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 CO₂ 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 CO₂ emissions

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 CO₂ 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

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
Bonn, Germany

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

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

Ramón Javier Mestre
Mayor
Cordobá, Argentina

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ICLEI World Secretariat
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Beatriz Royo
Researcher
Zaragoza Logistics Center
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Program Manager Sustainable Mobility
ICLEI World Secretariat
Bonn, Germany

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

Beatriz Royo  
Researcher  
Zaragoza Logistics Center  
Zaragoza, Spain

Dario Hidalgo  
Executive Director  
Despacio  
Bogotá, Colombia

Ramón Javier Mestre  
Mayor  
Cordobá, Argentina

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

Tsu-Jui Cheng  
(Moderator)  
Program Manager Sustainable Mobility  
ICLEI World Secretariat  
Bonn, Germany

Dario Hidalgo  
Executive Director  
Despacio  
Bogotá, Colombia

Ian Wainwright  
Director  
Future City Logistics  
London, United Kingdom

Santosh Kodukula  
Project Coordinator  
Wuppertal Institute  
Wuppertal, Germany
Thank you!

Contact the EcoMobility team:

- ecologistics@iclei.org
- www.ecomobility.org/ecologistics/
- @ecomobility
- www.facebook.com/EcoMobility.org/

ICLEI World Secretariat
Kaiser-Friedrich-Str. 7
53113 Bonn, Germany

+49 (0)228 / 976 299-50

Thanks to our project partners: