Seven European cities developing a joint logistic plan

Regional Union of the Chamber of Commerce of Veneto defines Freight Quality Partnerships: Guidelines for the coordination among public administrations, operators and stakeholders in Budapest, Maribor, Brescia, Poznan, Bologna, Stuttgart and Rijeka will be published in November.

Freight Quality Partnership (FQP) testing phase of the SULPiTER project has officially started. The term Freight Quality Partnership stands for a joint coordination tool shared by public administrations and logistic operators to define policies for urban freight distribution. Under the guidance of the Regional Union of the Chamber of Commerce of Veneto, the Freight Quality Partnerships will be firstly tested in seven European cities (Budapest, Maribor, Prescia, Poznan, Bologna, Stuttgart and Rijeka).

SULPiTER project, launched in June 2016, with a total budget of almost €2.5 million intends to support public administrations in improving their knowledge and in developing and adopting Sustainable Urban Logistic Plans (SULPs). SULPiTER’s challenge consists in approaching common problems and topics of the participating cities in a transnational way. Issues like increased fragmented freight flows, traffic increase in multimodal and logistic nodes, conflicts in passenger and freight mobility and increase in e-commerce must be faced with innovative tools and methods, as for instance through FQPs.

Freight Quality Partnerships consist in thematic discussions among public administrations and local stakeholders to jointly design solutions and policies. With its Anglo-Saxon origin, FQPs have been intensively tested over the last few years in several European cities, among which in Stockholm and Copenhagen. SULPiTER intends to promote this tool to enhance decision makers capacities and facilitate urban freight transport governance in an energy and environmental perspective.

Local stakeholders’ coordination foresees a participative process of several stages starting from the analysis of international trends that affect freight distribution, to the definition of most important criticalities for the local contest and last but not least, measures implementation in the mobility freight planning for the single urban area.

As a result, urban mobility policies will be defined within an Urban logistic plan that will include the consultation process for the elaboration of sustainable and shared measures, both in terms of efficiency and duration over the coming years.