

Transport Decarbonisation in times of unprecedented Global Crisis

Territorial Development and Regional Mobility Systems: National and Regional strategies for logistics and balanced territorial development

Marelia Martinez Rivas

July, 2020

- ① Territory and transport of goods
- ② Trends and beliefs
 - Logistics plans as the new normal
 - All countries have a “strategic” location
- ③ National and regional strategies
 - Freight logistics plans in the 2000s
 - Lessons learned
 - Methodology to elaborate Freight Logistics Plan
 - Peru: Optimizing national flows to reduce carbon footprint

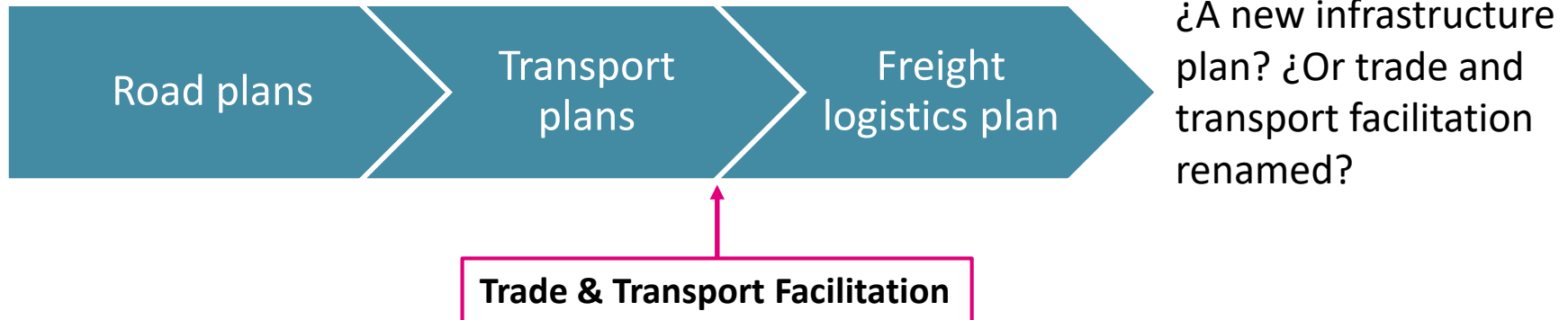
① Territory and transport of goods

- There is no doubt that the development of a given territory is inseparable from transport infrastructure and services, but the current complexity of logistics chains introduce new challenges to policy making and planning.
- In the transport of goods, physical accessibility must be accompanied by a set of transport & logistics services adapted to the type of goods and their flows.
- External trade operations control processes are becoming more and more complex and exigent thus creating additional challenges. New issues related to Covid-19 add-up to the already complex control framework.
- Logistics chains' flows must be optimally organized to reach their best potential in accordance with development goals set up for a given territory.

② Trends and beliefs

Logistics plans as the new normal

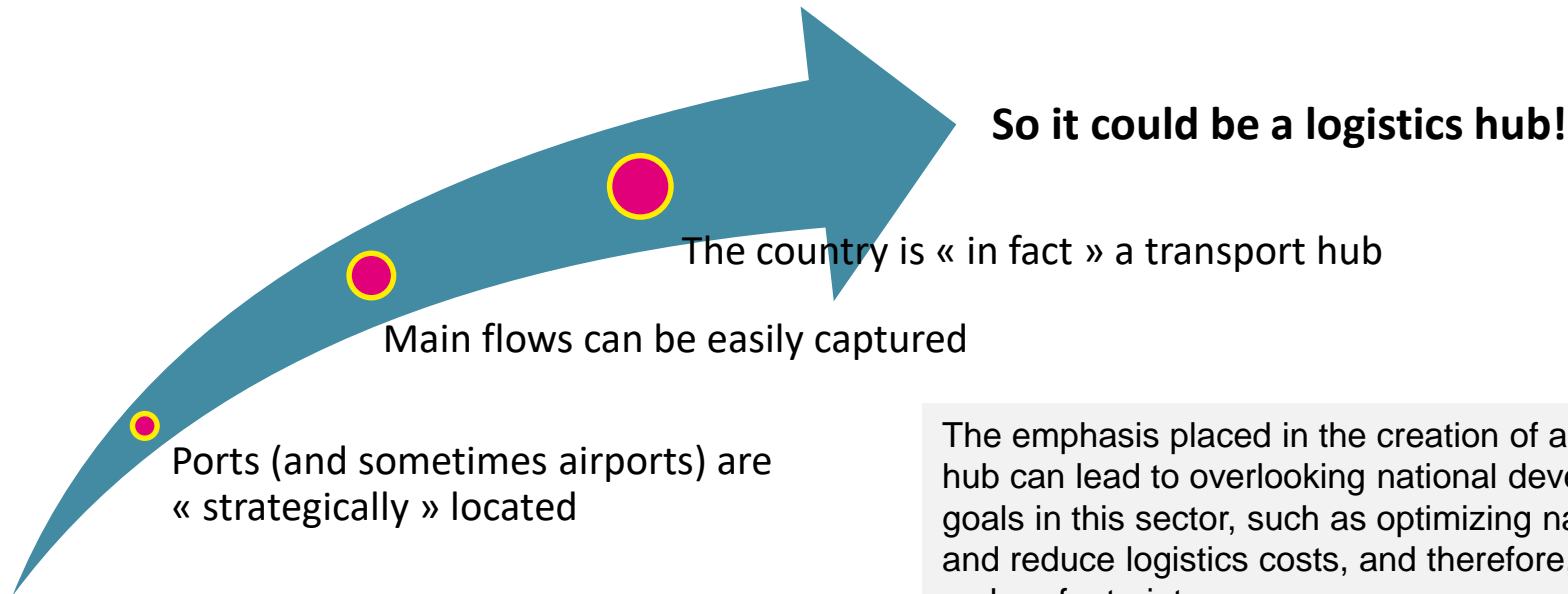
Since the beginning of the 2000s, freight logistics plans began to complement, if not replace, transportation plans in Latin America and worldwide.



