

C-LIEGE - Clean Last mile transport and logistics management for smart and efficient local Governments in Europe

DELIVERABLE n. 3.1.3

Summary 3rd local round tables

Dissemination level: PUBLIC

Workpackage n. 3

Version: Final

Date of preparation 09/07/2013

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Grant Agreement n. IEE/10/154/SI2.589407 – C-LIEGE



Co-funded by the Intelligent Energy Europe
Programme of the European Union

Document Control Sheet

Project	C-LIEGE: Clean Last mile transport and logistics management for smart and efficient Local Governments in Europe
Grant Agreement n.	IEE/10/154/SI2.589407
Document Title	Deliverable n. D3.1.3 Summary 3 rd Local Round Tables
Nature	R: Report
Available languages	E: English
Dissemination level	Pu: PUBLIC
Version	Final
Date	9 th July 2013
Number of pages	27
Archive name	D3.1.3_Summary_3rd_Local_Round_Tables
Authors	Ingrid Eibner, Martin Brandt (KLOK)
Contributors	NCC, MONTANA, MUS, PARAGON, LEA-LCC, ITL
History	08/04/2013– First draft 09/07/2013 – Final version
Keywords	Local round tables, list of participants, selected measures, freight quality partnership

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1. GENERAL INTRODUCTION

The themes which were issued at the 2nd Round Tables of each Pilot sometimes were quite different based on the disparity of geography, politics and the initial situation in general.

1.1 Objectives of the 3rd Round Tables

The 3rd Round Tables had two main topics in common:

- Elaboration of the selected measures
- Work towards the Freight Quality Partnership

This was accompanied by specific regional topics.

The measures themselves had been selected during the 2nd Round Tables. However, there was the need to discuss and elaborate, in order to have the measures implemented.

As for the Freight Quality Partnership, the first “letters of commitment” were signed.

1.2 Participants

There is a very reasonable amount of participation. The relevant authorities and associations are represented throughout. In most cases, the private sector is also represented, via individual stakeholders or via associations. The only exception is Emilia Romagna, due to the different arrangement of their Round Tables as a coordination platform for local measures in the region.

In some cases (Montana and Malta), the local media takes part in the meetings. This has resulted in improved media coverage.

2. GENERAL RESULTS OF THE ROUND TABLES

2.1 General problems / conflicts

While the Round Tables move towards implementation of measures, there are a few general problems: Not all partners have a budget for implementation of measures. Furthermore, the negotiation process towards implementing measures apparently needs some confidence and the support of regional administration and politics. This can result in a conflict with the publicity goal. Fortunately, the Round Tables building upon established partnerships and facing local funding for measures apparently have developed beyond that stage.

The former problem of Emilia Romagna lagging behind has been very much diminished in the past months. The local Round Tables are rapidly catching up.

2.2 The state of the Round Tables

All Round Tables at the moment debate the measures previously chosen and work towards implementation. While these measures are at different stages, it can be said that in no case a Round Table is facing failure or oblivion. On the contrary, they all have driven forward measures that would not have been taken care of otherwise.

Apparently, for the transformation of the Round Tables into a Freight Quality Partnership, in some cases the participation of the private sector and of other stakeholders will have to be strengthened.

In all, the Round Tables deal very much and in detail with the real situation of urban goods transport in their respective regions.

4. THE INDIVIDUAL ROUND TABLES

Below there is an excerpt from the minutes of each of the Round Tables.

4.1 Montana (Bulgaria)

4.1.1 List of participants of the 3rd Round Table

<i>N^o</i>	<i>Name</i>	<i>Organization</i>	<i>Stakeholder Group</i>
1	Mr.DeyanDimitrov	Municipality of Montana	C-LIEGE/Authorities
2	Ms Daniela Genurova		
3	Ms Reni Yaneva		
4	Ms Ingrid Eibner	KLOK Kooperationszentrum Logistik e.V.	C-LIEGE/Associations
5	Mr.TihomirAntonov	Deputy Mayor of the Municipality of Montana	Authorities
6	Ms ZornitzaZaharieva	Municipality of Montana	
7	Ms AlexiniaNikolova	Regional Inspectorate of Environment and Water	
8	Mr.PlamenGergov		
9	Mr. Elvis Ivanov	Traffic police department	
10	Mr.Liubomirlsaev		
11	Mr. Vladimir Iliev	Driving instructor	
12	Mr.JaniPetrov	Emo 91 Ltd	Retailer
13	Ms PetiaDimitrova	Darik Radio	National/Regional media
14	Mr. NikolayDragiev	BNR	

