

Recent city logistics research and practice

Dr. Laetitia Dablanc



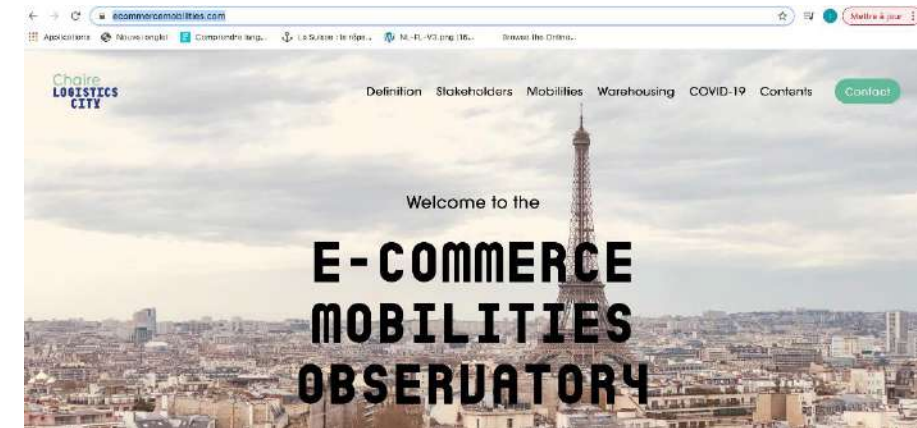
Logistics City Chair



- Urban studies, social sciences

Results available online:

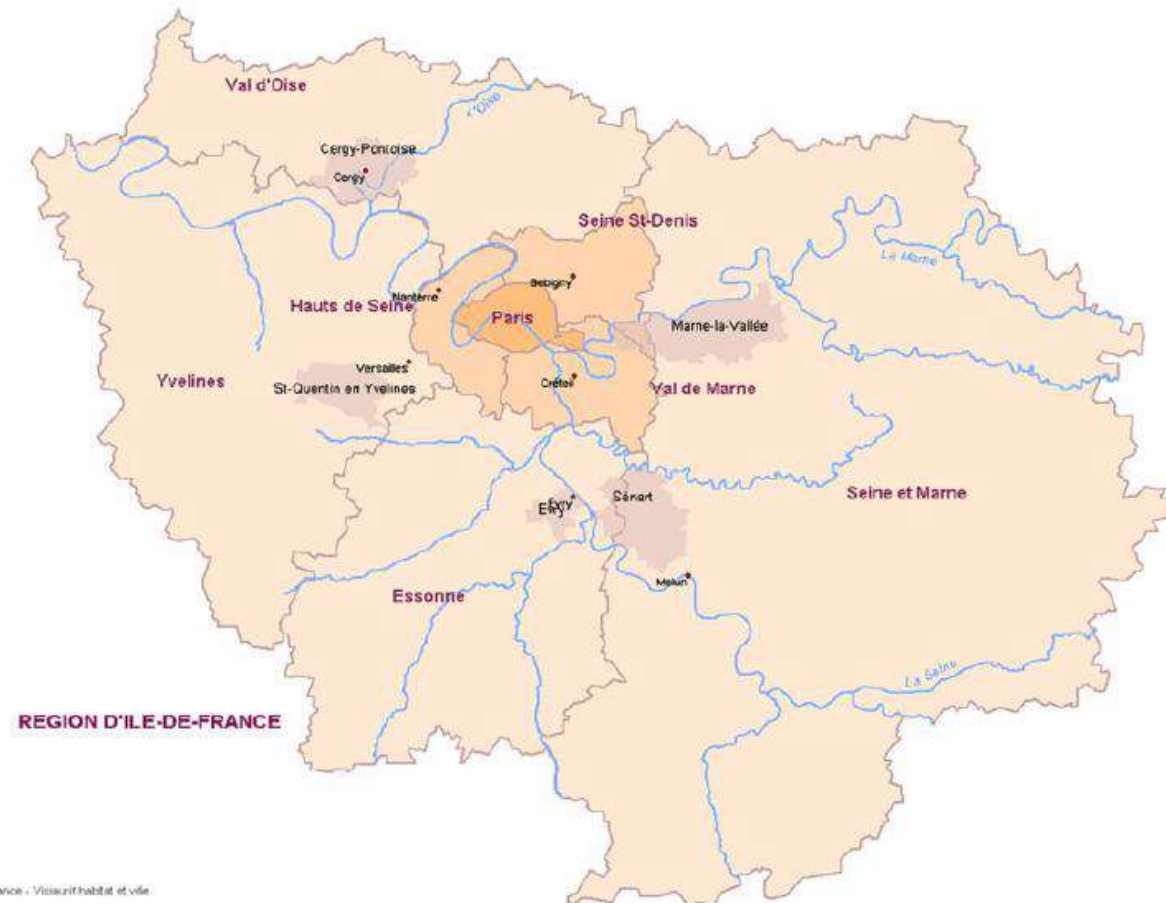
- Observatory of ecommerce mobilities
- Surveys on-demand platform delivery (2016-2025)
- Base Entrepôts: warehouses and urban form
- Low emission zones and logistics
- Zero net land take and logistics
- New sources of data



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

Paris

A city of 2.2 million people
A metropolitan government of 7 million people
A region of **12 million people**
and... 1,300 municipalities



Outline

1. City logistics: **definition**
2. Urban mobility of goods: **indicators**, new data sources
3. **E-commerce** mobility
4. 'Instant deliveries' and 'quick commerce'
5. Clean **vehicles**, micro-mobility, connected and autonomous deliveries
6. Innovative logistics real estate, urban **warehouses**
7. Smart **policies**

Definition of city logistics

City logistics is the logistics taking place in cities:

- Warehousing: 150,000 jobs and 3% of GDP for the Paris region
- Transport and delivery: 150,000 jobs and 3% of GDP for the Paris region



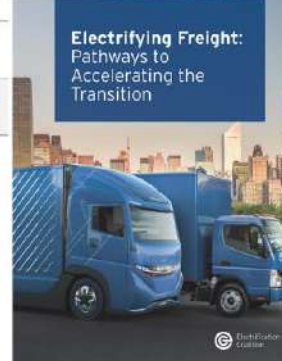
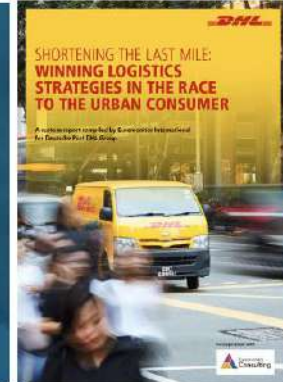
City logistics **converging** worldwide

- Consumer patterns
- Societal demands
- Supply of logistics services and processes
 - DHL, UberEats, Prologis in all metropolitan areas
 - Start-ups, urban freight tech, food tech

Beijin 2016



Media and consultants





LAST MILE DELIVERY
CONFERENCE & EXPO
October 16-17, 2025  LAS VEGAS



LAST MILE RETURNS
CONFERENCE & EXPO
October 16-17, 2025  LAS VEGAS

Collaborative Models in Last Mile Delivery

- Partnership models between retailers, logistics providers, and technology companies
- Crowdsourcing and collaborative delivery approaches
- Shared urban mobility solutions

Sustainability and Green Logistics

- Electric vehicles and alternative fuel options
- Eco-friendly packaging solutions
- Carbon footprint reduction strategies

Data Analytics and Route Optimization

- Predictive analytics for demand forecasting
- Route planning and optimization algorithms
- Real-time tracking and visibility in last-mile logistics

E-commerce Trends Impacting Last Mile Delivery

- Rise of online marketplaces and platforms
- Same-day and next-day delivery expectations

Emerging Technologies in Last Mile Delivery

- Drones and UAVs for delivery
- Autonomous vehicles and self-driving technology
- Robotics and automation in last-mile operations

Last Mile Delivery in Urban Environments

- Addressing congestion and traffic challenges
- Micro-fulfillment centers and urban distribution hubs
- Last-mile solutions for high-density areas

Risk Management and Security

- Fraud prevention and cybersecurity in last-mile logistics
- Package theft prevention strategies
- Insurance and liability considerations

Urban logistics data: not good enough in Paris

- City of Paris every day
 - 300,000 deliveries and pick-ups to stores, offices (B2B)
 - 60 to 100,000 deliveries and returns for e-commerce (B2C, C2B, C2C)



Rotterdam, The Netherlands: access to data from ANPR cameras for low emission zone enforcement

- ANPR: automated number plate recognition
- Monitoring progress on adoption of clean delivery vehicles

Table 3.

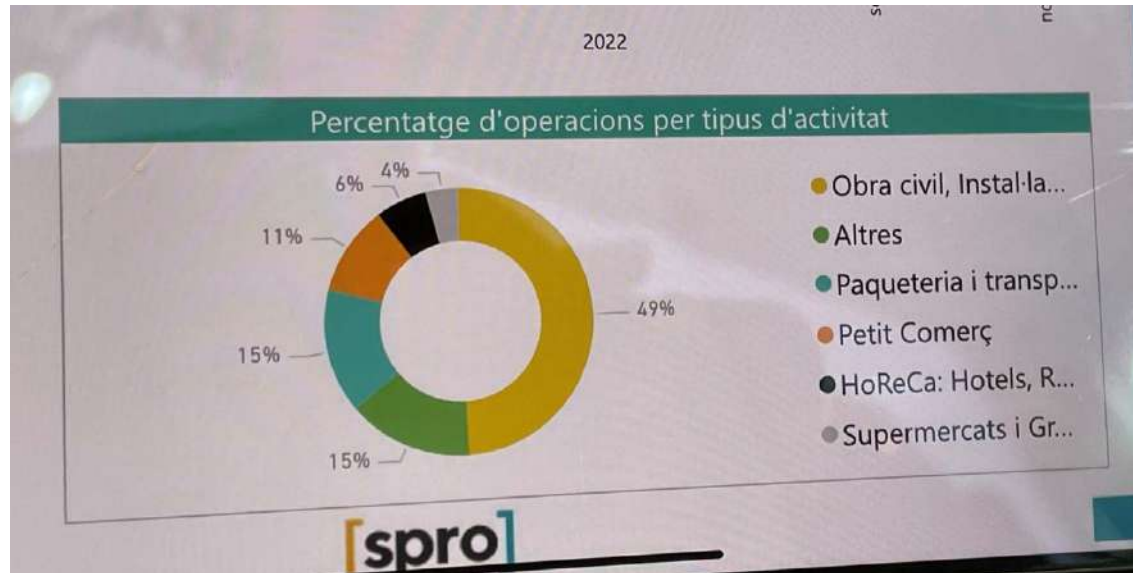
Number of vehicles registered by RDW in Rotterdam and the share of emission-free vehicles.

| | | Total number of vehicles | Number of emission-free vehicles | Percentage of emission-free vehicles |
|--|---------------------------------------|--------------------------|----------------------------------|--------------------------------------|
| Delivery vans  | Business registration | 12,260 | 173 | 1.41% |
| | Self-employed and private individuals | 10,932 | 11 | 0.10% |
| | Total | 23,192 | 184 | 0.79% |
| Lorries   | Business registration | 3590 | 7 | 0.19% |
| | Self-employed and private individuals | 373 | 0 | 0.00% |
| | Total | 3863 | 7 | 0.18% |

City of Rotterdam, State of ZECL (2022)

Barcelona, Spain: access to data from an app SPRO/areaDUM

- 30 minutes authorized to make a delivery
- App used by delivery drivers and by enforcement
- Data for the municipality and for research



Brussels: access to data from Viapass truck pricing



Figure 23 - Analyse sectorielle portant sur le trafic généré par les sites de constructions bruxellois : cartographie des véhicules kilomètres depuis ou vers les sites de construction selon la norme Euro des camions (à gauche) et de la pollution induite par ces flux selon la norme Euro (à droite).

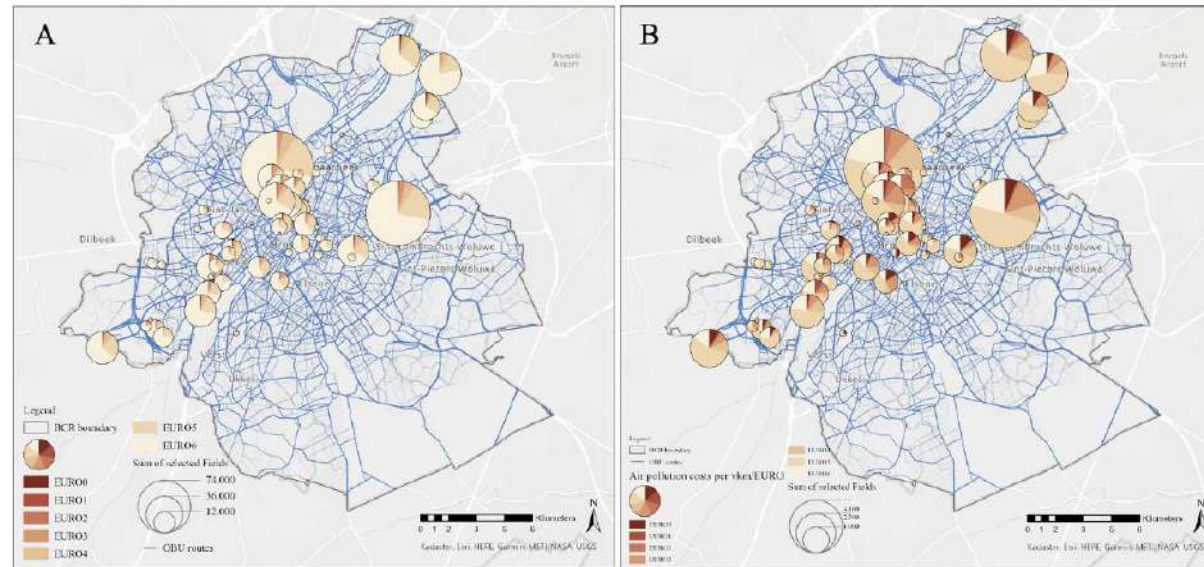


Fig. 7. Transport attraction in number of vehicle-kilometres per construction site, subdivided per (A) total vkm/EURO-norm and (B) external costs of air pollution/EURO-norm.

