

## ROADMAP FOR ELECTRIFICATION OF URBAN FREIGHT IN INDIA

### Release of Report and Panel Discussion: Background and Agenda

#### Background

Urban freight movement forms a crucial part of the urban ecosystem. It is a fundamental part of the overall transportation supply chain. Movement of goods originating from or outside the urban periphery which enters into an urban area through commercial road vehicles forms the urban freight network.

Recently with the expansion of India cities, a demand boom has been observed in a very specific segment within LCVs - the Small Commercial Vehicles (SCVs), which are <3.5 tonne GVW vehicles comprising both three-wheelers and four-wheelers. These vehicles, due to their size, ease of operation (inter-changeable use), and efficiency, cater to most of the mid-mile and last mile delivery services in urban centres and around the peripheral areas.

Presently, the freight vehicles in India primarily rely on diesel and account for the highest share of diesel consumption within the sector. This not only has an impact on energy security of the country but also is a cause of several negative externalities such as greenhouse gas (GHG) emissions, and air pollution.

While some metro cities have shifted to CNG-based SCVs in order to reduce the quantum of urban air pollution, other smaller cities have still not been able to tap the benefits of cleaner alternative due to unavailability of the fuel itself.

Electrification of urban freight vehicles is one of the key policy proposals that can help decarbonize the sector up to a large extent and also maximize economic savings at national level and at an individual owner/driver level.

Given the fact that at present much remains unknown about the technology adoption rate, barriers, consumer awareness, market scenario, vehicle, trip characteristics, etc. in the urban freight vehicle segment (especially around SCVs). TERI, with the support of Shakti Sustainable Energy Foundation (SSEF), aimed to undertake this study to assess the operational and financial feasibility of EVs in the urban freight segment by undertaking a survey-based analysis of five sectors across three cities (Delhi, Bengaluru and Surat).

TERI is organizing an online webinar to formally release the reports on “Roadmap for Electrification of Urban Freight in India” and discuss the opportunities, challenges and EV outlook in the urban sector through a panel discussion.

**Date:** December 18, 2020, Friday

**Time:** 2 pm – 3.45 pm

## Agenda

<b>2.00 – 3.00 p.m.</b>	<b>Launch Session</b>
2.00-2.20 pm	<p><b>Welcome to the audience and speakers:</b> Mr Sharif Qamar, Associate Fellow and Area Convenor, Centre for Sustainable Mobility, TERI</p> <ul style="list-style-type: none"> <li>❖ <b>Opening Address:</b> Mr Ruchir Shukla, Director, Electric Mobility Program, SSEF</li> <li>❖ <b>Opening Address:</b> Mr Shri Prakash, Distinguished Fellow, TERI</li> <li>❖ <b>Special Address:</b> Mr Sudhendu J Sinha, Adviser, Transport, NITI Aayog</li> </ul> <p><b>e-Launch of the Reports</b></p>
2.20 – 2.50 pm	<b>Introduction to TERI's Urban Freight Study and the key findings: Presentation by Mr Sharif Qamar, TERI</b>
<b>2.50 – 3.30 pm</b>	<b>Panel Discussion</b>
2.50 – 3.30 pm	<p><b>Moderator:</b> Mr Vivek Chandran, Associate Director, Transport Program, SSEF</p> <p><b>Panellists:</b></p> <ul style="list-style-type: none"> <li>❖ Ms Akshima T Ghate, Principal, RMI</li> <li>❖ Mr PK Banerjee, Executive Director, SIAM</li> <li>❖ Mr Pushkar Singh, CEO and Co-Founder, LetsTransport</li> <li>❖ Dr Gitakrishnan Ramadurai, Associate Professor, IIT-Madras</li> </ul>
<b>3.30 – 3.45 pm</b>	<b>Open Discussion</b>
<b>3.45 – 3.47 pm</b>	<b>Vote of Thanks: Mr Sharif Qamar, TERI</b>