



CITY OF PARIS FREIGHT POLICY

DEPARTMENT OF ROADS AND MOBILITY MANAGEMENT

September 22th 2011

MAIRIE DE PARIS

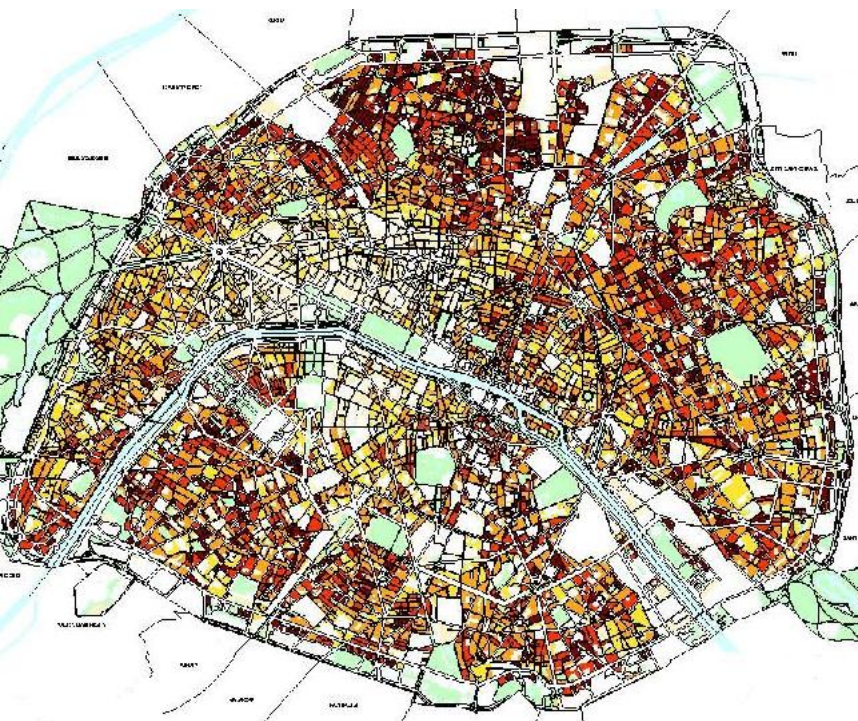


Regione Emilia-Romagna



Made possible by the INTERREG IVC programme

The City of Paris



➔ **City of 2.125 million inhabitants**

105.4 km²

Small area surrounded by circular motorway « the Périphérique »
20 arrondissements (boroughs)



➔ **City with high population and business density**

More than 20 000 residents per square kilometre

1 800 000 jobs are located in Paris

City of Paris / centre of the Paris agglomeration

Hub of the national transport network infrastructure with :

- Motorway network (regional and national)
- Railway network from 6 railway stations
- Waterway network with the Seine river and its tributaries (Marne and Oise) and 3 canals
- Centre of the French capital agglomeration with 11 million inhabitants

The city's logistics is based mainly on road transport and concentration points located outside of Paris



Paris freight data

Flows

32 million tons (metric) per year including

- 1 million t by railways
- 2.5 million t by waterways

Trips/journeys (delivery and pick up)

Commercial trips/journeys: 40 % of total freight trips: 1 600 000 journeys per week

Consumer shopping trips: 50 % of total freight trips

Other flows (waste, removals, servicing works) : 10 % of total freight trips

Road space use

15 % to 25 % of total street space

More in areas of Paris such as single activity districts

Environmental impact

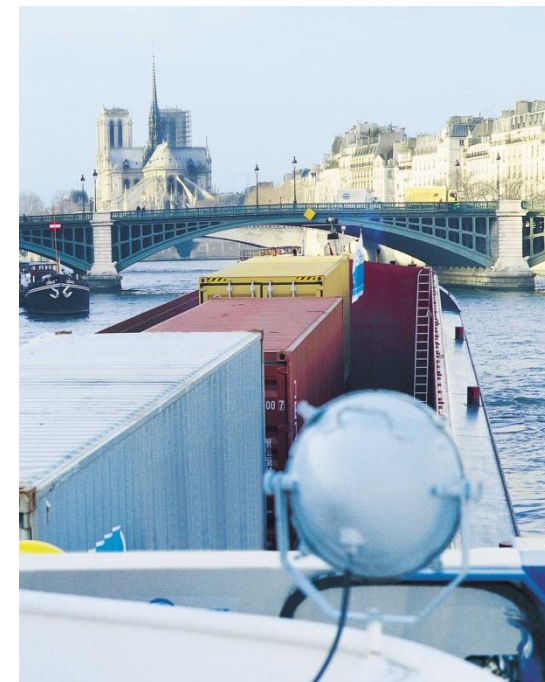
50% of diesel use, 60 % of particle emissions and 26 % of greenhouse gas emissions (of total regional transport)



Improving freight transport in Paris

A four-year experience

- ➔ **Action plan**
- A better knowledge of logistics in Paris
 - Consultation with professionals and public authorities
 - Demonstration actions and experiments



- ➔ **Objectives**
- Reducing the spatial impact of freight activities
 - Avoiding negative environmental effects
 - Increasing economic and social efficiency
 - Enhancing the city's attractiveness
 - Integrating the city's logistical needs
 - Including the city's logistics in a regional scheme



A « Charter of good practices » in goods transport and delivery in Paris

Signed in 2006 and extended in 2011

Parties involved:

- Carriers and trade business associations,
- Network operators,
- Large businesses,
- Paris Chamber of Commerce,
- Public utilities,
- City of Paris,
- Prefecture de police



Spelling out each party's commitments for more sustainable logistics:

- Use of clean vehicles
- Heavier emphasis on rail and waterways
- Specific training for drivers working in urban environment
- Respect of regulation

Role of Charter steering committee:

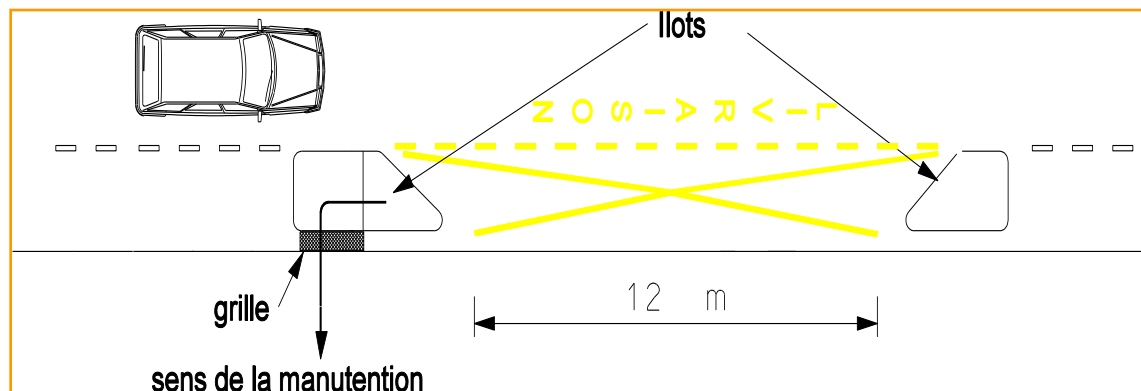
- Monitoring performance and respect of commitments
- Coordination of action plan (noise reduction, driver training, etc.)
- Reporting of incidents and conflict management



The City of Paris freight programme

Outline: A « Charter of good practices » between stakeholders

➔ Reviewing and adapting municipal regulations affecting traffic, delivery and pickup



➔ Improving use of delivery bays

➔ Accommodating logistical requirements in city planning documents

Reviewing and adapting municipal regulations

affecting traffic, delivery and pickup

3 - Actions :

1 - Previous situation :



Situation since 01/01/2007

- Only vehicles under 29 sq. metres allowed between 22:00 and 17:00 (day)
- Only vehicles under 43 sq. metres allowed between 22:00 and 07:00 (night)
- Only clean vehicles between 17:00 and 22:00 (pollution peak period)

During the last 3 years

- Abolish the rule allowing oversize vehicles (car transport)
- Regulating night deliveries according to noise impacts
- Including air quality indicators in legislation

2 - Challenge

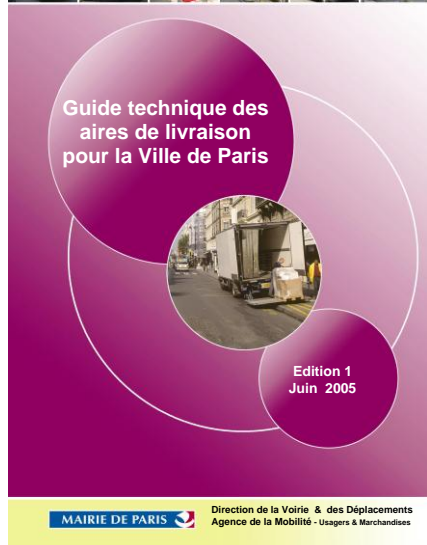
- Simplifying legislation for better understanding and better enforcement

Abolishing the rule allowing oversized vehicles

Example : car transport



Improving the use of delivery bays

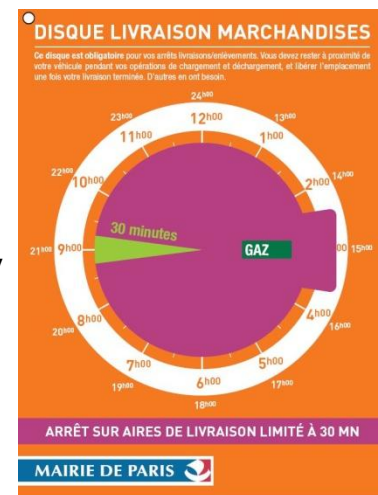


1 - Better delivery bay positioning in street system

Adapting delivery bay positioning to local logistical requirements

2 - Quicker rotations on delivery bays

Bay use limited to 30 minutes per delivery



3 - Access to bays limited to professional users (vans and lorries) (January 2007)

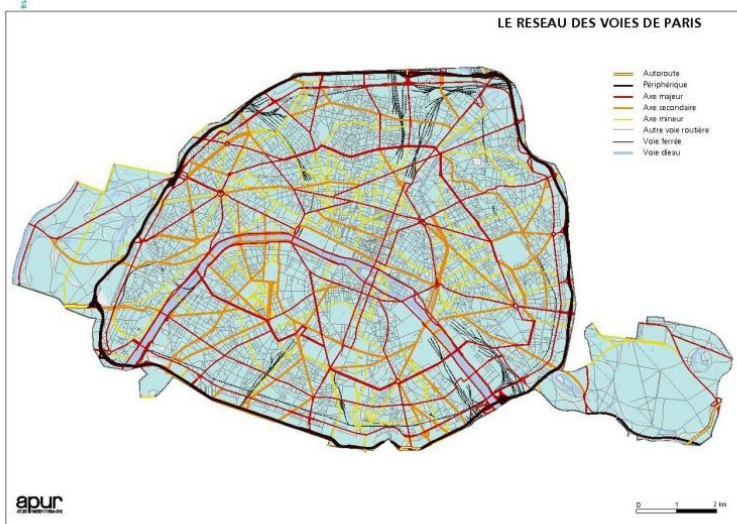
Restricted bay applied along the bus lanes

4 – Opening of part of the delivery areas for parking at night and on weekends

Including logistical requirements in city planning

➔ 1 – Paris Urban Development Plan (*Plan local d'urbanisme*)

