

Urban Logistics Measures in MobiliseYourCity SUMP

Logistics and freight are regarded as crucial engines for development and economic performance and numerous investments are presently made in the Global South with the objective to enhance their extent and efficiency. Noteworthy initiatives, such as the [EU's Global Gateway strategy](#) and the [Strategic Africa Corridors](#), exemplify international development cooperation specifically targeting this sector. At the same time, logistics and freight contribute significantly to global GHG emissions, highlighting the need for a transition towards more sustainable logistics systems. Addressing these issues is crucial, yet we find a significant knowledge gap on urban logistics and freight for Global South geographies. As the MobiliseYourCity Secretariat, we thus want to look deeper into how cities along transport corridors can prepare for the anticipated increase in goods flow, ensure alignment with SDGs, and prevent becoming bottlenecks in multinational logistics systems.

[In a previous article](#), MobiliseYourCity presented the findings from an analysis that identified the main challenges member cities face in urban logistics and freight. In a second article, we summarised the measures MobiliseYourCity SUMP propose to tackle these challenges. The current document is a more in-depth analysis of the same measures and presents examples from MobiliseYourCity's projects.

Logistics and Freight Measures in MobiliseYourCity SUMP

The vast majority of MobiliseYourCity SUMP list measures aimed at improving the efficiency of urban logistics and freight (both in terms of last-mile connectivity and on a wider regional scale) and reducing negative externalities, such as congestion, road safety implications and pollution. Measures related to regulation and logistics infrastructure are most prominent, but some SUMP also foresee measures related to urban planning integration, governance, knowledge and capacity building, and addressing environmental challenges.

The following table provides an overview of the measures mentioned in MobiliseYourCity SUMP.

Measures on Urban Logistics and Freight in MobiliseYourCity SUMP

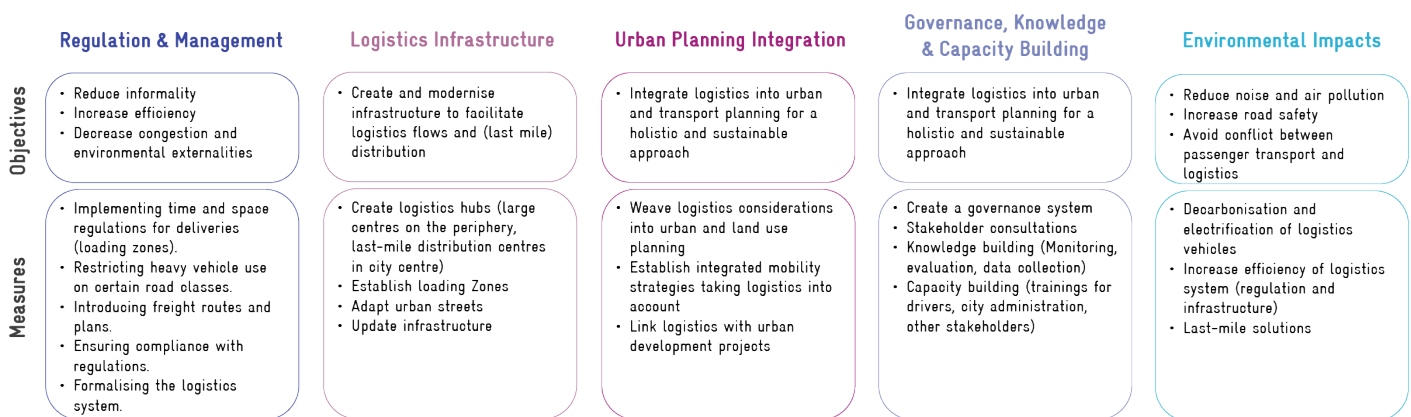


Figure 1. Compilation of measures found in MobiliseYourCity SUMP regarding urban logistics and freight. Own illustration.

Regulating and Managing Logistics Flows

Almost all cities formulate measures to increase regulation of logistics and freight flows, corresponding with the lack of regulation outlined as the crucial challenge of urban logistics in MobiliseYourCity SUMP. Some key strategies include:

- **Implementing time and space regulations for deliveries** - mentioned in 13 SUMP - is the most common measure. This measure is particularly important to regulate deliveries with heavy vehicles, for example, in cities such as Douala, which will develop explanatory guidelines and maps for loading zones and parking areas.
- On a city-wide level, several SUMP aim to **develop freight routes and plans** to increase the efficiency of freight flows and mitigate congestion and conflicts with passenger transport. For example, Trujillo's SUMP foresees prioritising freight routes on peripheral roads with national and local importance to avoid congestion in the city centre. Additionally, cities like Abbottabad, Antofagasta, and Arequipa also aim to **restrict heavy vehicle use** on certain road classes.
- **Formalising the logistics system** is another crucial measure of regulation. For example, Bouaké, a city with a very high degree of informality in its logistics system, plans to revitalise its Gbaka lines (passenger minibuses also used to transport goods) and improve their governance.
- **Ensuring compliance with regulations** is vital as well. For instance, Arequipa is tasked with controlling adherence to freight transport regulations. Trujillo is focusing on fiscal policies and sanctions to enhance compliance.

These measures collectively aim to enhance urban freight efficiency, reduce informality and, therefore, decrease congestion and environmental externalities.

Creation of Logistics Infrastructure

Regulatory measures are often linked to creating logistics infrastructure, which aims to provide the space and physical requirements to manage logistics flows. These measures are mentioned in most SUMP, with cities recognising the need for physical elements to organise freight flows. However, the degree to which logistics infrastructure is already present varies greatly from city to city.

- **Logistics hubs** play a crucial role in enhancing urban freight efficiency, and around half of the SUMP are foreseeing their implementation. For instance, Ambato has plans to establish a logistics activity zone, while other cities aim to build logistics hubs at their peripheries, to divert traffic from the city centre.
- **Loading zones** are another vital component of urban logistics, for example, foreseen in Santo Domingo. The main objective is to improve last-mile delivery through designated loading areas. These efforts are generally coupled with regulatory measures.
- Measures targeted at **adapting urban streets** to segregate freight from passenger vehicles are also foreseen in some SUMP. Arequipa is implementing physical elements to create dedicated urban freight transport corridors; Bouaké is making efforts to provide parking facilities for heavy vehicles, addressing the need for designated areas to alleviate potential congestion.

Integrating Logistics into Urban Planning Strategies

The integration of logistics into urban planning is mentioned in some SUMP, aiming to reduce conflicts between different interests and increase land use efficiency. One of the most extensive examples can be found in Ahmedabad, where multiple measures are foreseen to **weave logistics considerations into urban and land use planning**. These measures include integrating freight and logistics needs when designing streets, ensuring adequate land and infrastructure for logistical activities in transport planning schemes, elaborating and implementing an urban freight masterplan tailored for the city, and collecting urban freight data.

Overall, measures related to urban planning integration are less present in the MobiliseYourCity SUMP than those related to infrastructure and regulation.

Governance, Knowledge & Capacity Building

Some cities also foresee 'soft' measures to enable the sustainable development of their logistics systems. Measures related to governance, knowledge building, and capacity

building are crucial to enable the implementation of all the practical measures related to regulation, infrastructure, and urban planning integration.

- In this context, a few cities aim to create a **governance system** to deal with urban logistics and freight. It involves establishing stakeholders in charge of governance and logistics management, and establishing effective governance mechanisms to enable coordination among relevant stakeholders.
- Some cities also foresee **external stakeholder consultations**. For example, Ambato aims to involve the private sector in the investments and construction process by organising stakeholder meetings. In Douala, the SUMP foresees efforts to engage retailers, shippers, manufacturers, and hauliers in discussions regarding changes to HGV parking and delivery regulations. This is supposed to be coupled with participative approaches, such as organising workshops to bring together those involved in goods transport, to aid in co-constructing delivery and parking rules.
- **Knowledge building** is also mentioned, mainly related to monitoring and data collection. For example, La Habana plans to include logistics and freight indicators in its SUMP monitoring. Preparative studies are also mentioned; for instance, Yaoundé is conducting a study on the feasibility of a bypass road for heavy vehicles to circumvent the city centre.
- Finally, some SUMPs list **capacity building** as an element to improve urban logistics. For example, training for logistics drivers is being emphasised in Antofagasta, Baixada Santista, and Douala. Furthermore, Guadalajara and Abbottabad are focusing on capacity building for the local transport authority to strengthen governance and regulatory frameworks in urban logistics.

Addressing Environmental Impacts

Most SUMPs acknowledge logistics' negative environmental impacts, like noise and air pollution, but rarely address them directly in their measures. Instead, cities focus on improving logistics efficiency and reducing congestion, an indirect but cost-effective approach aligned with EASI principles. Nevertheless, a few cities like Ambato, La Habana and Ahmedabad go beyond by planning measures related to decarbonisation and electrification of logistics vehicles. Only a handful of cities, like Guadalajara, refer to last-mile solutions, which could be crucial for decreasing environmental impacts.

Particularities of Port and Transport Corridor Cities

Improving logistics systems is most pressing in port cities, and those located along (trans-) national transport corridors, as the freight flows, are relatively more extensive than in other cities. Thus, these cities focus on **efficiently integrating port activities with the urban logistics system**. For example, Antofagasta is planning a logistics platform to improve intermodality and reduce negative externalities of the port, while Douala aims to implement

measures related to improving last-mile connectivity. In Santo Domingo, the focus lies on improving the port-city relationship by integrating local and national planning related to port activities. Moreover, the city aims to introduce a pick-up system and platform to reduce traffic during peak hours in the port area.

What Role does Urban Logistics play in MobiliseYourCity SUMP?

Overall, the analysis of the SUMP showed that urban logistics and freight are considered in most SUMP, even if to varying degrees. For example, cities like Ahmedabad, Antofagasta, Douala and Trujillo deliberate urban logistics and freight as a considerable pillar to improving their mobility systems. Logistics is also dealt with in a less detailed yet still relevant manner in cities like Abbottabad, Ambato, Arequipa, Guadalajara, La Habana, Santo Domingo, Dire Dawa and Dakar. Nevertheless, in some cities, urban logistics are mentioned at some point (usually in the diagnosis section), yet the SUMP develop few concrete measures. Oftentimes, cities with more elaborate measures packages on logistics have ports or are located along important transport corridors.

Generally, the analysis also showed that the potential is not fully exhausted yet. Although many SUMP consider freight flows in their diagnosis section, they often do not fully address related challenges in their vision and measure section.

We thus see a **problem-action disconnect**. Emphasising holistic and integrated approaches could support cities in transforming logistics alongside the mobility system. More research and capacity-building activities focusing on the specific challenges of urban logistics and freight in the Global South may provide an essential building stone for cities on their path towards sustainable mobility systems. Stay tuned for upcoming information on this topic by following our newsletter and social media channels!