15	Ms Veneta Nikolova	www.novinitem.com	
16	Ms Yanka Apostolova	Montpress	
17	Mr. Ilian Dimitrov	Radio Berk M	

4.1.2 Objectives of the Local Round Table

The Round Table was held on January 22, 2013, with the following objectives:

1. Summary of the final version of the measures approved for implementation, presenting the intermediate pilot measures` results.
2. Presentation of the ideas for Local Joint Strategy. Preliminary conditions and agreements
3. Presenting and discussing the framework of the Freight Quality Partnership

4.1.3 Presentations and Debate

The 3rd Round Table started with a welcoming of the Deputy Mayor Tihomir Antonov.

Point 1 of the agenda

The lead officer for C-LIEGE in Montana, Deyan Dimitrov, gave a short summary of the first and second round tables in Montana. He presented the soft measures finally approved for implementation as follows:

- Introduction of differentiated fees for loading / unloading;
- Enactment of access “time windows” as well as time window restrictions;
- Freightmap for appropriate routes and vehicular restrictions;

- Local Freight Development Plan;
- Freight Quality Partnership.

During the meeting was introduced the way to implement the measures and was made a discussion with the representatives of stakeholders.

Representatives of traffic police proposed to introduce stop hours when it will absolutely be forbidden for freight vehicles to access the city center. The representative of the retail suppliers offered the difference in the charges for entrance in the central area to be on the basis of the loading vehicle capacity.

Point 2 and 3 of the agenda

A presentation was given about the framework of the Freight Quality Partnership.

To the participants of the meeting was explained that to achieve the best results after applying the discussed measures is necessary all stakeholders to be actively involved in their implementation. For that purpose must be developed a partnership agreement. It will be developed and offered to the stakeholders of the City Logistic Manager as all further activities regarding the coordination, data collection, analysis and etc for the UFT. Representatives of stakeholders expressed good will for future common activities.

4.2 Szczecin (Poland)

4.2.1 List of participants of the 3rd Round Table

<i>N^o</i>	<i>Name</i>		<i>Company/Institution</i>			<i>Position</i>
1.	Chwesiuk	Krzysztof	Maritime Szczecin	University of		C-LIEGE expert
2.	Iwan	Stanisław	Maritime Szczecin	University of		C-LIEGE local coordinator in Szczecin

3.	Kijewska	Kinga	Maritime University of Szczecin	C-LIEGE expert
4.	Lemke	Justyna	Maritime University of Szczecin	C-LIEGE expert
5.	Łapko	Aleksandra	Maritime University of Szczecin	C-LIEGE expert
6.	Ingrid	Eibner	KLOK	C-LIEGE local coordinator in Stuttgart
7.	Gałkiewicz	Michał	Bermag	
8.	Jedliński	Mariusz	University of Szczecin	C-LIEGE in-house consultant
9.	Grega	Filip	SOS Company	
10.	Jarosław	Mrówka	Szczecin and Swinoujscie Seaports Authority	Specialist for Port Development
11.	Koniecznyński	Przemysław	West Pomeranian Marshal Office	Head of Transport Policy Office
12.	Kujath	Jakub	Municipal Office of Szczecin	Department of Public Utilities and Environment Protection
13.	Lackorzyński	Piotr	Municipal Office of Szczecin	Town planning architect
14.	Sudakow	Grzegorz	Police - Traffic department	Subinspector
15.	Paszun	Daniel	West Pomeranian Marshal Office	Manager of Regional Office for Passenger Transport
16.	Płatkowska	Beata	Szczecin and Świnoujście Seaports Authority	Head of Department of Environmental Protection and OHS
17.	Cebula	Marcin	In Post	Director of Sales
18.	Kaczynski	Maciej	BTC Sp.zo.o.	President of the Board
19.	Grega	Filip	S.O.S Sp.zo.o.	President of the Board

20.	Przezak	Andrzej	Selgros Szczecin	Floor manager
21.	Loga	Tomasz	Cycling Association of Szczecin / Municipal Office of Szczecin	Supervisor of communications system development cycle
22.	Chabowski	Rafał	BTC Sp.zo.o.	

4.2.2 Objectives of the Local Round Table

The Third Round Table Meeting was organised by the MUS and hosted in Szczecin on the 30th November 2012. It was the third working event organised by the MUS in Szczecin under the C-LIEGE project. The main objectives of the meeting were to:

- present the Tyne and Wear Freight Partnership as a model example for the Freight Quality Partnership which is being formed in Szczecin
- recall the city logistics solutions for Szczecin, chosen during the Second Round Table, and discuss the assumptions for their implementation.
- acquaint the participants of the meeting with the new ITS system of traffic management in Szczecin which is installed in the Centre of Traffic Management in the Department of Public Utilities and Environmental Protection in Szczecin (study tour).

4.2.3 Presentations and Debate

The Round Table was on the second day of a two-day meeting. The Round Table was divided into three parts:

- Presentation of the Tyne and Wear Freight Partnership – current activities and solutions, good advice for Szczecin.
- Presentation and analyses of chosen city logistics solutions for Szczecin, and discussing the assumptions for their implementation.
- Study tour to the Centre of Traffic Management in the Department of Public Utilities and Environmental Protection in Szczecin.

In the first part of the meeting Mr John Bourn from the Newcastle City Council presented the Tyne and Wear Freight Partnership. He elaborated on the main goals and potential benefits of the freight partnerships, and he provided advice on how to start a partnership– step by step. Establishing a Freight Quality Partnership is one of the five activities which are going to be implemented in Szczecin, the others are: forming a Local Freight Development Plan, building of loading slots, relocation of chosen packstations, and a promotional campaign for sustainable freight transport, connected with writing an eco-driving handbook for Szczecin, dedicated to both drivers and transport operators. All these activities were talked over in detail by Mr. Stanislaw Iwan – the local coordinator of the C-LIEGE Project – during the second part of the meeting. The participants were discussing how to avoid problems during the implementation process and they were arranging the directions for future work.

The third part of the meeting was a study tour to the Centre of Traffic Management in the Department of Public Utilities and Environmental Protection in Szczecin. The visit enabled to acquaint the participants of the meeting with the new system of traffic management in Szczecin. The system is the first solution of this kind in Europe. It allows streamlining the traffic in the city by including assistance in selecting the best route and flexible control of traffic lights.

4.3 Newcastle (United Kingdom)

4.3.1 List of participants of the 3rd Round Table

<i>Nº</i>	<i>Name</i>	<i>Company</i>	<i>Contact details (email)</i>
1	John Bourn	Tyne & Wear Freight Partnership	john.bourn@newcastle.gov.uk
2	Philip Lockwood	Bedfords Ltd	Phillip.Lockwood@Bedfordstransport.co.uk
3	David Webster	Bedfords Ltd	David.Webster@Bedfordstransport.co.uk
4	Gary Appleby	Port of Tyne	gary.appleby@portoptyne.co.uk
5	Brendan Green	BAM Nuttall Ltd	brendan.green@bamnuttall.co.uk
6	Kevin Cobb	Alex Smiles Ltd	kev@alexsmiles.co.uk

7	David Myers	Alex Smiles Ltd	davidm@alexsmiles.co.uk
8	Nigel Cook	Elddis Transport	nigel@elddis.net
9	Tony Hogarth	Elddis Transport	tony@elddis.net
10	Stuart Smiles	Waste Recycling Logistics Ltd	stuart@alexsmiles.co.uk
11	Ian Phoenix	Cemex	ian.phoenix@Cemex.com
12	Brian Matthews	North Tyneside Council	brian.matthews@northtyneside.gov.uk
13	Mike Page	Aecom	michael.page@aecom.com
14	Marc Torentelle	LEITAT	mtorrentelle@leit.at
15	Mick Kemp	Fleetsource	
16	Yvonne Forster	Newcastle City Council	Yvonne.Forster@newcastle.gov.uk

4.3.2 Objectives of the Local Round Table

The 3rd Round Table was held on 14 February 2013 with the following objectives:

- Review and update of the major objectives of the C-LIEGE project, consortium partners and pilot sites.
- Outline of the main measures to be delivered in Newcastle through the C-LIEGE project.

4.3.3 Presentations and Debate

John Bourn welcomed everyone to the workshop. He outlined the background and objectives of the C-LIEGE project. The main part of the Round Table was dedicated to the pilot measures.

Multi Modal Carbon Calculator Demonstration (MMCC)

John Bourn gave a live demonstration of the MMCC. It was explained that the calculator defaults to Defra carbon emissions, but there are various fields and options you can use to fine tune it to each vehicle fleet. The tool produces a PDF print-out giving carbon output on each leg of the journey.

Costings per trip/mode may be added later but these will be more of an assumption as detailed company costings are commercially confidential. The volume is based upon tonnage, not (yet) upon cubic meters. For the sea and rail alternatives, the routes exist, but you would probably have to order service in. The MMCC is a useful resource and there is no other free equivalent available. At present, it only covers UK but could be expanded with more funding.

Rail Partner Group

Rail Freight Partner Group had been set up and enjoyed very good support from industry, local authorities and Newrail at University of Newcastle. A separate sub-group, comprising the Freight Partnership, Northumberland County Council, Port of Blyth and Newrail had been set up to look at the future of the Ashington, Blyth & Tyne line, in the light of the Port's plan to expand freight carryings and the Council's aspirations to re-open for passengers.

Fleet Operator Recognition Scheme (FORS)

FORS was launched pilot last year. The aim is to continue and expand numbers of participants. Already, workshops are well received. The consortium is looking at building FORS into procurement contracts to further grow membership, as is the practice at TfL (London).

FORS is managed by Transport for London and has grown rapidly. Tyne & Wear is first to run the scheme outside London. However many regions take it up, there will only be one FORS scheme: One depot, one registration.

General Discussion about C-LIEGE Measures for Newcastle

The general discussion included the question of electric vehicles in Newcastle as well as congestion zone and freight consolidation centre. For rail transport, the available infrastructure will be checked.

The Round Table was followed by two FORS Driver CPC Workshops, covering Managing Driver Fitness and Impairment and Managing Driver Assessment and Training.

4.4 Stuttgart (Germany)

4.4.1 List of participants of the 3rd Round Table

<i>N^o</i>	<i>Name</i>	<i>Institution</i>	<i>Position</i>
1	Holger Bach	WRS Mobility Office Stuttgart	Managing Director of LogBW and head of Mobility Office Stuttgart Region
2	Götz Bopp	Chamber of Commerce, Stuttgart Region	Goods Transport Officer
3	Martin Brandt	KLOK Kooperationszentrum Logistik e. V.	Projektmanager
4	Ingrid Eibner	KLOK Kooperationszentrum Logistik e. V.	Projektmanager
5	Claudia Eichhorn	PTV Group (excused)	Projektmanager
6	Peter Hagen	Ministry for Finance and Economy Baden-Württemberg (excused)	Dept. of mobility and logistics
7	Isabell Holder	VSL Logistics Association Baden-Württemberg	Project Officer
8	Lena Hörter	Town of Ludwigsburg	Project Officer
9	Boris Jambor	DPD	Manager
10	Tatjana Markus	Stadt Kornwestheim	Wirtschaftsbeauftragte
11	Jens Jochen Roth	Steinbeis Innovation Center for Logistics and Sustainability	Head of Innovation Center
12	Sabine Siller-Prasky	Ministry for traffic and infrastructure Baden-Württemberg	Dept. of innovative transport concepts
13	Carsten Strähle	Stuttgart Harbour (excused)	Managing Director
14	Ralf Thomas	Stuttgart City, Traffic coordination center	Head of Unit

4.4.2 Objectives of the Local Round Table

The 3rd Round Table was held on 18 February 2013. Target of the Round Table was to do another step towards implementation of the pilot measures. The measures had been introduced at the previous Round Table, and they were now analyzed by the Round Table members.

4.4.3 Presentations and Debate

Martin Brandt greeted the participants at the 3rd Round Table for freight transport in Stuttgart Region. Regarding the measures selected on the 2nd Round Table, it was again explained that the target of C-LIEGE is to influence urban goods traffic via “soft” measures. Examples for soft measures as opposed to hard measures were given.

Already on the 2nd Round Table it was announced that the Chamber of Commerce would do its own study regarding urban goods transport through PTV. PTV took part in the 2nd Round Table; the suggestions are almost identical with the C-LIEGE suggestions. The Chamber of Commerce has started its own Round Table in parallel. KLOK decided to take part.

Freight Mobility Plan for Ludwigsburg

The Freight Mobility Plan is to cover a larger number of measures. Independent of this, the Round Table was asked to tell which measures they would want to be considered. The result was:

- Extension of delivery time windows.
- Specific parking space for delivery vans.
- In the long term, delivery should be through the back of the buildings, via back roads.
- The pedestrian area should get plaster that does not produce noise when cargo is rolled along.
- Better signage.
- Inclusion of e-mobility.

These ideas will be brought into the debate with Ludwigsburg town.

Electric delivery truck

The technical specification, the cost and the organizational needs of an electric delivery vehicle were elaborated, by the town of Ludwigsburg and by the operator DPD. The town of Ludwigsburg also explained its experience in e-mobility.

City Logistics Manager

Many years back, Stuttgart has tried a traditional city logistics concept with shared delivery vans, which failed. The city logistics manager will in Stuttgart have the title of „Beauftragter für den Wirtschaftsverkehr“, i.e. „Coordinator of goods traffic“, to avoid the narrow view of the manager as an organizer of joint delivery. The city of Stuttgart now goes for a position in the administration for the new function.

Traffic information for goods transport

The traffic information center will go for an additional position of a person to collect and distribute this information. The Round Table supported the effort by a list of questions to be handled by that manager:

- Basic prognosis of digestion (i.e. before football games, cycling and other sports events).
- Planning the delivery around large events, such as “CannstatterWasen” (Germany’s second largest “Oktoberfest”).
- Route changes because of construction.
- Road closures.
- Change of street profile (trees, construction).
- Accidents (fire, water).

There may be a business model for this type of information in a town the size of Stuttgart.

Freight Quality Partnership

This is to be led by the City of Stuttgart, supported by the other partners. Both the C-LIEGE Round Table and the Chamber of Commerce Round Table will merge into that partnership. The Round Table was asked for a first list of topics to be handled. Suggestions were:

- Noise of cooling devices.
- Generally the delivery of pubs and restaurants.
- Desire to create an organizational and legal framework that allows for the economic activities to be carried out without overstepping traffic rules.
- All topics named in connection with the Ludwigsburg Freight Mobility Plan.

C-LIEGE has asked partners to sign a “Letter of Commitment”, to strengthen the activities.

Next steps

- Coordination with Chamber of Commerce.
- Signing the „Letters of Commitment“ (3 signed at the date of the minutes).
- Ludwigsburg Freight Mobility Plan: Coordination within the town administration (done on April 8).
- Electricvans: Organizationalconcept.
- Other measures: Financing.

4.5 Hal Tarxien (Malta)

4.5.1 List of participants of the 3rd Round Table

N^o	Name	Company
1	Ms. Carmen Borg	GRTU
2	Perit Audrey Testaferrata de Noto	Transport Malta
3	Mr.Stephen Camilleri	Transport Malta
4	Mr.Alex Azzopardi	Transport Malta
5	Mr Christopher Spiteri	Mayor of Marsa Local Council
6	Mr Paul Farrugia	Mayor of Tarxien Local Council
7	Mr. Duncan Barry	Malta Today (newspaper)
8	Mr. Quentin Zahra	Eurofreight Ltd.
9	Dr. Nadia Theuma	Paragon Europe
10	Mr. Andrea Demadonna	Paragon Europe
11	Mr. Lionel Coddens	Paragon Europe

4.5.2 Objectives of the Local Round Table

The 3rd Round Table was held on 27 September 2012. The main objective was to discuss the five Best Practices to be introduced as pilot measures.

4.5.3 Presentations and Debate

Dr. Nadia Theuma pointed out how the stakeholders have to reach consensus on what to implement, concrete decisions have to be made. It was important that Transport Malta(TM) was present at the next meeting. This will clarify where the restricted power of the Local Councils lays and what TM is able to do. This first has to be clear before concrete agreements and decisions can be made.

