



Transport Decarbonisation in Times of Unprecedented Global Crisis

The case of Bogotá, Colombia

Urban Freight in Bogotá

Population:
>8 million

Urban area:
307km²

+ 83,000
freight trips/day

12 million
tons of cargo
entered Bogotá
in 2019*

Autopista Norte

5731 veh/day*



Calle 80

5383 veh/day*

Calle 13

6686 veh/day*

Vía Villavicencio

2275 veh/day*

Autopista Sur

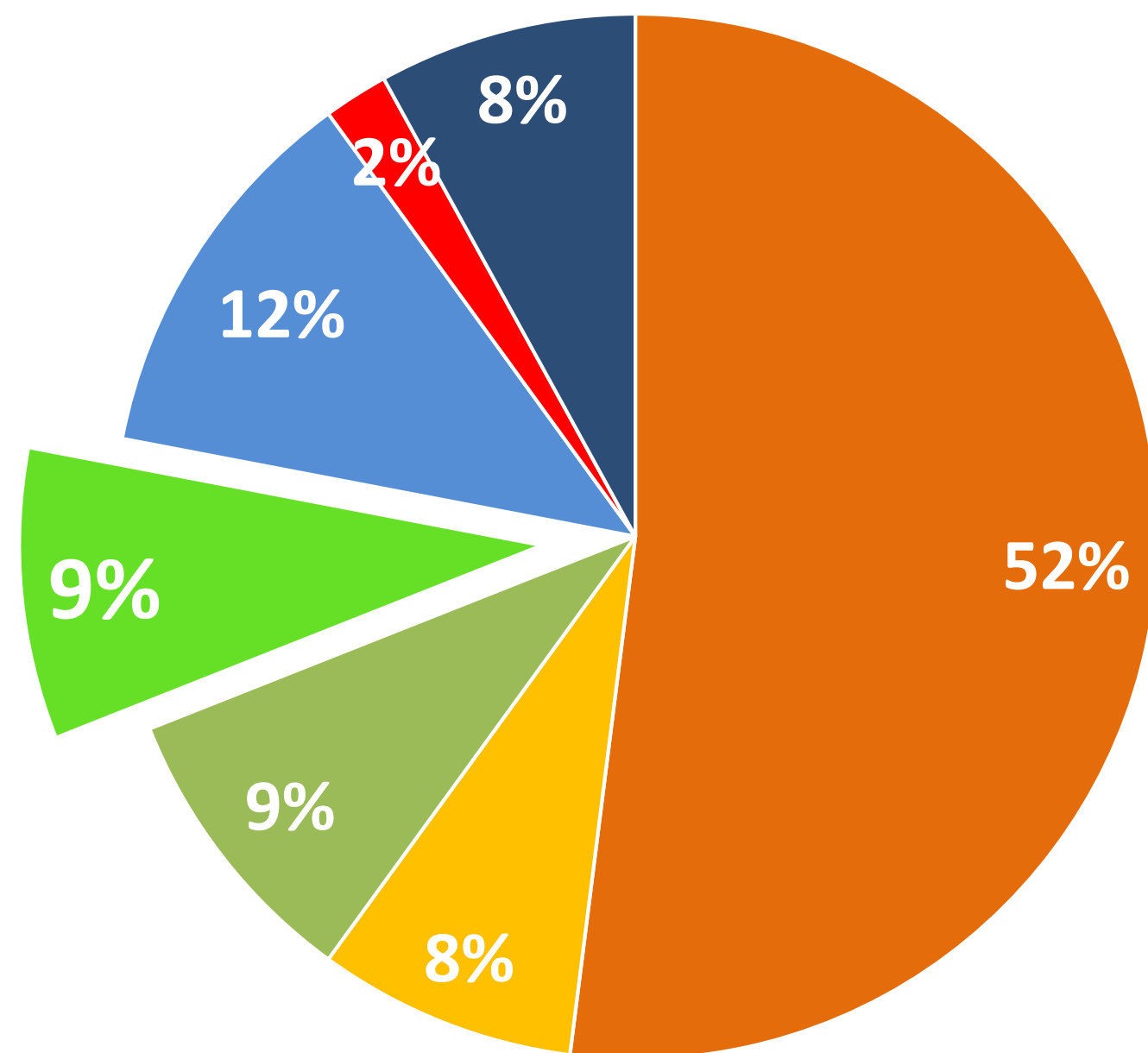
5640 veh/day*

— Main Freight Corridors

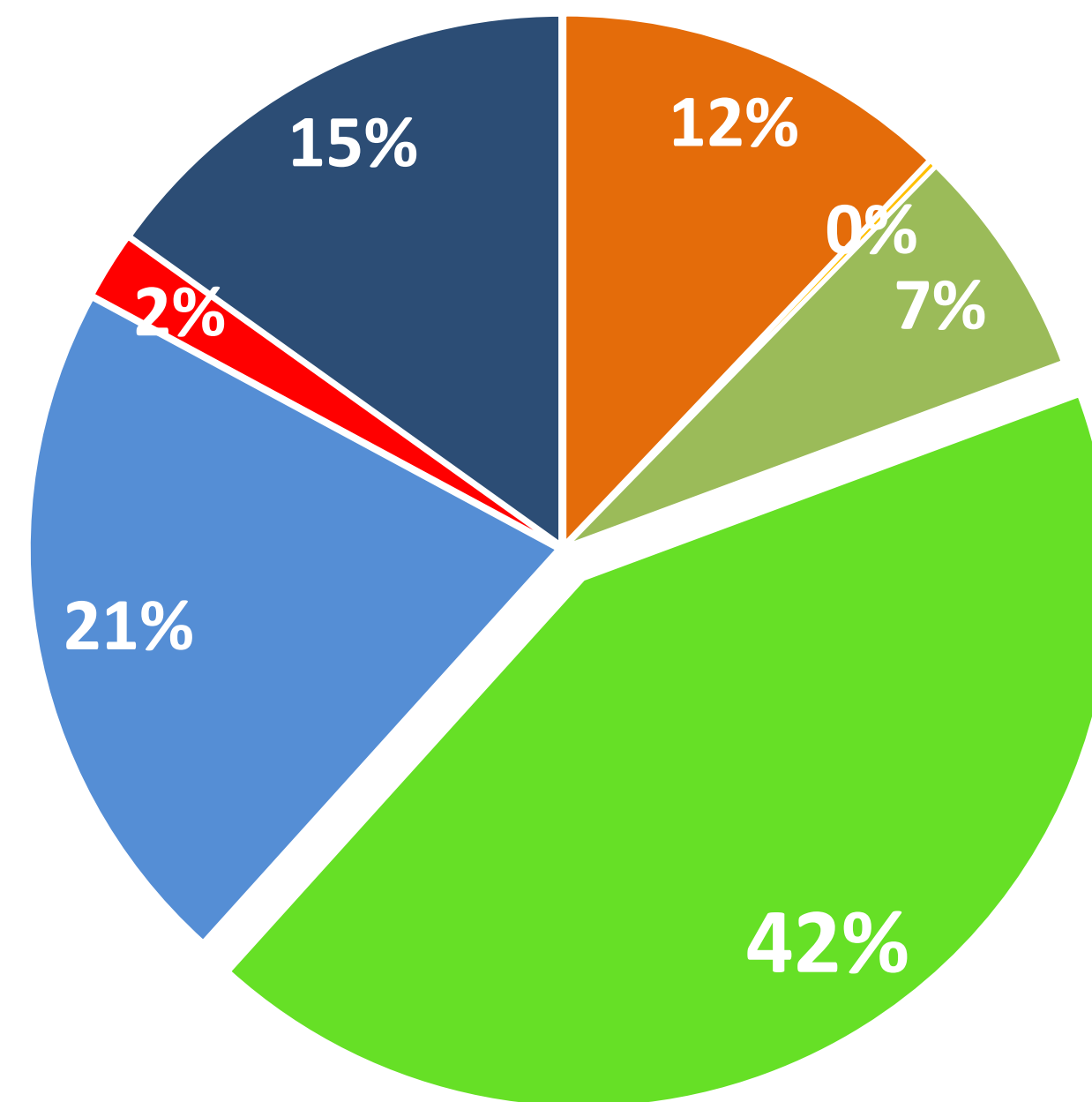
*Source: RND - Ministerio de transporte

Emissions Related to Freight

CO₂ EMISSIONS

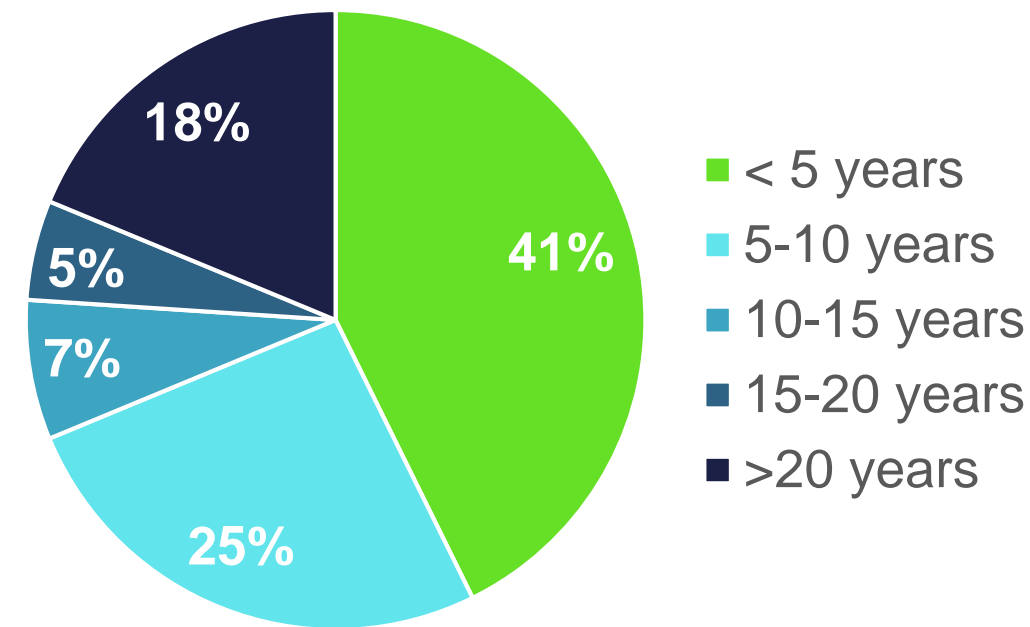


PM₁₀ EMISSIONS

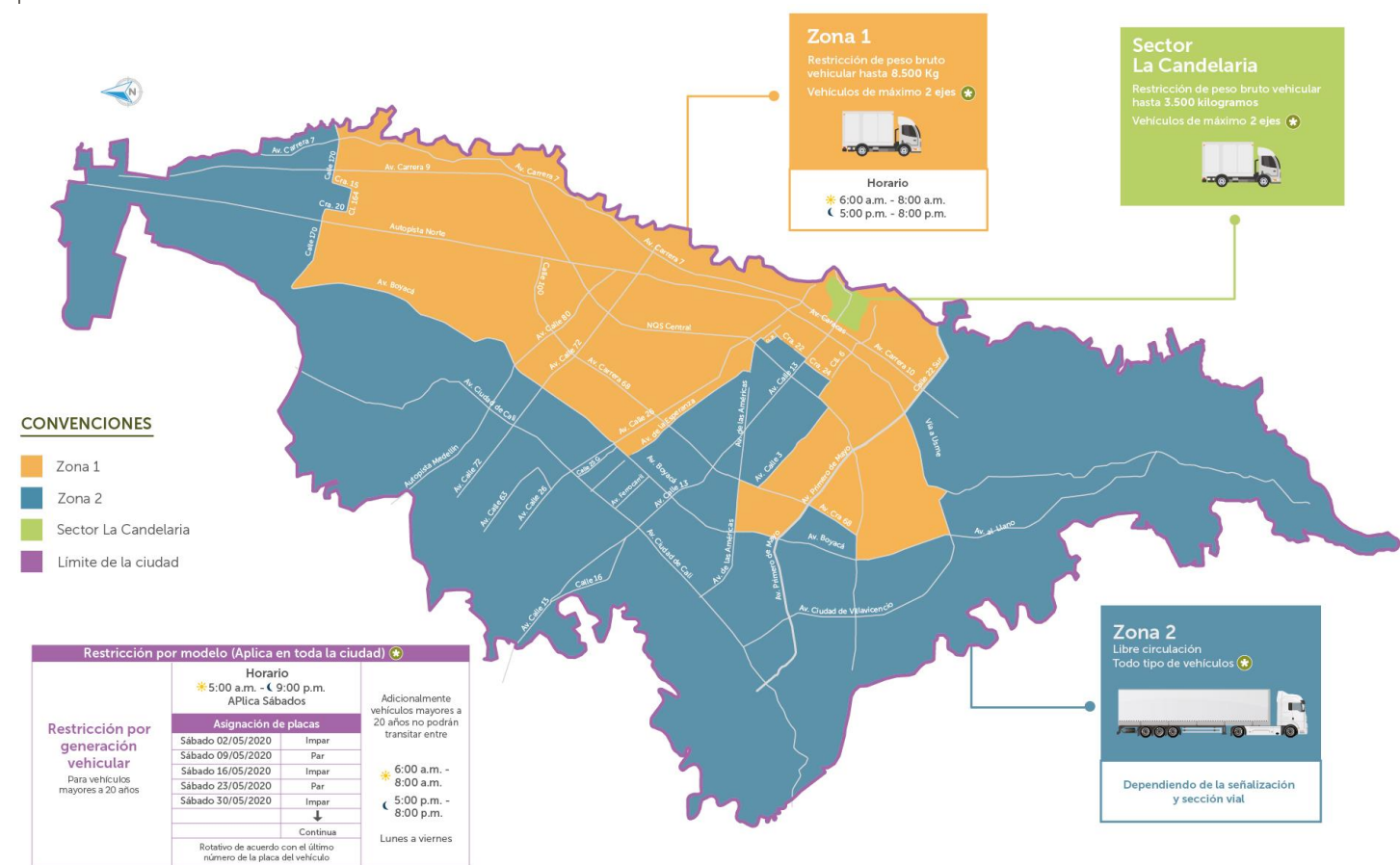


Auto Taxi Motorcycles Freight Buses Transmilenio Other

Age of Trucks