Source : [Brussels et al. 2023](#)

Urban freight model SILOGUES (LAET, Lyon)



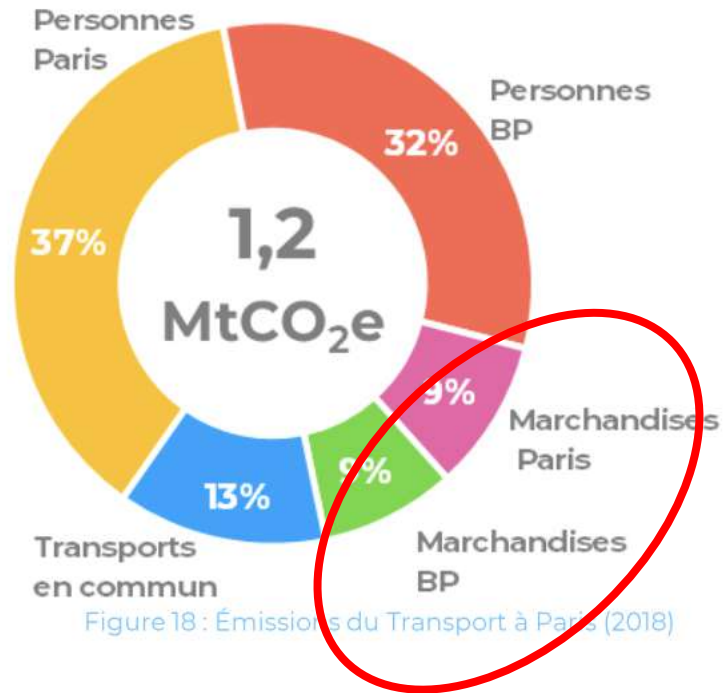
Empirical data from 2011 Paris B2B survey and small surveys for B2C from other cities

Micro-mobility, diversification of vehicles

- Cars, mopeds, cargo-bikes, bicycles, walking/transit: **25% of last-mile delivery drivers**



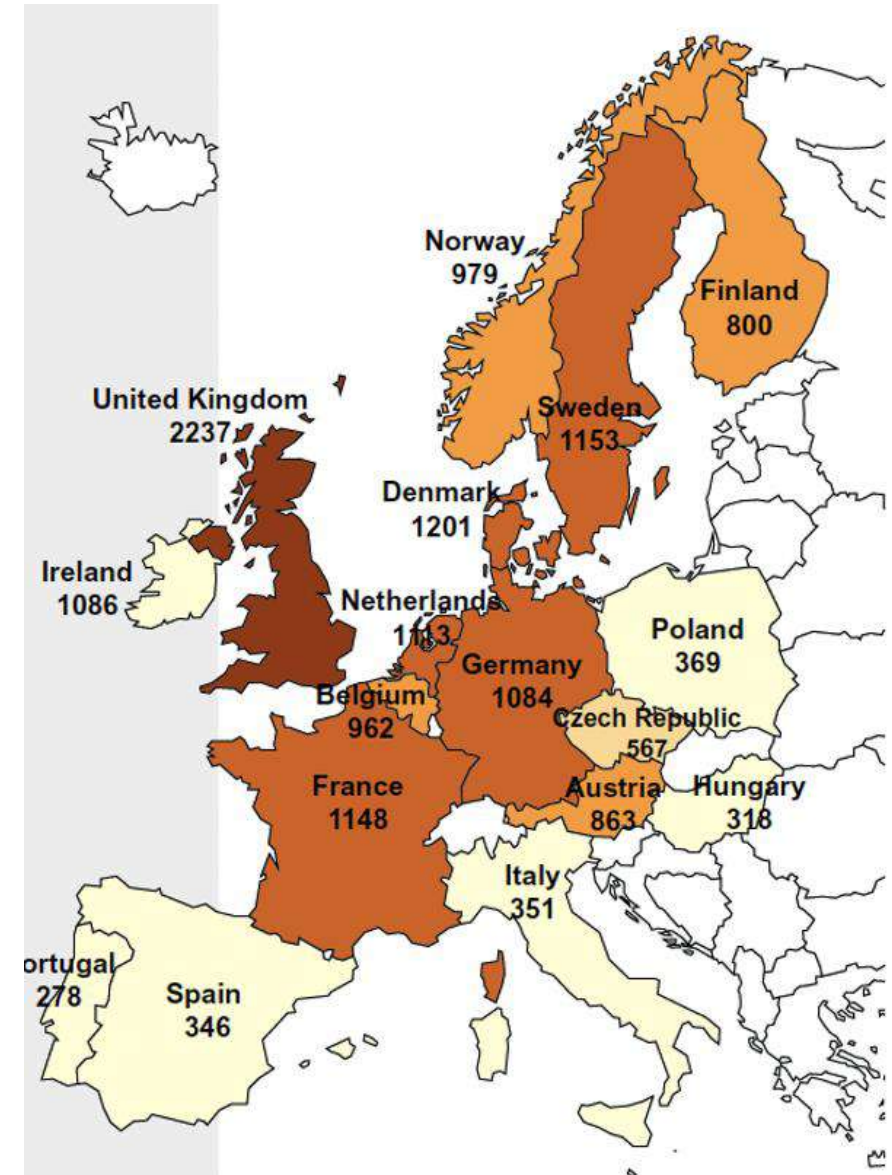
Logistics carbon footprint for Paris, 2020



- **Global (Scope 3)** CO₂ emissions from all freight transport for Paris: 5 Mt
- **Local (Scope 1)** CO₂ emissions from Paris freight traffic: 216,000 tons

E-commerce (B2C): 10 to 20% of retail sales

- Since Covid, **chaotic** growth rates
 - Before 2020: +15% every year in France
 - 2020: +32%
 - 2021: +7%
 - 2022: -7%
 - 2023: -2%
 - 2024: +6%
 - 2025 (Q1-Q3): +6%

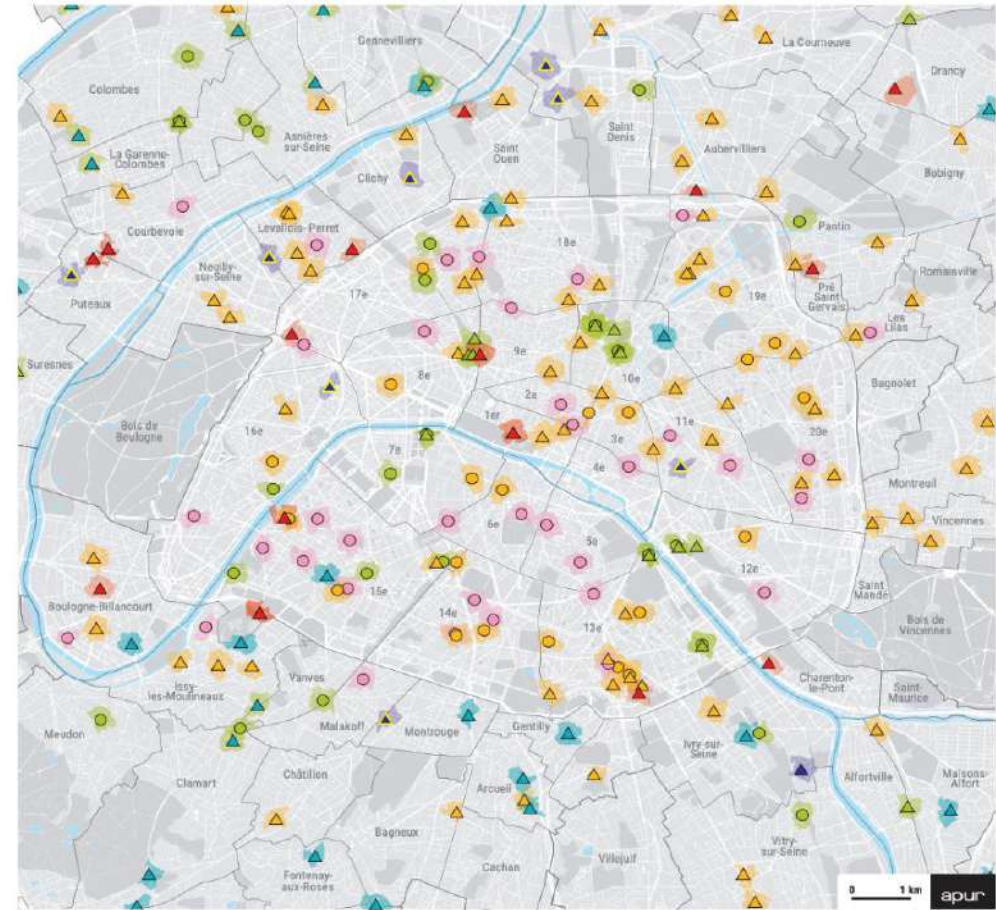


Alternative delivery points

- Pick-up points **as popular** as home deliveries in France
- Lockers are more recent
- Pick up points have a worst carbon footprint than home deliveries



Pickup étouffe son parc avec des consignes solaires



LES CONSIGNES AUTOMATIQUES

Type de structure

- Bureau de poste
- Centre commercial
- Commerce, supermarché
- Entreprise, lieu privé
- Gare SNCF
- Station-service

Type de consigne

- Amazon Locker
- Pick Up Station Chronopost
- Type d'accès
- Normal
- Restreint

- Zone d'accessibilité de 300 m à pied
- Agglomération urbaine (présence de population en continu)
- Autoroute, voie principale
- Voie ferrée

Source : IDFM, Amazon, Bostal, traitement Apur - 2020

Apur

On-demand instant delivery services

- Deliveries in less than two hours
- Platform and algorithms
- Gig workers, self-employed couriers

Buenos Aires



Stockholm



Lagos



Lima



Mumbai



Global market and giant companies

- **US:** UberEats, DoorDash, Instacart, Postmates (Uber), GrubHub (Wonder Group Oct 2025)
- **China:** Meituan/Keeta, ele.me
- **Latin America:** Rappi, iFood
- **European brands:** Delivery Hero (owns Talabat), JustEat-Takeaway, Deliveroo (DoorDash now), Glovo (Delivery Hero)
- **Local brands** numerous



New challenges

- Impacts on road infrastructure: where should the motorbikes run?

