



# The importance of stakeholder involvement in urban freight *- the example of partnerships*

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# Outline

What is a partnership in an urban freight context?

Research approach to freight partnerships

Why do we need partnerships?

Who are involved in a FQP?

Topics & Outcomes

Process of implementing a partnership

Summary

# What is a FQP?



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FQP – Freight Quality Partnership

- Usually but not exclusively in an urban context
- Also called: Freight networks, Freight forum...

*A long-term engagement between stakeholders concerned with urban freight, meeting on a formal or informal basis to discuss and work to solve problems and issues.*





# Research approach

- Based on previous research on Freight Partnerships
- Exchange between Westminster and Chalmers supported by small scale survey
- Objectives:
  - compare the approach and outcome of partnerships in different parts of the world
  - assess similarities and differences
  - try to identify approaches that work

# Why FQP?



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- Because it is a good way to interact with stakeholders...
- Local authorities interacting with private industry: PPP
  - Long term perspectives, supported by short term actions
  - Discussion and two-way information exchange on urban freight problems and possibilities
  - Accepting that there is a complex situation and aiming at getting a common view on urban freight transport

# Why FQP?



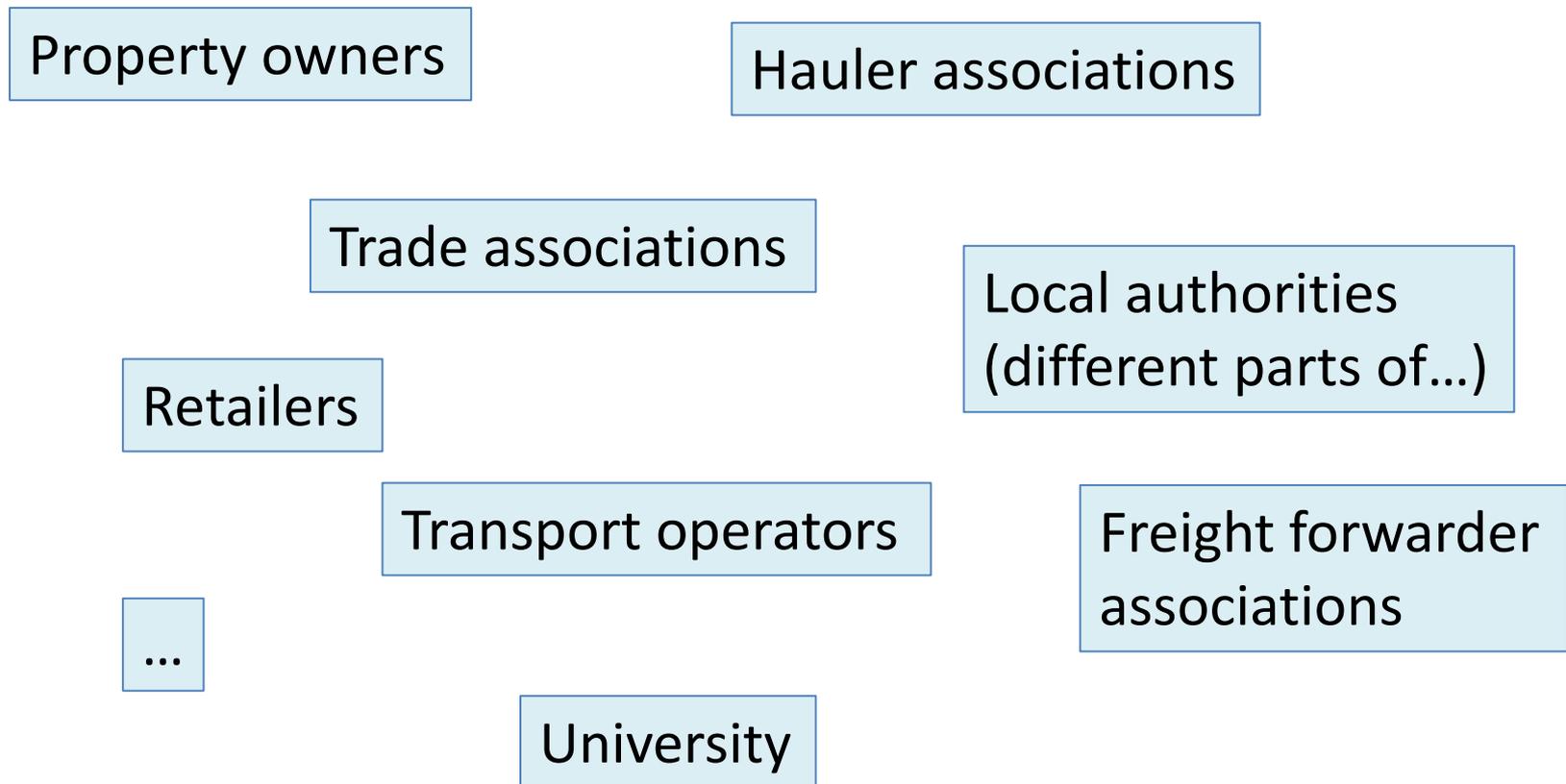
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- Because it is a good way to interact with stakeholders...
- Local authorities interacting with private industry: PPP
  - Long-term perspectives
  - Discussion and two-way information exchange on urban freight problems and possibilities
  - Accepting that there is a complex situation and aiming at getting a common view on urban freight transport

... and for a relatively low cost....!



# Who are involved in the FQP?





# Examples



# List...



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- Tyne and Wear Freight partnership (UK)
- Greater Lyon (France/GLA)
- Belo Horizonte(Brazil/BHTRANS)
- New York (USA/NYCDOT)
- Metrolinx (Toronto/Canada)
- Rome (Italy)
- Oslo (Norway)
- Paris Charter (France)
- East Osaka (Japan)
- Toulouse Delivery Charter (France)
- West Australia regional partnership (Australia) Gothenburg local freight network (Sweden)
- Central London Freight Quality Partnership (UK)
- Utrecht (The Netherlands)
- Montpellier (France)
- Nantes (France)
- G93 La Seine-Saint-Denis: regional partnership (France)
- City of Leiden (The Netherlands) (not existing any more)
- Lidköping (Sweden) (not existing anymore)



# Topics on the agenda

Policy

Invited guest speakers

Interaction with other  
modes of transport

Consolidation centre

Infrastructure projects

Major events

Regulations

Congestion charges

Electric vehicle initiative

City micro terminal

Cycle super highways

Information from other  
cities/initiatives



## Views from participants

*"Taking part in the freight network is not mandatory, therefore meetings must provide value to participants and be relevant and interesting."*

*"The main benefit of the network is that we, as stakeholders, gets a channel into the local authority and that many stakeholders gets the possibility to discuss and to affect the urban freight issue in the city."*

*"...sometimes everyone needs to be reminded that it is expected of them to attend the meetings"*

*"... the discussions paved the way for operators and authorities to forge agreements which are still in place today."*

*"... they allow all groups to make their point of view known and understood."*



# What do they do?

Physical outputs



Soft outputs



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## Physical outputs



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# What do they do?

- New pilot projects in urban freight
- Multilingual delivery and information points for truck drivers
- Interactive roadmaps for drivers
- Plan of priority sectors for re-design of bays
- Regulation for delivery bays and delivery disk





## Soft outputs

# What do they do?

- Project collaboration in urban freight research
- Analyse impact of CNG vehicle in urban distribution
- Technical studies to implement urban consolidation centre
- Input on marketing strategies
- Engagement of business professionals to deal with freight issues



## Soft outputs

# What do they do?

- Data sharing
- Exchange of information and guidance for urban goods movement projects
- A better dialogue for freight
- Informal networking between meetings
- ...



# Things that work (strengths)

- Input to policy development
- Network of professionals on freight
- Industry insight
- Focus on pragmatic solutions to real freight issues
- Cooperation
- Dialogue
- Technical studies



## More things that work

- Contact with policy-makers and planners
- Three levels of government are present – municipal, provincial and federal
- Better understanding of policy complications for private sector
- Public sector is better informed about the new practices, organisations, aims, constraints of the private operators

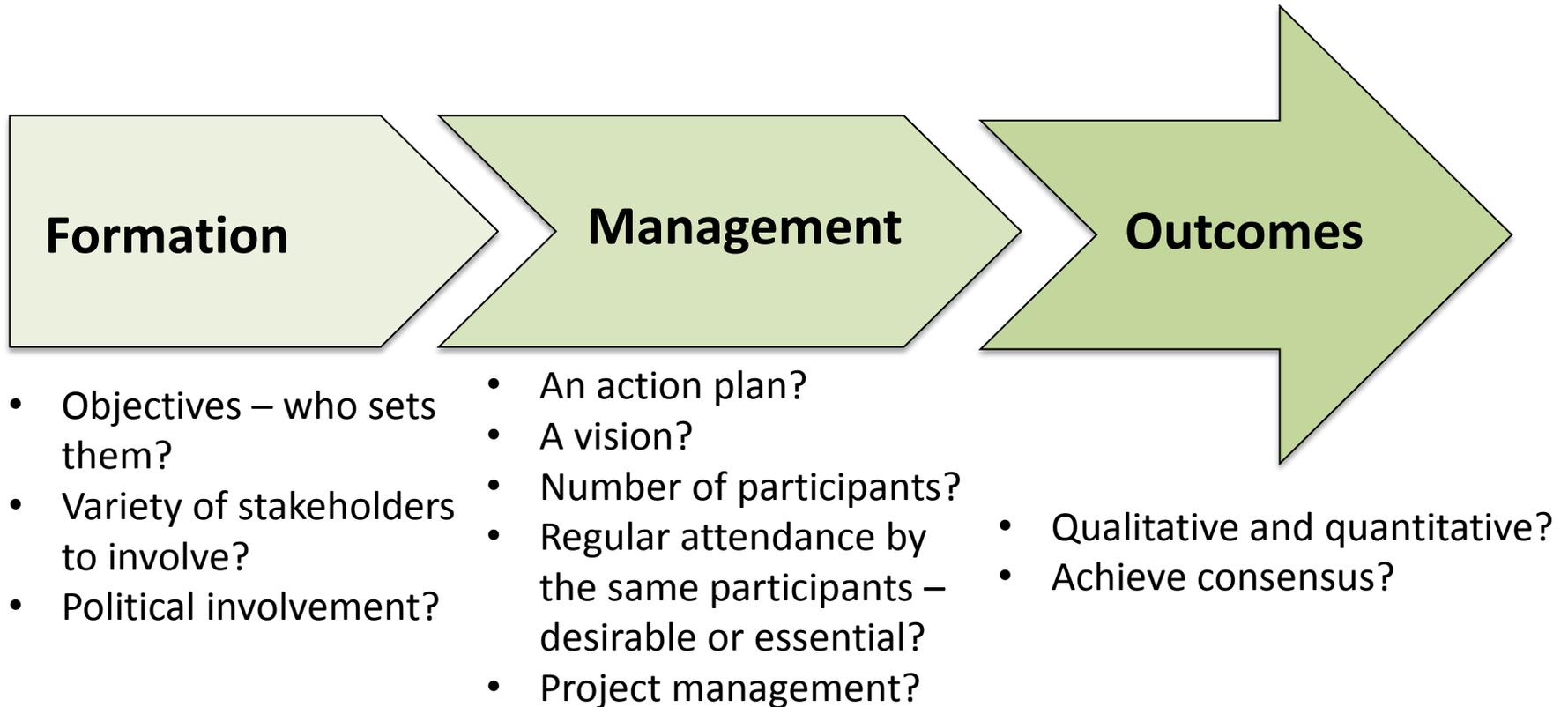


## **... and don't work (weaknesses)**

- Cannot always reach agreement
- Slow implementation of initiatives
- People may come to meetings without really taking part in discussions
- Lack of technical knowledge
- Lack of participation from some industry sectors
- Lack of resources to dedicate more time to the FQP



# Process





# Summary – or: remember...

Build on the experience of others - here are some of the key points we think are worth considering:

- **A FQP is a good way of approaching urban freight transport and to involve stakeholders in discussion and development...**
  - *BUT, all cities have different possibilities and different aims: The purpose has to be individual, but need to be clear for all participants!*
- Information **exchange** is vital
- A mix of stakeholders are needed and they need to have the mandate to change within their organisation
- Don't underestimate the time it takes to talk to stakeholders before startup and between meetings...
- A long-term approach is necessary – but remember the value of small steps and successes



# Thank you for your attention!

And....

- 25<sup>th</sup> of April: Seminar on citylogistics in Örebro (Swedish)
- 29<sup>th</sup> of April: Study visit of Stadsleveransen in Gothenburg (Swedish)
- 12<sup>th</sup> of May: Seminar/workshop on the national roadmap on Citylogistics (Swedish)
- 22<sup>nd</sup> of May: Study visit of Stadsleveransen in Gothenburg (English)