

# Did we forget about the goods?

Freight transport accounts for 25 to 35% of pollutant emissions in cities. Long overlooked by urban mobility policies, its importance in the success of measures to reduce the environmental impact of mobility has become a challenge for all cities in view of the emission reduction targets and energy transition strategies developed by many countries (El Amrani, Fri, Benmoussa & Rouky, 2024). These logistics flows are highly diverse (frequency, volume, mode of transport, etc.) and correspond to a wide variety of demands, from e-commerce deliveries to those of large retail outlets.

In cities of the Global South in particular, the main characteristics are:

- The predominance of informal flows carried out by small operators (two- and three-wheelers, vans) (Kouadio & Kouassi-Koffi, 2025), which make planning and/or organisational measures (e.g. Sustainable Urban Freight Plans) difficult.
- The fragmentation of demand linked to the size of shops and sales areas (e.g. medinas in North African cities, which accessibility is limited) and the emergence of e-commerce.
- Infrastructure: few delivery areas, narrow streets, poor road conditions, etc.
- The lack of consideration in terms of mobility organisation and the lack of accurate contextual data for each city.

Ways to improve urban logistics in these countries rely on a combination of technological (infrastructure, digital, etc.) (Petitdemange, Ban & Lauras, 2023), organisational (governance) (Namagembe & Nantumbwe, 2025), environmental and social challenges.

The aim of this session is to highlight scientific approaches that will enable urban mobility managers to respond to these challenges, determine a coherent and sustainable strategy for the organisation of urban freight and, above all, better integrate urban logistics into urban mobility planning.