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# Urban logistics in Paris

## Challenges and development of the Parisian strategy

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# 01

## Objectives and challenges

## The objectives to be achieved

- Ensure the supply and movement of goods necessary for residents and economic life
- Reduce air pollutant emissions, GHG emissions and noise
- Limit congestion
- Calm the cohabitation between the different modes of transport (safety)

## Main challenges

90% of urban logistics are carried out by road and 100% of logistics for the last few meters

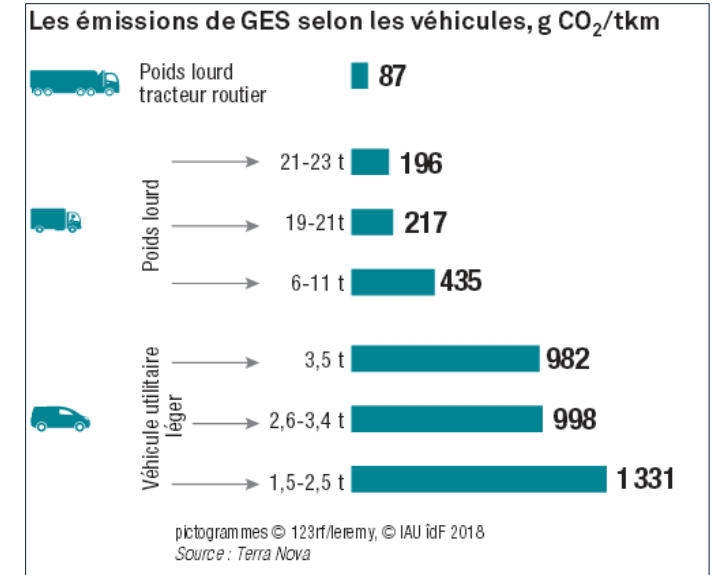
**1.1 million movements per week in Paris** (more than a quarter of movements in the Ile-de-France region). Each Paris region's inhabitant "consumes" on average the equivalent of 25 tonnes of freight per year, or about one semi-trailer.

60% of goods movements in Paris are carried out by LCV (light commercial vehicles <3.5 t).

94% of LCVs and 97% of HGVs registered in the Metropolitan area are diesel fueled (2020 figures)

In Paris, road transport contributes 73% to NOx emissions and 42% to PM10 emissions

Despite its more discreet shape, the environmental impact of an LCV is much more harmful than that of a heavy vehicle