São Paulo



Abu Dhabi



Flexible job market: supply and demand of workers instantly modified

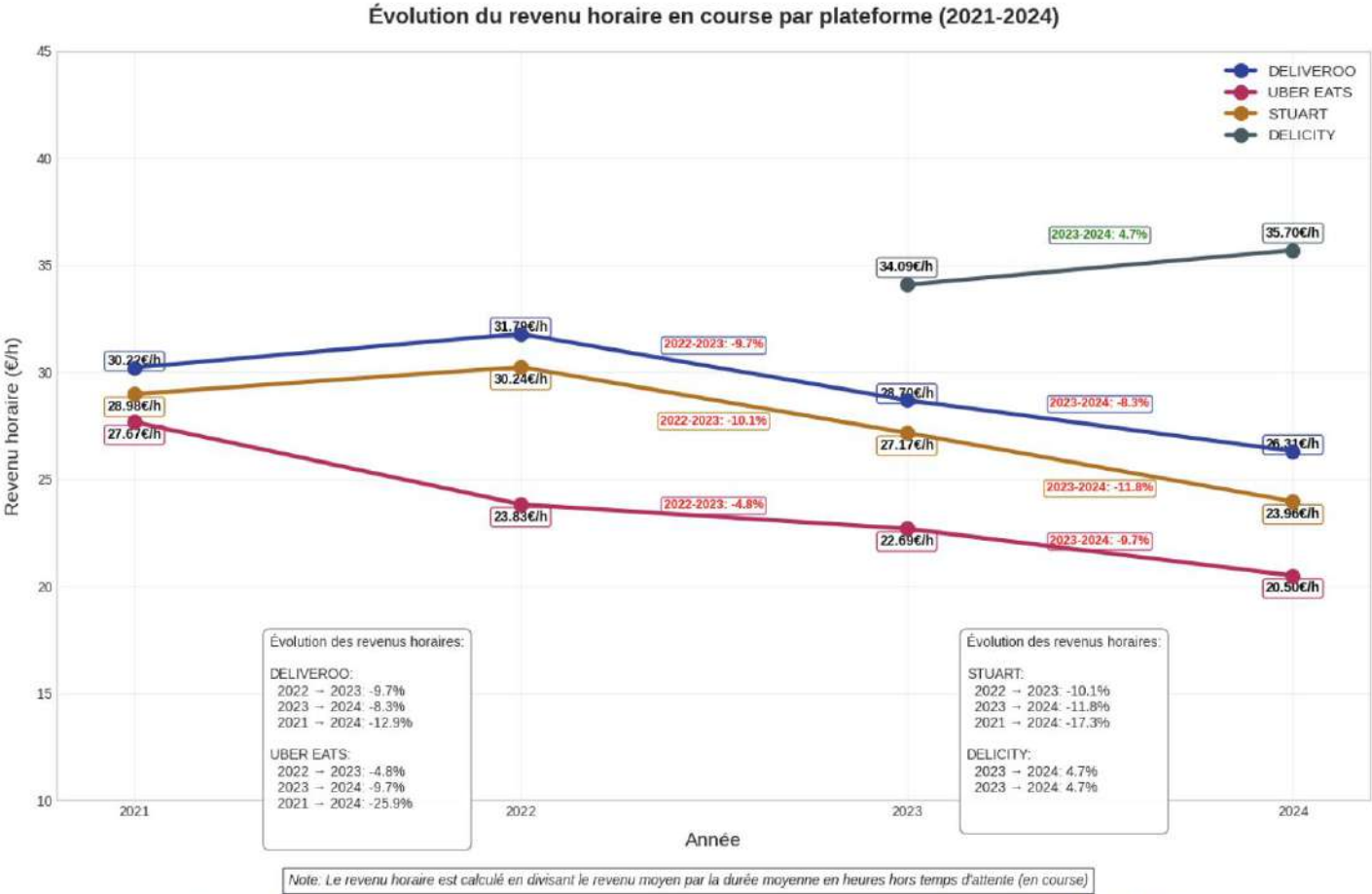
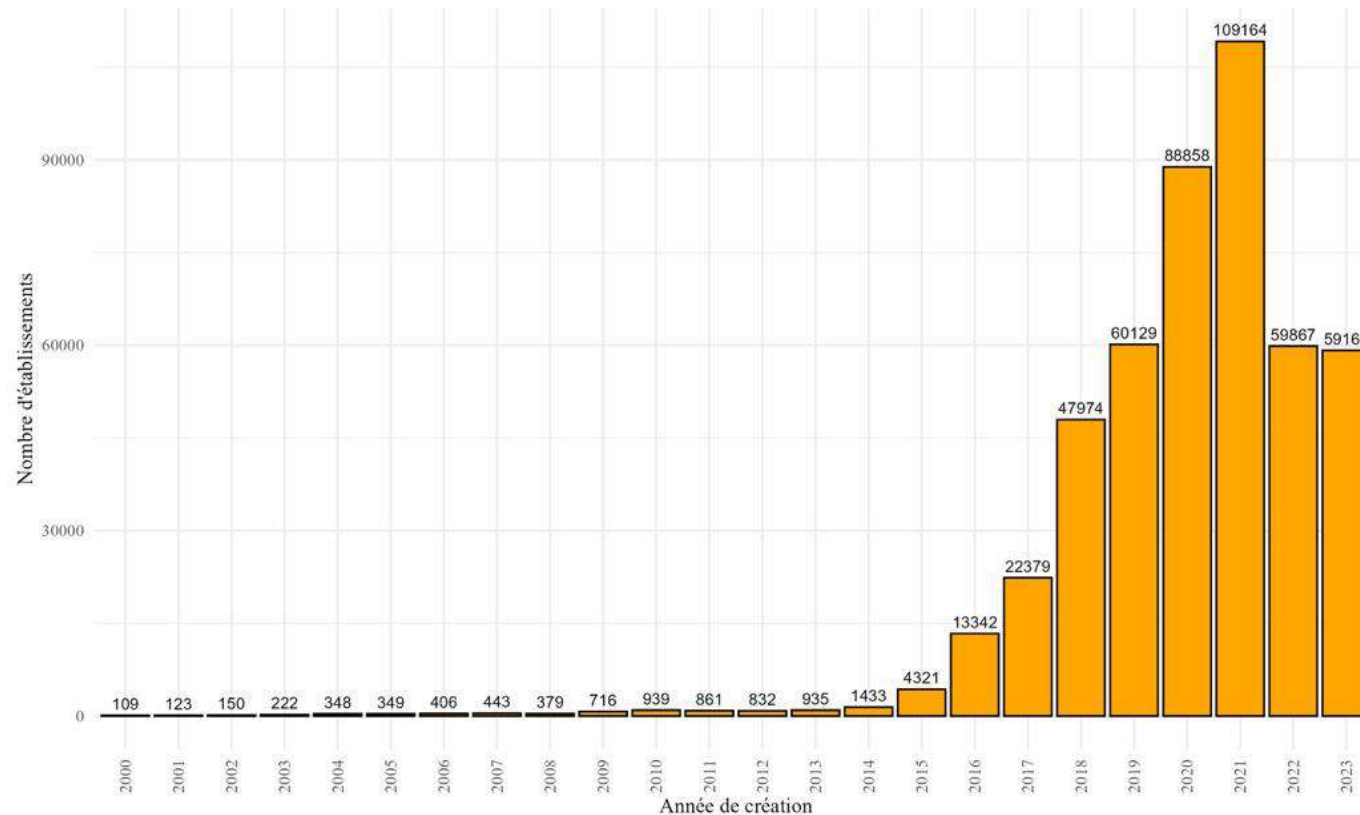


Figure 2 : Évolution du revenu horaire en course - hors temps d'attente (2021-2024)

- Decreasing revenues over the years in Europe
- Today's gigs in Paris: 1 euro per km

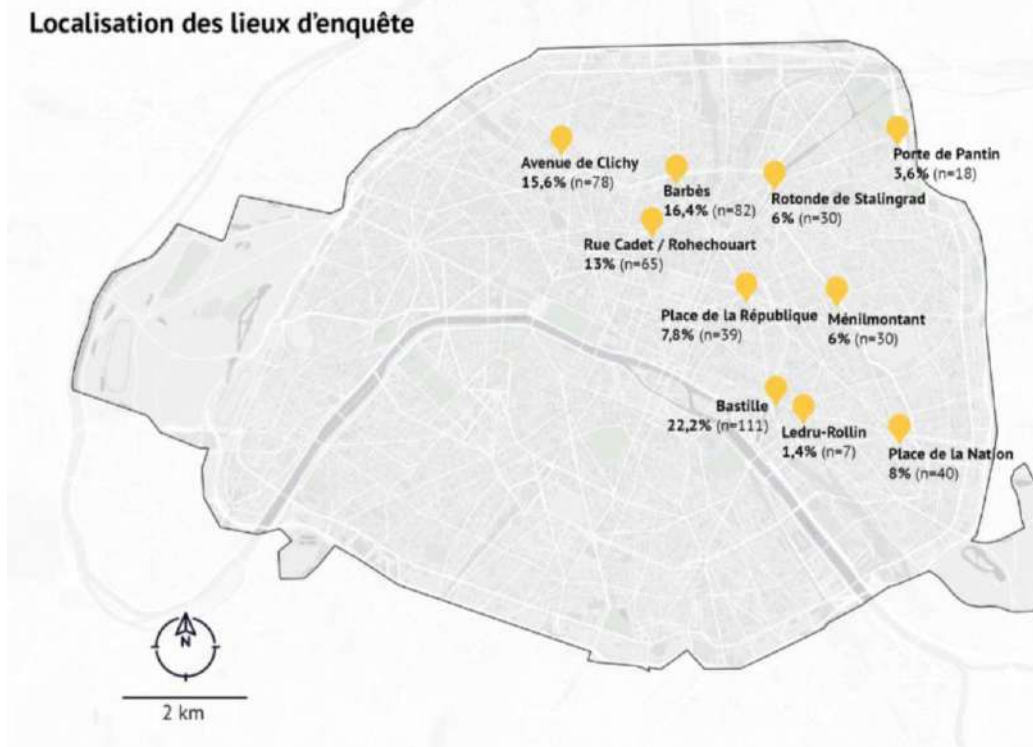
New jobs

- 80,000 full time equivalent in France with half in Paris
- In most countries owner-operators (free-lance)



Instant delivery owner-operating companies created in Paris 2011-2023

Paris face-to-face surveys of instant delivery workers 2016 to 2025



1. Individual characteristics
2. Modes of delivery and operational data
3. Subjective feedbacks on the job

Bicycle use (versus mopeds, cars): a comeback

But all electric now!

2016
87%

2018
65%

2020
60%

2022
47%

2025
80%

Chaire Logistics City

18 deliveries per day

49 km per day

61% earn 1000 to 1500 euros per month
(2025)



Pourcentage

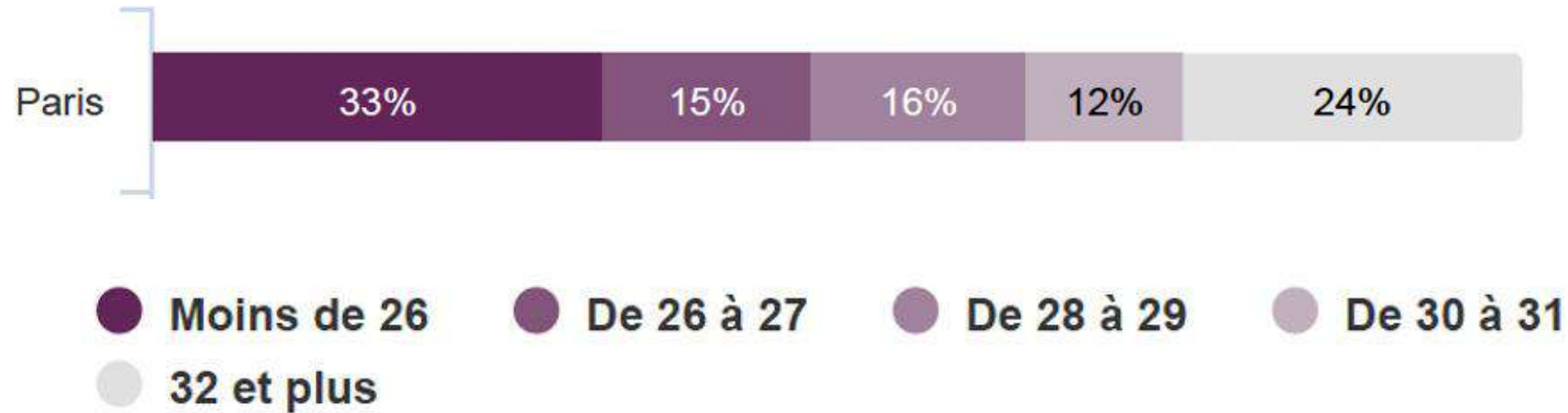
- Moins de 500€ par mois
- Entre 500 et 1 000€ par mois
- Entre 1 000 et 1 500€ par mois
- Entre 1 500 et 2 000€ par mois
- Ne sait pas/Ne se prononce pas

A huge number of serious road accidents: 17% of drivers had one in last 12 months



(“Au cours des **12 derniers mois**, avez-vous subi un accident de la route dans le cadre de votre activité de livreur, avec ou sans tiers (chutes comprises) vous ayant occasionné une ou des blessures ?”)

Not so young: average age 28



42% have high school education or above

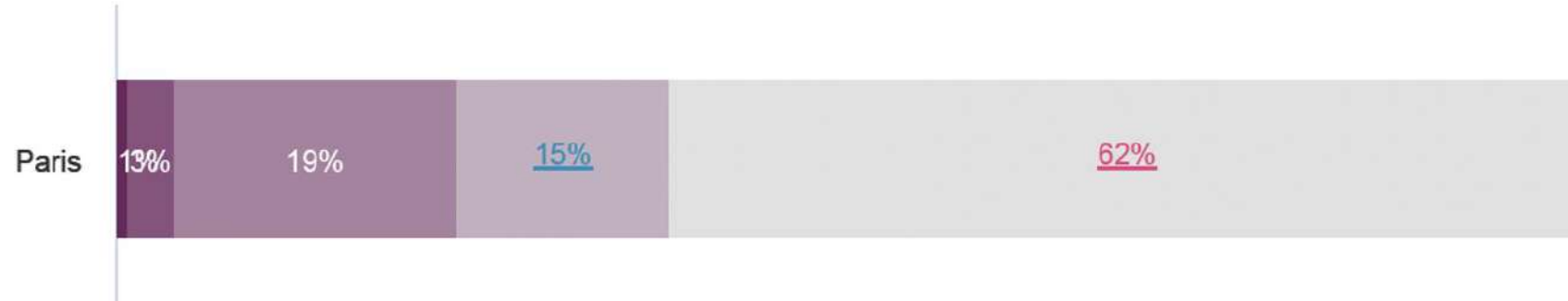
Nationalities are diversifying

Nationalities, Paris, 2025: Ivory Coast, Senegal, Bangladesh

| Q1_ _VILLE | AUTRE | ALGÉRIENNE | BENGLADESH | CONGOLAISE | GUINÉENNE | IVOIRIENNE | MALIENNE | MAROCAINE | SÉNÉGALAISE | TUNISIENNE | TOTAL |
|---------------|-------|------------|------------|------------|-----------|------------|----------|-----------|-------------|------------|-------|
| Paris | 43 | 44 | 65 | 16 | 34 | 104 | 61 | 32 | 75 | 29 | 503 |
| Lyon | 76 | 196 | 6 | 31 | 19 | 22 | 22 | 47 | 27 | 56 | 502 |
| TOTAL | 119 | 240 | 71 | 47 | 53 | 126 | 83 | 79 | 102 | 85 | 1 005 |

chaire Logistics City

Problem #1 in 2025: risk of theft



● Neutre ou sans avis

● Pas du tout d'accord

● Plutôt d'accord

● Plutôt pas d'accord

● Tout à fait d'accord

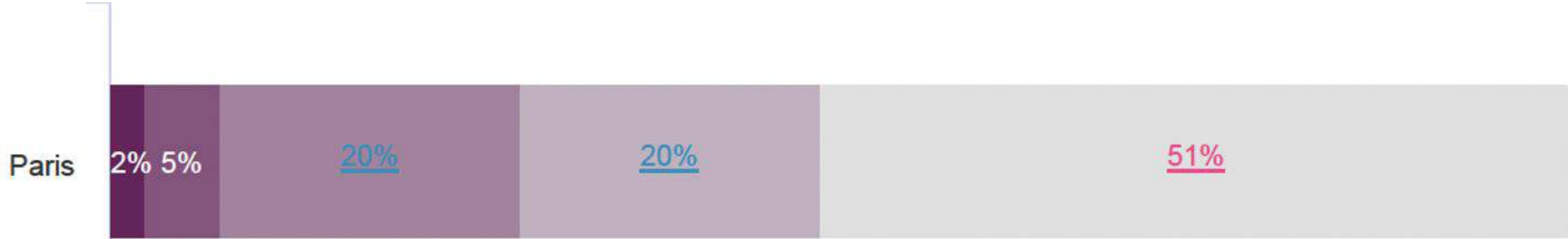
Problem #2 in 2025: risk of accidents



Pourcentage

- Neutre ou sans avis
- Pas du tout d'accord
- Plutôt d'accord
- Plutôt pas d'accord
- Tout à fait d'accord

