Resilient Cities 2019

ICLEI Local Governments for Sustainability

EcoLogistics
Low carbon freight for sustainable cities

Supported by: Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
based on a decision of the German Bundestag

Smart Freight Centre

ZLC

despacio

EcoLogistics: Freight transport in urban resilience

28 June, 2019
13:00-15:00

ICLEI Local Governments for Sustainability

EcoMobility

AGENDA

- Introduction about urban freight and EcoLogistics - *5 minutes*
- Presentation of panelists - *2 minutes*
- Beatriz Royo's presentation - *8 minutes*
- Dario Hidalgo's presentation - *8 minutes*
- Laura Restrepo's video presentation – *8 minutes*
- Ramón Mestre's presentation – *10 minutes*
- G. P. Hari's video presentation – *8 minutes*
- Björn Hannappel's presentation – *8 minutes*
- Ian Wainwright's presentation – *8 minutes*
- Panel discussion - *23 minutes*
- Conclusion - *2 minutes*

URBAN FREIGHT IN A NUTSHELL

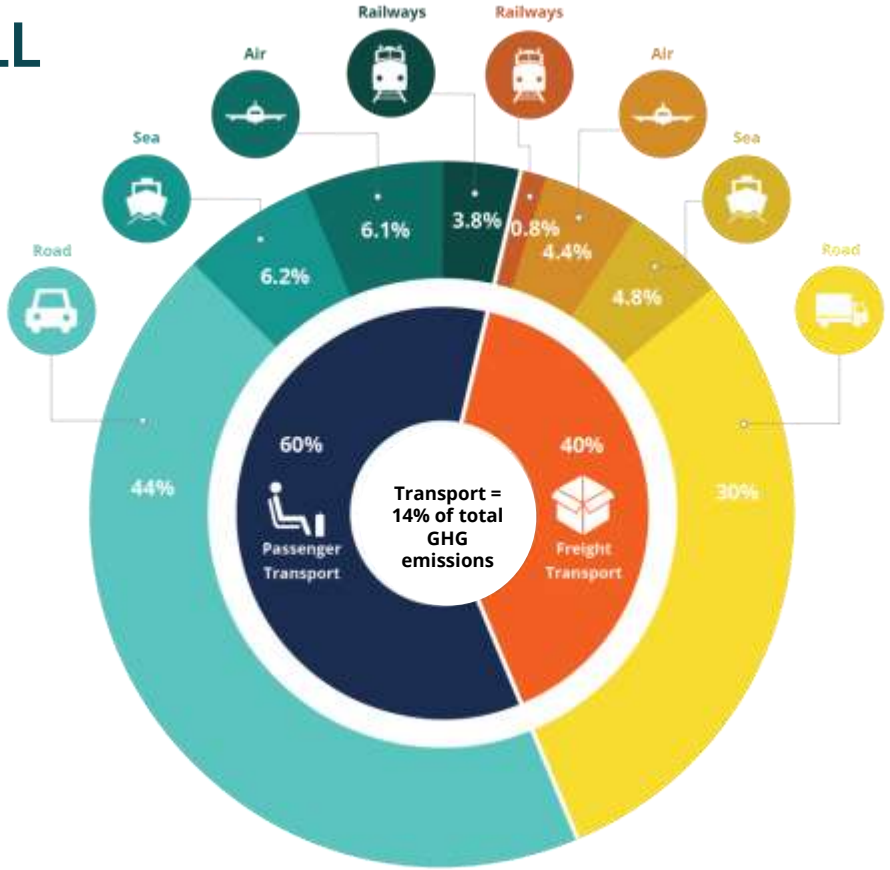
- **Movement of goods** made by **light or heavy vehicles,** as well as **non-motorized transportation** modes
- **55%** of population living in **urban areas** (68% in 2050)
- Freight transport volume: projected to increase by **230%** by 2050
- If unchecked, transport CO_2 emissions could increase by **60%** by 2050

Worldwide, urban freight represents up to:

40%
of occupied road space

25%
of kilometers travelled by vehicles

40%
of urban transport related CO_2 emissions



Source: ICLEI EcoMobility, (adapted from Kodjak D, 2015, Policies To Reduce Fuel Consumption, Air Pollution, and Carbon Emissions from vehicles in G20 Nations, May 2015, The International Council for Clean Transportation (ICCT), ITF 2017, Accenture research)

THE IMPACTS OF URBAN FREIGHT

- Outdoor **air pollution:**
  - 4.2 million premature deaths in 2016 (91% in low/middle-income countries)
  - Affects particularly children, elderly and other vulnerable populations
- **Noise** and vibration of delivery trucks at night: perturb sleep
- Road **maintenance**: damage road surfaces
- **Road safety**: heavy goods vehicles = 5% of traffic but involved in 18% of cyclists' road deaths each year
- **Congestion**: 50% increase in urban traffic between 1998-2008 due to heavy goods vehicles
- **Emissions**: heavy goods vehicles responsible for 21% of CO_2 emissions from road transport

MANY CHALLENGES TO OVERCOME

- Lack of **discussion** and **data** on (urban) freight transport
- **Fragmentation**, lack of alignment/consensus and different priorities between stakeholders
- Important fragmentation and **deregulation** of transportation markets
- **Lack of compliance** amongst transportation operators
- **E-commerce** and new technologies influence parcel delivery services and traffic
- Large **shopping malls** in city outskirts or suburbs increase traffic
- Constant changes within industrial production = changes in already-**complex supply chains**
- Developing countries:
  - High population **density and growth**
  - **Slow development** of infrastructure
  - Omnipresence of the **informal sector**
  - **Diversity** of urban fleet

PANELISTS

Beatriz Royo
Researcher
Zaragoza Logistics Center
Zaragoza, Spain

Dario Hidalgo
Executive Director
Despacio
Bogotá, Colombia

Ramón Javier Mestre
Mayor
Cordobá, Argentina

Laura Restrepo
Assistant to the Deputy Director
of Cooperation and Partnerships
Metropolitan Area of the
Valle de Aburrá, Colombia

G. P. Hari
Additional General
Manager (Urban
Transport)
Kochi Metro Rail Limited
Kochi, India

Björn Hannappel
Head of GoGreen
Deutsche Post DHL Group
Bonn, Germany

Ian Wainwright
Director
Future City Logistics
London, United Kingdom

Santosh Kodukula
Project Coordinator
Wuppertal Institute
Wuppertal, Germany

Tsu-Jui Cheng (Moderator)
Program Manager Sustainable Mobility
ICLEI World Secretariat
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PANEL DISCUSSION

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Thank you!

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ICLEI Gobiernos Locales por la Sustentabilidad

EcoMobility

Thanks to our project partners:

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ZLC TALENT HUB FOR SUPPLY CHAIN Zaragoza Logistics Center

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