Asia LEDS Partnership Clean Mobility 
Community of Practice


The webinar organized by Asia LEDS Partnership under the Clean Mobility Community of Practice (CoP) was supported by the Swiss Agency for Development and Cooperation (SDC) and LEDS Global Partnership (LEDS GP). The webinar was attended by around 15 stakeholders from various organisations.

The webinar included discussion on importance of green freight as a priority sector for cities and national governments. Emissions caused by non-passenger activities are often ignored, thus this webinar was aimed to sensitize the audience on the actions taken on green freight that can help the government plan and develop strategies to reduce emissions from freight sector which may include, developing institutional capacity, understanding freight emission assessment tools, etc.

Introduction of ALP- Mr. Anandhan Subramaniyam

- The ALP launched in Sep 2012 is a voluntary regional network promoting Low Emission Development Strategies (LEDS) in Asia.
- LEDS GP (Global Partnership) launched in 2011 operates through four regional platforms including Africa LEDS Partnership, Asia LEDS Partnership and LEDS Latin America and the Caribbean and LEDS Europe and Eurasia Platform.
- The ALP promotes LEDS through coordination, collaboration and partnerships. ALP identifies and share tools, resource materials, success stories to enable peer learning and fosters capacity building in LEDS.
- The ALP is supported by the Global working groups such as Governance; Finance; Sectors – AFOLU, Energy, Transport; Transparency
- LEDS GP engages with leaders from over 300 institutions across government agencies, technical institutes, international agencies, and NGOs.
- LEDS GP Global Secretariat is hosted by the GIZ within the Support Paris Agreement project, funded by BMU.
- ALP has launched Communities of practice (CoP) on priority topics for sustained learning/peer exchange. Four CoP were launched in the thematic areas such as energy, transport, multi-level climate governance and finance.
Clean Mobility CoP (transport): Focus of the clean mobility CoP is to strengthen the operational and energy efficiency of public transport policies and systems and electric mobility. This session was organized as part of the clean mobility CoP. Online sessions and in-person workshop are planned until December 2020 as part of the clean mobility CoP. The CoP is member driven - The priority topics specified/to be specified by the CoP members would be addressed in the upcoming activities. No cost technical assistance is provided for the CoP member countries.

The session progressed with the introduction of two expert speakers by the moderator; Ms. Avantika Arjuna as follows.

**Speaker 1. Dr. Tsu-Jui Cheng**, PhD, Program Manager and Global Coordinator, Sustainable Mobility /EcoMobility Initiative, ICLEI World Secretariat:- He has been working towards implementation of the projects and guilds cities to provide liveable, accessible and equitable urban mobility for both citizens and freight through the EcoMobility Alliance and the Ecologistics initiative.

**Speaker 2. Dr. Zhi Fang Yin**, Research Institute of Scientific Research, Ministry of Transport of China:- Her research is focused on urban sustainable transport and energy savings along with emission reduction in transportation. She has also worked on some national and international projects which promote urban green travel, monitoring and evaluation system for urban transport, GHG emissions and pilot city evaluations.

**Dr. Tsu-Jui Cheng** presented on – **EcoLogistics: Low Carbon logistics for sustainable cities.**

The speaker focused on logistics and presented a roadmap for sustainable green freight through case studies, approaches, objectives and strategies which can be adopted by other countries. He gave a brief introduction to ICLEI and further discussed the following:

- Transportation is the corner stone of the sustainable development for cities. Economic activities in cities are booming nowadays, leading to an increase in urban freight.
- Urban freight is closer to us than passenger transport, as all the materials we use in our daily lives are transported using urban freight.
- Globally, urban freight accounts to 40% of occupied road space and 40% of urban transport related CO₂ emissions.
- Road transport accounts to largest percentage of impacts by urban transport including air pollution, GHG emissions, noise pollution, traffic safety, congestion, waste production, land degradation and hamper urban quality of life.
- Through Eco-logistics project (2017-21), ICLEI is working with cities in Argentina, Columbia and India towards improving capacity of government and non-government actors to build strategies and policies to promote low carbon and sustainable urban freight.
- The project started with baseline setting to understand existing situation, multi stakeholder group consultation, project brainstorming sessions are conducted to get feedbacks and self-monitoring tools helps in understanding existing emission levels.
- Site visits, capacity building and pilot projects, help in understanding the priority areas.
- Low carbon action plans and national level recommendations are provided for reducing emissions.
- Media exposure and global outreach of best practices amplified the project work to other countries.
- Generation of knowledge products for cities or people which are interested in this sector and peer to peer learning exchange through webinars are outcomes, and would be available next year.