- **18%** of the fleet older than 20 years.
- **84%** rated Euro III or below.
- **19%** reduction of PM10 emissions following the implementation of truck age restrictions.



New challenges raised by COVID-19

SUPPLY CHAIN

- Restricted supply of some products (agricultural products, chemical and industrial supplies).
- Operational disruptions due to the lack of services that support logistical operations (gas stations, hotels, roadside restaurants).
- Different restrictions imposed by neighboring cities.
- Difficulty in maintaining biosecurity protocols.



E-COMMERCE

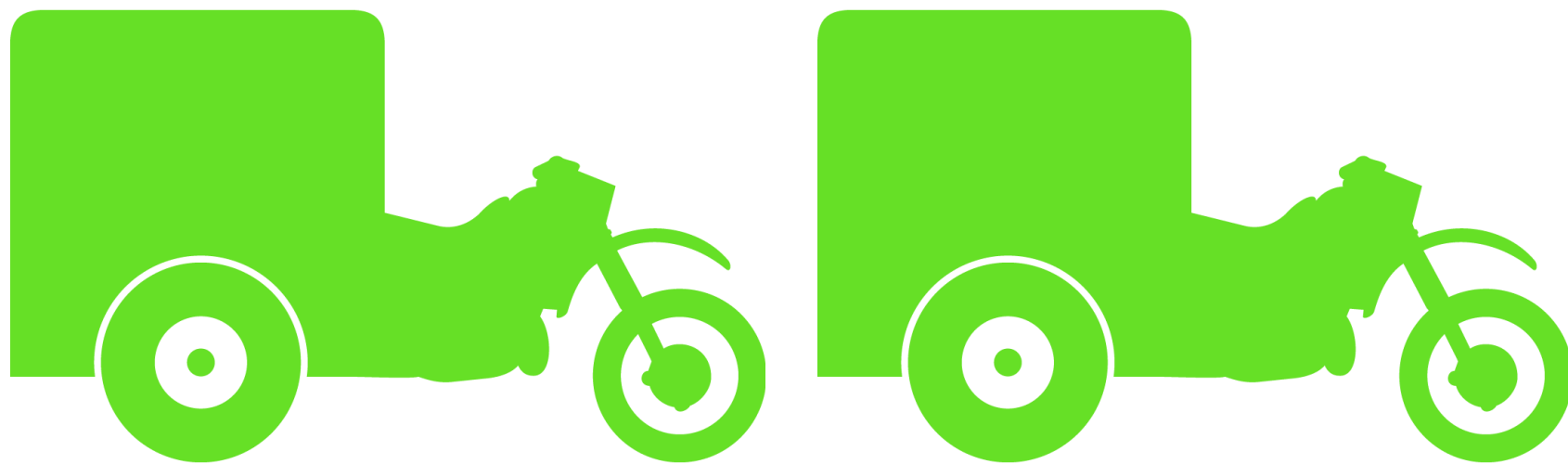
- Sudden and substantial increase in the number of orders processed.
- Inadequate infrastructure for unloading in non-industrial areas of the city.

