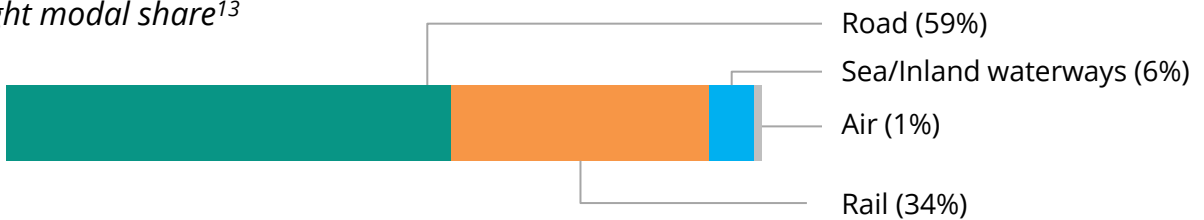
# INDIA



1,330 million (2017)<sup>10</sup>

<b>Land Area</b>	3.29 million km <sup>2</sup>
<b>GDP (2017)</b>	US\$2.85 trillion
<b>National Determined Contributions (NDCs)<sup>11</sup></b>	Reduce emissions intensity of GDP by 33-35% by 2030 from 2005 levels
<b>Total GHG emission (2017)<sup>12</sup></b>	2234 million tons CO <sub>2</sub> (energy-related)
<b>Transport emissions (2017)</b>	13% of total energy-related emissions

## Freight modal share<sup>13</sup>



## Government Structure



In India, the logistics sector contributes to around 7 percent of total CO<sub>2</sub> emissions<sup>14</sup>. Rapid urbanization and economic growth, coupled with an increasing population, will cause emissions from the freight sector to further increase. Currently, India is one of the fastest growing major economies, with a growth rate of over 6.6 percent in 2017-18. Currently, freight movement in India is largely by road transport, but India is committed to further increasing the share of rail. However, India has no current emissions or energy targets for the transport sector; Important targets include a 30% sales share for electric cars and a 100% share for electric buses by 2030. India has measures in place to support public transport and low-carbon freight, as well as policies to enhance the energy and carbon efficiency of vehicles, including a fuel efficiency standard for heavy duty vehicles since April 2018.

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