② Trends and beliefs

All countries have a “strategic” location

No single country will admit that its location is not “strategic”. The better knowledge that local stakeholders have about their assets can conduct to an overestimation of their actual advantages.



The emphasis placed in the creation of a logistics hub can lead to overlooking national development goals in this sector, such as optimizing national flows and reduce logistics costs, and therefore, their carbon footprint.

③ National and regional strategies

Freight logistics plans in the 2000s in Latin-America

- In the 2000s decade, the author collaborated with the IDB to conceive a strategy about how the Bank could support the growing request to support the development of national logistics systems.
- This effort benefited from author's own experience in her home country (Venezuela) and in other Regions, namely West Africa.
- The challenge was to go beyond Trade & Transport Facilitation, usually focused on external trade nodes.
- Peru, Colombia, Ecuador were the first countries to elaborate National Freight Logistics Plans along with some sectoral projects (logistics platforms, Port Community Systems' national strategies, etc.)
- The IIRSA Initiative (Initiative of Regional Integration in South America) formally adopted logistics as a new working group in 2005

③ National and regional strategies

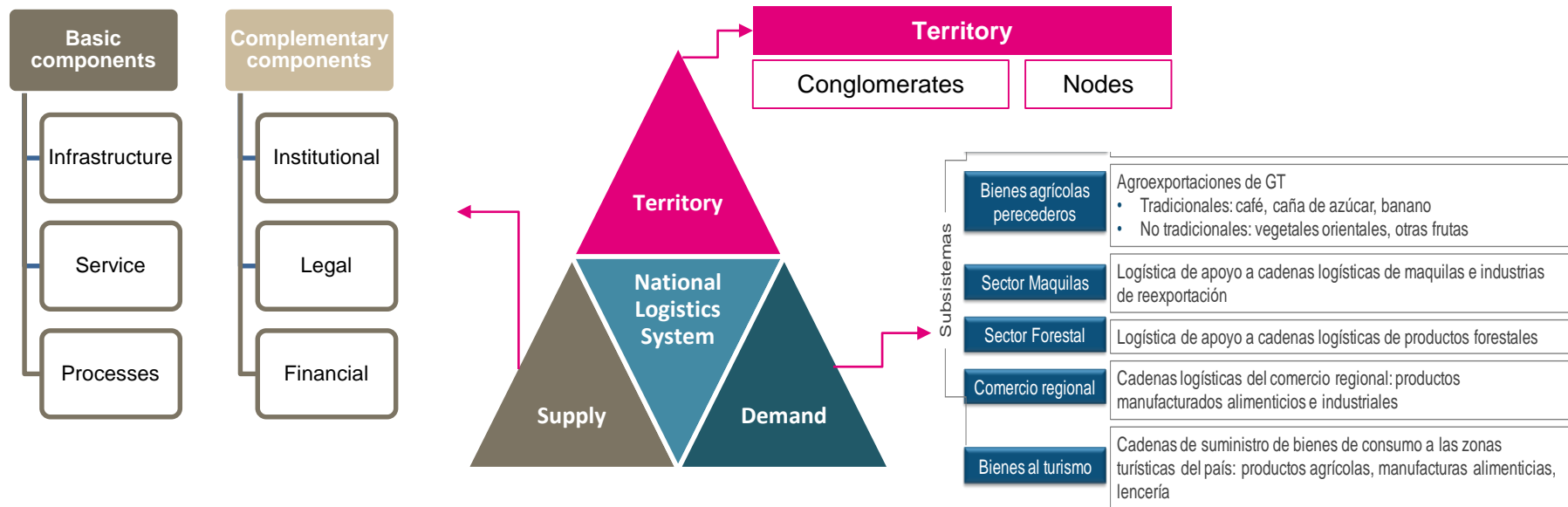
Lessons learned

- Logistics as a service sector, needs to be harmonized with national development strategies in other sectors, including land development.
- In the same fashion, sometimes not many new projects are needed, but instead a more in depth development of existing ideas, consensus among the sector's stakeholders and optimal coordination to implement them.
- A logistics plan is not an infrastructure plan. Not dealing enough with trade facilitation issues in plans and projects will conduct to non credible and unusable results.