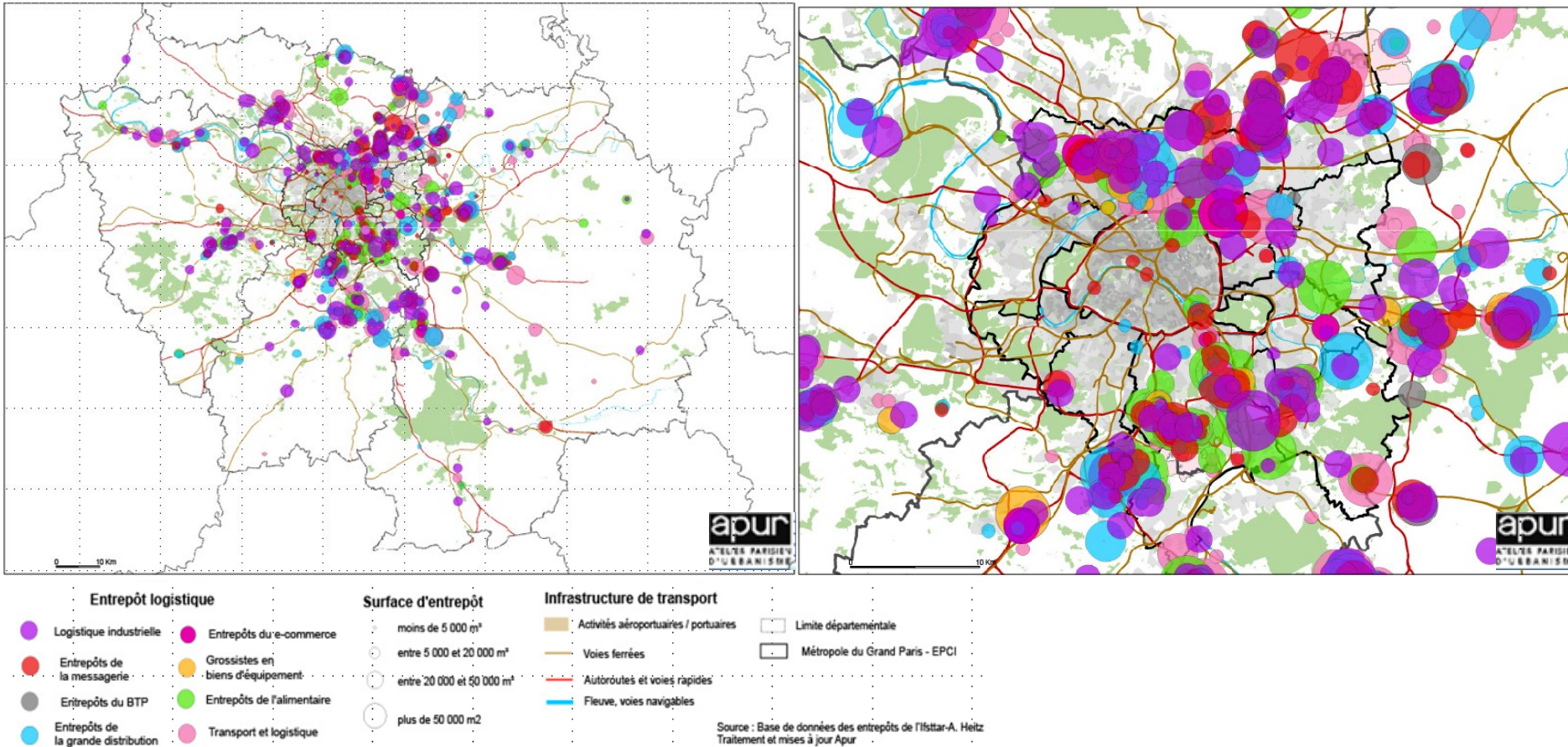
# The size of the real estate dedicated to logistics is increasing ... but is moving away from Paris

16 million m<sup>2</sup> in Ile-de-France, i.e. 20% of the French logistics real estate

Logistics real estate is located mainly in the outer suburbs

Warehouse areas:  
France 80 million m<sup>2</sup>  
IDF 16 million m<sup>2</sup>  
MGP\* 3 million m<sup>2</sup>  
Paris Less than 150,000 m<sup>2</sup>

\*MGP : Paris metropolitan area



Between 1987 and 2008: + 40% of logistics areas in IDF -9% in Paris and in the inner suburbs  
The growth of the logistics real estate is exclusively located in the outer suburbs



# Different logistics organizations for different flows

It is necessary to provide solutions adapted to the different logistics organizations



Bulky, heavy flows /  
direct trace or few  
delivery points / third  
party account



Small parcel / rounds  
mail flows with many  
recipients / account of  
others



Logistics of construction  
sites / direct traces /  
own account + third  
party account



The often small flows of  
craftsmen and traders /  
own account

## A concerted approach with urban logistics players for nearly 20 years

- **2002** : consultation of all stakeholders
  - **2006** : signature of the 1st Freight Charter with 47 partners: implementation of the Freight Regulations, integration of the logistics function in town planning documents
  - **2013** : **multi-partner charter on sustainable urban logistics with around 100 signatories**
- More operational charter with a breakdown of the orientations into around twenty projects and action sheets: development of a logistics organization plan, Chapelle International logistics hotel, deliveries on foot, reverse logistics, river transport, "e-commerce", re-use car parks ...

