





November 9, 2022 9h to 13h + lunch Paris campus of the École des Ingénieurs de la Ville de Paris/Université Gustave Eiffel

International seminar: Recent research results on urban logistics and e-commerce mobilities, US, UK, Italy, France

Program

9:00 Introduction by Jonathan Sebbane (Sogaris) and Laetitia Dablanc (Logistics City Chair) 9:30-11:00 Presentations

- Anne Goodchild (University of Washington) Bringing curbs to light; estimating the value of digital curb availability data
- Adrian Friday (Lancaster University) FlipGig: Digitally transforming deliveries and collections in the gig-economy
- Matthieu Schorung (University Gustave Eiffel) Geography of warehouses in the United States and spatial patterns of Amazon warehouses

11:00-11:30 Break

11:30-13:00 Presentations

- Giacomo Lozzi (Università degli studi Roma TRE) Improving stakeholder engagement for urban logistics: the L-3D project
- Travis Fried (University of Washington) New spatial patterns for e-commerce warehousing and implications for equity
- Heleen Buldeo Rai (University Gustave Eiffel) Proximity logistics and how warehouses can become good neighbors



Introduction, Jonathan Sebbane, Directeur Général SOGARIS

- New trends and impacts on Sogaris and on the logistics real estate market
- Need for innovation, collaboration and research





PF | Plateforme Logistique Urbaine

À l'échelle du bassin logistique

Elle favorise le lien entre les flux longues distances et les flux urbains.



 Solutions logistiques multimodales
 Entreposage
 Surfaces productives
 Cross docking



Hôtel Logistique

À l'échelle de l'agglomération

Il mixe la logistique à d'autres activités urbaines, en favorisant les transports alternatifs à la route (fleuve, fer).

- Terminal f - Fulfillmen - Projet mix équipeme
- Terminal ferroviaire urbain
 Fulfillment center
 Projet mixte (bureaux,
 - équipements sportifs, agriculture, commerces, data center, etc)
 - Lieu d'insertion par les emplois logistiques



EUD | Espace Urbain de Distribution

À l'échelle du quartier

i to the set

Il s'insère dans les espaces urbains, utilise des véhicules légers et propres ; il trouve un prolongement nouveau avec le développement de sites de petite taille.





sogaris

Marseille – Arenc (plateforme)





Sogaris – Créteil (plateforme)





Chapelle International (hôtel logistique)

sogaris



Chapelle International (hôtel logistique)





sogaris

Chapelle International (hôtel logistique)









Vitry – Les Ardoines (hôtel logistique)

Pantin – P4 (espace urbain de distribution)





L'immeuble inversé (espace urbain de distribution)



sogaris

Sogaris – micro-hub (pas encore répertorié ^(C))













Laetitia Dablanc, presentation of the Logistics City Chair

• Warehouses, innovations, policies, new trends in consumption and impacts on city logistics

Results available online:

- Observatory of ecommerce mobilities
- Survey and study reports
- Logistics real estate in 74 large cities around the world
- Master's theses two-page summaries and full reports

https://www.lvmt.fr/en/chai res/logistics-city/





E-commerce mobility: lak of accurate and updated data



Figure 5. Daily business-to-consumer deliveries per capita.

Buldeo Rai, H., Dablanc, L. (2022) Hunting for treasure: A systematic literature review on urban logistics and e-commerce data. *Transport Reviews*. DOI:



E-commerce carbon assessment: meta-analysis of case studies



Figure 1. Carbon footprint of online and store purchases (p < .001).

Buldeo Rai, 2022



Field exploration: delivery workers in NYC









Surveys: on-demand 'instant deliveries'

• Paris surveys: 2016, 2018, 2021, 2022

Buenos

Aires

Stockholm

Lagos



Lima

Mumbai

2022 Paris survey on delivery gig workers

- 7% delivery workers are women
- 10% are French
- 10%-20% are subcontractors (illegal)
- 29% have had an accident
- 29% come to work in public transit, half of whom with bicycles in train
- 36% use a moped to make deliveries (illegal in France without a professional freight license), 47% use a bicycle (including 15% shared biking), 10% use a scooter
- 66% have been on the job less than one year
- 70% think there is a high road safety risk in the job
- 18 deliveries a day in average and 42 km covered in average
- 28% work more than eight hours a day

'Quick commerce", traffic and curb management

- Use of bikes, e-bikes, mopeds and e-mopeds
- An opportunity for introducing e-mopeds (rental services)
- Congestion on sidewalks, noise impacts

Creusé et al., 2022, Logistics City Chair

How to account for increasingly diverse vehicles for urban deliveries?

 Cars, mopeds, cargo-bikes, bicycles, walking/transit: could be more than 25% of last-mile drivers already

New methods for urban freight data collection

- Data from telecom operators
- Data from logistics operators, e-retailers, delivery apps
- Municipal data
 - Enforcement: automated platereading cameras
 - Management: apps for delivery drivers
 - Service provision: bike-sharing
- Any other source

Low Emission Zone in Grand Paris: progress

2022

2017

La position des villes concernées par la ZFE