Problem #3 in 2025: too many delivery drivers

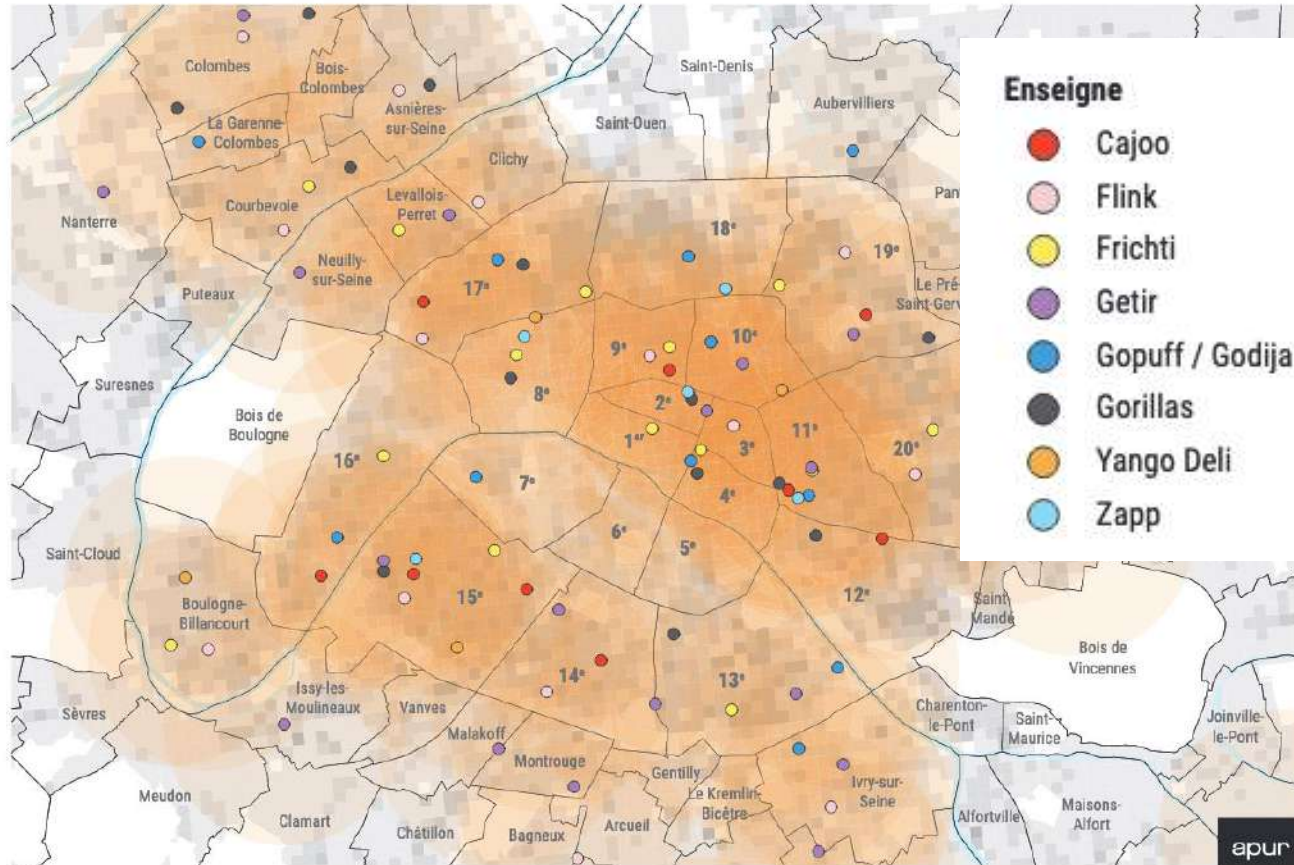


- Neutre ou sans avis
- Pas du tout d'accord
- Plutôt d'accord
- Plutôt pas d'accord
- Tout à fait d'accord

'Quick commerce' apps have disappeared from Paris

January 2022

IMPLANTATION ET ZONE DE LIVRAISON DES DARK STORES



2025

None

GORILLAS

THANK YOU

from the bottom of our hearts.

We are no longer riding, but check out **Uber Eats** for all your grocery & meal delivery needs.

Use code **UBEREATSNEW** for €10 off each of your first two orders.*

Much love,
Team Gorillas



*T&Cs apply:
10€ Discount valid until Dec 31, 2024. Discount code is valid for two (2) orders via the Uber Eats app in Germany (please check the availability of offers and deliveries in the Uber Eats App). Minimum order value is 20€ for food and drinks, excluding delivery fee. Only valid for deliveries, not pickups. Delivery and service fees may apply. The offer is only valid for new Uber Eats users. The offer is not valid for orders that include alcohol. In order to make use of the offer, apply the discount code in the Uber Eats app before finalizing your order. The code can only be used by up to 20000 users. The discount code cannot be combined with other offers.

ORDER NOW

Opposition from city authorities

- Paris 'dark stores' closed for lack of request to change from 'commerce' to 'warehouse'

February 3, 2022
6:04 PM GMT+1
Last Updated 2 months ago

The Great Reboot

Rotterdam joins Amsterdam in freezing new "dark stores"

By Toby Sterling



Barcelona prohibeix l'obertura de noves dark stores i limita les macrocuines a zona industrial

EL MERCANTIL | Barcelona

11 de marzo de 2022



New partnerships: mass retail+instant delivery apps



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



Electric vans: huge progress for parcel delivery in Paris



- Commitment from large companies, support to small last mile providers



Chronopost: all vehicles in Paris are zero or near zero emission vehicles

Zero emission trucks are still expensive



Renault urban truck



Volta Zero tested by Shenker in 2023 but company went bankrupt

Motorized two-wheelers for delivery are increasingly electric

- In 2022: 36% UberEats and Deliveroo couriers used a moped in 2022, none electric
- In 2025: 15% used a moped, half of them electric



Is cycle logistics worth it?

- Benefits
 - Access to cycle lanes (competitive advantage)
 - Easy parking
 - Low environmental impact
- Disadvantages
 - Disruption in cycle lanes, safety hazard
 - Unattractive to potential drivers
 - Equipment fragile, maintenance costs
 - Economic results vary according to scheme



Cycle logistics requires urban hubs for goods transshipment

Underground parking below the Louvre



Under the road ring road in Porte de Pantin



Within a mixed use urban project in Paris 19th (by Rosa Parks station)



Waterway logistics on the Seine



Fludis and Transpack



Franprix barge







Docks are returned to promenade after transloading



Future logistics urban hub from former gas station

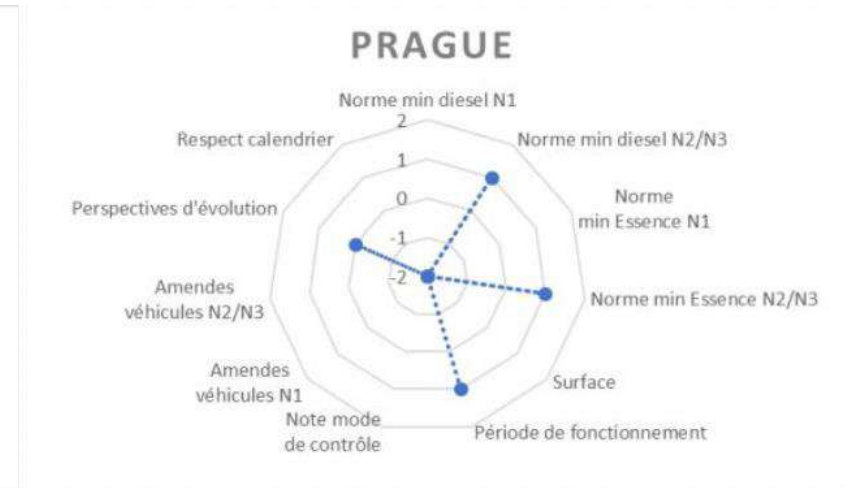
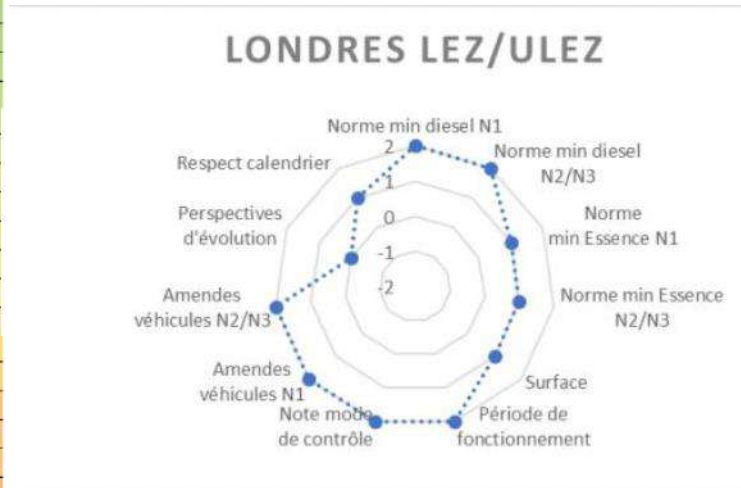


Low Emission Zones in Europe

- Comparison of 37 LEZs in Europe
- Criteria: regulation standard for vans and lorries, enforcement, phasing, public support

| Pays | ZFE | Nombre d'habitants ville de référence | Note Totale |
|-------------|----------------------------|---------------------------------------|-------------|
| Royaume-Uni | Londres LEZ/ULEZ | 8 866 180 | 16 |
| Espagne | Estepona | 76 975 | 14 |
| Danemark | Copenhague & Frederiksberg | 660 842 | 12 |
| Pays-Bas | Utrecht | 374 411 | 12 |
| Royaume-Uni | Bristol | 472 500 | 11 |
| Espagne | Sant Joan Despi | 34 568 | 10 |
| Danemark | Odense | 183 763 | 9 |
| Pays-Bas | Amsterdam | 921 402 | 8 |
| Danemark | Aarhus | 295 688 | 8 |
| Royaume-Uni | Dundee | 148 210 | 8 |
| Autriche | Vienne | 1 911 191 | 7 |
| Belgique | Anvers | 536 079 | 6 |
| Italie | Verbania | 30 040 | 6 |
| Italie | Rivalta di Torino | 20 213 | 5 |
| Belgique | Gand | 265 086 | 4 |
| Italie | Orbassano | 22 997 | 4 |
| Italie | La Loggia | 8 743 | 3 |
| Italie | Turin | 846 916 | 2 |
| Pays-Bas | Ryswick | 55 220 | 0 |
| Suède | Stockholm | 984 748 | -1 |
| Allemagne | Ingersheim | 6408 | -1 |
| Allemagne | Francfort | 773 068 | -2 |
| Espagne | Madrid | 3 332 035 | -3 |
| Italie | Naples | 909 491 | -3 |
| Allemagne | Gerlingen | 19 853 | -3 |
| Allemagne | Limbourg-sur-la-Lahn | 36 053 | -4 |
| Allemagne | Münster | 322 904 | -5 |
| Suède | Möln dal | 69 364 | -5 |
| Allemagne | Iltsfeld | 9 826 | -7 |
| Suède | Göteborg | 604 616 | -8 |
| Portugal | Lisbonne | 567 131 | -9 |
| Tchéquie | Prague | 1 384 732 | -11 |

From « best » LEZ (London) to « worst » LEZ (Prague)



Phan, 2024

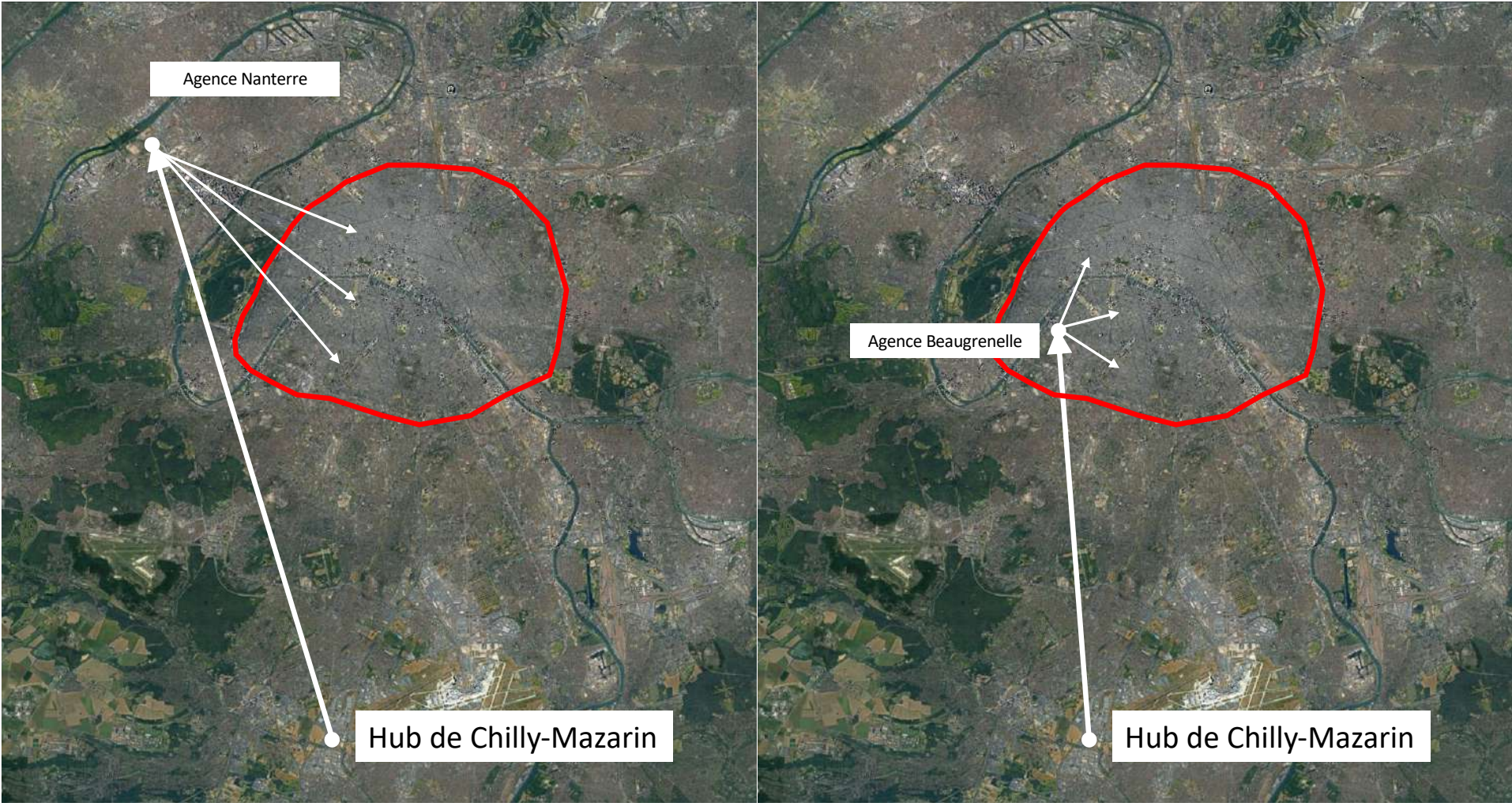
Chronopost delivery hub in Paris center

Without the urban hub:

151 tons CO₂/y

With the urban hub:

74 tons CO₂/y



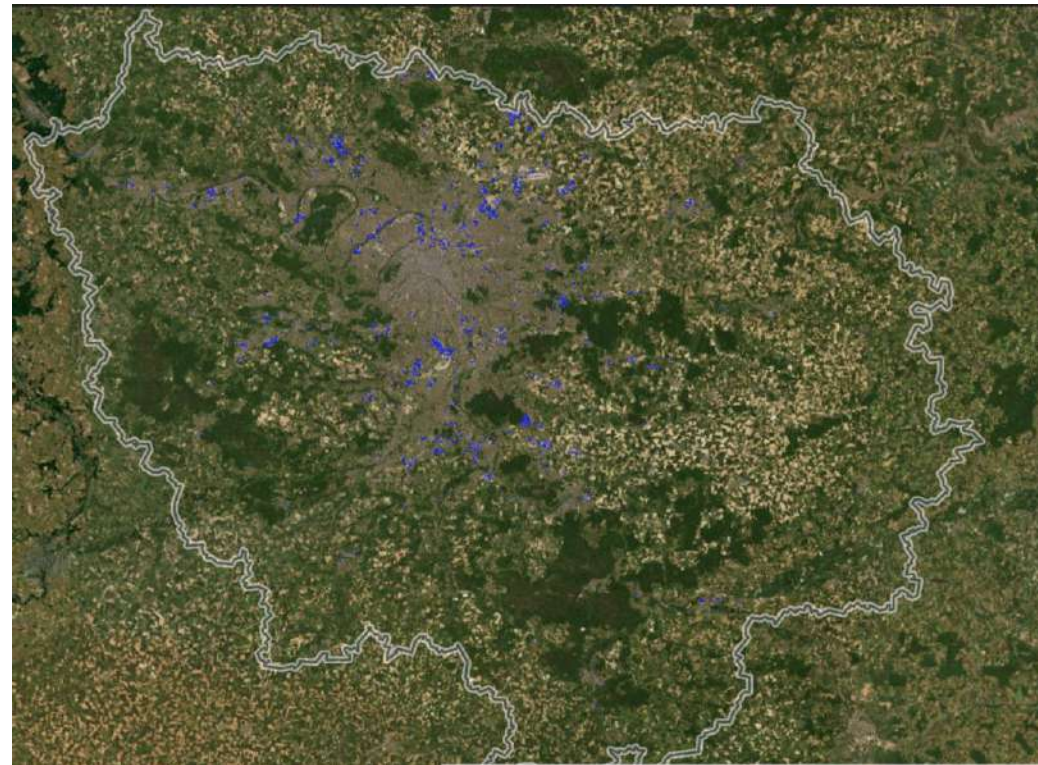
*Jonction 2017 +
Chair Logistics City
2020*

Logistics real estate in the Paris region

- Mixed method to identify warehouses including form recognition
- 2114 warehouses
- 1.76 warehouse per 10,000 pop: role of **gateway**
- 0.25% of total land of the region

(Chaire Logistics City, 2025)

https://rpubs.com/mohammedyounes/wh_v1
M. Younes, Chaire Logistics City, 2025



- Minimalist
- OSM Standard
- ESRI Ortho
- Île-de-France Boundary
- Warehouse Polygons
- WH > 10K m²
- Warehouse Centroids
- Clustered Warehouses
- Density Heatmap
- Heatmap > 10K

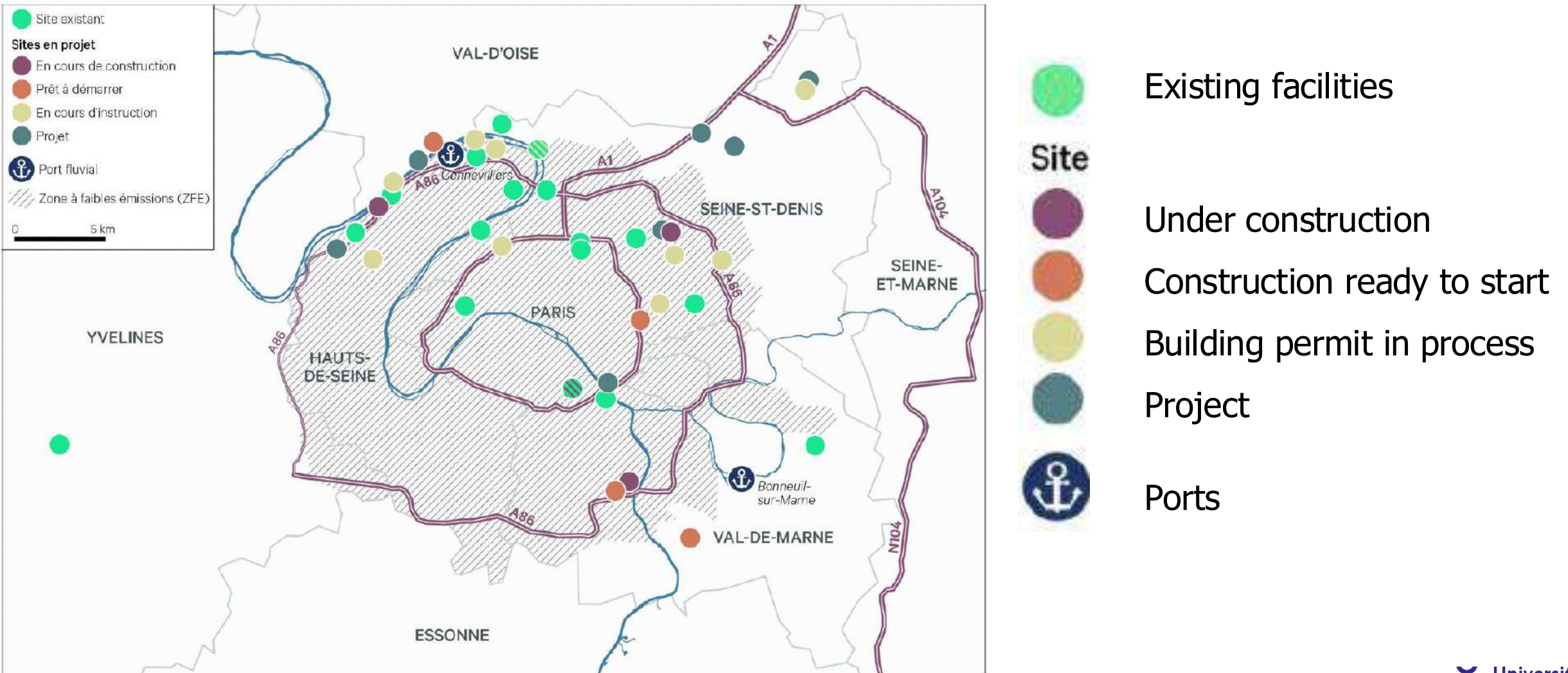


The new warehouses: vertical and producing electricity

- Carbon footprint of a warehouse (life cycle analysis): 1 kg CO₂ per m² (Afilog)
- About 20 new vertical warehouses in the Paris region are in operation today



45 existing and planned vertical warehouses in the central metro area

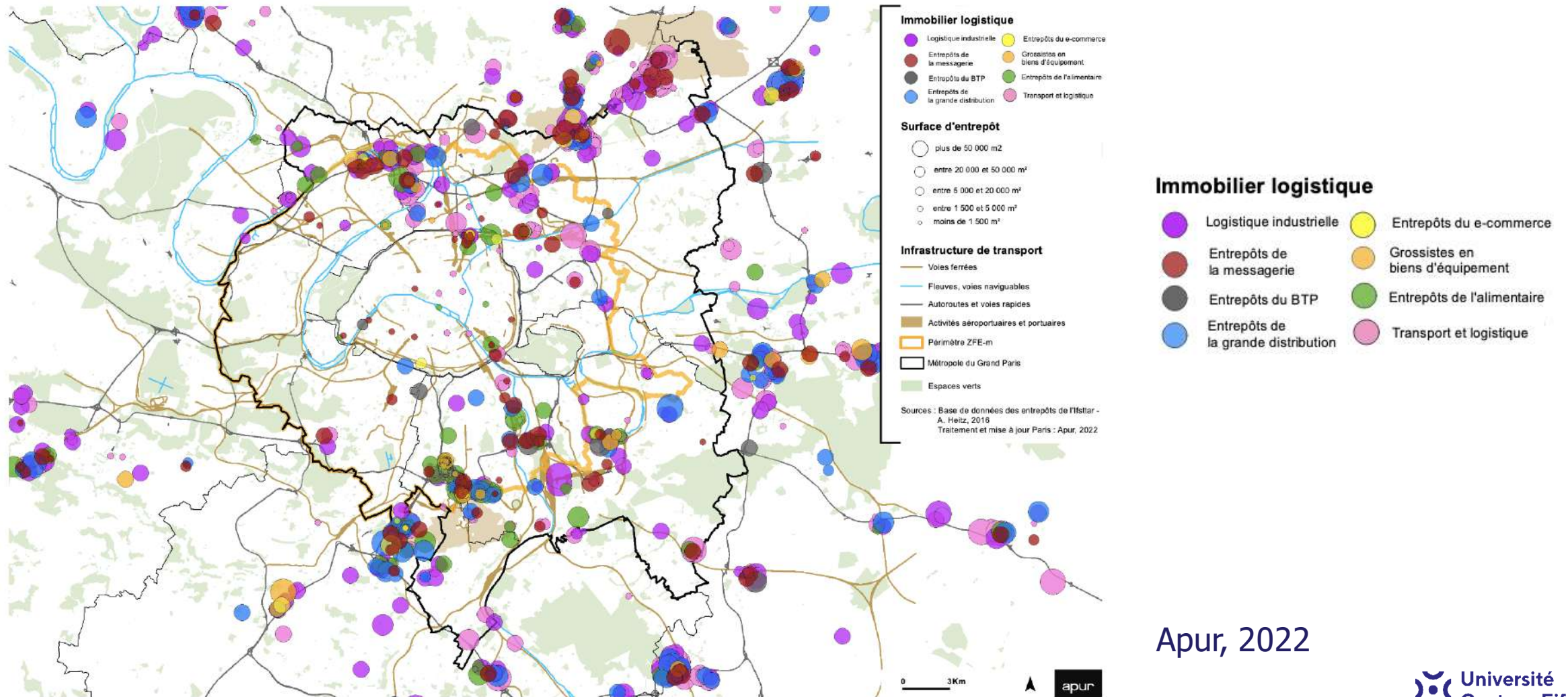


Warehouses: disruption of transport 'logic'



