

Logística urbana: ¿qué hay de nuevo en París?

Dr. Laetitia Dabanc

What's new in Paris?

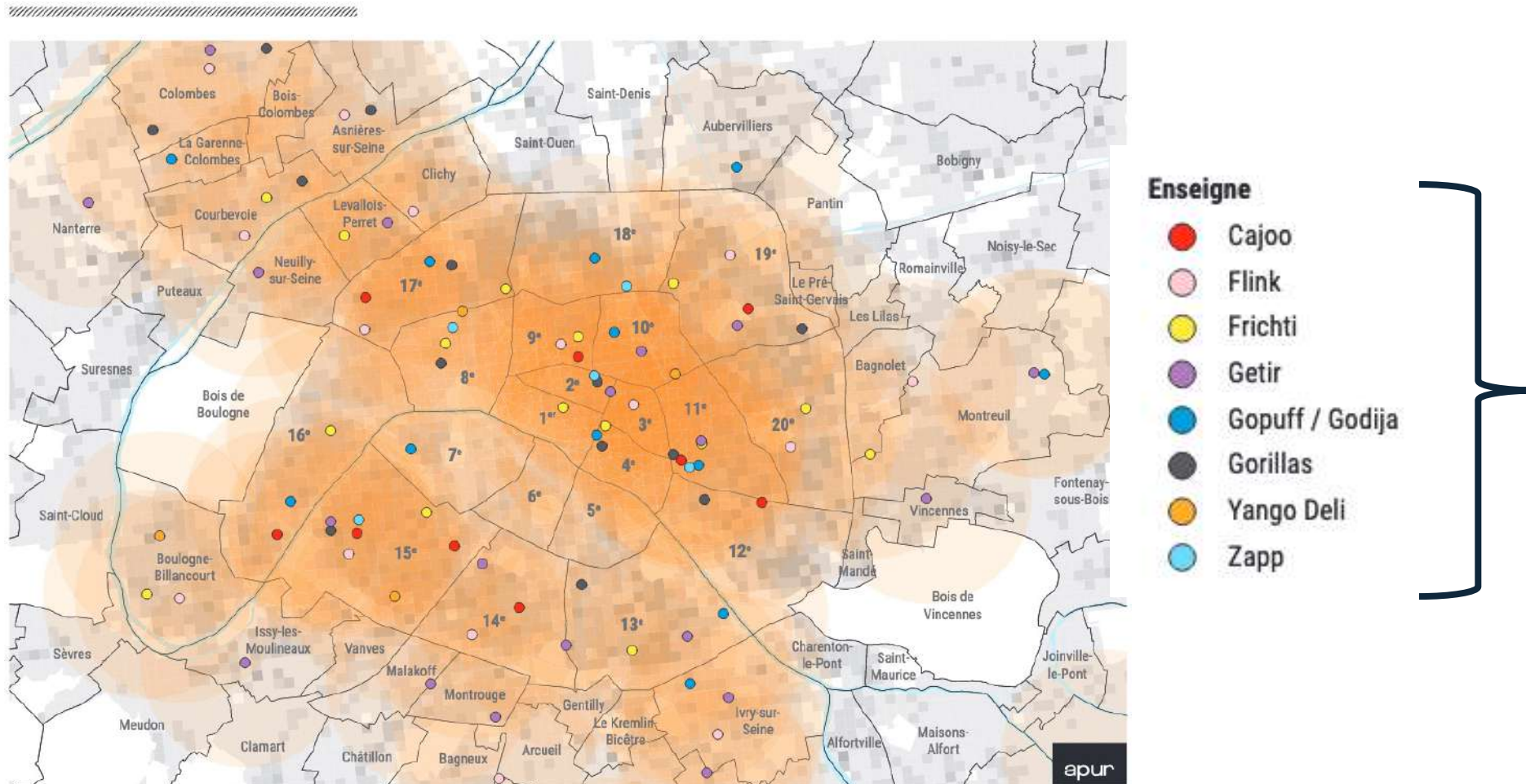
- Quick commerce and instant delivery
- Data
- Clean vehicles
- Real estate
- Several initiatives from the regional to the local scale

Quick commerce: concentrating

Map from Paris planning agency, January 2022

February 2023

IMPLANTATION ET ZONE DE LIVRAISON DES **DARK STORES**



Getir

Better organization



- Auchan click&collect + Deliveroo
- Rest area for delivery drivers
- E-mopeds

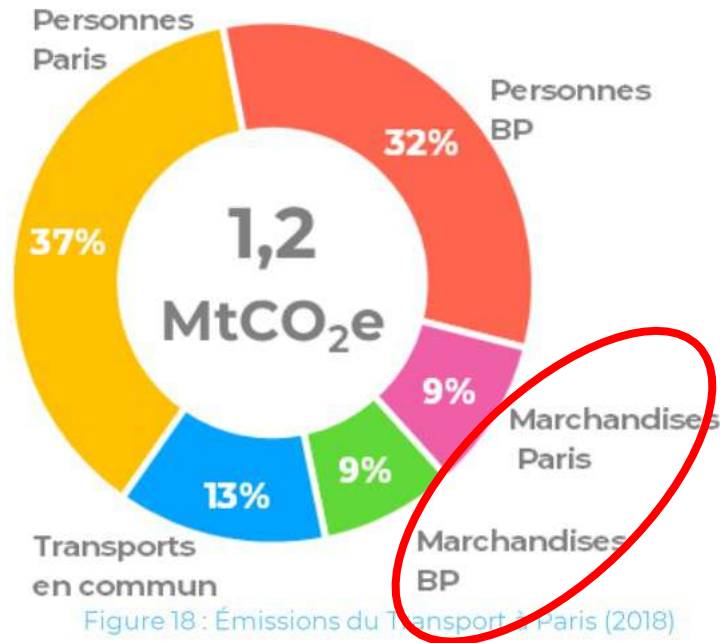


Urban freight models: from FRETURB to SILOGUES (LAET, Lyon)



Includes B2C flows

Logistics carbon footprint for Paris, 2020



- Better methodology as it includes B2C and vans
- **Global CO₂** emissions from freight: 5 Mt (21% of all carbon footprint)
- **Local CO₂** emissions from freight: 1.2 Mt
- Still omitting motorbikes, mopeds

ANPR cameras (automated number plate recognition)

- Enforcement cameras for Low Emission Zones
- Opportunities for urban logistics data
- But very restricted use in France
- Dutch National Data Warehouse as an example



ANPR: Automatic number plate ...

Privacy statement from
Transport for London on
use of CCTV data

Increasingly diverse vehicles for urban deliveries

- Cars, mopeds, e-mopeds, cargo-bikes, bicycles, shared bicycles, walking/transit: 25% of last-mile vehicles



Cargo-bikes

- Access to bike lanes is a key competitive advantage
- Not robust
- Difficult to attract future drivers



Many motorized two-wheelers for deliveries

- Not yet electric
- Legal issues



Zero emission trucks still too expensive



Schenker France September 2022 tests of Volta Zero

- One third of all deliveries in French cities are lorries



Docks are returned to promenade after logistics operations



FLUDIS: cargo-cycles in electric barges on the Seine

- Fludis and other waterway logistics companies will develop for the Olympics



Micro-hubs and logistics hotels

- **Vertical** (underground and multistory)
- **Mixed-use**: logistics hotels
- **Temporary**: use of spaces waiting for a development permit, use of spaces available during the day



- Chappelle International logistics hotel (opened in 2018 in the North of Paris)

Delivery hubs in municipal car parks

Louvre



Opera



Beaugrenelle



Concorde



Temporary rental and time-sharing of delivery hubs



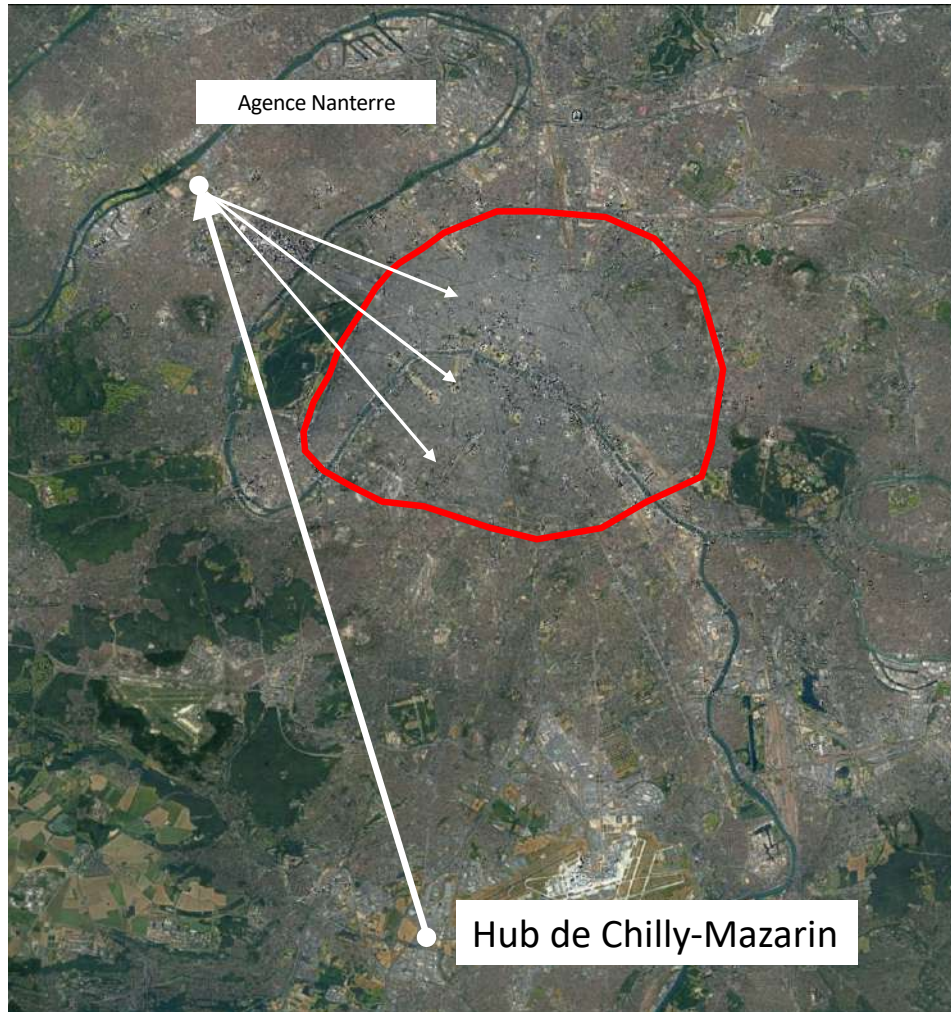
F. Bouchon Le Figaro

- Amazon uses Paris bus terminals for overnight parking during the day

Chronopost delivery hub in Paris 15th

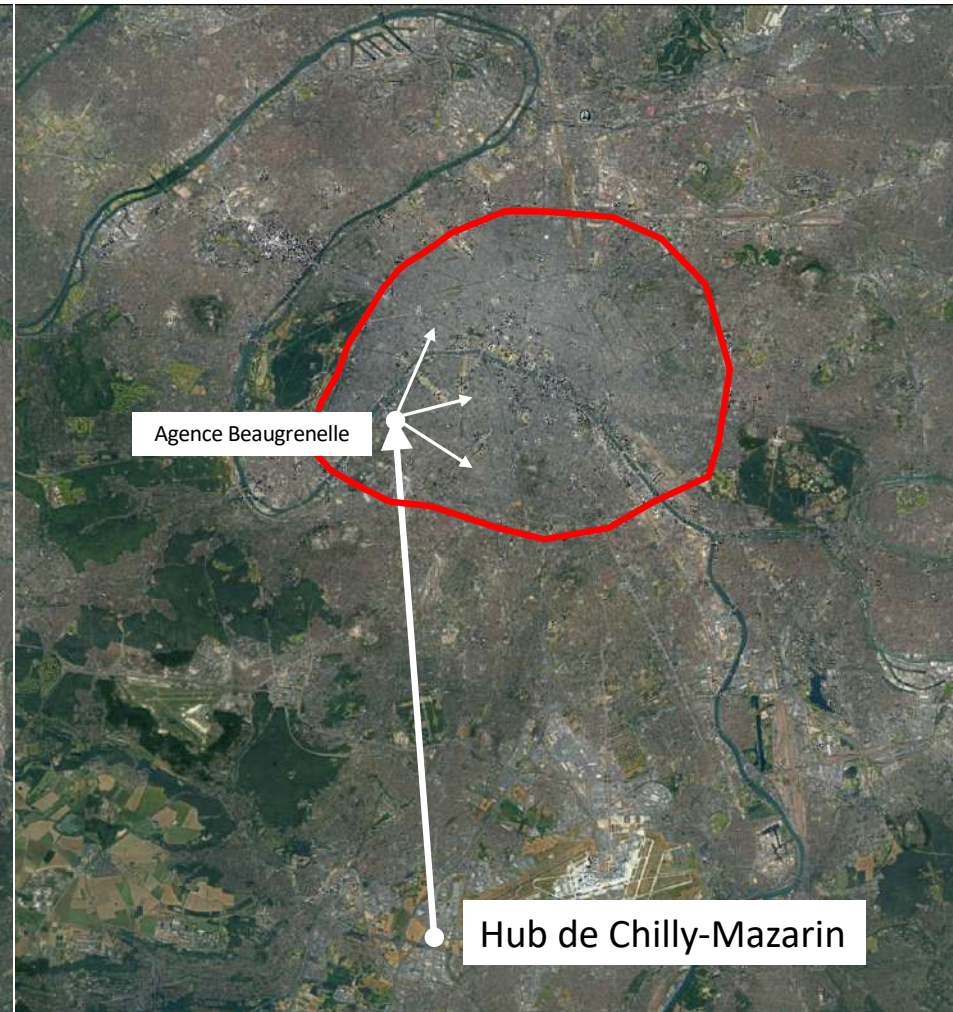
Without the urban hub:

151 tons CO₂/y



With the urban hub:

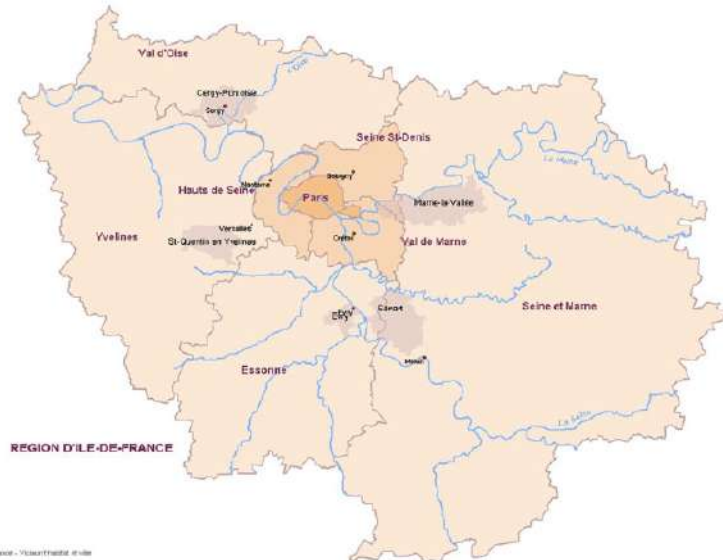
74 tons CO₂/y



*Jonction 2017 +
Grelier 2020*

Regional and local initiatives

- A complex set of institutions: 1300 municipalities including City of Paris, Greater Paris, eight départements, Region, and 12 new planning authorities
 - 2022 Regional Freight Act 2: financial support for innovation and clean vehicles
 - 2022 Greater Paris' Metropolitan Logistics Pact: waterway transport, Low Emission Zone
 - 2022 **City of Paris' Logistics Strategy 2022-2026**



LA VILLE LOGISTIQUE

Repenser la logistique urbaine à Paris

Stratégie 2022 - 2026

Axis 1/ Logistics land and real estate

3/ Identifying land opportunities, making fresh use of abandoned sites to create a network of logistics spaces (underground car parks, garages, service stations, road infrastructures, etc.), and prevent location by opportunist operators, (dark stores and virtual kitchens) who undercut local businesses.