The measures that have been chosen are:

- 1) Changing traffic regulations to improve freight access (Hal-Tarxien)
- 2) Additional freight parking slots in the city centre (Hal-Tarxien)
- 3) Freight Quality Partnership (Regional / National level)
- 4) Local Freight Development Plans (Regional / National level)
- 5) The City Logistics Manager

Regarding the first measure, Mr. Demadonna explained that Paragon Europe has carried out a data collection on traffic passing through Id Dejma road to estimate the traffic flow during the whole day. The data collected have been analysed and showed the level of traffic and CO2 emissions that would be avoided should Id-Dejma road become a one-way road.

Besides the research paper, Mr. Demadonna explained that Paragon has prepared a Survey to be distributed to the population of Id-Dejma road area in order to explore the potential support to such measure.

Regarding the Freight Quality Partnership, Mr. Demadonna brought to the attention of the attendees some initiatives already in place in other localities such as the UK (Newcastle, London, Leicester), Italy (Parma) and Germany (Stuttgart).

The stakeholders agree on Mr. Demadonna's suggestion to use an increasing approach. The strategy states that the FQP will be built started from the town of Hal-Tarxien and will be widened once the core group has been consolidated.

Hal-Tarxien will be the first area included in the FQP and it will be eventually enlarged to the areas of Marsa, Hamrun, Sliema/Ta'Xbiex and Luqa (area of the airport).

To achieve concrete results, the FQP will need the involvement of Transport Malta, since the National Transport Authority is the body in charge of taking decisions in almost every transport field. Transport Malta showed a cold interest without giving any plausible reason. Mr. Demadonna thinks that since the Authority is involved in other EU initiatives and is not part of C-Liege, it would not benefit from the FQP. Without Transport Malta, the Partnership would be only a consultation forum.

Then Mr. Demadonna discussed and explained the LFDP as co-ordinated plans designed to rationalise freight movements and deliveries They can cover a wide range of measures depending on the unique characteristics of each town/city. He gave the stakeholders a overview of the steps to be undertaken:

Finally Mr. Demadonna brought to the attention the importance of the City Logistic Manager and the roles that he/she will play within the FQP. The ideal subject would be someone within Transport Malta, but again, the representatives looked quite cold and agreed on discuss the topic during further meetings.

The next presentation was made by Mr. Zahra, expert in freight transport in Malta. He started describing the current situation in Hal-Tarxien:

- The locality of Tarxien is spread over an area which is approximately 0.9 sq.km.
- The population of Tarxien is estimated at about 7600 inhabitants.
- The locality is a densely populated area.
- Tarxien does not have a concentration of activities which attract cargo such as supermarkets and factories.
- Tarxien is surrounded by similar activities, and so the locality is: (i) exposed to heavy volumes of traffic, (ii) commuters use Tarxien to navigate to and from the main travel demand attractions.

- Although commuters tend not to visit Tarxien to fulfil a demand, there is considerable traffic to reach the surrounding locations and activities.
- Furthermore traffic is congesting certain bottle neck areas and thus disrupting community life.
- Congestion amplifies both noise and air pollution.
- An area which falls in this category is Dejma Road, as commuters use this traffic corridor to link to schools, retail centres, factories and other distant work places such.

Later on, Mr. Zahra described the decisions of Hal-Tarxien Local Council in this terms:

- Tarxien local council is proposing traffic deviations to relieve the area of traffic volume.
- This is a positive proposal as reduction in traffic volume, will automatically reduce congestion and pollution.
- This initiative is however to be seen as one of the steps towards a local integrated approach towards reducing the negative impacts of traffic upon the community and the environment.
- In view of this the locality of Tarxien as well as the surrounding localities are encouraged to consider alternative best practices to continue in limiting transportation negative impacts.
- The workshop also encourages the participation of other stake holders such as Transport Malta, Police, resident groups, retailer groups, industrial bodies, etc.