A huge variety of warehouses

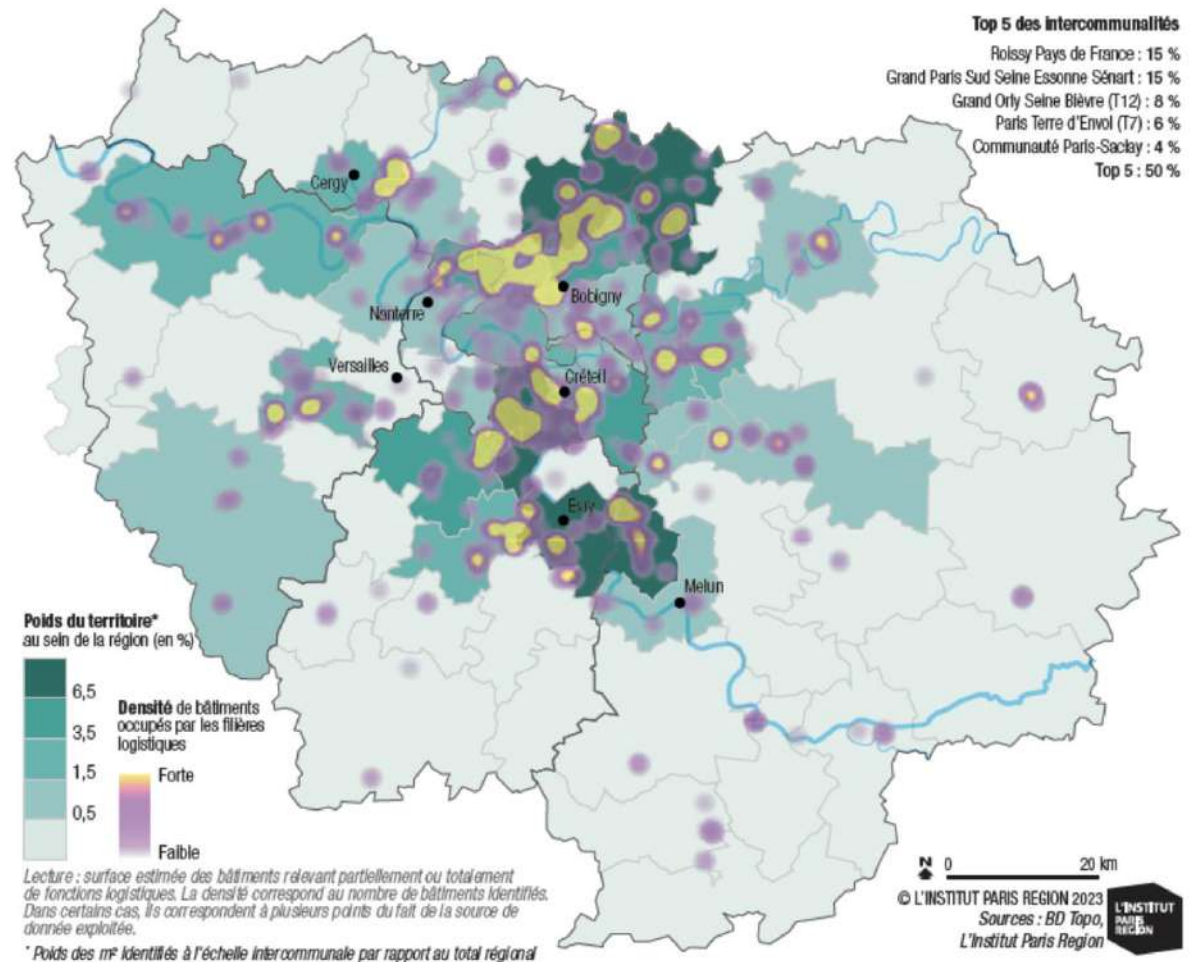
L'IMMOBILIER LOGISTIQUE DANS LA METROPOLE DU GRAND PARIS



Apur, 2022

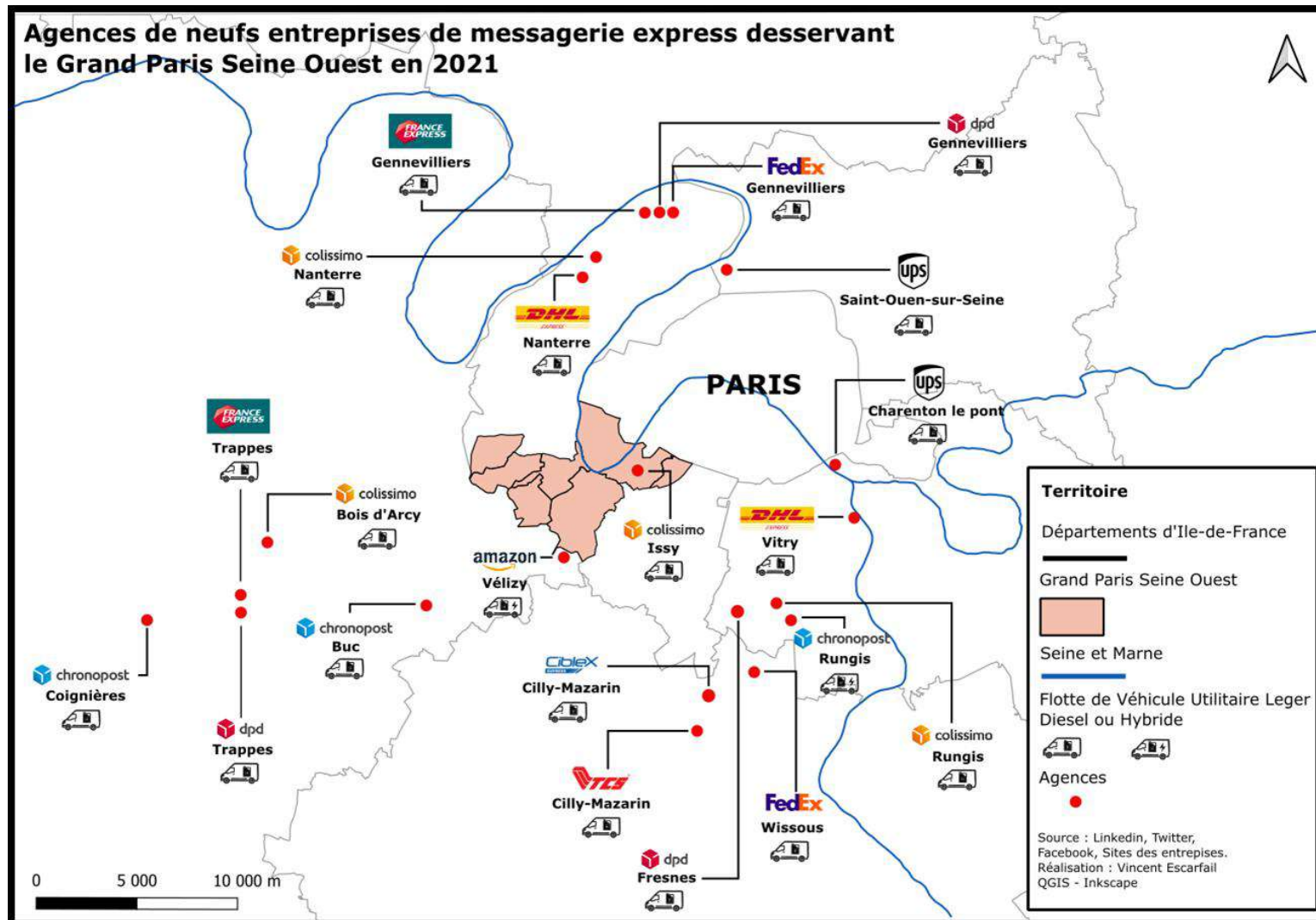
15 million m2 dispatched on 280 municipalities

Les surfaces du bâti accueillant la logistique : 5 territoires en absorbent la moitié



« Logistics sprawl »

Wealthy areas served by warehouses located elsewhere: example of Paris wealthy suburbs



Logistics hotels

- Urban
- Multi-use
- Multi-level
- Sometimes multi-modal

Chapelle
International,
Sogaris (since
2018)



Connect,
Prologis
(under
construction)



Green Dock (Goodman) controversy

Today (brownfield)



Planned

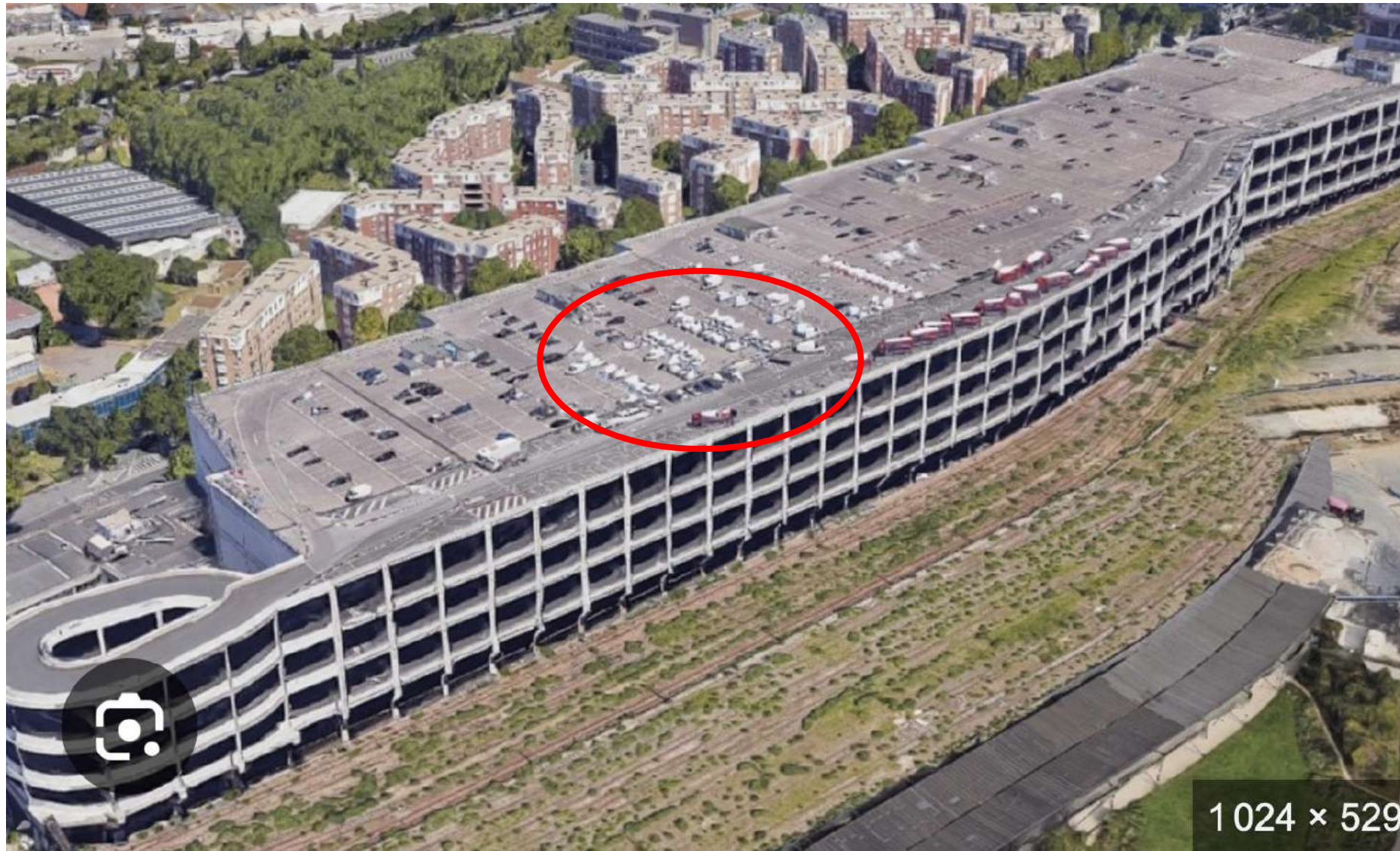


Green Dock carbon assessment

- Project in port of Gennevilliers (Haropa)
- 4 logistics levels, 93,000 m²
- Use of waterway transport
- 20,000 PV
- Current public enquiry (closing tomorrow)
- Huge local opposition (zone Natura 2000, biodiversity)



Electric vans on the roof of an old Paris warehouse



Micro-hubs in underground municipal car parks

Under the Louvre, Paris



Under Plaza Mayor, Madrid (FM Logistic Ibérica)



News

CITYLogin opens micro-hub under Madrid's Plaza Mayor

CITYLogin and Madrid's Municipal Transport Company (EMT) have inaugurated a micro-fulfilment centre under Plaza Mayor, the Spanish capital's famous main square. The 200-sqm...

On October 20, 2021

Opera



Beaugrenelle



Concorde



Urban logistics hub under Paris ring-road



City of Paris

Site de logistique P4 Porte de Pantin de Sogaris - Architecte Syvil

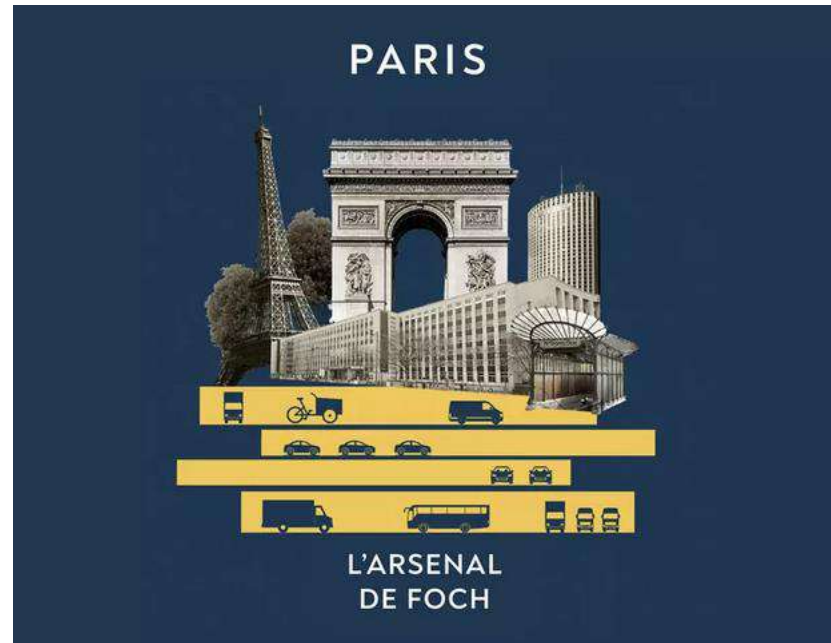
Luxury urban logistics facilities

- Atelier Logistique (10,000 m²) rue de la Boétie
- Arsenal de Foch (parking Indigo avenue Foch, 12,000 m²)
- Grenier St Lazard by Pompidou center

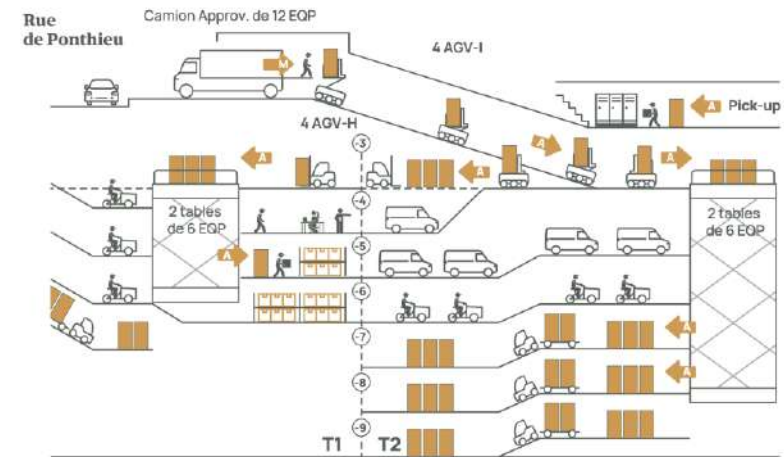
Grenier St Lazard (Paris 3rd)



Arsenal de Foch

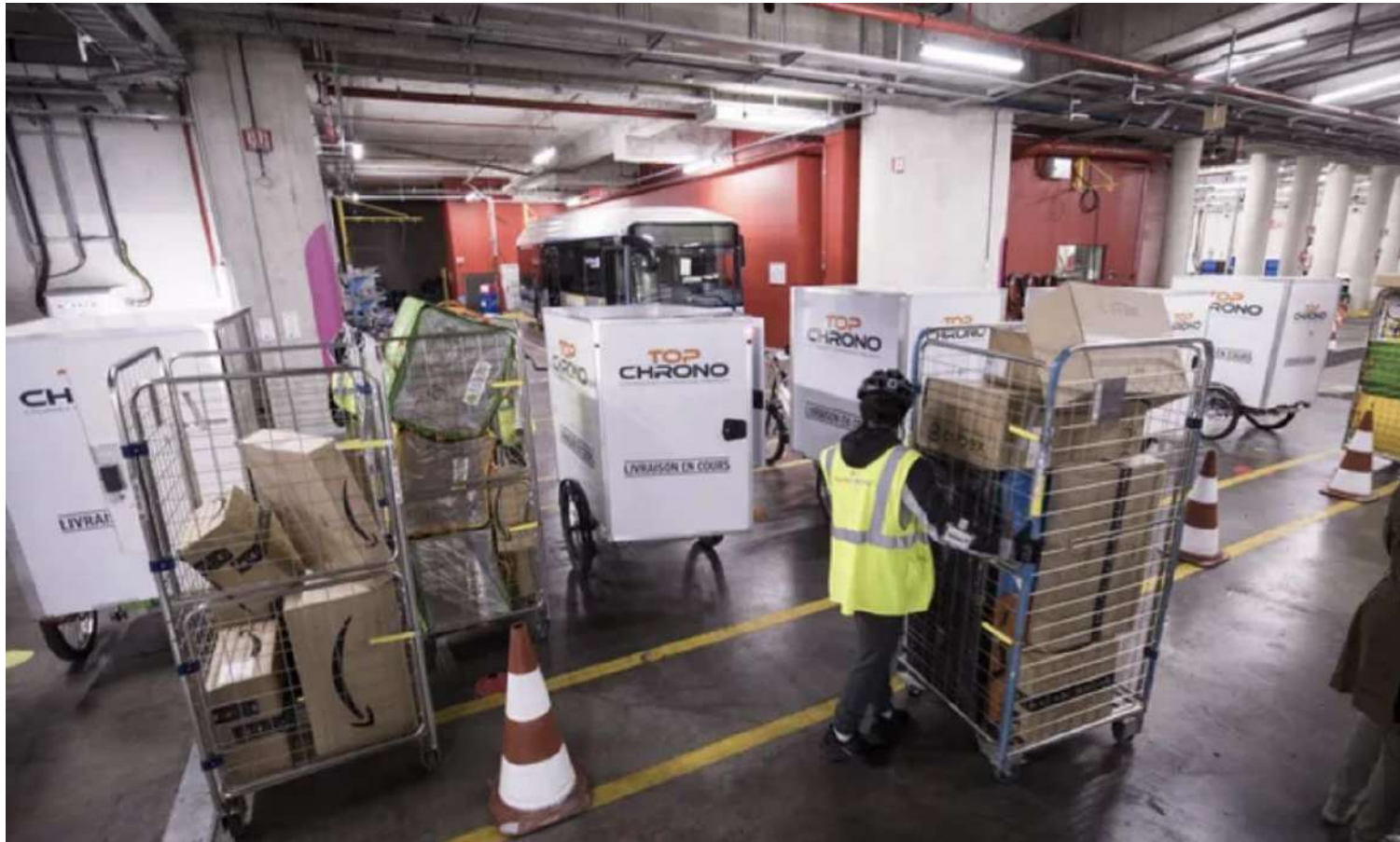


Atelier Logistique



« Time-sharing »

Use of three bus garages during the day by last mile providers



Paris freight forum (consultation)

- More than 100 stakeholders
- An efficient, easy (and cheap) policy



Mayor signs the logistics charter
in 2013



LA VILLE LOGISTIQUE

Repenser la logistique urbaine à Paris

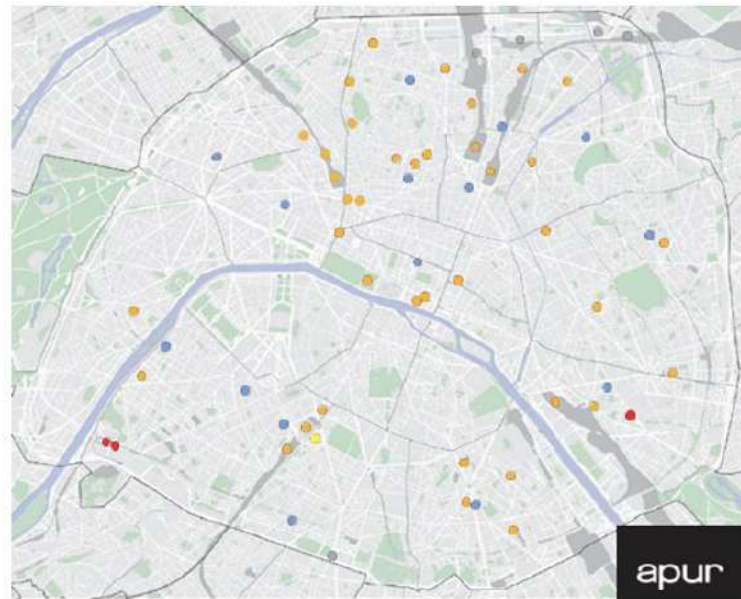
Stratégie 2022 - 2026

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



Facilities requested in the local urbanism plan

- 350m² ULS
- 500m² ULS
- 1,000m² ULS
- Facilities to reconstruct
- Other logistics facilities
- Cemetery; Green Space
- Transport Infrastructure

Sources: Apur, City of 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



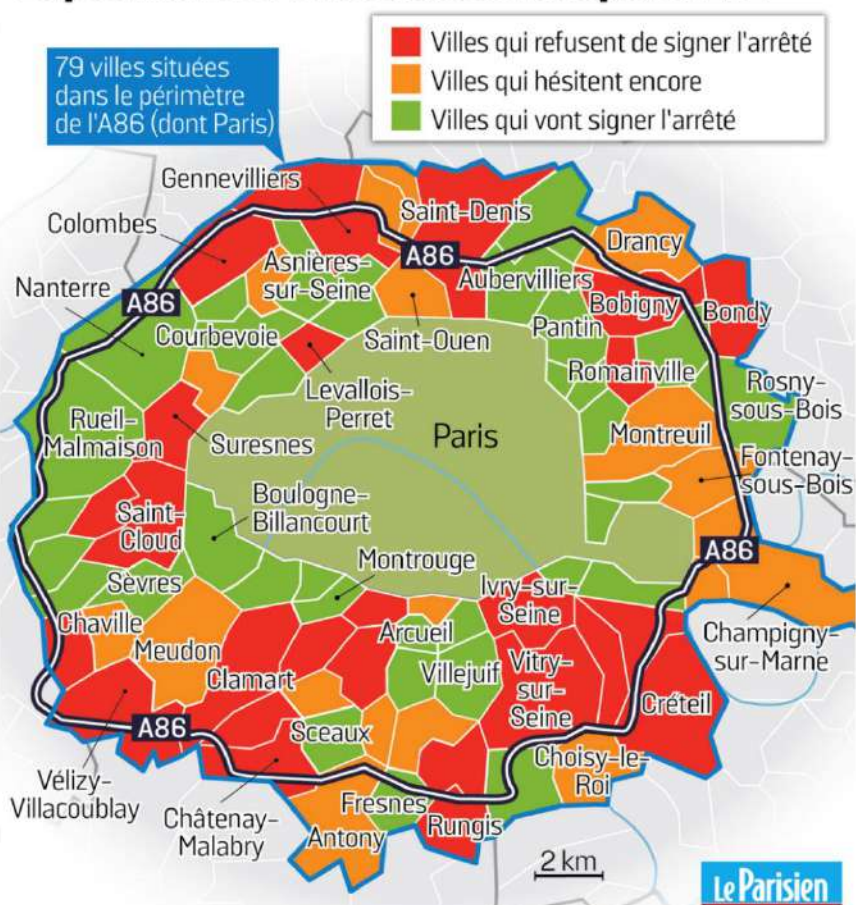
Maison des coursiers (18^e arrt)

Low Emission Zone in metropolitan Paris

2017

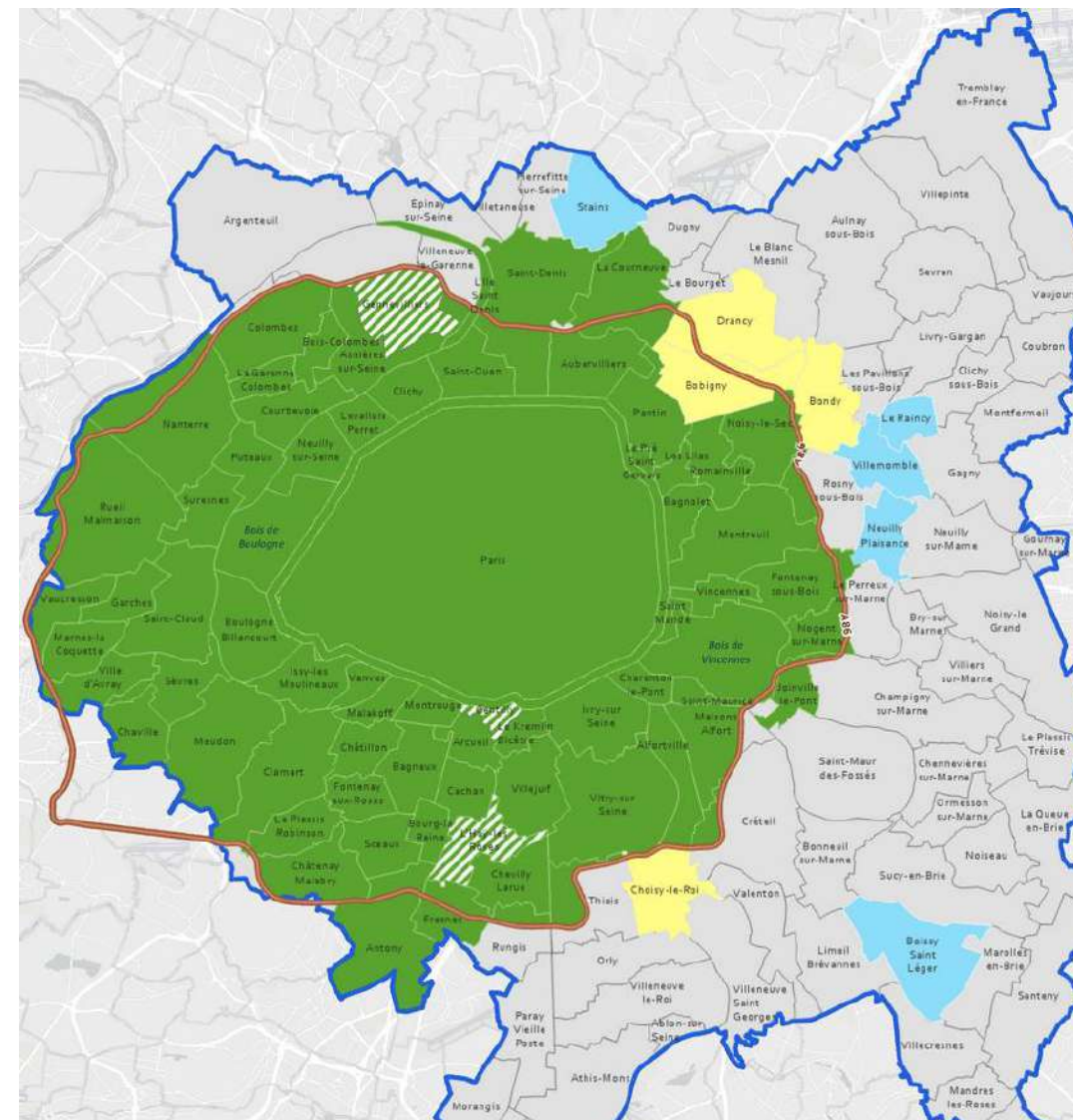
2025

La position des villes concernées par la ZFE

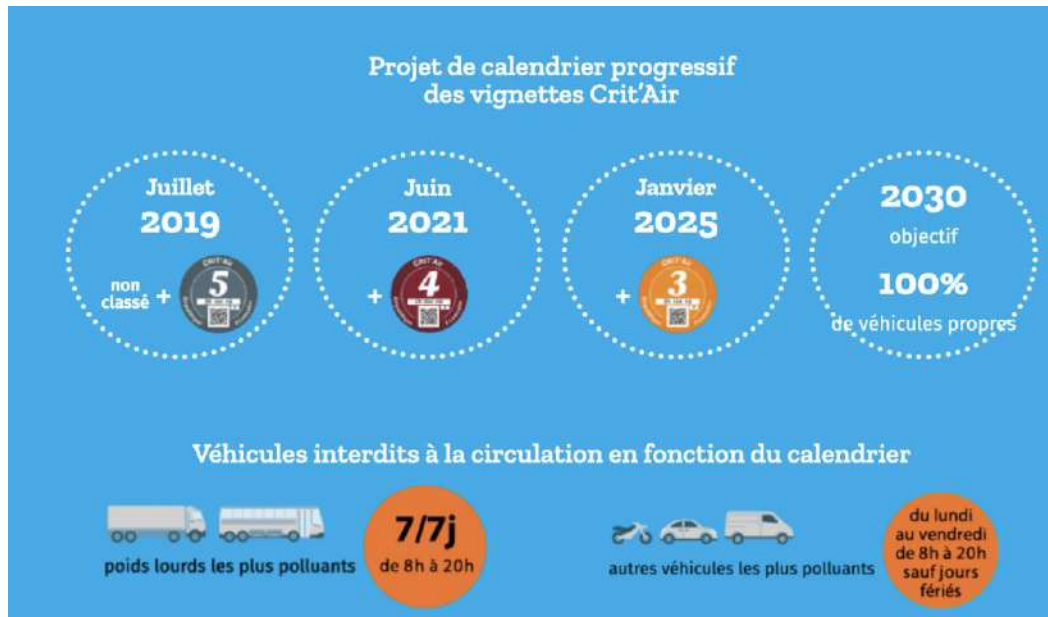


SOURCE : EDITIONS DÉPARTEMENTALES DU PARISIEN

LP/INFOGRAPHIE - K. VASSEUR.