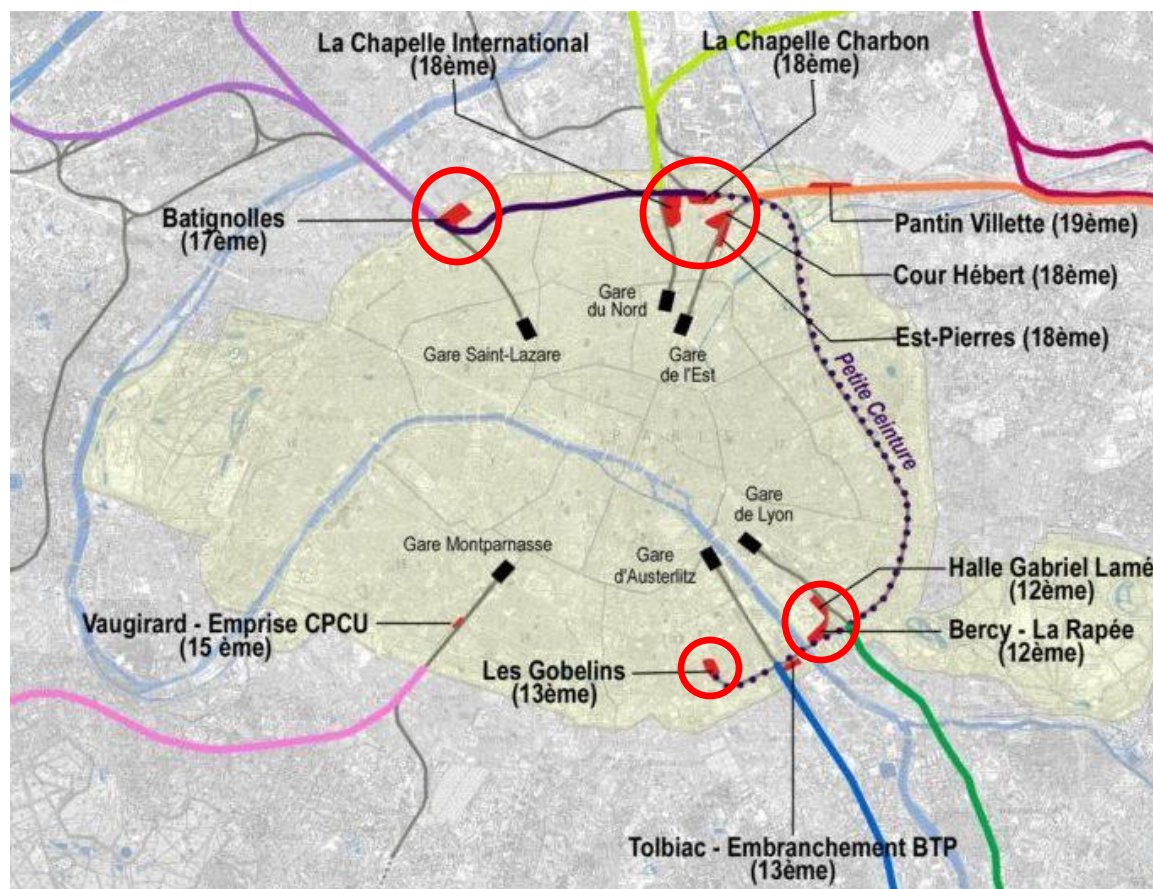
- **Identifying areas for logistical uses in city masterplan**
All areas accessible by road, rail or waterway (reported in orange)
- **Private delivery facilities required for major freight generators**
 - stores above 500 sq.metres,
 - offices above 2500 sq.metres,
 - hotels above 150 rooms



Les données de référence



Areas with rail access in the Paris city masterplan



Cement



Four major rail freight facilities (Batignolles, Evangile, Bercy, les Gobelins)

Connected with each other by rail (Paris circular rail link shown in purple)

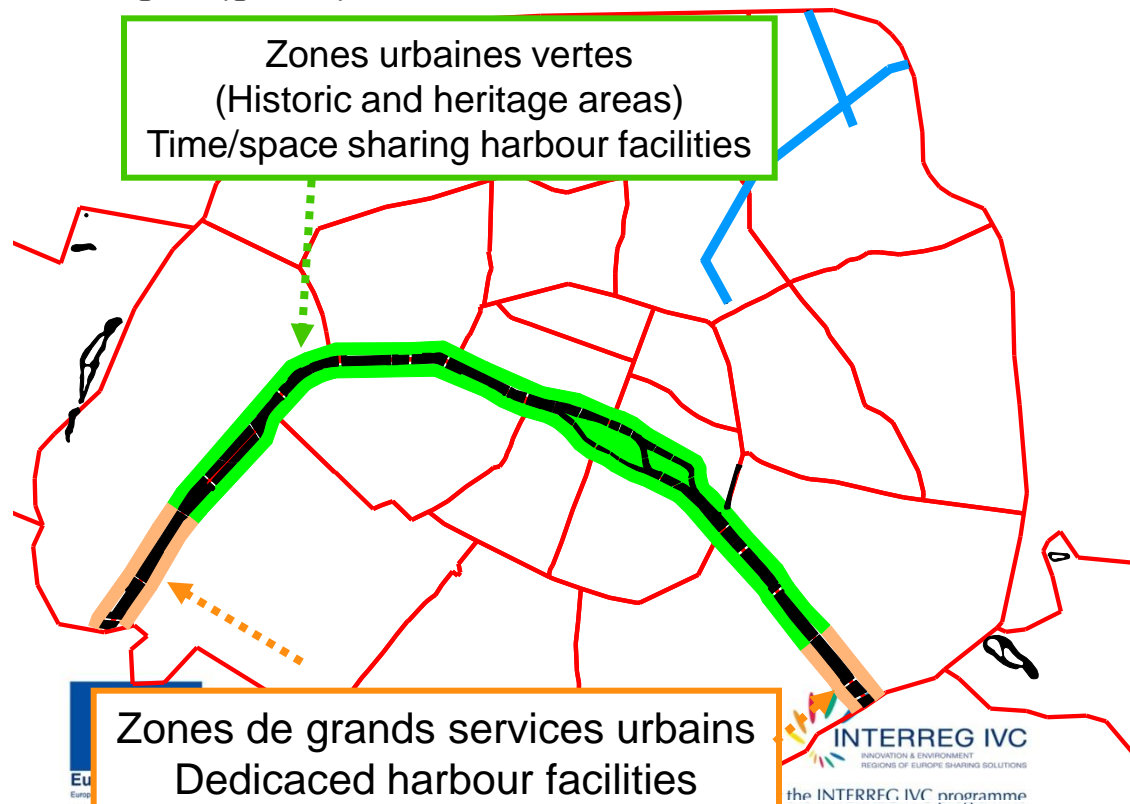
Space provided for in City masterplan, average area of 90, 000 square meters by location.

Planned activities : warehousing and transit, concrete processing, waste processing, etc.

Areas with waterway access in the Paris city masterplan

Dedicated harbour facilities : operated by one company or business (ex building industry) – The Masterplan provides for areas designated as “*Zone of Large Urban Services*” located in Paris, in the upstream(east) and downstream (west) parts of the river Seine (Orange).

Time/space sharing harbour facilities : smaller facilities used for the transit of goods from water to road, located in central Paris. Include wharf and lorry access. Handling equipments on the barges (green).