Dr. Zhi Fang Yin presented on – China urban green freight development policies

The speaker focused on policy framework for green freight and pilot projects in China. The presentation included following points:

- According to a survey in metropolis cities, vehicle emission from urban logistics accounts to about one-third of the total emission from urban automobile exhaust.
- “Ten, Hundred, Thousand” demonstration projects were taken up for energy conservation and emission reduction in transport (2011-2012). Detailed rules for implementation of regional and thematic projects were supported by special funds for energy conservation and emission reduction in transport.
- Guidelines on accelerating the development of green and low carbon transportation were issued in 2013.
- In 2017, guidelines on comprehensively and thoroughly promoting the development of green transport were issued. This was the first initiative focusing on urban green transport.
- After 2017, 8 policies were developed by Ministries in China to promote green freight. These includes opinions to promote logistics industry (2017), action plan promoting freight industry (2017-20), efficient urban and rural distribution (2017-20), transport restructuring(2018), urban green freight demonstration project performance evaluation index system(2019) and opinion on promoting high quality development of logistics and domestic market (2019).
- An urban green freight distribution pilot project was demonstrated by Ministry of Transport, Ministry of Public Security and Ministry of Commerce. Urban distribution network, innovative distribution mode, urban distribution vehicles and organisation were the four heads.
- In June 2018, 22 cities were identified as the cities for urban green freight delivery demonstration project.
Presentations were followed by a question answer session,

1. Freight regulations and policies may be almost completely controlled by the state government with very limited authority to local governments (regulations particularly). Are there any good/innovative mechanism to tackle this issue?

*Response by Dr Tsu-Jui:* Lack of cooperation between departments has observed as one of the major issue in majority of countries. Different countries involve different ministries in freight sector which may include Ministry of Transport, Ministry of Commerce and Industry, Ministry of Environment, Airport Authority, etc. depending on the country. This leads to difficulty as there is a lack of cohesion among these.

At local level, cities may use local regulations/ordinances to encourage low carbon mobility. Eg. In Argentina, the government of some cities, environment ordinance/regulation were used to encourage the truck/other vehicle owners to upgrade from Euro 3/4 engine to Euro 5/6 engine. This may be taken as a pathway to better planning urban freight.

Another approach can be by integrating parking regulation in some areas of the cities i.e. restricted access to core areas for parking, access loading unloading bay, traffic management and parking in peripheral area, etc.

In cities which are planning new districts, urban planning/civil work department may integrate charging station locations and upgrade other supporting infrastructure for freight, if the city is planning to incorporate electric vehicles in its transport sector.

2. What are some of the best practices/methods to promote green freight when there is limitation of land?

*Response by Dr Tsu-Jui:* This situation may be prevalent in some of the European cities e.g. Berlin is facing increasing urbanisation and population growth which has restricted its access to the streets in city centre.

Usually the logistic companies prefer to have their own logistics hub in areas of a city which leads to scarcity of land in a city. Some European cities encouraged its private logistics providers to share one logistic hub/consolidation centre, located in the city centre which is compact in size. In such a case the providers are to transport materials in the city by using cargo bikes which may use lesser road space and result to reduction in congestion.

Another alternative is to encourage the shop owners to collaborate and share compact designated area where all the goods are transported instead of transporting to individual shops. This would reduce the number of trips to individual shops. Electric two wheelers may be used to transport the goods from these designated areas to the shops. This is also a way to work in case of scarcity of resources.
3. How do we monitor the freight transport with regard to urban congestion?

*Response by Dr. Tsu-Jui*: Monitoring of freight transport may be a difficult task. The most important step for monitoring is to understand the players. Usually the private organisations are reluctant to work with the government of a city. They fear that it may lead to some trouble if they attend a meeting organised by the government. The city government may take more approachable measures to understand and create awareness among the stakeholders.

The stakeholders should be consulted and interacted before implementing a policy. Understanding the needs and requirements of stakeholders and private service providers is important. A case example of a city was provided where the government decided to implement a ‘blanket policy’ which restricted the movement of vehicles in an area to reduce congestion, the congestion was reduced by this intervention but there was a protest by the shop owners in that area as this had affected their business locally.

The implementation organisation should understand the activities, origin, destinations, patterns, routes, etc. before implementing any strategy or policy through stakeholder consultation. Thus monitoring may be very labour intensive. If the city manages to develop a stakeholder working group, then the shop owners and logistics providers may attend the meetings/workshops and provide data. Incentives may be the key to attract the stakeholders to give suggestions and work with the government. Awareness of existing policies among the logistic providers may enable them to align their management and operations according to polices leading to efficient operations.

Interaction with private companies/stakeholders may improve the implementation of initiatives related to freight transport and further its monitoring and results.

4. How can we use public transport network (like a local train system) to promote the sharing economy for products by enabling a smooth movement of products within a city?

*Response by Dr Tsu-Jui*: Years ago, waterways was used to transport goods, cities are again reviving waterways for transportation and this may be an opportunity. A City in Asia implemented a pilot of transporting goods by using metro. This may also be taken into consideration during off peak hours if the metro operators are willing to transport goods. This may increase the cost but may be taken as an option.

Transportation of goods by railways network depends on its connectivity. Medium/small cities have lessor coverage by stops in comparison to bigger cities which restricts the capacity of logistics network.
Road freight transport is more reachable with flexible infrastructure. Loading/unloading would take time leading to further delays. Using the transport network for freight transport in night time may be more feasible.

5. How can we integrate various levels of government in a country especially railways, airways and road ways. If policy/regulation is a solution then where do we start from?

Response by Dr Tsu-Jui: The freight transport is correlated to economic development, provision of supporting infrastructure, routes, last mile connectivity, environmental impacts, sustainability development, etc. along with the related ministries. Coordination, communication, intergovernmental collaborations are an integral part of logistics. Imports/exports are majorly controlled by the government so local/national government also play an important role along with private service providers. The detailed understanding of policies and regulations is necessary to know the related organisations and their liabilities.

Key takeaways

The session included discussion on aspects of green freight including case examples of countries/cities. The major takeaways from the session discussion may be summerised as follows:

- **Need of comprehensive Policies**: Existing policy infrastructure related to transport majorly focuses on passenger transport without integration of freight transport. Although there may be overarching strategies to tackle the urban freight issues in context of emissions and pollution, there is deficiency of incorporation of freight in transport policy, lack of focused regulations for freight transport and related interventions. At local level, cities may utilise the existing policies/regulations to encourage and integrate green freight measures (as discussed in the session).

- **Demonstration projects**: Demonstration project/pilot projects have been an important component in ensuring better implementation on ground. China’s interventions started in 2011 with development of pilot work plan for construction of low carbon transportation system followed by various policies and pilot projects which may be analysed to develop learnings for similar projects in other countries.

- **Institutional Setup**: Coordination, communication, intergovernmental collaborations are an integral part of logistics. There are various organisations/stakeholders related to freight transport varying from country to country which usually lack cohesion and coordination required to improve the efficiency of freight transport.

- **Infrastructural requirements**: Logistic providers/ private companies related to logistics may be encouraged to share their infrastructure i.e. logistic hubs, distribution centres, storage spaces, etc. This infrastructure may be a compact development and may be developed in
the core area of a city; goods may further be transported to individual shops using e-bikes. This may also lead to efficient utilisation of resources like land and fuel. An option of utilising shared transport as a mode for freight transport during off peak time may also be an effective solution to utilise existing resources efficiently.

- **Planning Strategies:** Cities which are planning to integrate electric mobility in their transport component and are developing districts as greenfield development may integrate supporting infrastructure related to freight transport also during the planning stage.

- **Stakeholder consultation and awareness activities:** Private organisations, logistics providers, shop owners, etc. are essential stakeholders related to freight transport. Awareness activities for stakeholders related to existing policies/regulations/incentives may help in orienting their management accordingly leading to efficient freight transport. It is equally important for the implementation organisation to develop an understanding of stakeholder’s requirements before framing a policy, also engaging the stakeholders in implementation activities is an important component to ensure efficient implementation outcome.

- **Technology:** New technology and innovative solutions are important to be incorporated to improve operation and monitoring of freight transport.

The session was concluded by Ms. Avantika Arjuna after thanking the speakers and participants for an interactive and informative session. There was a survey at the end of the webinar for the audience to give the feedback to help design the next sessions. The audiences were requested to post any additional questions which will be forwarded and answered by the experts.

**For any feedback or queries please contact:**

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