PRODUCTIVITY 24/7

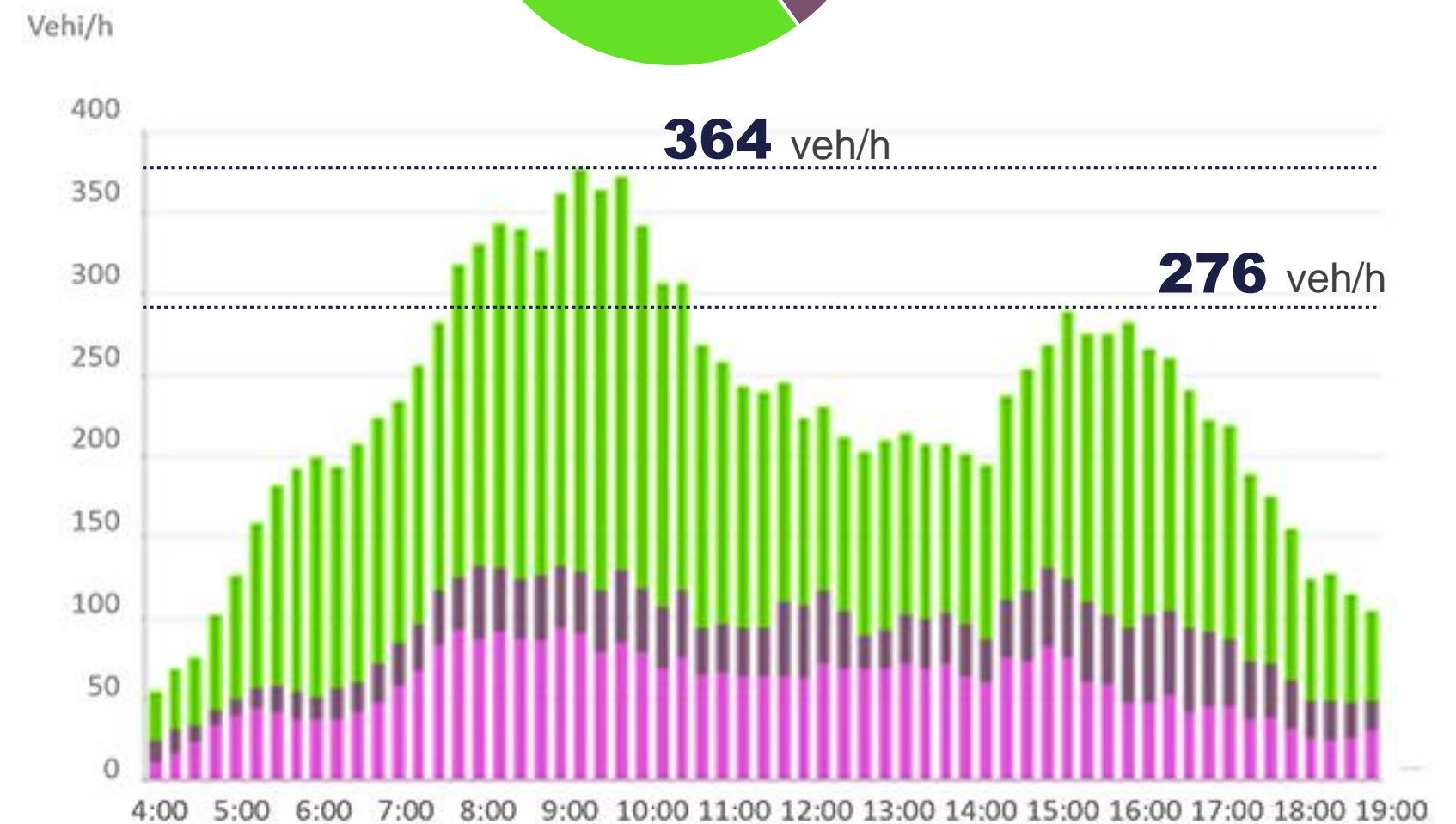
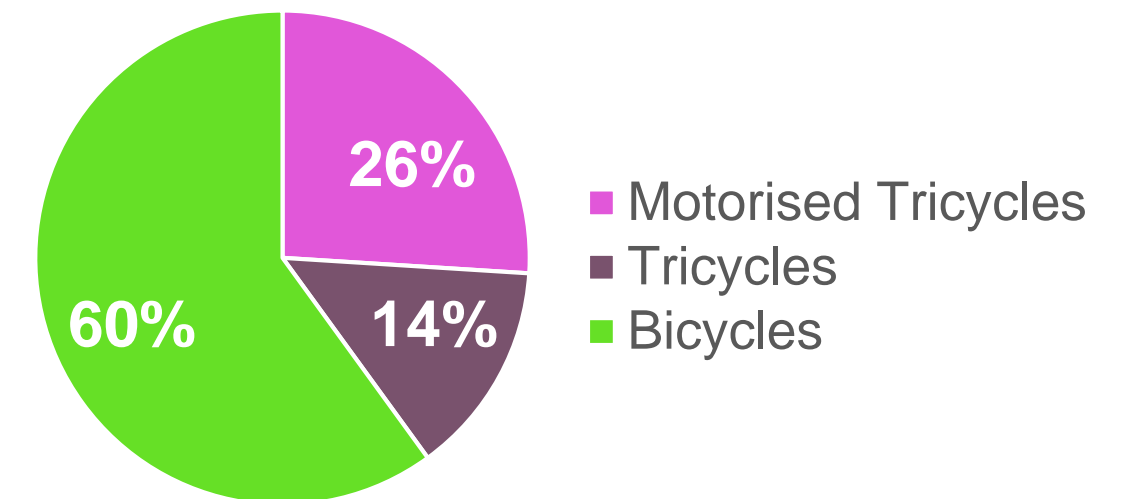
- Lack of staff and supplies.
- Income losses due to economic inactivity
- Security concerns.