Finally, Mr. Zahra suggested other best practices which could be implemented in the area. Since Tarxien does not have a high concentration of retail and industrial activities, one may conclude that heavy vehicles use Tarxien only as a traffic corridor, en route to other locations. One may thus consider restricting cargo tonnage access during selected peak hours of commuting. Restricting cargo tonnage access to non-peak hours of commuting could be also a solution.

4.6 Leicester (United Kingdom)

4.6.1 List of participants of the Round Table

Due to the local activities in Leicester, this already is the 4th Round Table.

Nº	Name	Company/Institution	Position
1	Garry Scott	Leicester City Council	Chair of FQP
2	Andrew Webster	Leicester City Council	Transport Strategy Officer
3	DarshChauhan	Leicester Energy Agency	C-Liege Co-ordinator
4	Rhys Cowsill	G Step	Director
5	Adrian Johnson	Highways Agency	Planning Manager
6	Graham Compton	Leicestershire Police	Traffic Management
7	Kamal Dhutia	Federation of Small Businesses	Transport Lead
8	Andy Hopkins	Leicestershire County Council	Transport Strategy Officer
9	Andy Brooks	Environment Representative	Voluntary Sector
10	Max Bowden	Leicestershire Chamber of Commerce	Business Policy officer
11	Dan Clifford	Pollution Team	Officer
12	Sally Gilson	Freight Transport Association	Officer
13	JolantaObszynska	Pollution Team/Leicester City Council	Officer
14	Chris Randall	Leicester City Council	Officer
15	Rhys Williams	Road Haulage Association	Area Manager East Midlands

4.6.2 Objectives of the Local Round Table

The 3rd Round Table was held on 12 March 2013 with the following objectives:

- To provide an update on C Liege and request letters of support from the members.
- To see the finished downloadable map for freight.
- To learn of the low emission zones proposed for the city.
- To learn of the Road Casualty Reduction Strategy 2012 – 2020.
- To learn of the proposed works to roadways into the city – to be carried out by the County Council.

4.6.3 Presentations and Debate

C Liege Update

Darsh Chauhan gave a short update on the project:

- 1) Members are requested to provide letters of support showing the commitment of their organisations to the FQP. A draft letter was distributed. The letter will be emailed to every member after the meeting. Letters will need to be printed onto letter heads and signed and stamped and returned to Darsh. Action: DC to email letter to all.
- 2) DC mentioned that some support has been given to Hal Tarxien in Malta to set up their FQP. There has been no response from the partners in Montana Bulgaria.
- 3) Communication Plan. Now that many of the C Liege measures are nearing completion, we should arrange for a series of press releases to celebrate the work. It was agreed for DC to prepare a communication plan to circulate to members for them to add in what they can do and when. Action: DC to email plan.
- 4) Members asked in a representative could be invited from the Newcastle FQP top talk about their FORS project for the next meeting. Action: DC to invite Newcastle FQP.

He reminded the group that the project will end in November this year. There is a project meeting in Malta at the end of April. DarshChauhan is to attend.

Pollution Team Presentation: Low Emission Zones

Leicester has 3 projects (all Department for Environment, Food and Rural Affairs (DEFRA) funded):

- LeicesterBEST (Bus Emissions Study)
- 20MPH Zones Project – more aimed at cars in and around residential areas
- LESTAir (most important, developing a business case for the introduction of an “Environment Zone”. Looking for at least two measures that can be put in place by 31st March 2014)

A consultant will be appointed to lead on the works. The project is in partnership with Hillingdon Borough Council in London.

G-STEP Presentation – Downloadable Map

The downloadable map is a phone app for HGV drivers. Weight and Height can change the data provided (factoring in bridge heights and weight restrictions), but currently not Length. It also provides data on parking spaces. GPS, MOVA, SCOOT and meteorological data will all go into the system.

The aim is to try on A6 corridor from Great Glen to Leicester, and then to trial for the whole town in Northampton. If that is a success they hope to come back and do the whole of Leicester. Freight operators need to make some concrete suggestions. Representatives from outside of Leicester would be good as well.

Leicestershire Constabulary Presentation

Presented the Force Road Casualty Reduction strategy 2012-2020. The Fatal 4:

- Drink Driving
- Use of Mobiles
- Inappropriate Speed
- Not Wearing a Seatbelt

The 10 year target is to reduce all road casualties by 30%, from around 4,000 to 2,700, and to reduce Killed or Seriously Injured (KSIs) by 20% (on the 2005-09 average), from 390 to 312. The total cost of one fatality is estimated to be around £1.5million.