Demonstration actions and experimentations

Objectives :

- More efficient goods movements in and out of Paris by massification and transfer from road to waterway or road to rail
- More environment-friendly goods deliveries inside Paris

Main actions

- Locating logistical facilities inside Paris
- Using clean delivery vehicles (Electric, gas vehicles and other clean technologies)
- Developing new logistical services

Municipality involvement (Actions either initiated or supported by the City of Paris)

- Improving dialogue between actors
- Financing feasibility studies
- Leasing facilities inside Paris with preferential rental conditions
- Monitoring, evaluation and communication actions



Examples of gas vehicle use



UPS - 15 vans in 2006
Express freight



DHL
Express freight



Carrefour / TNT
Deliveries to supermarkets



Stars services Home deliveries

Examples of electric vehicle use



L 'OREAL Delivery of cosmetic products



La POSTE Mail delivery



LUNGTA
Express delivery with electric scooters

Urban logistic spaces in public underground parkings

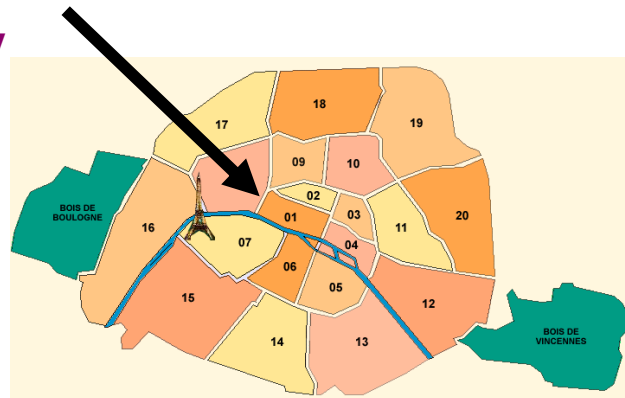


A very constrained space



CHRONOPOST express freight clean delivery

Objective :delivering 700 000 parcels per year by electric vehicles in two central boroughs (7 and 8th arrondissements)



1 - Main approach by shuttle from outside hub to transit facility located in central Paris



2 - 1000 sq.metre transit facility located in underground parking lot (Place de la Concorde)

3 - Final delivery by 22 electric vehicles



CHRONOPOST CONCORDE



PETITE REINE final delivery by electric cycle project

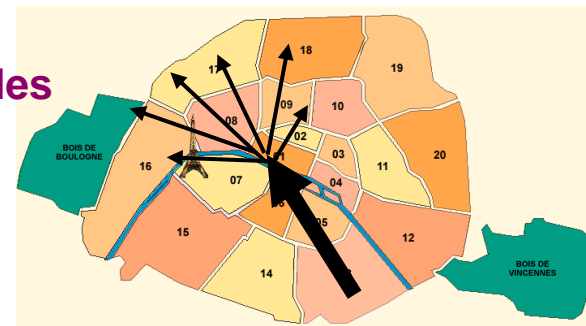
Objective : replacing diesel vehicles with electric tricycles for final deliveries in Paris

1 - Main approach by electric shuttle from outside hub to transit facility inside Paris

2 - 600 sq.metre transit facility located in underground parking lot (St Germain l'Auxerrois)

**3 - Final delivery by 30 electric tricycles
700 000 deliveries in 2005 - A reduction of
660 000 km diesel vehicle mileage**

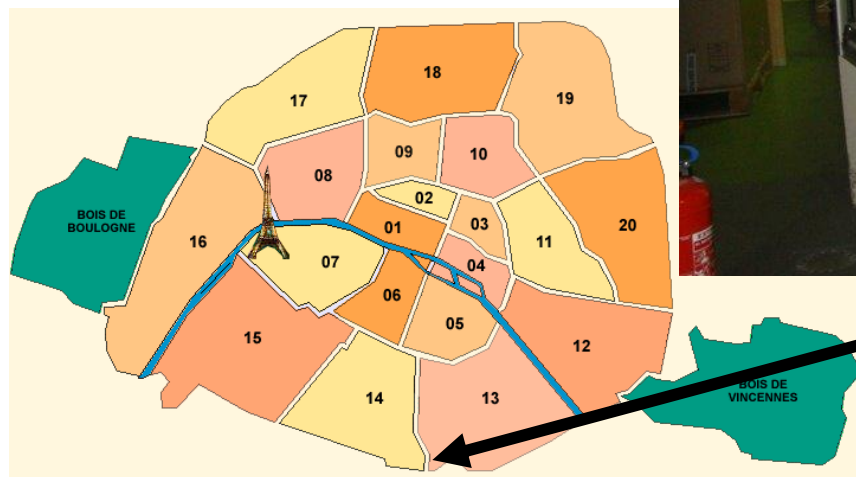
**4 – Opening a new Urban Logistics Space in
Underground parking lot St Germain**



