



DOCUMENTATION OF  
THE SECOND PEER REVIEW MEETING  
AT THE  
CONSORTIUM MEETING  
BERLIN | 15.05.2014

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# 1. PEER REVIEW IN SMARTSET

## 1.1. Introduction:

Within SMARTSET a regular peer review among the project partners - notably between lead and follower cities – is implemented within WP 5.

Such peer reviews are performed by meetings established back-to-back with project consortium meetings and deal with relevant actions and challenges in the course of project implementation.

Within SMARTSET such peer reviews are not a matter of simply judging an activity – but rather a form of “external” evaluation and support of the reviewed/discussed application site in a high quality manner – carried out within the project consortium.

In SMARTSET, peer reviews are applied for following reasons:

- To ensure and increase the quality of the SMARTSET project implementation
- Every application site gets acquainted with an external, yet informed perspective
- To engage in mutual learning and know-how transfer with trusted peers
- SMARTSET is the perfect platform for understanding, following, evaluating and helping each other to further develop the application sites’ concepts and implementation with freight distribution systems.
- SMARTSET partners are lead and follower cities, thematic experts, from different backgrounds and working in different contexts. Thus a comprehensive advice can be jointly built
- There is no judging of situations in a theoretical manner. Peers and evaluated application site “sit in the same boat” have and get “first-hand-experience”; therefore it is easier to give assessments on how a specific application site’s activity was dealt with and how it can be improved.

To allow every application site to be transparent and open in the peer review discussion, all SMARTSET consortium partners commit to:

- Putting the focus on the specific application site’s needs/interests
- Being objective
- Keeping all information exchanged confidential
- Promoting openness, integrity and sincerity for mutual learning in the peer review
- Keeping in mind that there are different cultural influences and different contexts influencing the respective project partner’s implementation work
- Promoting an open enquiring and critical attitude (both in the peers and the reviewed application site)

For getting the most out of the time for a peer-review meeting an intensive preparation phase (e.g. by questionnaire to application sites) is followed by different interactive settings at the peer review meeting itself.

## 1.2. Second Peer Review Meeting, 05.05.2014

### 1.2.1. Preparation:

The second SMARTSET Peer Review meeting was held on the 15<sup>th</sup> of May 2014, back-to-back with the 3<sup>rd</sup> Consortium Meeting, in Berlin, Germany.

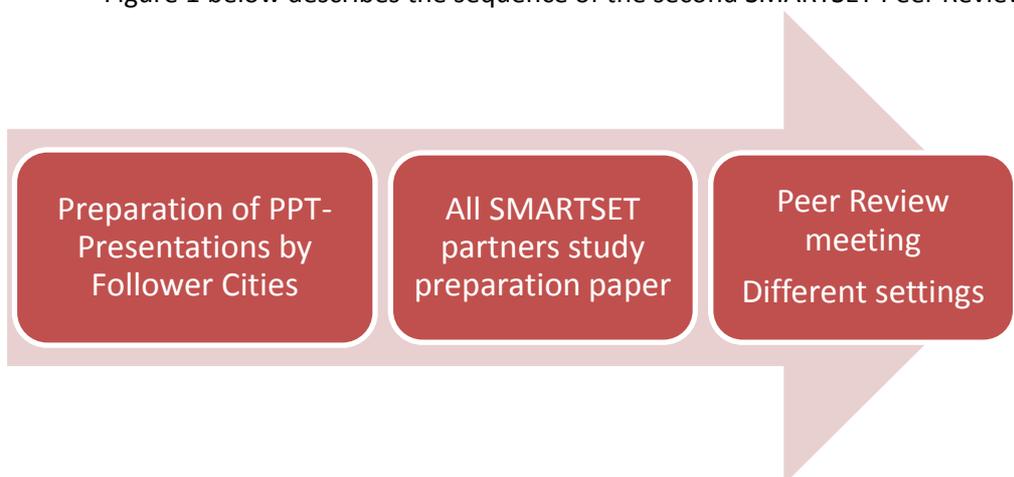
The aim was an exchange and mutual support on following topics in different settings:

- Topic 1: How to establish a National Network?
- Topic 2: Work Package 2 Tasks and Follower Cities
- Topic 3: Incentives and Regulations (due to longer discussion needed on WP 2 tasks, this part was postponed to the third Peer Review meeting)

The second Peer Review meeting was prepared by:

- Sending out Power-Point templates to Follower Cities for preparation of their input on WP 2 tasks three weeks before the Peer Review and later
- Sending out a preparation paper for all partners, including a division of tasks for the different project partners in the Peer Review Meeting as well as the open questions formulated by the follower cities in their presentation prepared.

Figure 1 below describes the sequence of the second SMARTSET Peer Review.



**Figure 1: Sequence of the second SMARTSET Peer Review**

## 1.2.2. Documentation Peer Review Meeting:

### 1.2.2.1. Topic 1: How to establish a National Network?

The first part of the Peer Review meeting addressed the question on “How to establish a National Network?”, a WP5-task to be fulfilled by each application site and - if applicable - together with other application sites in the same country.

This exchange took place in the form of an interview:

- Gothenburg and Sundsvall as two application sites experienced with establishing a National Network were interviewed by two application sites in the course of building up such a network.
- Additional questions from other application sites and SMARTSET-partners could also be raised.

