



THE LOGISTICS CITY

Rethinking urban logistics in Paris

Strategy 2022 - 2026

City Mobility Managers Meeting – Tomorrow Mobility World Congress
16th November 2022

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along with professionals

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six great challenges

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**A new strategy developed along
with professionals**

Assessment of the 2013 Sustainable Urban Logistics Charter

An innovative and successful approach...

A hundred signatory partners to achieve 3 objectives :

- 1/ **To ensure the supply and circulation of goods** necessary for the inhabitants and for economic life
- 2/ **To reduce emissions of** atmospheric **pollutants**, greenhouse gas emissions and noise
- 3/ **To limit road congestion**

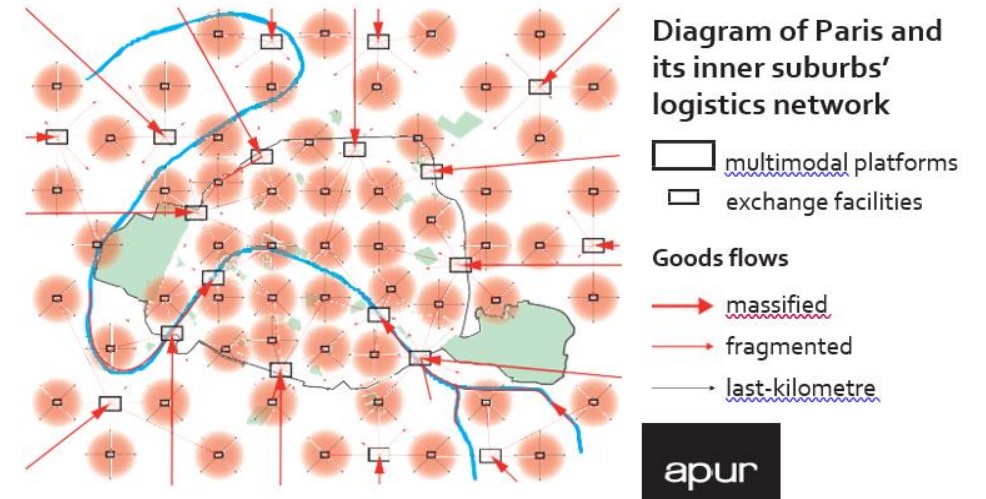


Assessment of the 2013 Sustainable Urban Logistics Charter

An innovative and successful approach...

The main achievements of this charter are :

- The production of an initial **strategic orientation document** which identified the need for a network of logistics facilities of different sizes
- Support for **the creation of the first rail-served logistics “hotel” in Paris**, Chapelle International
- **The implementation of financial aid for professionals** to purchase less polluting and/or silent vehicles



**Logistics « hotel »
Chapelle International**

Assessment of the 2013 Sustainable Urban Logistics Charter

...but a rapidly changing context

Over the last 10 years, we have seen a **profound change in consumption patterns** (e-commerce, home deliveries, etc.)

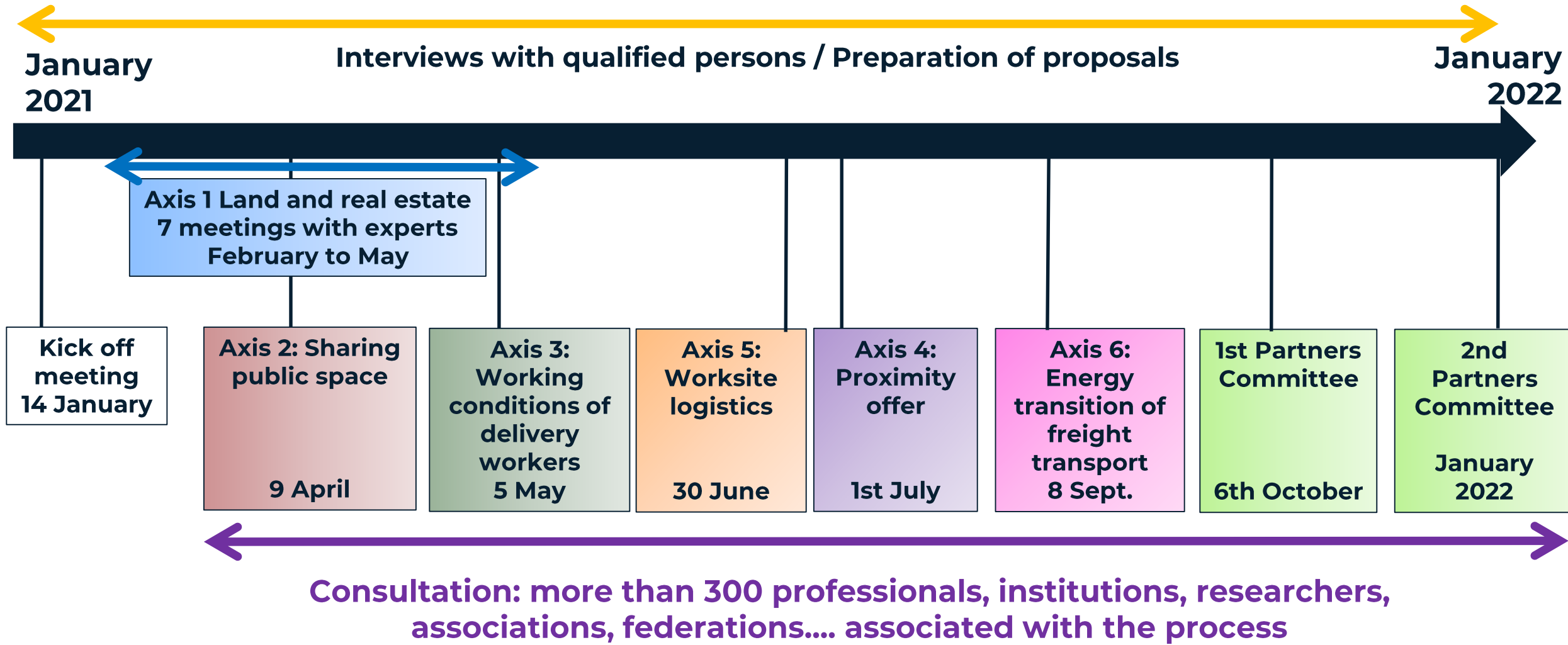
The **health crisis** has **accelerated these trends** (dark stores, dark kitchens) and has made the aspirations of Parisians even more pressing, who are asking for **traffic calming and the greening of the city**

The prospect of the 2024 Olympic Games requires the implementation of short-term actions

=> the **City of Paris** has decided to adopt a new urban logistics strategy voted at the Paris Council of July 2022



One year of consultation at a steady pace



02

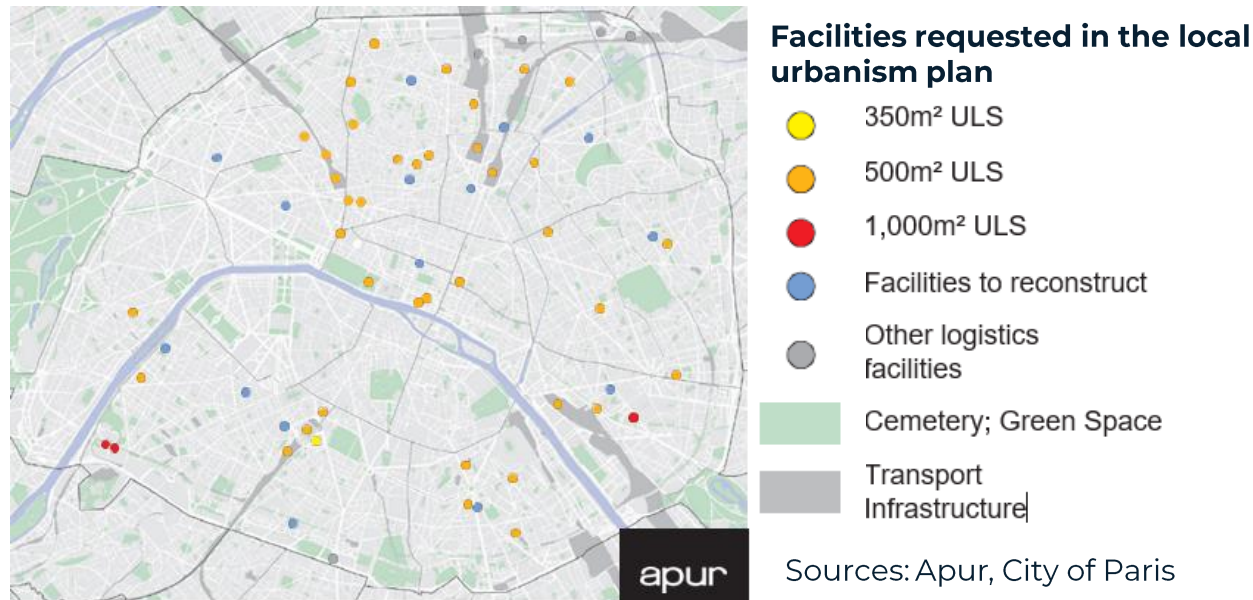
**The logistics city :
six great challenges**

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



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 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 2/ Sharing the public space

Challenges

1/ Improving use of delivery areas, the main tool intended for delivery people, by rethinking their number, territorial coverage and size, and preventing their misuse (parking and unauthorised vehicles)

2/ Sharing the public space better during the day by encouraging silent, out-of-hours deliveries

3/ Easing coexistence of the various means of delivery (heavy goods vehicles, light commercial vehicles, cargo bikes, deliveries by bike or on foot) **and other users of the public space** (buses, taxis, private vehicles, bicycles, scooters, pedestrians, etc.), improving heavy goods vehicles' blind spot monitor systems and making the public space safer

4/ Reducing motor vehicle flows by encouraging cyclologistics and on-foot deliveries and making parking easier for professionals



Testing out a microhub in the public space
(avenue Dutuit, 8th arrondissement)



©Emily Merick

Out-of-hours delivery experiment (delivery to an Auchan supermarket, 13th 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



©Coopcycle

Maison des coursiers (18^e arrt)

Axis 4/ Promoting local supply

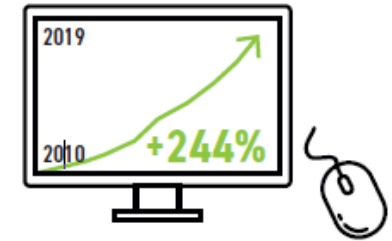
Challenges

1/ Connecting actors in classical sectors (transporters, mass retail sector shippers, etc.) **and in the SSE** and small businesses in order to assist with digitisation of physical businesses

2/ Informing and raising awareness among consumers on the ecological and social impacts of new consumption practices, and promoting responsible alternatives

3/ Innovating by drawing on different territories' experiences : solutions based on pooling, in connection with outlying municipalities, facilitating a network around responsible digitisation

Promoting local supply



E-commerce has grown spectacularly between **2010 and 2019: +244%** => It is necessary to keep an attractive attractive local trade



©Arnaud Caillou

Promoting short supply

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 BPW companies** 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 6/ Goods transport's ecological transition

Challenges

1/ Helping goods transport professionals convert their fleets of vehicles to more virtuous engines and fuels.

2/ Reducing flows of motor vehicles thanks to a modal shift in favour of soft mobilities for last-kilometre deliveries.

Goods transport's ecological transition



25% des émissions de CO₂ à Paris provient du transport de marchandises (FNE) => besoin de faire la transition énergétique de la logistique urbaine



©François Grunberg

Mobilib'Utilitaire car-sharing services operated by Clem'

AN EXEMPLARY ADMINISTRATION

- The City commits itself via **its public procurement**
e.g. the City will prioritise on-foot, bicycle and zero-emission deliveries whenever possible
- The City is committed to **road safety**
e.g. in addition to the now mandatory stickers signalling blind spots, the City has equipped its vehicles' chassis with "side bumpers"
- The City is committed to **zero diesel**
e.g. the municipal fleet of city cars, hatchbacks and minivans has been zero-diesel since December 2015



Refuse collection vehicle



Municipal car-sharing service

AN EXEMPLARY ADMINISTRATION

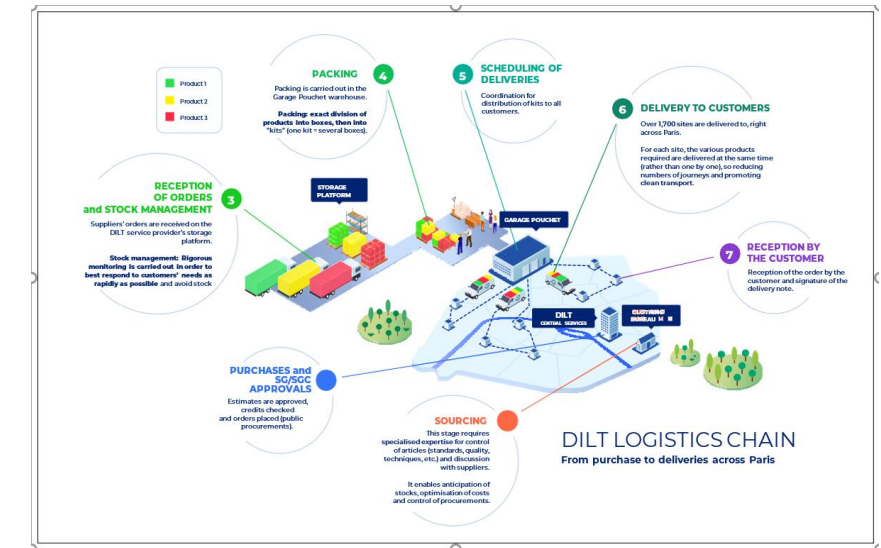
- The City is committed to **limiting its worksites' road traffic flows**

e.g. the Maintenance and Supply Centre (CMA) is currently at work on its Bonneuil site, studying use of river transport for road construction sites



Transport of concrete benches from the CMA in Bonneuil-sur-Marne

- The City is committed to **reducing its logistics flows**
e.g. the City set up a logistics consolidation centre for distribution of personal protective equipment during the health crisis in 2020. It is set to extend it to other needs in order to reduce the City's internal logistics flows



03

**An annual breakdown of the actions
taken**

ACTIONS IN 2022

Axis 1/ Logistics land and real estate

- Strengthening the network of facilities dedicated to urban logistics on the occasion of the **revision of the local urban plan**
- **Creation of a logistics programming tool (O+)** to help developers anticipate the logistics flows generated by their projects and define the needs for logistics premises to organise them



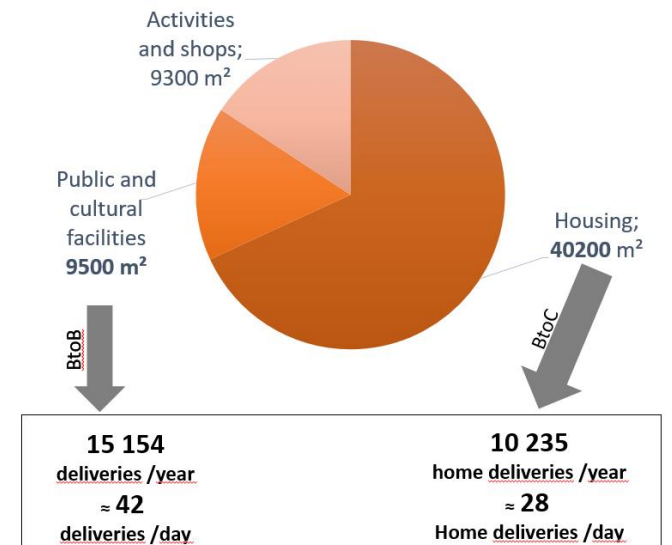
Operation Saint Vincent de Paul (Paris 14^e)

Reconversion of the former Saint Vincent hospital
Paris & Métropole Aménagement



The future Saint-Vincent-de-Paul district, Paris 14e © Anyoli Beltrando - My Lucky Pixel

Results with O+



ACTIONS IN 2022

Axis 2/ Sharing the public space

Various pilots

Connected loading zones



In the 4th arrondissement with funding of Région Ile-de-France : sensors + app



In the 10th arrondissement with funding of EIT urban Mobility (S+LOADZ project) : app

ACTIONS IN 2022

Axis 2/ Sharing the public space

Various pilots Micro-hubs



Mobile micro-hub in the 15th arrt



Fixed micro-hubs bd Beaumarchais

Silent night-time deliveries



Pilot in the 13th arrondissement

Creation of 1000 additional loading zones

ACTIONS IN 2022

Axis 3/ Delivery people's work conditions

Organisation of a meet-up dedicated to cyclo-logistics on 9th November which brought together over 200 participants

An exemplary administration

Training each year of about a hundred engineers from the City of Paris in the challenges of urban logistics (1st session on 9 December 2022)



1st cyclo-logistics meet-up at the Climate Academy on 9th November 2022

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)



Thank you for your attention