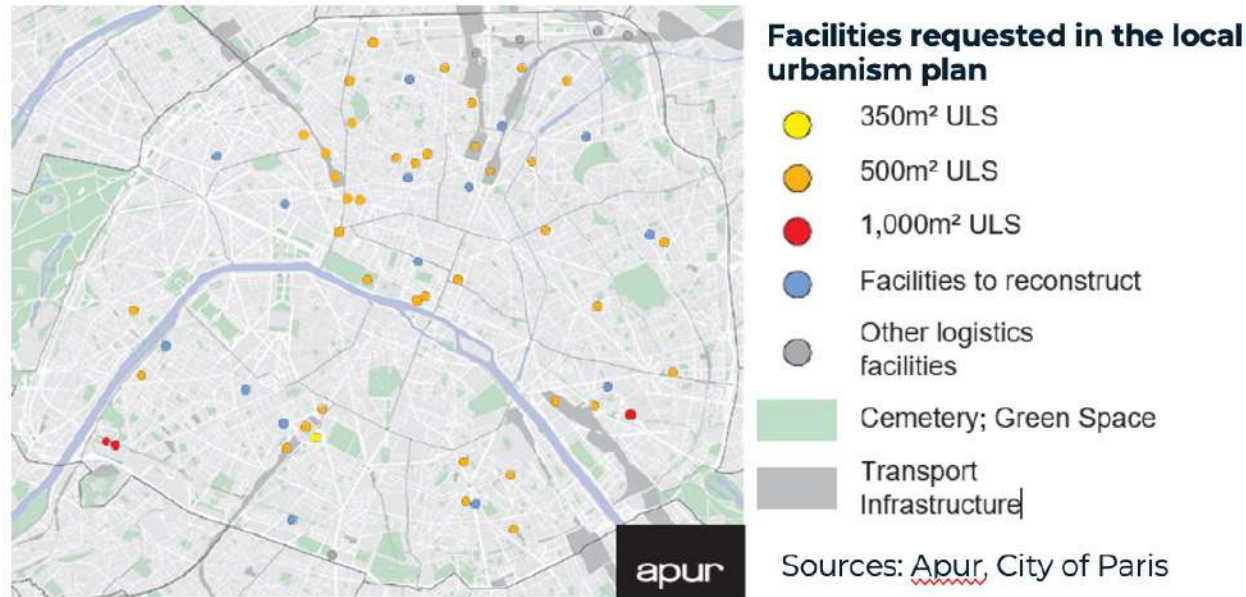
Urban distribution space P4 -Sogaris

Axis 1/ Logistics land and real estate

Challenges

1/ Adding to the network of logistics spaces in order to rationalise and reduce flows by promoting use of electric vehicles, cyclogistics and on-foot deliveries.

2/ Making use of regulatory and land tools in order to preserve industrial and logistics facilities already existing in Paris



Logistics Location Perimeters

(PLOc logistiques) identify, in the context of Paris' local urbanism plan, plots on which eventual project promoters applying for a building permit have to prove that their project ensures maintenance or creation of an urban logistics space, or does not prevent its future creation.

Axis 5/ Worksite logistics

Challenges

- 1/ Reducing numbers of lorries** and other vehicles **on roads in the vicinity of construction sites.**
- 2/ Reducing flows of artisans and construction sites** in the context of scattered worksites, in the building sector and public work sector alike.
- 3/ Helping building and public works professionals adapt the ways they travel** to the energy transition.

Worksite logistics



30% of the tonnages of construction materials in the IDF are transported by the Seine transported by the Seine => this is one of our best ratios but we must continue to develop the river route



Demonstration of the ©Flexi-Malle
(port de la Bourdonnais, 7th arrondissement)

Axis 3/ Delivery people's work conditions

Challenges

1/ Developing new infrastructures and services in order to meet delivery drivers' daily needs (rest, lunch breaks, sanitary needs, water points, assistance with and access to rights, etc.)