Following points were discussed (Q=question, A=answer):

Q1 Graz: The information provided by Magnus earlier in the meeting, is it about local or national networks?

A1 Gothenburg: Local network

Q2 Graz: How to reach the goals of a National Network?

A2 Gothenburg:

There are two networks that are coordinated by one person employed with SKL (Association of Swedish cities and towns).

- o One with 290 municipalities, of which 20 are in the network; trying to consolidate freight for schools and hospitals through the municipalities / city administration;
  - o The other 3-city-network is also guided by SKL and comprises Gothenburg, Malmö and Stockholm - focus is on exchange of knowledge from local initiatives to national level. Ministries as well as transport and trade associations are also involved.
- ➔ SMARTSET was not taking the initiative for either of the networks, but stepped into the existing ones.

Q3 NewRail: What is the size / area of your national networks?

A3 Sundsvall:

- o In the nationwide network is SMARTSET part of the network; members are changing all the time; up to 290 people are invited.
- o The three-city network comprises about 9 persons. First there was no leader of the network, then SKL assumed the position of coordinator

Q4 Graz: In Austria there is no existing National Network. Who are the stakeholders to be involved and are there conflicts?

A4 Sundsvall: The network is under the umbrella of SKL to have a neutral view; Sundsvall is important to be involved as it is the only municipality from the North – all the others are coming from the South

Q5 NewRail: How much does it cost?

A5 Sundsvall and Gothenburg: Part of the work for people from the municipality working in the network + consultants + one fully employed person; costs for meetings and travel are not high as there are networks in the networks (Malmö has a local network, Stockholm not) and as it is in the same country

Q6 Graz: How do get all needs from the city and region in one network?

A6 Gothenburg: You need to find out the answer of the stakeholders “what is in for me?” respectively the common interest. You can show that it is about business.

Q7 NewRail: Is there a conflict of interest with other countries?

A7 Sundsvall and Gothenburg: Malmö is doing cross-border cooperation with Copenhagen and on national level with Gothenburg

Q8 Graz: Do the networks have influence on national law?

A8 Sundsvall and Gothenburg: Policy makers are involved in the network and in contact with all actors

Q9 Graz: Might it be possible to install a subgroup dealing with urban freight within the Austrian association of cities and towns?

A9 Gothenburg: Although the need came from the private sector, policy makers need to provide a framework for harmonization and future planning.

What can be seen is that there is little contact between 2<sup>nd</sup> and 3<sup>rd</sup> level cities as there are hardly any freight deliverables between them

## 1.2.2.2. Topic 2: Work Package 2 Tasks and Follower Cities

The second part of the Peer Review was aimed at supporting follower cities (Graz, Forlì, Rome, Berlin and Sundsvall) in their work on WP 2 tasks.

Tasks there comprise:

- Feasibility study (Graz, Forlì and Rome)
- Business model development
- Market research

In due time before the Peer Review Meeting follower cities were asked to prepare a 10-minute – presentation along a template provided by FGM-AMOR, tackling tasks carried out as well as open questions for (further) implementation to be discussed with all SMARTSET-partners.

Four follower cities provided a presentation. A Peer Review discussion on Rome`s WP2-tasks was postponed to the next Peer Review meeting.

Following points were discussed (Q=question, A=answer):

### Forlì

- What is the critical mass?
- Support by decision makers?
- Are express-deliveries a trend and what is the effect on costs?
- How to handle integration of existing software?
- What share of potential costumers joins a new logistics scheme in other cities?

Input (Gothenburg, Gruppo CLAS, Interporto Padova):

- Take politicians after the elections to other cities!
- Less than 1% of deliveries in Göteborg are express deliveries!
- It is more important to work with transport operators than with shops!
- The administrators are not able to work with terminals; therefore an UCC is installed in Göteborg!
- You should work with those who deliver the most, because these are the ones who are the best organised!
- Transport operators prefer logistics in not-restrictive zones (in restrictive zones Interporto Padova is doing the delivery service)
- Check experiences shown by CIVITAS and ELTIS – a lot of information can be found there.

### Berlin

- How to find costumers?
- What is the growth of a new terminal?
- What are the large and major investments?

### Input (Sundsvall)

- Sundsvall logistic park is currently build and should start in 2019; the costs are carried by the costumers (shops, transport operators)!
- In Berlin there are 4 “freight villages”, who are all working independently from each other, because there are no planning conditions for logistics in Germany

### Sundsvall

- Do have leading cities the same problems regarding costs for green city logistics?
- How to connect competitors?

### Input (Gothenburg, Interporto Padova)

It is important to involve shops in the network!

It is important to connect train and street delivery; trains are 670-750 meters long and 2 competitors can work together!

### Graz

- How to deal with reclamations?
- How to deal / act with missed goods?
- Are the experiences about what fees costumers accept?
- How high is the acceptance of PR measures concerning delivery of goods?

### Input (Gothenburg)

- 40% of all deliveries are return deliveries!
- In Gothenburg this system is already available!

This part of the Peer Review also included a “match-making” session, in the sense of noting down open questions of the presenting follower city and identifying which other application site city has similarities/experiences and proposals to answer these question. As time of the Peer Review did not allow in depth-discussion of all points raised it was decided to keep further and detailed contact and exchange with the “matching city”.

The matches identified can be seen in following photos:

