

Minutes

“Building small-medium Local Authorities’ capacity to implement urban freight transport measures”, Turin February 28th 2019



Workshop Results / Minutes

CIVITAS S U I T S WP5-WP6 Workshop/pilot

City Hall of Turin premises, Turin, Italy

28 February 2019

Participating Cities and Persons

Cities / City councils	Number of participants	
Roma servizi per la mobilita srl	3	Marco Surace, Chiara Di Hajo, Francesco Iacorossi
Comune di Torino	1	Giuseppe Estivo
Citta di Torino	1	Elena Ciarlo
Municipality of Alba Iulia	2	Tudor Drambarean, Ovidio Podaru
Technische Universitaet Ilmenau	1	Sebastian Spundflasch (representing Stuttgart)

Other Persons attending

Partner	Number of participants	
Lever	3	Olympia Papadopoulou, Anastasia Founta, Iason Tamiakis
Coventry University	1	Andre Soares
Politecnico di Torino	2	Marco Diana, Bruno dalla Chiara

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Workshop agenda

Thursday 28 February (WP5 & WP6)

	Chapter	Course flow	Duration
9:00-9:15		Registration	30min
9:15-9:30	Introduction	a. Brief introduction of the trainers; module's purpose and sections etc.	15min
9:30-10:00	Urban freight transport (UFT) measures and their value for S-M cities	a. Identification of current problems in urban logistics and the consequences in the ecosystem of urban mobility. b. Brief introduction of the concept and purpose of urban freight transport (UFT) measures (regulatory measures and innovative urban freight transport solutions) for S-M cities. c. Addressing innovative solutions in the local context to identified problems. Reference to UFT measures’ benefits. d. Discussion on whether strategic cities goals are connected to urban freight transport measures currently in place. e. Presentation of EU that link urban freight transport measures with overall cities’ strategy.	30min
10:00-10:30	Successful Case studies or Best practices of SUITS cities on such topics	Presentation of case studies relevant to mentioned measures. For each one of them, aspects such as: (a) how cities operate the measure, (b) are they private or/and public initiatives?, (c) what are the area of implementation/operation (e.g. number of modes, range of influence etc.)?, (d) what are the components/ technologies for operating them?, (e) which social groups were benefited and how?, (f) what were the benefits (indicators' change, certain figures)?, (g) who were the stakeholders/actors that had to cooperate, (h) what were the LA's supportive actions that have been taken to encourage introduction of such measures (e.g. services, campaigns, infrastructure) will be covered, (i) focus on case study examples where conventional or innovative funding mechanisms and procurement processes were employed in	30min

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		order to implement measures that enhance the efficiency of the urban freight transport system in other S-M cities.	
10:30-10:40		Break	10min
10:40-11:10	Innovative financing, procurement and business models	<p>a. Discussion on how to get aware and make use of existing or innovative methods of funding and procurement opportunities and options in their own case.</p> <p>b. Presentation of links, webinars, e-learnings, guidelines for further enhancing the participants’ knowledge.</p>	30min
11:10-11:45	Process, stakeholders and technical aspects	<p>a. Working on selected UFT measures participants will be asked to identify implementation aspects for their city case such as: (a) benefits (Economic, Social, Environmental), (b) beneficiaries, (c) budget drivers, (d) potentially legal barriers, (e) private/public stakeholders/departments need to cooperate with, (f) supportive LA actions to encourage the introduction/implementation of the measure/campaign and (g) funding (if applicable to select between public or private sponsorship).</p> <p>b. Discussion on the results of the activity.</p>	35min
11:45-12:00	Available tools and guidelines	Presentation of the available EC research guidelines, results and tools, and demonstration of some of them online - explaining their added value.	15min
12:00-12:30	Targets of the behavioral change part of the workshop and its process	<p>The targets will be presented, and it will be shown to the city partners – where we are in the process to build capacity from the behavioral side</p> <ol style="list-style-type: none"> 1. Insight into different concerns and challenges for these distinct groups (based on task 6.3 deliverable), 2. Developing local action learning sets to support introduction and utilization of the new transport measures, 3. Identifying cross-LA communities of practice learning sets. 	30 min
12:30-13:20		Lunch	

