MAPPING SUPPLY CHAINS

PANAJI
Title - Mapping Supply Chains, Panaji

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About the document - This document is a deliverable of the “EcoLogistics: Low Carbon Freight for Sustainable Cities” project. It includes illustrations a description of the supply chain of priority sectors that were identified during discussions with various stakeholders. The mapping is an illustrative adaptation of technical findings of the EcoLogistics baseline report for Panaji. It includes freight items like food grains, fruits and vegetables, FMCG products, fish and seafood and sewage. The type of freight vehicles that are used to transport freight are also illustrated.

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About the EcoLogistics project - Supported by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) through the International Climate Initiative (IKI), ICLEI’s EcoLogistics project aims to increase the capacity of governmental and non-governmental actors in building strategies and policies to promote low-carbon and sustainable urban freight in Argentina, Colombia and India, involving nine cities and regions:
- Argentina: Córdoba, Rosario, Santa Fe de la Vera Cruz (Santa Fe)
- Colombia: Capital District of Bogotá, Metropolitan Area of the Aburrá Valley (AMVA), Manizales
- India: Kochi, Shimla, Panaji

For more information, please visit: sustainablemobility.iclei.org/ecologistics

About ICLEI - Local Governments for Sustainability
ICLEI – Local Governments for Sustainability is a global network of more than 2500 local and regional governments committed to sustainable urban development. Active in 125+ countries, we influence sustainability policy and drive local action for low emission, nature-based, equitable, resilient and circular development.

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Disclaimer
The information in this document is based on the primary and secondary data collection and interaction with various stakeholders in Panaji under ‘EcoLogistics – Low Carbon Freight for Sustainable Cities’ Project. While every effort has been made to ensure the correctness of data/information used in this report, neither the authors nor ICLEI South Asia accept any legal liability for the accuracy or inferences drawn from the material contained therein or for any consequences arising from the use of this material.

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From Kolhapur and other locations to Central Warehousing Corporation, Sada, Vasco

Kolhapur and Belgaum Traders

120 to 260 KM
HCV's

Central Warehousing Corporation, Vasco

70 to 80 KM
HCV's

Distribution (Coming from outside Panají)

From Central Warehousing Corporation to Tiswadi Godown, Panají

Tiswadi Godown, Panají

2 to 25 KM
LCV's

Redistribution to fairprice shops (Going outside Panají)

APPROX 40 to 50
HEAVY COMMERCIAL VEHICLES ENTER PANAJÍ TO DELIVER FOOD GRAINS

APPROX 80 to 100 LCVs
TO PICK UP THE GOODS GRAINS FROM THE GODOWN AND DISTRIBUTE TO FAIRPRICE SHOPS IN TISWADI

50
FAIRPRICE SHOPS IN TISWADI BLOCK

The Department of Civil Supplies and Consumer Affairs, Government of Goa looks after the procurement and distribution of essential commodities at affordable prices. It mainly includes distribution of food grains to the fairprice shops under the Public Distribution System. The following illustration provides information about supply chain of foodgrains at Tiswadi Godown.
MAJORITY OF VEGETABLES ARE IMPORTED FROM BELGAU AND KOLHAPUR TO PANAJI MUNICIPAL MARKET

VEGETABLES TRANSPORTED FROM PANAJI MUNICIPAL MARKET TO VARIOUS SHOPS AND VENDORS

From Belgaum

From other places

Approximately 12 to 14 trucks come to the Panaji Municipal Market everyday. Out of 12 to 14 trucks, 6 to 7 bring vegetables and rest bring vegetableless and fruits. Number of trucks vary everyday. Majority of vegetables come from Belgaum. Consumers may purchase the fruits and vegetables directly from the Panaji Municipal market or from the shops/vendors.
FMCG products are manufactured and supplied from all over India and abroad. Majority of FMCG products supplied to retailers and other establishments come from wholesalers. In some cases, FMCG products are directly supplied through manufacturers or distributors godowns.
Fish and seafood transported from various locations in South India to the Margao wholesale fish market

From Margao Municipal market to Panaji fish market

**MAJORITY FISH CONSUMED IN PANAJI COMES FROM MARGAO**

Approx 80%

Fishing in various parts of South India and Goa

Margao wholesale market

Fish transported from Panaji and surrounding areas

Consumers

Retailers/Restaurants

Majority of seafood and fish comes from southern part of India to Margao Fish Market. From Margao Fish Market, fish and other seafood gets transported to Panaji in small commercial vehicles such as pick up trucks, goods rickshaws and vans.

HCVs: Heavy Commercial Vehicles, MCVs: Medium Commercial Vehicles, LCVs: Light Commercial Vehicles
710 TONNES OF SEWAGE IS TRANSPORTED BY APPROX 89 FREIGHT TRIPS PER DAY BY NIGHT SOIL TANKERS

Total distance travelled (per day) by all freight modes inside the city boundary:

- For the entire trip length: 3550.80 Vehicle Km
- Inside the city boundary: 798.93 Vehicle Km

The largest STP of North Goa district is located in Panaji. Night soil tankers desluge sewage from septic tanks, latrines etc and transport it to the sewage treatment plant (STP). Thus, Panaji attracts heavy night soil tanker activity from the North Goa district.

Sewage getting transported from various locations of North Goa to the Sewage Treatment Plant in Panaji.