COLIZEN

Urban logistic spaces - Porte d'Orléans – 220 m2

Distribution of letters and parcels in small electric vans



Consignity / DHL automatic boxes network

Project started since 2006

Objective : last mile delivery of spare parts - B2B

1 - Network of 10 drop points located in underground parking lots



2 - Spare parts delivered during the night by shuttle from outside warehouse

3 - Reception by repair technician during the day

4 - Shared use of the boxes

www.consignity.fr

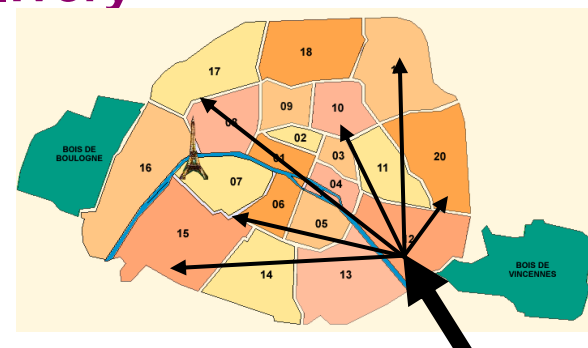
MONOPRIX supermarket clean delivery

Objective: delivering 1000 daily tons while reducing total mileage and environmental impact

1 - Main approach by rail link (30 km) from outside warehouse to transit facility inside Paris

2 - Emphasis on visual and environmental (noise) integration of Paris transit facility

3 - Final delivery to 60 outlets by 35 gas lorries





Reviewing the « Charter of good practices » for goods transport and delivery in Paris in 2011



Will be signed later this year



Parties involved :

- Carriers and trade business associations,
- Network operators,
- Large businesses,
- Paris Chamber of Commerce,
- Public utilities,
- City of Paris,
- Prefecture de police



Themes of action :

- Continue to promote the themes of the 2006 Charter: Sustainable Logistics and good practices
- the control and enforcement
- the land use and the territory
- the communication

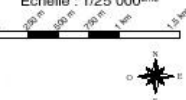
Charter 2011 – land component

**Site preservation policy for urban logistics in
Paris Urban Development Plan (PLU):
in consultation with road network managers
based on the potential of each site**



- Zone Urbaine Générale
- Zone Urbaine de Grands Services Urbains
- Zone Urbaine Verte
- Zone Naturelle et Forestière

Echelle : 1/25 000^{ème}



Charter 2011 – land component

Continue to implement Urban Consolidation Centres in public car parks:

now introduced by a new clause in contracts when renewing the concessions with operators after consideration of specific business conditions on a site by site analysis



Charter 2011 – land component

Promote the development of city offices on ground floor of housing estates and commercial/office buildings (10 to 50m² area) :

In consultation with social housing landlords

After review of regulatory constraints

Charter 2011 – land component

Support the creation of multimodal logistics hotels :

mixed space for cargo, commercial building, manufacture, equipment

in consultation with landowners Rail Network Operator (RFF) and freight operator SNCF, and with the logistics operators

removal of regulatory constraints of the Urban Development Plan (PLU) for dedicated servicing area

Charter 2011 – Other paths to follow

Improve control of goods regulations

In consultation with the Police Headquarters

Accompany the policy of substitution of car doors

In consultation with network managers and professionals

Conduct further testing of night deliveries

Development of a certification. Material standards Piek

Implementing a booking service removals.

Together with the Police Headquarters and professionals

Current research

Using the mass transit system for freight transport



- Using subway and tramway infrastructure for goods transport to high commercial density districts in Paris :
- Waste transport by Tramway





Thank you for your attention

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City of Paris -