Cargo Bikes

- Some companies have used cargo bikes **since 1975**.
- We seek to promote the use of **electric cargo bicycles** as an innovative and efficient alternative for last mile delivery.
- **Pilot** to be implemented in late 2020-early 2021 involving several private companies.



Non-conventional freight vehicles in Bogotá



E-commerce

What we know...

- **91%** of internet users in Colombia carry out e-commerce operations.
- **19%** buy and pay online* - a trend accelerated after the pandemic.

What we are doing...

- Diagnosing the current status in Bogotá and formulating strategies to implement best practices.
- Defining and promoting strategies to optimize last mile delivery, supported by the **IADB**.



* Encuesta MINTIC- CCCE 2019



Unloading and Loading: 24/7 productivity

LOADING/UNLOADING ZONES

- 143 zones adequated and **22 additional pilots** currently under evaluation.
- Focus on heavily congested areas of the city.



OFF-HOURS DELIVERIES

2016

Off-Hour Delivery Pilot

- **170%** delivery speed increase.
- **45%** travel time reduction.
- **46%** increase in unloaded goods.
- **42%** CO2 emissions reduction.

2019

“Guidelines of Best practices guidelines for off-hours loading and unloading in Bogotá”.

logyca

ANDI

Federación Nacional
de Comerciantes
FENALCO
LA FUERZA QUE UNE
META Y LLANOS ORIENTALES

2020

Off-hour delivery/loading **regulation** under construction

Low carbon urban freight

ECOLOGISTICS

- Development of a low carbon urban logistics policy.

Increase efficiency



Reduce GHG emissions



Capacity-building



Monitoring and mitigation of GCH



PACT FOR AIR QUALITY

- Agreement signed between the city government and carriers in Feb 2020.
- Eco-driving and road safety programs
- Support for cargo vehicle owners in the process of scrapping and repowering their assets.
- District fleet renewal promotion.