- Assuming that only optimizing the supply (infrastructure, services and external trade operations control processes) will conduct to a harmonized logistics system is a mistake.
- The assessment of the current organization of core logistics chains is then crucial in order to determined whether they need to be optimized from inside.

③ National and regional strategies

Methodology to elaborate Freight Logistics Plan

Between 2012 and 2019 a huge initiative took place to develop the logistics sector in Mesoamerican countries, as a partnership between IDB and Proyecto Mesoamerica. A regional study (2012-2014) set up the basis for the PNLOGs (Planes Nacionales de Logística de Cargas), formulated by a team directed by the author based on a T.A. process.



Source: Martínez Rivas, M (2019). Methodology for the elaboration of the Freight Logistics Plans (PNLOG). IDB. INE / TSP (under final review for publication)

③ National and regional strategies

Methodology: Phases of the process

Characterization and Diagnosis



Strategic Agenda and Action Plan



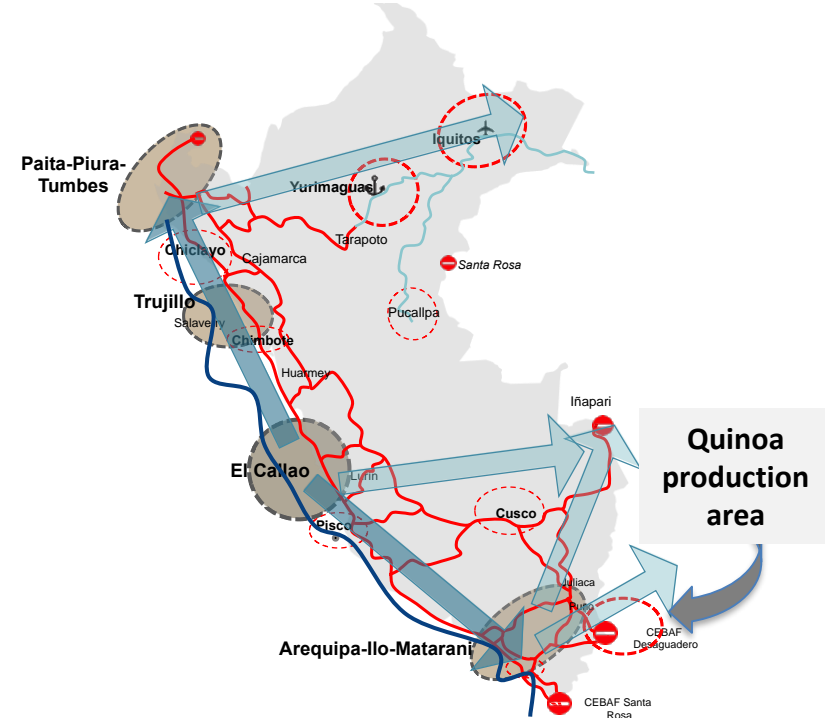
Source: Martínez Rivas, M (2019). *Methodology for the elaboration of the Freight Logistics Plans (PNLOG)*. IDB. INE / TSP (under final review for publication)

③ National and regional strategies

Peru: Optimizing national flows

- In Peru, one of the main challenges is to reduce the excessive concentration of flows in El Callao logistics conglomerate
- Some products such as the quinoa go from the production area (Puno, Juliaca) up to El Callao to be exported even though there are container ports close by at Matarani and Ilo
- Logistics patterns and control processes are at stake.
- To find a solution aimed at reducing logistics costs and the carbon footprint of such flows, the solution has to take into consideration the logistics system of the complete southern territory

Proposed Model for the Development of the Logistics System in Peru



Source: M.Martinez Rivas. Hoja de Ruta de la Comisión Multisectorial para la Facilitación del Comercio. (2019) MINCETUR, BID/INT. Peru

③ National and regional strategies

Thank you