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**SUSTAINABLE URBAN
FREIGHT SYSTEMS**

Freight Quality Partnerships (FQPs)

An international study

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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 partnership between freight stakeholders concerned with urban freight, that on a formal or informal basis meet regularly to discuss (and sometimes find solutions to) problems and issues that occur in the urban area.





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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



Survey approach

- Based on a previously defined framework
- Short international survey:
 - Members of VREF Centre of Excellence
 - Members of WCTRS SIG 9
 - ICL participants
- 16 completed surveys



Examples



List...

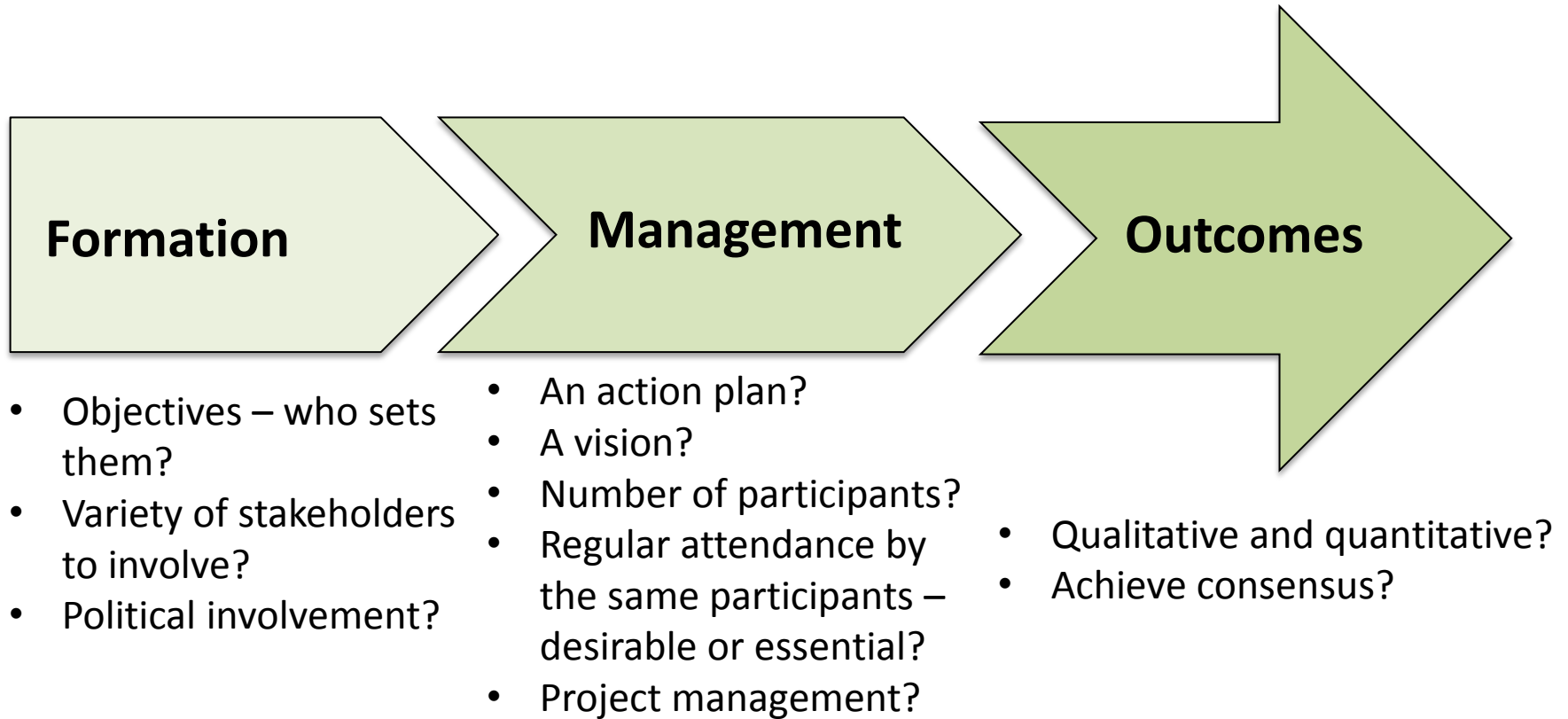


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- Tyne and Wear Freight partnership (UK)
- Greater Lyon (France/GLA)
- Belo Horizonte(Brazil/BHTRANS)
- New York (USA/NYCDOT)
- Metrolinx (Toronto/Canada)
- Rome (Italy)
- Oslo (Norway)
- Paris Charter (France)
- East Osaka (Japan)
- Toulouse Delivery 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)



Process framework





The survey

- When was the partnership initiated?
- By whom was the partnership initiated?
- Why was the partnership initiated?
- What kind of partner/organisation manages the partnership?
- In which way is the partnership funded?
- How many participants are usually attending meetings?
- How many meetings does the partnership have?
- What kind of governmental status has the partnership (formal/non-formal)?
- Outcomes from the partnership?
- Strengths & weaknesses of the partnership?

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



Who are involved in the FQP?

Property owners

Hauler associations

Trade associations

Local authorities
(different parts of...)

Retailers

Transport operators

Freight forwarder
associations

...

University



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

Cycle super highways

City micro terminal

Information from other
cities/initiatives



What do they do?

Physical outputs



Soft outputs



Bild: @gavinkeech, Flickr

Physical outputs

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 deliveries



