Logística urbana: ¿qué hay de nuevo en París?

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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

Getir

Enseigne
- Cajoo
- Flink
- Frichti
- Getir
- Gopuff / Godija
- Gorillas
- Yango Deli
- Zapp
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

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

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

F. Bouchon Le Figaro
Chronopost delivery hub in Paris 15th

Without the urban hub: 151 tons CO$_2$/y

With the urban hub: 74 tons CO$_2$/y

Hub de Chilly-Mazarin

Agence Nanterre

Agence Beaugrenelle

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
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.

(Slide: courtesy of M.A. Nicol)
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, cyclologistics 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.

(Slide: courtesy of M.A. Nicol)
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.

(Slide: courtesy of M.A. Nicol)
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
**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)

(Slide: courtesy of M.A. Nicol)
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
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

Ressources

- Paris delivery gig workers’ surveys: www.lvmt.fr/en/chaires/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
- Region Ile-de-France freight plan: https://www.iledefrance.fr/fret-et-logistique-un-acte-2-pour-de-nouvelles-orientations-0