

Engaging Stakeholders in Sustainable Urban Freight Initiatives: An International Perspective Questions and Answers

Q1: How would you differentiate Freight Quality Partnerships from Freight Advisory Committees? R/

Our understanding is that Freight Advisory Committees serves as a forum for discussion about transportation decisions affecting freight mobility. It is a US initiative and they are often established by city and state DOTs and MPOs. For example the Oregon Freight Advisory Committee contains the following explanation

In 2001, the Oregon Legislature formalized the Committee through the passage of House Bill 3364 (now [ORS 366.212](#)). This legislation calls for the ODOT Director to “appoint members of a Freight Advisory Committee to advise the Director and Oregon Transportation Commission (OTC) on issues, policies and programs that impact multimodal freight mobility in Oregon.” This includes identifying high-priority freight mobility projects for consideration in ODOT’s Statewide Transportation Improvement Programs (STIP) and for the ConnectOregon program. The Freight Advisory Committee also advises on transportation policy related to goods movement.

Source: <http://www.oregon.gov/ODOT/TD/TP/pages/ofac.aspx>

The term Freight Quality Partnership is used in the UK and typically refers to a partnership between local authority members (the administrators responsible for transport planning within a district, city or region) and organizations from the private sector (e.g. carriers, retailers and so on). Membership frequently includes the trade associations representing carriers and shippers (receivers). The partnership may be chaired by someone from the private sector or the public sector or it may be a neutral person (as is the case in the Central London Freight Quality Partnership where the chair is an academic at a university).

The term Freight Partnerships or Networks is wider than the above and could include a variety of organizational forms that have varying degrees of formality in relation to their establishment and operation. For a more detailed discussion please see:

Lindholm M and Browne M (2013) Local Authority Cooperation with Urban Freight Stakeholders: A Comparison of Partnership Approaches, European Journal Transport Infrastructure Research Issue 13 Vol 1 pp 20-38.

Lindholm M and Browne M (2014) Freight Quality Partnerships around the world. A report on a survey of freight partnerships.

Browne M, Lindholm M and Allen J (2014) Partnerships among Stakeholders. A chapter in Eds. Eiichi Taniguchi and Russell G. Thompson ”City Logistics: Mapping The Future”.

Q2: Why do you need police and citizens groups?

R/ The police may play a role in traffic safety and in some cities they also have a traffic enforcement function that relates to parking and loading/unloading activity. Citizens groups may be concerned about large vehicles using narrow streets, about noise issues and so on. A freight partnership may be a good way to allow different groups to work together in finding common understanding and to solve problems jointly.

Q3: What special considerations relate to goods movement within urban production districts?

And

Q18: Are any of the FQPs organized around transport related to freight and manufacturing, in the industrial portions of a city?

R/ Within the UK we have identified examples of freight partnerships that are relevant to industrial areas and ports.

Here is a link to a freight map that has been helpful in guiding the routing of heavy trucks in an area that has a lot of industry...

http://www.tyneandwearfreight.info/maps/freight/tyneandwear/freight_map.aspx

Q4: What is it that motivates such conflicting groups to come together?

R/ The awareness that problems are not usually solved in a simple way and that it is essential to consider different perspectives.

Q5: In your research, have you also looked at BIDs in relation to public transit?

R/ In London a number of BIDs have been active in promoting the use of public transit and in working to improve accessibility. This is a reflection of the importance attached to 'place' by BIDs.

Q6: Do BIDs work together?

R/ JHV: More often than not, the BIDs work independently though they may coordinate actions to address common problems.

HM: One of the key positive features of BIDS is their willingness to charge themselves to pay for improvements.

MB: In London there are some examples of BIDs looking at opportunities to work together on certain initiatives.

Q7: Can you explain what you mean by delivering street management services?

R/ JD: Many BIDs have street management services. These include enhanced street and public area cleaning and waste services, security and information points.

Q8: Was there any public procurement to select Clipper Logistics running the warehouse for Regent Street?

R/ JD: Yes it was. It was procured via a competitive tender exercise.

Q9: Which party takes the initiative to start a BID?

R/ JHV: The process to start a BID depends on the overarching legislation, which sets the conditions for its creation. It depends on the country.

Q10: Out of all the areas of improvement, is improving dissemination the most important?

R/ Dissemination is important. But the most important function for freight partnerships is to bring together groups where there are benefits from reaching a better understanding of the requirements of freight in cities.

Q11: I noticed that some FQPs no longer exist. Why did these partnerships dissolve?

R/ In some cases the partnership was started at the instigation of a local authority (city council) and the person involved may subsequently have been re-deployed. If there is insufficient motivation to continue then in these circumstances the partnership will end.

It is very important to maintain the commitment of both the public and private sector members. The report on partnerships around the world encountered this comment from many respondents and also contains ideas about how this can be achieved.

See refs:

Lindholm M and Browne M (2013) Local Authority Cooperation with Urban Freight Stakeholders: A Comparison of Partnership Approaches, European Journal Transport Infrastructure Research Issue 13 Vol 1 pp 20-38.

Lindholm M and Browne M (2014) Freight Quality Partnerships around the world. A report on a survey of freight partnerships.

Available from:

Q12: Do historic restoration projects conflict with current standards street design standards for freight?

R/ Restoration and regeneration projects lead to complicated changes in infrastructure. Many groups besides freight may be affected - for example those with mobility problems may find the restoration of cobblestoned streets has a negative impact for them. A freight partnership would be one way to improve the consultation of relevant stakeholders prior to making changes that can have significant impacts on certain groups.

Q13: For a lot of private partners the profit is too far away to take part in a BID?

R/ In a BID the members of the BID have voted to pay a levy for increased services. Sometimes the vote to form a BID is not carried and that prevents the formation of the BID.

Q14: Have BIDs functioned to receive transportation funding for local and/or regional transportation projects?

R/ Howie Mann: BIDS have not received public \$, at least not thru the NY MPO.

Jose Holguin-Veras: In addition, the BIDs could participate as partners in research projects (we have included them).

MB: In London BIDs are able to make proposals for project funding to local government and to London wide bodies such as Transport for London. The cost of running the BID falls on the members.

Q15: What is the BID relationship with Oversize Overweight trucks?

R/ There is no specific relationship that I am aware of.

Q16: What is the BID OPERATIONAL relationship with Oversize Overweight trucks?

R/ JHV: Usually overweight/oversized regulations are the responsibility of transportation and city agencies.

Q17: Is there one stop permitting for OS/OW permits or does the trucking firm have to go to each jurisdiction?

R/ I do not know the answer for the US. In the UK there are local limits on truck weights on some streets. However, area-wide restrictions on lorries/trucks in terms of their time of operation is dealt with by one organization in the case of London. There are certainly many differences in the way that regulations in cities are introduced and enforced around the world.

In Gothenburg that would be the local traffic authority handling regulation and possible exemptions.