Changing deadlines and political backlash in 2025



2025



2022

Rotterdam Zero Emission City Logistics (ZECL)

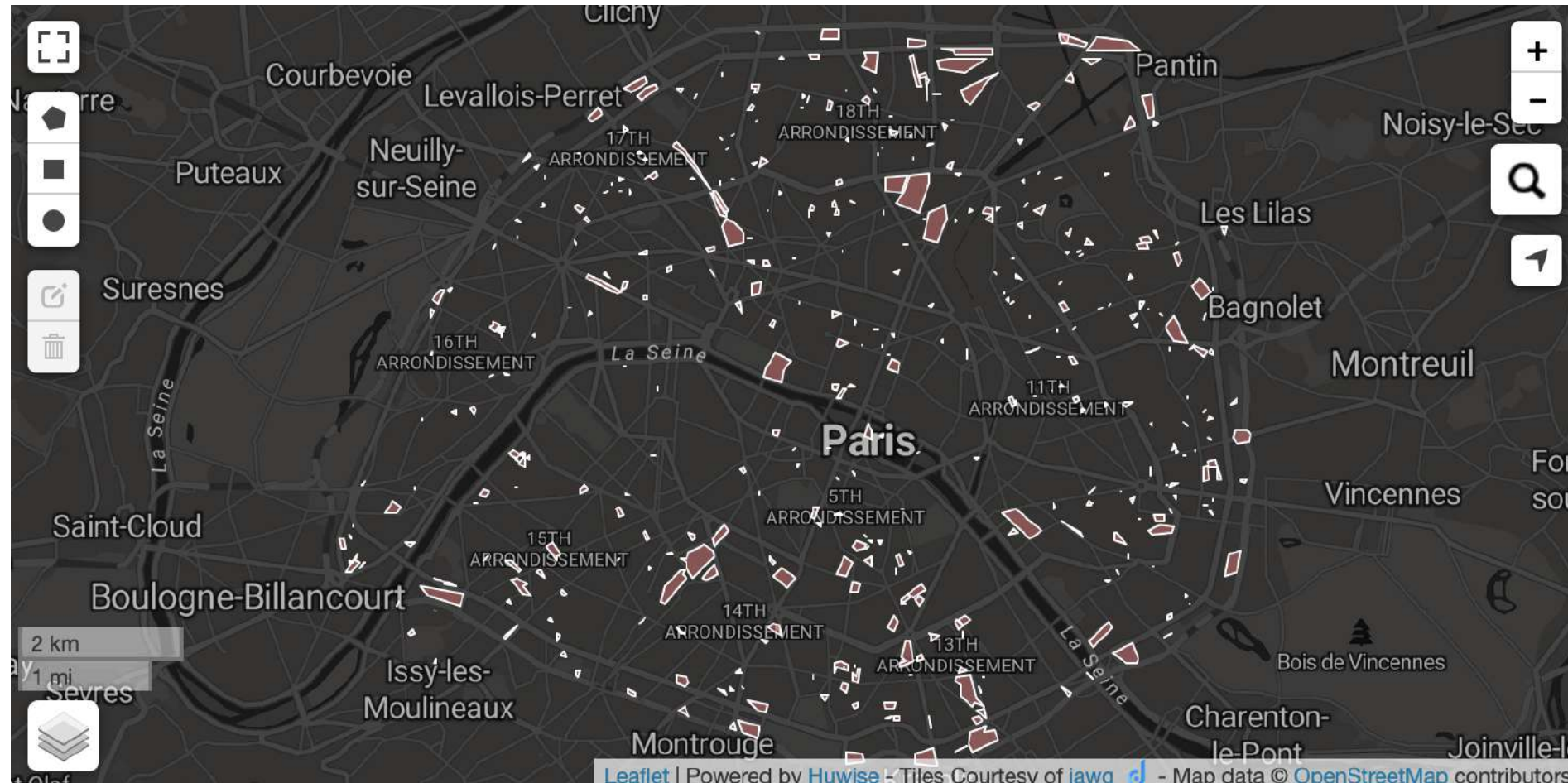
- Good phasing 2025-2030
- Public support
 - Training, information
 - Financial support, test of EVs
- ANPR cameras
- Dataset platform (local and national)

<https://logistiek010.nl/ze-zone-en-toegangseisen/>



* en emissieklasse 5, respectievelijk 6

Zoning ordinance of Paris: promoting/obliging the implementation of logistics facilities



P 9-11

n_sq_ple
100 259

arrondissement
9

perimetre
P 9-11
a04_dest
Equipement de logistique urbaine de 800
m² minimum

a04_loc
2-20 rue Bruno Coatrix; 16-30

https://opendata.paris.fr/explore/dataset/plub_plocequi/map/?basemap=jawg.dark&location=12,48.85853,2.33559

150 land parcels with a compulsory logistics hub in any development project

ANNEXE IV Périmètres de localisation d'équipements

| | | | |
|----------------|-------|--|--|
| 2 ^e | P 2-8 | Équipement de santé | 32 rue Dussoubs |
| 3 ^e | P3-1 | Équipement de logistique urbaine de 800 m ² minimum | 36 à 56 rue Rambuteau 154 à 188 rue Saint-Martin 11 à 17 rue du Grenier Saint- Lazare 21 à 33 rue Beaubourg |
| 3 ^e | P3-2 | Équipement de petite enfance | 64 rue de Saintonge |
| 3 ^e | P3-3 | Équipement de sécurité | 14 rue Perrée 2-4 rue Paul Dubois 1-3 rue Gabriel Vicaire |

Extrait de
l'Annexe IV

L'immobilier logistique dans les SRADDET



Art. L. 4251-1 CGCT

Le schéma régional d'aménagement, de développement durable et d'égalité des territoires (...) « doit fixer les **objectifs de moyen et long termes de développement et localisation des constructions logistiques**, il tient compte des flux de marchandises, notamment à destination des centres-villes, de la localisation des principaux axes routiers, du développement du commerce, de l'insertion paysagère et de l'utilisation économe des sols »

SRADDET et logistique

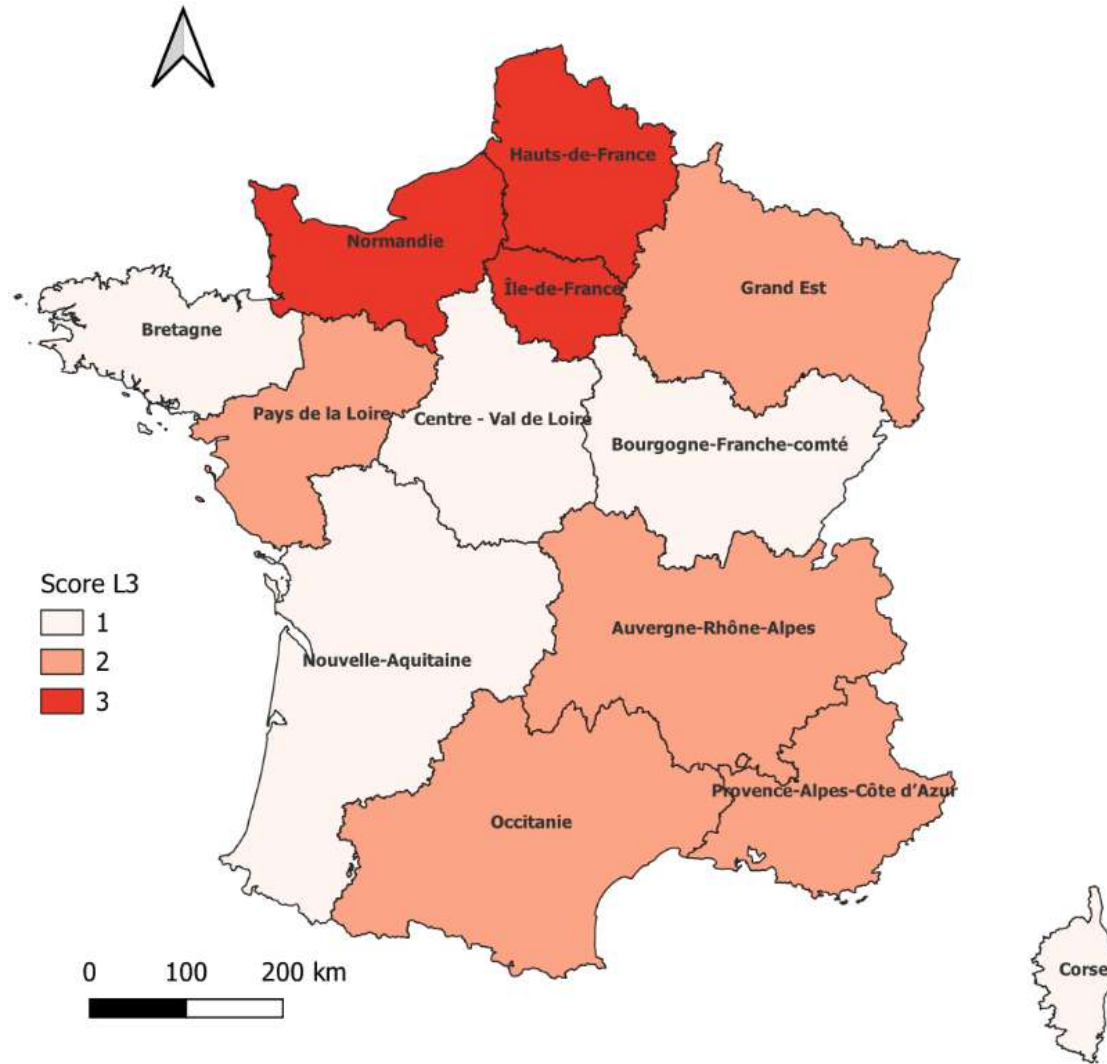
Tableau 1. Occurrences de mots liés à la logistique dans les schémas directeurs régionaux

| Région | "Logistique" | "Fret" | "Fret ferroviaire" | "Entrepôt" | Total | Occurrences pour 100p |
|-------------------------|--------------|-------------|--------------------|------------|--------------|-----------------------|
| Auvergne-Rhône-Alpes* | 84 | 33 | 0 | 3 | 120 | 40 |
| Bourgogne-Franche-Comté | 91 | 13 | 1 | 6 | 111 | 22 |
| Bretagne | 32 | 8 | 0 | 0 | 40 | 20 |
| Centre - Val de Loire* | 23 | 27 | 4 | 0 | 54 | 21 |
| Corse* | 6 | 9 | 0 | 0 | 15 | 9 |
| Grand Est | 74 | 9 | 0 | 0 | 83 | 27 |
| Hauts-de-France | 171 | 32 | 6 | 5 | 214 | 43 |
| Île-de-France | 112 | 17 | 1 | 28 | 158 | 42 |
| Normandie | 178 | 8 | 2 | 6 | 194 | 36 |
| Nouvelle Aquitaine | 104 | 16 | 4 | 3 | 127 | 33 |
| Occitanie | 88 | 48 | 18 | 1 | 155 | 38 |
| Pays de la Loire* | 30 | 16 | 7 | 0 | 53 | 15 |
| PACA | 195 | 43 | 15 | 8 | 261 | 36 |
| Moyenne | 91,4 | 21,5 | 4,5 | 4,6 | 121,9 | 29,4 |

*SRADDET non modifiés

Source : T. Leloup, 2025, chaire Logistics City

SRADDET et logistique



Quatre critères d'évaluation qualitative

- L1 État d'esprit général vis-à-vis de l'immobilier logistique (de 0 à 3)
- L2 Vision de la logistique plus ou moins subordonnée aux enjeux de réindustrialisation (de 0 à 1)
- L3 Dynamisme de la démarche de concertation avec les acteurs de la logistique (de 0 à 3)
- Z1 Traitement de la logistique comme un enjeu explicite du ZAN (de 0 à 2)

Score du critère L3 (Dynamisme de la démarche logistique) pour chaque région
Leloup, 2025

Trois régions font de la logistique une priorité

- **Enjeu économique** prioritaire
- Lien entre entrepôts et optimisation des flux : nécessité d'un maillage territorial de la logistique pour **optimiser les distances** parcourues par les véhicules
 - ✓ Hauts-de-France
 - ✓ Ile-de-France
 - ✓ Normandie
- Traitement des **enjeux environnementaux** associés
- Infrastructures **multimodales** (notamment fluvial) et **intermodales** (gares rail-route) intégrées à la stratégie

Ressources

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CHAIRE LOGISTICS CITY

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

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https://drive.google.com/file/d/1GmvOe_2O3smBWoOcQtz_bX5yP2Usnqgt/view



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