Working with the Highways Agency to keep lorries on motorways and trunk roads as much as possible. Not in isolation though, also working with Fire and Ambulance services, NHS, and LCCs. Promoting the 4 E's:

- Education
- Enforcement
- Engineering
- Encouragement

Road Safety Partnership work with motorbikes, motor offences, children, young drivers, working drivers, speed management, cyclists and pedestrians. The Road Safety Unit conducted speed awareness courses with 16,000 people in 2012. A detailed plan for safety measures was outlined.

Any Other Business

Proposals regarding Buss Lanes, Freight-only corridor, Early Delivery Zone and Side-swipes were debated.

4.7 Emilia Romagna (Italy)

4.7.1 List of participants of the Round Table

<i>N°</i>	<i>Name</i>	<i>Company</i>
1	PaoloAzzolini	Comune Reggio Emilia
2	DanielaBittini	comuneimola / area blu
3	RobertoBronzetti	comune di rimini
4	Giuliana Chiodini	Regione Emilia-Romagna
5	BarbaraCremonini	Comune di Modena
6	PaoloFerrecchi	Regione Emilia-Romagna
7	MorrisGentili	Comune Cesena
8	Giuseppe Luppino	ITL
9	IvanMazzanti	Comune di Imola
10	CarloMichelacci	Comune Bologna
11	Alberto Preti	ITL
12	LuciaRamponi	Regione Emilia Romagna
13	DinaRavaglia	Comune di Parma
14	NicolaScanferla	Comune di Ravenna
15	StefanoSpazzoli	ComuneForlì
16	FabioStampini	agenziamobilità di Modena
17	SergioSverzellati	Comune di Piacenza
18	MonicaZanarini	Comune di Ferrara

4.7.2 Objectives of the Local Round Table

Due to the start of Emilia Romagna as a replacement for the original partner of Parma, this is only the second Round Table, held on 7 March 2013.

Objective of the meeting is to discuss with Municipalities the rules harmonization at regional level with particular reference to the vertical measures identified in C-Liege:

- Access restrictions for polluting freight vehicles
- Time window restrictions

The measures are also mentioned in the agreement already signed in July 2012 to improve the quality air in the cities with more than 50.000 inhabitants.

4.7.3 Presentations and Debate

ITL produced a presentation which explained the work carried out and the activities completed in cooperation with all Municipalities, in particular:

- Fine tuning with all Municipalities on the regulations for the two vertical measures listed above,
- Demand analysis: which are the main categories which generate traffic in LTZs,
- Supply analysis:
 - regulations for each City,
 - which rules are similar for each city,
- Harmonization of the rules in LTZs:
 - Identification of a time window minimum common denominator,
 - Identification of a larger harmonized time window,
 - how to reach the larger harmonization (with access restrictions for polluting freight vehicles).

During the discussion it was possible to understand better the single obstacles for each city and to reach deals on the activities to be carried out.

Here the points of the meeting:

- ITL will check again the rules for each city as it is important to have a correct starting point;

- According to the “MiMuovo Elettrico”, the Regional harmonized electric plan, pure electric vehicles are not affected by time windows thanks to their non-polluting technology;
- Identification of a common time window as minimum common denominator:
 - Cities agreed to identify a minimum common denominator in terms of time windows (e.g.: from 09.00 to 10.30 in the morning and from 15.30 to 16.30 in the afternoon),
 - the intent is to make uniform also the restrictions for polluting freight vehicles to EURO4 standard,
 - In case of needs a single city can enlarge the time window for specific purposes but maintaining the minimum common denominator
- Other points:
 - Access restrictions decreasing with greener vehicles,
 - Pre-Euro standard vehicles should have the highest restriction levels,
 - Third account must be encouraged instead of own account transport,
 - Own account and pollutant vehicles can be managed with pricing measures.
- Freight Quality Partnership:
 - Participants of the round table are asked to be formalized by their own Institutions.

The round table was closed with the aim to arrange the next meeting in April 2013 after the Easter holidays.