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13:20-15:00	Final change vision based on identified challenges and targets	Formulate the change vision for each city based on the deliverable of task 6.3 – clear challenges and targets for the cities are the fundament for this.	
	Turin	Presentation of change vision and discussion (learning sets); Presentation by the city or by the academic city partner.	25 min
	Rome	Presentation of change vision and discussion (learning sets); Presentation by the city or by the academic city partner.	25 min
	Alba Julia	Presentation of change vision and discussion (learning sets); Presentation by the city or by the academic city partner.	25 min
	Stuttgart	Presentation of change vision and discussion (learning sets); Presentation by the city or by the academic city partner.	25 min
15:00-15:10		Break	10 min
15:10-16:30	Best practice example discussion and learnings	Show the different challenges the cities selected as important for them and discuss best practice examples of other cities in groups to develop learning sets to support introduction and utilization of the new transport measures. For each best practice example we explain (a) how the city operates, (b) whether they are a private or/and a public initiative, (c) their size (e.g. area, number of vehicles etc.), (d) the components/ technologies for operating them, (e) which social groups were benefited and how, (f) the benefits (indicators' change, certain figures), (g) the PT/cycling/walking modes were integrated.	
	Turin	Challenge e.g. Citizen participation – Examples are presented and options for the Turin are discussed in learning sets	20 min
	Rome	Challenge e.g. Citizen participation – Examples are presented and options for Rome are discussed in learning sets	20 min

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	Alba Julia	Challenge e.g. Citizen participation – Examples are presented and options for Alba Julia are discussed in learning sets	20 min
	Stuttgart	Challenge e.g. Citizen participation – Examples are presented and options for Stuttgart are discussed in learning sets	20 min
16:30-16:55	Final discussion	Wrap up of the day and improvements for the future (a) online forum, (b) newsletter, (c) phone conferences, and (d) integration of the academic partner of each city	25min
16:55-17:00	Instructions to fill in evaluation forms	Instruction for online evaluation of the workshop (course flow, material, topic, facilitator’s performance etc.)	5min

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1. Workshop framework

On February 28, 2019, the workshop entitled “Building small-medium Local Authorities’ capacity to implement urban freight measures” took place at the SUITS city of Turin. The aim was to pilot the third (out of four) classroom course that forms an integral part of the SUITS Capacity Building program (WP5), while also work with city staff to establish local action learning sets that will support the implementation of transport measures.

The participants included staff members of the ‘procurement’ and ‘technical’ departments of the City of Turin, staff members of Rome’s mobility agency “Roma Servizi Per La Mobilita SRL” and staff members of the technical department of Alba Iulia. Moreover, delegates from Polytechnic University of Torino (Politecnico di Torino) and from the city of Stuttgart (represented by Technische Universitaet Ilmenau) have participated. ‘Lever Consulting’ (Greece), the partner responsible for preparing the SUITS Capacity Building Program, and the ‘Business and Occupational Psychology’ section of the ‘Coventry University’ (UK), delivered the workshop. This specific course, that will be available to all cities through the SUITS toolbox by the end of the project, serves the broad objective of building the capacity of small-medium cities’ Local Authorities to implement and monitor the implementation of urban freight transport measures, as part of a SUMP. It is designed to build, or strengthen, the capacity of small-medium cities’ Local Authorities to face existing challenges through the implementation of appropriate measures. Moreover, it provides an insight into different concerns and challenges that staff members face when they set targets and objectives and additionally during the implementation process.

The aim of this pilot was to identify the course’s drawbacks, both in terms of content and teaching process/distributed material and also to evaluate its effectiveness regarding the wider scope assigned to the SUITS Capacity Building Toolkit.

2. Participation

Main participants of the workshop were staff members from the Municipality of Turin, from different departments (technical department, procurement) and with different roles (head of Department, transport graduates, officers etc.). The Rome Mobility Agency was also well represented by four staff members of their respective transport planning department, as well as other departments. The city of Alba Iulia has been represented by two staff members while additionally, Professor Bruno dalla Chiara from Polytechnic

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University of Turin (Polytechnico di Torino) participated in the first two activities, enhancing technical discussions and supporting the participants with the exercises. Although no staff members of the city of Stuttgart were able to attend, a partner of the Technische Universitaet Ilmenau represented the city. The actual synthesis enabled us to capture the differences and allow interactions and exchange of experiences among participating cities and experts.



Figure 1: Participants of the workshop

3. Topics and Activities

Shortly after the workshop’s framework presentation to the participants, the course focused on the following aspects:

- ✓ Brief introduction on Urban Freight Transport (UFT) issues and demonstration of the concept of UFT measures, and; Discussion on the current conditions and problems participants’ cities face regarding UFT and what measures may be applied (Activity 1- Exercise A).

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Figure 2: Presenting results of Exercise A - working group 1 (Torino –Stuttgart)

- ✓ Identification of the benefits achieved by the implementation of UFT measures and their relevance to strategic objectives of sustainable development; Discussion on UFT measures importance in convincing different stakeholders (Activity 2 – Exercise B). Reference to Social impact assessment method.



Figure 3: Working on exercise B –working group 2 (Rome – Alba Iulia)

- ✓ Learning from other cities (presenting relevant case studies from both SUITS and other EU cities). Providing references for further reading.

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Figure 4: Learning from other cities session where Marco from Rome explains the implementation of Limited traffic zones and respective results

- ✓ Identification of innovative financing mechanisms and partnerships appropriate for the implementation of UFT measures; Discussion on case studies from participant and other cities using innovative financing and alternative partnership schemes (Activity 3). Reference to SUITS guidelines for innovative financing, procurement and new business models.
- ✓ Presenting the key actions of implementation, while highlighting measures integration in SUMP, key performance indicators, required data and how to overcome different barriers; Discussion on critical and supportive actions to specific LAs while implementing such measures (Activity 4 -Exercise C)
- ✓ Presenting relevant tools and guidelines helpful for the implementation of the schemes.

4. Workshop results

Activity 1: Most of the participants have identified the stress added by urban freight operations in the urban environments of their cities in terms of congestion and pollution. Lack of dedicated parking space to serve loading/unloading processes is also considered as an issue mostly combined with the lack of adequate control and enforcement. Particularly, it was mentioned that public space allocation to UFT (i.e. parking bays for UFT) can potentially cause conflicts between shop owners and citizens with local authorities, perceived as one of the existing major problems to solve. Additionally, the lack of strategic planning regarding UFT and its integration in the respective SUMP was mentioned as one of the crucial weaknesses in small – medium cities.

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EXERCISE A pt 1 TEAM NAME: Turin, Shogun

Please fill in the following matrix with the areas of the city with increased freight transport flows, the time periods within a day, when freight traffic is increased and the problems that occur.

AREAS	TIME-SLOTS	PROBLEMS	RESTRICTIONS
1. The city center (downtown)	10.00 - 12.00 14.00 - 16.00 18.00 - 20.00	Problems: congestion, noise, pollution	Restrictions: none
2. The city	08.00 - 10.00 12.00 - 14.00 16.00 - 18.00	Problems: congestion, noise, pollution	Restrictions: none
3. The city	All day	Problems: congestion, noise, pollution	Restrictions: none

EXERCISE A pt 1 TEAM NAME: _____

Please fill in the following matrix with the areas of the city with increased freight transport flows, the time periods within a day, when freight traffic is increased and the problems that occur.

AREAS	TIME-SLOTS	PROBLEMS	RESTRICTIONS
1. The city center (downtown)	10.00 - 12.00 14.00 - 16.00 18.00 - 20.00	Problems: congestion, noise, pollution	Restrictions: none
2. The city	08.00 - 10.00 12.00 - 14.00 16.00 - 18.00	Problems: congestion, noise, pollution	Restrictions: none
3. The city	All day	Problems: congestion, noise, pollution	Restrictions: none

Figure 5: Results of Exercise A-part 1 “Identifying UFT problems in the city context”.

As probable measures to cope with related weaknesses, participants recognised as efficient: a) the creation of freight micro hubs, in the same spirit as urban consolidation centres, in order to serve last mile delivery, b) the promotion of cargo bikes through financial incentives to companies, c) the temporary use of parking spots by freight vehicles and multi-use lanes, d) the promotion of professional freight operators than private ones through regulatory (direct and indirect) measures, e) new technology applications to allow dynamic management and control/enforcement of public space (parking spots and traffic lanes).

EXERCISE A pt 2 TEAM NAME: Turin, Shogun

Please select innovative measures that could enhance the efficiency of the urban freight transport system and fill in the corresponding open field with the main characteristics of each measure.

Measure 1: Decrease freight vehicle presence (20% reduction in freight vehicles) in the city center (downtown) during peak hours (10.00 - 12.00 and 14.00 - 16.00).

Problem to solve: Decrease congestion and noise in the city center.

Measure 2: Freight vehicle parking zones in the city center.

Problem to solve: Decrease congestion and noise in the city center.

Measure 3: Freight vehicle parking zones in the city center.

Problem to solve: Decrease congestion and noise in the city center.

EXERCISE A pt 2 TEAM NAME: _____

Please select innovative measures that could enhance the efficiency of the urban freight transport system and fill in the corresponding open field with the main characteristics of each measure.

Measure 1: Create and use of 4 micro hubs in the city center to last mile delivery with cargo vehicles (operated by DHL & UPS).

Problem to solve: Decrease congestion in the city center.

Measure 2: Funding of cargo bikes for companies and push handbikes. Budget 45,000€.

Problem to solve: Decrease congestion, pollution, traffic reduction.

Measure 3: Freight vehicle parking zones in the city center.

Problem to solve: Decrease congestion and noise in the city center.

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EXERCISE A	TEAM NAME
Please select innovative measures that could enhance the efficiency of the urban freight transport system and fill in the corresponding open field with the main characteristics of each measure.	
Measure 1:	<p>Handwritten: <i>Special warehouse</i> <i>Special freight</i> <i>dedicated zones</i></p>
Problem to solve:	<p>Handwritten: <i>lack of warehouse</i> <i>actions</i></p>
Measure 2:	<p>Handwritten: <i>UCC</i></p>
Problem to solve:	<p>Handwritten: <i>increase</i> <i>P.Cac →</i> <i>lack of space for urban freight</i></p>
Measure 3:	<p>Handwritten: <i>large bikes</i></p>
Problem to solve:	<p>Handwritten: <i>urban space</i> <i>not enough freight</i> <i>available space</i></p>

Figure 6: Results of Exercise A –part 2 “Proposing measures to respond to specific city problems regarding UFT” .

Activity 2: Following the reference to the overall benefits of UFT measures for a city and how they are linked to more than one strategic city goals of urban sustainable mobility, participants have been divided into two groups and were asked to identify specific benefits of UFT measures each group has chosen. The measure examined by the working group of Rome – Stuttgart was the “diesel ban”, called as measure example 1. The measure examined by the working group of Alba Iulia – Torino, was the “special premise for professional freight”, called as measure example 2. Some of the benefits linked to example 1 were: a) decrease of air pollution, b) better health conditions, c) better quality of life. Benefits identified for measure example 2 were: a) traffic reduction, b) promotion of electric vehicles and other alternative means (easier to approach big freight operators than individual entrepreneurs), c) better provided service which leads to economic growth.

EXERCISE B	TEAM NAME
Please fill in the following box with the benefits that you believe the UFT measures that you selected can bring to your city.	
<p>MEASURE TITLE: <i>Special Premise</i></p> <p>BENEFITS FOR YOUR CITY:</p> <p>Handwritten: <i>Decrease of air pollution</i> <i>Improvement of health conditions</i> <i>Health benefits</i> <i>to economic growth</i></p>	
Please fill in the following box with the actors/stakeholders/social groups that you believe will be negatively or positively affected by the UFT measures that you selected.	
<p>STAKEHOLDERS:</p> <p>Handwritten: <i>Business</i> <i>NGOs (NGOs)</i> <i>Public authorities</i> <i>Private companies</i> <i>Other citizens</i></p>	

EXERCISE B	TEAM NAME
Please fill in the following box with the benefits that you believe the UFT measures that you selected can bring to your city.	
<p>MEASURE TITLE: <i>Special premise for professional freight</i></p> <p>BENEFITS FOR YOUR CITY:</p> <p>Handwritten: <i>Special premise for professional freight</i> <i>Reduction of traffic</i> <i>Reduction of air pollution</i> <i>Reduction of noise</i> <i>Reduction of CO2 emissions</i></p>	
Please fill in the following box with the actors/stakeholders/social groups that you believe will be negatively or positively affected by the UFT measures that you selected.	
<p>STAKEHOLDERS:</p> <p>Handwritten: <i>Business</i> <i>NGOs (NGOs)</i> <i>Public authorities</i> <i>Private companies</i> <i>Other citizens</i></p>	

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evaluation process has been identified as some of the most important critical actions. Additionally, several barriers, especially regarding legal aspects, have been identified. Supportive actions to overcome these issues have been further discussed. Finally, participants got familiar with available tools, especially with Novelog’s appraisal tool.