2/ Preventing occupational accidents due to traffic, facilitating the sharing of roads and making them safer

3/ Encouraging companies to provide better work conditions (wages, status, equipment, etc.) in order to improve the profession's attractiveness and better protect workers.

4/ Accompanying social and solidarity logistics companies

Delivery people's work conditions



41.4% of delivery drivers are self-employed



Maison des coursiers (18^e arrt)

ACTIONS TO BE STARTED IN 2023

Axis 2/ Sharing the public space

Generalization of silent night deliveries

Prefiguration of the organisation of daily logistics during the 2024 Olympic Games

Axis 3/ Delivery people's work conditions

Signing a charter with instant delivery platforms (Uber Eats, Deliveroo)

Uncertainty in France over of Low Emission Zones

- Non-Diesel zone in Greater Paris most probably postponed
- Lyon just announced that non-Diesel zone postponed from 2026 to 2028
- Lack of enforcement



A la une !



ZFE de la Métropole du Grand Paris : l'Union TLF demande clarification

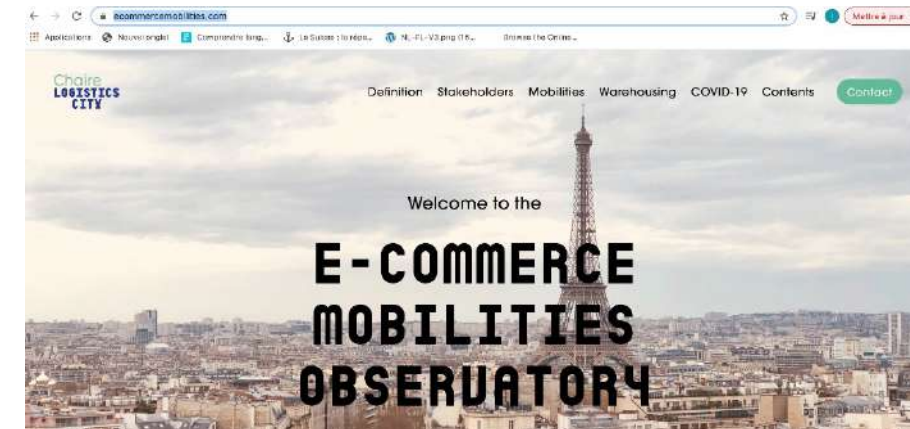
"Envisagez-vous toujours l'exclusion des Crit'Air 2 de la ZFE-m dans les prochaines années ? Si oui, à quelle échéance précise ?"

Logistics City Chair

- Innovations, new trends in consumption and impacts on logistics real estate

Results available online:

- Observatory of ecommerce mobilities
- Surveys on gig workers for instant delivery platforms
- Warehouses and urban form



<https://www.lvmt.fr/en/chaire/logistics-city/>

Ressources

- Paris delivery gig workers' surveys: www.lvmt.fr/en/chaieres/logistics-city-sogaris/ and <https://drive.google.com/file/d/1qVlwVDfsiTV2TY-aDf5o-QPs9fHNKis1/view>
- City of Paris logistics strategy: <https://cdn.paris.fr/presse/2022/06/16/729667fcd192c69293febc5328c7da15.pdf>
- Greater Paris logistics strategy: <https://www.metropolegrandparis.fr/fr/logistique-metropolitaine#l%E2%80%99acte-2-du-pacte-pour-une-logistique-metropolitaine>
- Region Ile-de-France freight plan: <https://www.iledefrance.fr/fret-et-logistique-un-acte-2-pour-de-nouvelles-orientations-0>
- **Covid and freight in Paris:** Dablanc, L., Heitz, A., Buldeo Rai, H. & Diziain, D. (2022) Differentiated responses to COVID-19: an analysis from three surveys in France, and policy implications, *Transport Policy*, 122, 85-94.
- **Freight planning in Paris:** Dablanc, L. (in press) Land use planning for a more sustainable urban freight. Chapter 3.1 in Handbook on City Logistics and Urban Freight. Guest Editors: Edoardo Marcucci, Valerio Gatta, Michela Le Pira, Edward Elgar. To be published June 2023.