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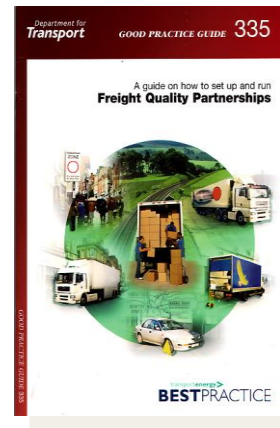
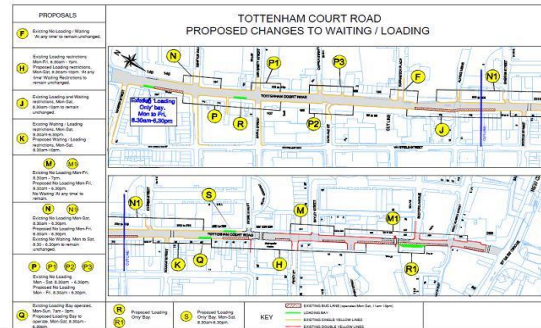


Physical outputs

...more examples:



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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 of urban goods movement projects
- A better dialogue of freight
- Informal networking between meetings
- ...



Things that work (strengths)

- Input to policy development
- Network of professionals on freight
- Networking
- Industry insight
- Knowledge exchange about freight between different organisations
- 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
- Well-rounded mix of groups representing public agencies, community groups and the business community.
 - 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 reach agreement
- Slow implementation of initiatives
- Lack of technical knowledge
- Lack of understanding of urban freight issues (which is improving)
- Many people come to meetings but do not really take part in the discussions, they only come to collect information
- Lack of participation from some industry sectors
- Lack of resources to dedicate more time to the FQP



Conclusions: Good but could do better!

The FQP is working well because	The drawbacks/things that could be better
A genuine interest from participants to improve the situation	Same people every time tend to give less variation to the discussions
A continuity and engagement amongst participants Focusing on long-term possibilities	Members who do not attend on a regular basis Members from police and citizen groups are sometimes missing
Good organisation/management (a driving spirit is almost always essential)	Politicians and senior management from industry are needed
An interesting and common agenda for the participants	Tends to become a talking shop Lack of dissemination



Summary...

- 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 long-term approach is necessary – but remember the value of small steps and successes
- A good mix of stakeholders are needed...
 - *BUT, 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...



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Thank you for your attention!

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