



FUA Objectives:

- decrease of congestions and air pollution
- holistic analysis of the condition and quality of freight transport distribution
- definition of critical flow disturbance points for freight transport

The territorial context:

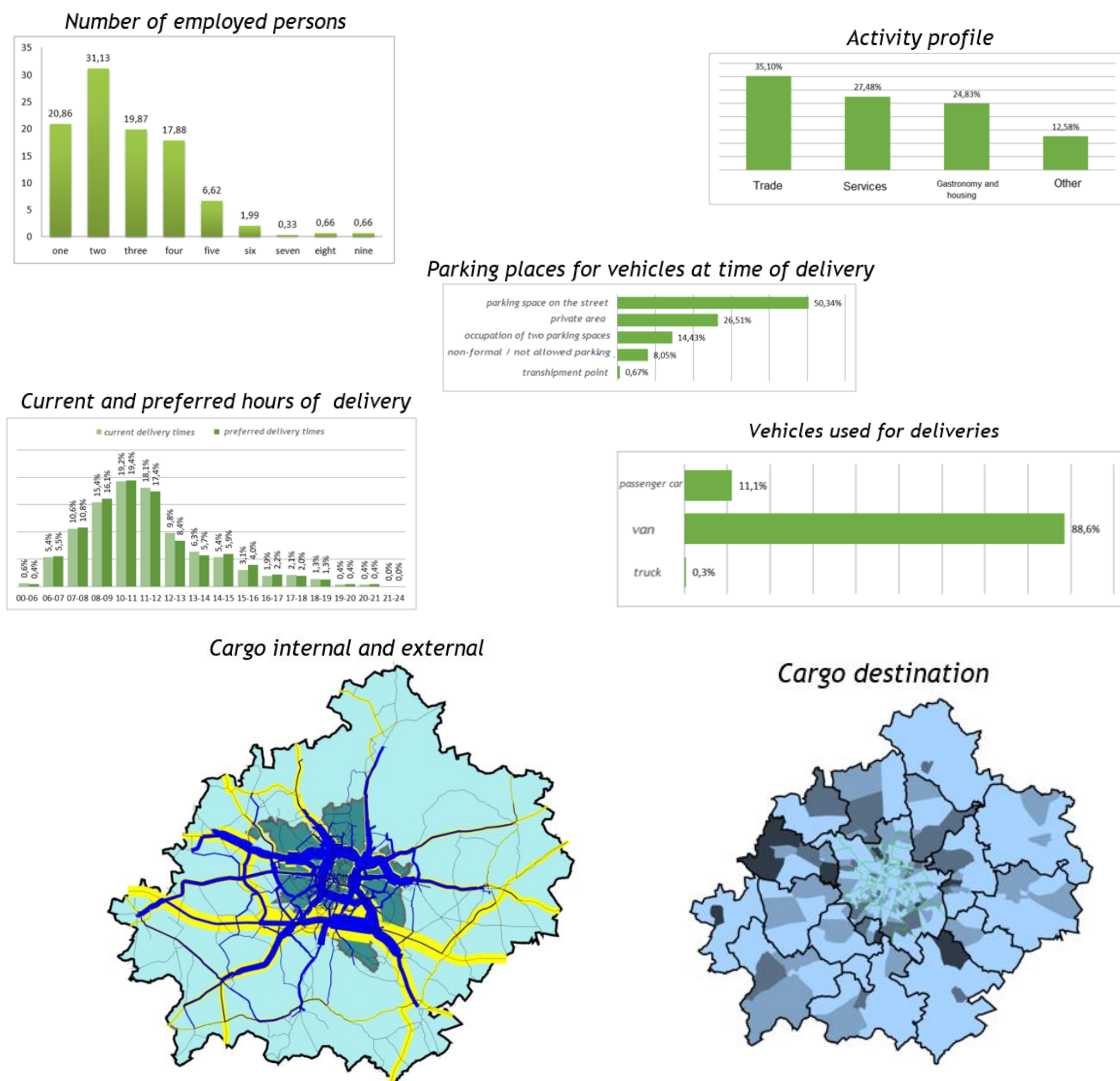
- Poznań FUA involved 22 municipalities
- 3 082 km² - Poznań FUA area
- 1 022 844 - Poznań FUA number of inhabitants
- 177 865 - Poznań FUA number of the employers
- Surveyed area - City of Poznan
- 259 km² - City of Poznan area
- 532 346 - City of Poznan population
- 25 328 - number of the employers
- 5 city zones used in the tool and in the o/d matrix



- The area of the survey is the most logistically inconvenient area within the Poznan FUA due to a major problem with supplies within the city's area
- In the selection of the division criteria, a significant factor was the comparability of sizes and of amounts of population of the particular districts so that they could be compared easily. The adopted variant is the most optimal of the possible divisions despite differences in sizes and populations of the zone

Results generated by the tool application:

Survey sample - 302 companies



Problem indicated	% indications	Number of responses
Difficult access to loading site	35%	54
Safety of loading	34%	53
Time of delivery	16%	25
Time of loading/unloading	7%	11
Lack of loading stations	3%	5
Difficult transport of goods from the parking to the client's premises	3%	4
Lack of coordination of deliveries	1%	2
total	100%	154

Freight Quality Partnership:

- Public stakeholders: Poznan City Hall, Municipal Road Authority, Urban Transport Administration
- Private stakeholders: Agamat, Marol (Chata Polska), Eurocash, Papukurier, PointPack.pl, Transmeble, Jeronimo Martins, Rentis, Volkswagen Poznań, Dachser, DHL Parcel, VEMAT, Pol-Bus, GLS

Objectives

- Support for Poznan City Hall in formulation of SULP
- Establishing platform for cooperation between FQP participants
- New pilot projects in urban freight transport
- Unloading bays
- Interactive roadmaps for drivers
- Regulations for deliveries (SULP)
- Contribution to policy / strategy development

Main points of discussions with stakeholders

- Results of the survey executed in the farmework of SULPITER project
- Preferred topics for working groups
- Possible pilot projects to be executed as example

Private stakeholder engagement results

- 2 meetings of the FQP group
- Brainstorming session
- First selection of the most interesting topics for FQP participants
- Involvement of the very active private stakeholders like Volkswagen Poznań



Data interpretation:

- The vast majority of the surveyed entities have a small number of employees, which may be due to the specific nature of the analysed industries and result of the Poznan enterprises structure. There is no difference in terms of employment compared to other surveyed companies from gastronomy and hotel sectors
- Most companies have 1 main supplier. Every 3 indicates 2 suppliers, and only 13% of the surveyed entities have 3 suppliers. In a sense, this situation illustrates the level of dependence of major suppliers of goods
- Most deliveries are made at least a few times a month, with one third of the companies using more frequent deliveries, which may be due to very limited warehouse space
- Delivered goods are usually imported in boxes and cartons. The declarations of the surveyed companies show that the delivery is generally short (up to 10-20 minutes) and the delivered goods do not exceed several tens of kilograms
- Among the most frequently reported supply problems, respondents indicate difficulties in accessing loading and unloading sites. The sense of security of the goods suffers from that and delivery times are prolonged

LSI:

