



EcoLogistics

Transporte de carga bajo en carbono
para ciudades sustentables

Regulation Of The Loading And Unloading Operation in the Centro Sector and Avenida Santander

Manizales, Colombia



TERRITORY

Manizales, capital city of the Department of Caldas, is located in the center – west of Colombia. It has a population of 446,160 inhabitants.

Manizales is a city with remarkable institutional strengths and human capital that have allowed it to stand out throughout its 170 years of history. It is one of the four Learning Cities of Colombia declared by UNESCO (2019); it is one of the municipalities of the Colombian Coffee Cultural Landscape; it is a reference in Colombia in Higher Education, Science, Technology and Innovation (Private Council of Competitiveness 2019); it has also stood out for its important advances in social matters in Colombia, city with greater social progress (Red Cómo Vamos, 2017) and lower poverty by income (DANE 2019). (Source: "Manizales + Grande" Development Plan 2019 – 2023)

PROJECT

● Project objectives:

1. Regulate the circulation and operation of cargo in an important sector of the city.
2. Improve the air quality of the city.
3. Cargo transportation planning.
4. Tracking and monitoring of cargo transportation that enters the city center and Santander Avenue using GPS devices. Implementation period. 6 months

PROPOSED ACTIVITIES

- Decree to define and legalize the loading and unloading areas of the city center, where the schedules for this process are defined both in the center and in the Santander Avenue, in addition to this define the enabled routes and the types of vehicle that can enter the city center.
- Improve the horizontal and vertical signage of the loading and unloading points of the city center.
- Identify some of the heavy vehicles that most frequent the city theme by theme upload and download, to install in some of these vehicles, GPS devices that allow us to know the location of these, which are the areas most frequent at the time that it takes to perform the operation, and so estimate the level of contamination we are generating and improve other details of the logistics of the transport of loading and unloading in the city.
- Define two people who are responsible for monitoring the operation and activity carried out by the vehicles of load and unload in the city for 2 months, added to 1 traffic agent who is responsible exclusively for the control and regulation of these vehicles in the city center.
- Based on the diagnosis made during the previous months define if it is necessary to create more load and unload zones.

KEY INDICATORS

- Controlled areas,
- controlled vehicles

IMPACT

- Reduction of road conflicts between those who develop unload and other actors.
- Decrease in the misuse of public space for load and unload activities
- Reduce the transportation costs to the different companies that distribute their supplies within the city, optimize the closure of the distribution chain.
- Decrease the occupation of public space by load and unload operations.
- Reduce travel journey times and wait times in the delivery and receipt area of goods.

SECONDARY BENEFITS

- ✓ Increased accessibility to commercial areas
- ✓ Better mobility in the industry
- ✓ Greater control in the operation of cargo vehicles

SCALING POTENTIAL



- The freight transport logistics project can initially be expanded to the city center and even to commercial areas such as the gallery and industrial areas, if it is implemented.



STAKEHOLDERS

Merchants: Requires guaranteed accessibility to their business.

Conveyors: Requires areas and times to carry out their work.

Community: Expects the adverse effects produced by the loading and unloading operation in the different sectors to be mitigated.

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- The regularization of this operation will not only make this operation more efficient but will guarantee a significant decrease in the levels of pollution that cargo vehicles generate in these sectors.
- Touch directly on axis 2: Urban freight definition and transit actions.



MANIZALES
+GRANDE