**The charter is an essential consultation tool:** around twenty working groups, for the most part co-piloted with signatories of the charter, an annual steering committee

**This approach was carried out jointly by the three deputies to the mayor in charge, respectively, of commerce, town planning and transportation**



## Giving a new dynamic to the approach

### **Update the action plan for the mandate and in view of the Olympic Games and the 2024 stage of the LEZ**

- ✓ An expectation of short-term actions, under constant law and on the initiative of the City
- ✓ Identification of actions requiring legislative and/or regulatory changes
- ✓ Avenues for reflection and prospective actions

# 02

6 areas of work to meet the challenges

## 1/ Land and logistics real estate

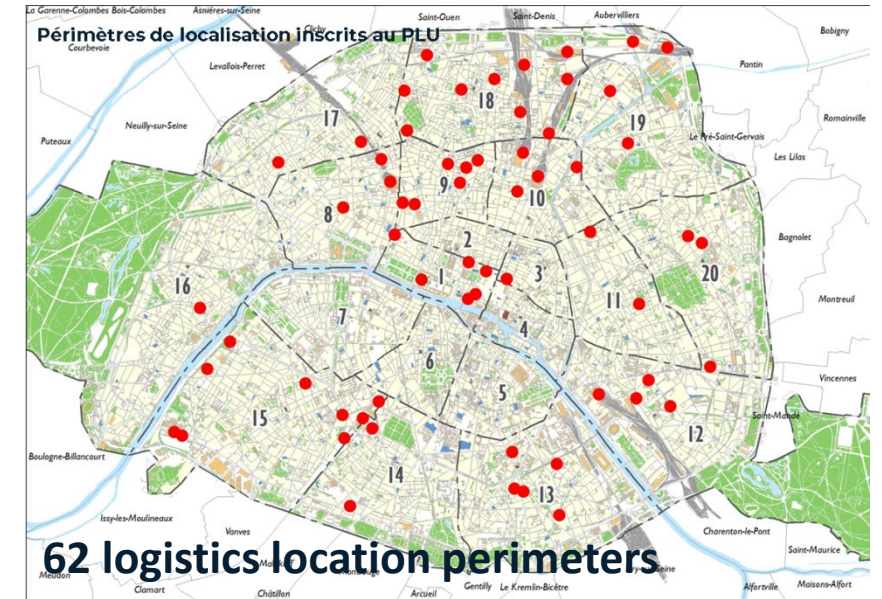
What means can be used to develop and diversify a networked real estate offer adapted to the needs of professionals (distribution, pooling, remote storage, etc.), in particular by including logistics in the future "bioclimatic" local urban plan?

Ex. of a proposal : identify strategic sectors and land plots

## 2/ Sharing public space

How to organize public space to improve delivery conditions, reduce the nuisance of logistics on the road (conflicts of use, noise, congestion) and promote more virtuous practices (cargo bikes, off-peak delivery, pooling of flows)?

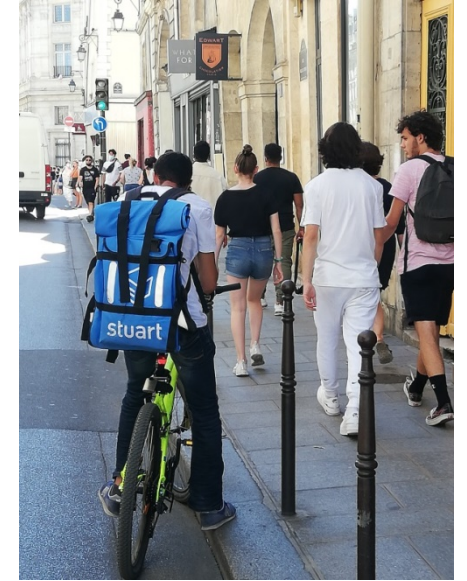
Ex. of a proposal : develop micro-hubs in the public space



### 3/ The social working conditions of the delivery profession

How to fight against the precariousness of logistics employment and guarantee rights to all workers in the logistics chain? How to improve the conditions for exercising their profession (stress, road safety, arduousness, etc.)?

Ex. of a proposal : improve communication with the general public and the professional training of delivery people



### 4/ New models to be invented to promote the local offer

What models to support to promote eco-circularity (reuse, deposit, recycling), short circuits, especially agricultural, and promote mixed economic models in the service of local commerce?





## 5/ Construction sites logistics

How to reduce the traffic of trucks for construction sites, in particular by promoting pooling and river transport?



Chantier de la gare de St Denis-Pleyel (93)

## 6/ The energy and environmental transition

How to accelerate the abandonment of diesel vehicles in favor of clean engines throughout the logistics chain? How to help change in the organization in favor of an optimized supply chain and responsible consumption? How to guarantee silent and zero emission deliveries in the heart of the metropolis?

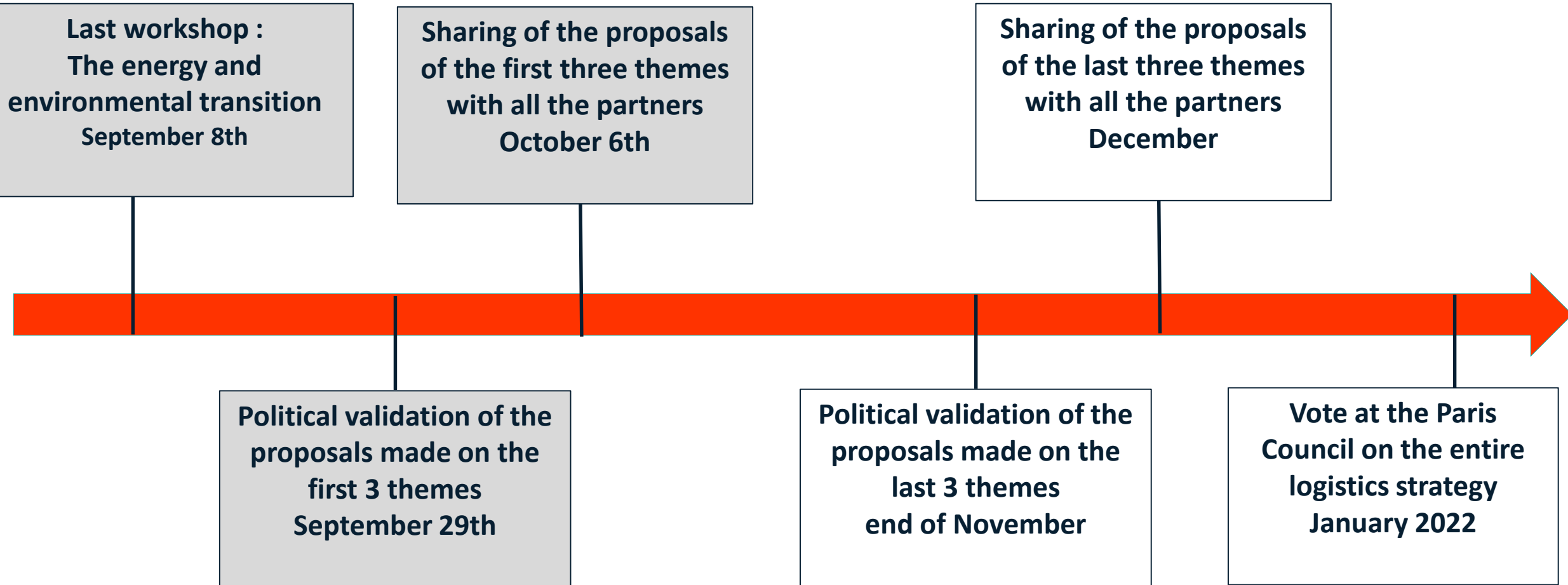


# 03

## Next steps



## Next steps





**Thank you for your attention**