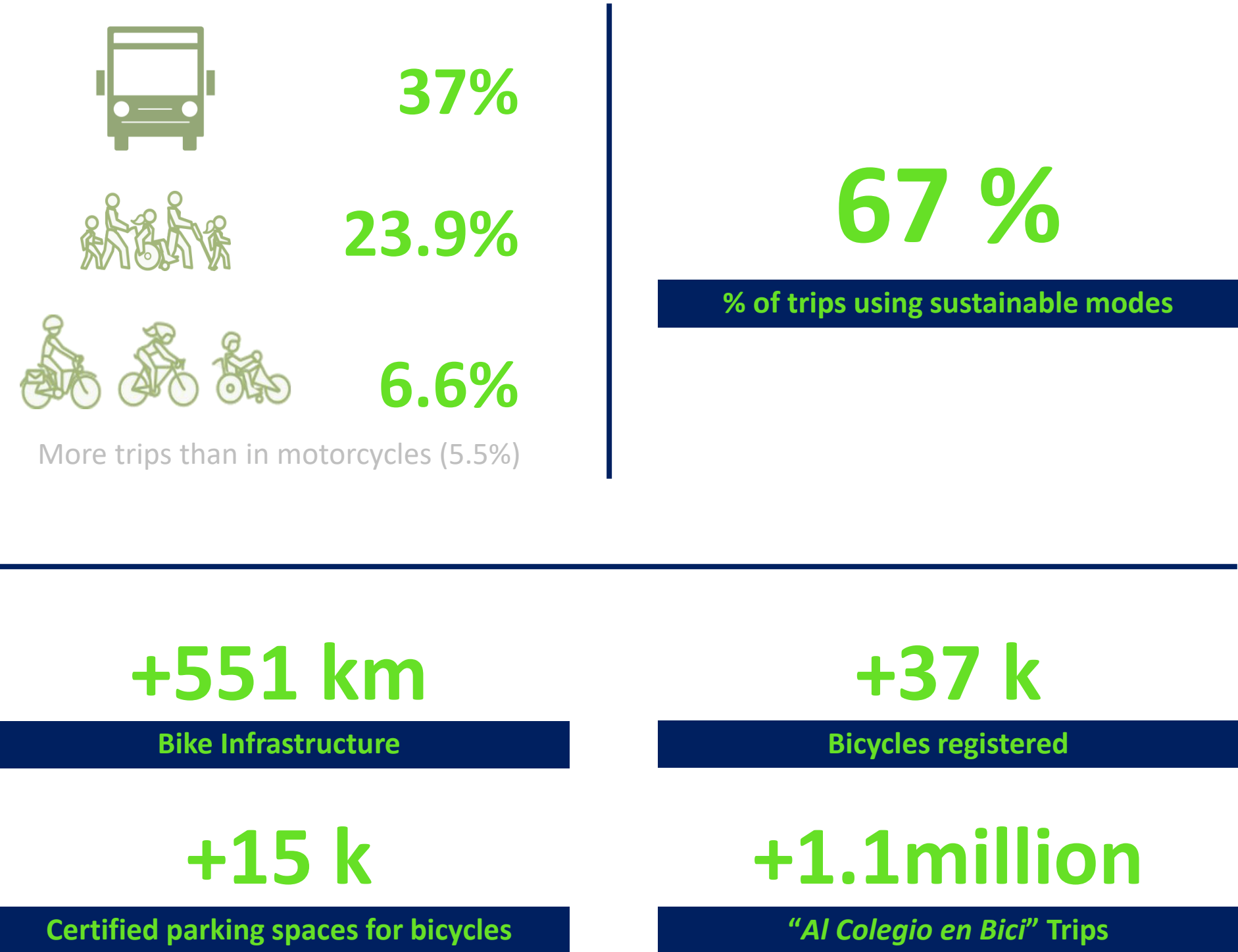


Transport decarbonisation in Bogotá...



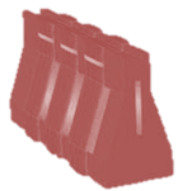
...much more than urban freight!

Bicycles in Bogotá before COVID-19



Bicycles during the pandemic

Bike Infrastructure



84 km of temporary bike lanes, in addition to the 551 km of permanent infrastructure.



28 km of temporary bike lanes being transformed into permanent.

66 km will be permanent by the end of the year.



+ 2.300 bicycle trips counted during rush hour per temporary bike lane



420K bicycle trips per day.



Bogotá after confinement



Reduction in public transport trips

Cycling-focused public policy

Enhancement of cycling infrastructure

Provision of additional services like parking and mechanics

Improvement in bicycle security including Bike Registry promotion

Promotion of bicycle use by women and children

Improvement of air quality



Vital Neighborhoods

Vision

Improve the quality of life in
Bogota's neighborhood streets



Stockholm – Sweden. Source: Own – Urbana 2019

Vital Neighborhoods

Vital Neighborhood:

1. Traffic Calming

+

2. Sustainable Modes get Priority

+

3. “Placemaking”



Vital Neighborhoods

Phase 1 Tactical Urbanism



Phase 2 Permanent Improvement



Community Participation and Co-Design

Pilot Projects as Demonstration

Scalability and “Competitive” Call for Projects



SECRETARÍA DE
MOVILIDAD