5. Overall evaluation

Three out of fifteen participants provided their individual feedback for the Workshop held in Turin. Summarizing their answers, participants were either fully satisfied or almost fully satisfied with regard to almost all of the issues under evaluation. For the most questions regarding to personal reaction responders gave the highest rates. For learning outcomes the answers vary. Some responders found that they have not extensively gained knowledge from the tools and the guidelines presented (“a little”) in this Workshop. Additionally, for the application of learning section, some of them are not sure of being able to apply these tools and measures for their own benefit. For example they claim that their ability to implement changed only a little after the workshop while their feeling about being supported for implement vary a lot. Successful case studies have been proved one of the most interesting part of the workshop and need to be enriched and better presented. Alternative funding mechanisms and exercise on business model canvases has been also highlighted as important by the participants. Finally, most of the participants would recommend the workshop to their colleagues.

SUITS_Workshop_Evaluation 1 / 3

Turin 2019
Number of observations:3

Personal_Reaction

	Yes, very much	Yes, a little	No feeling either way	Not really	No, not at all
Did you enjoy the workshop?	2	1	0	0	0
Was the content relevant to your situation?	2	1	0	0	0
Were you happy with the learning environment provided?	2	1	0	0	0
Were the exercises well-structured, relevant and interesting to you	1	2	0	0	0
Was the structure of the course easy to follow	2	1	0	0	0
Was the course fun to attend	3	0	0	0	0
Was the workbook distributed useful	1	2	0	0	0
Would you recommend this workshop to a colleague?	2	1	0	0	0
Did you enjoy the workshop?	67% 33%				
Was the content relevant to your situation?	67% 33%				
Were you happy with the learning environment provided?	67% 33%				
Were the exercises well-structured, relevant and interesting to you	33% 67%				
Was the structure of the course easy to follow	67% 33%				
Was the course fun to attend	100%				
Was the workbook distributed useful	33% 67%				
Would you recommend this workshop to a colleague?	67% 33%				

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SUITS_Workshop_Evaluation

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Turin 2019
Number of observations: 3

Learning_Outcomes

	Non response	Yes, very much	Yes, a little	No feeling either way	Not really	No, not at all
Do you think the workshop achieved its objectives?	1	1	1	0	0	0
Did you gain new knowledge/new ideas?	1	1	1	0	0	0
Did you find solutions to problems that are relevant to you?	1	0	1	1	0	0
Do you feel you have gained skills, tools and strategies?	1	2	0	0	0	0
Do you feel confident in applying the learnings from the workshop?	1	0	1	1	0	0
Has your ability to implement change been enhanced?	1	0	2	0	0	0
Do you feel supported in implementing change?	1	0	1	0	1	0
Do you think the workshop achieved its objectives?	33%	33%	33%			
Did you gain new knowledge/new ideas?	33%	33%	33%			
Did you find solutions to problems that are relevant to you?	33%	33%	33%	33%		
Do you feel you have gained skills, tools and strategies?	33%	67%				
Do you feel confident in applying the learnings from the workshop?	33%	33%	33%			
Has your ability to implement change been enhanced?	33%	67%				
Do you feel supported in implementing change?	33%	33%	33%			

SUITS_Workshop_Evaluation

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Turin 2019
Number of observations: 3

Application_of_learnings

	Non response	Definitely	Most Likely	Maybe	Unlikely	No, not at all
Will you put these learnings into effect when back in your job?	1	0	1	1	0	0
Do you intend to utilise the tools available from the project?	1	0	2	0	0	0
Do you intend to engage with project online supports?	1	0	1	1	0	0
Will you put these learnings into effect when back in your job?	33%	33%	33%			
Do you intend to utilise the tools available from the project?	33%	67%				
Do you intend to engage with project online supports?	33%	33%	33%			

What, if anything, will you change as a result of this workshop experience?

Nbr	
Non response	2
Total	3

67%