



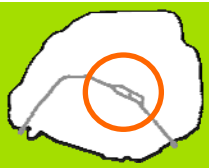
THE CITY OF PARIS FREIGHT POLICY

PROGRAMME & OUTCOME

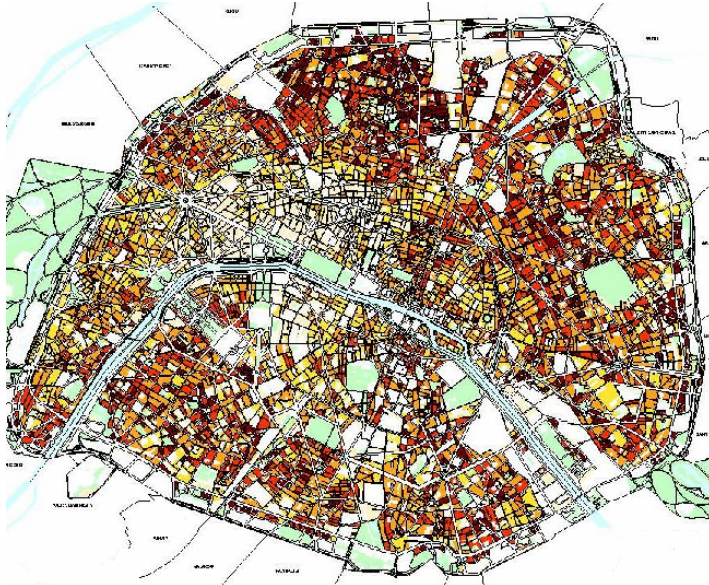
MAIRIE DE PARIS



- Hervé Levifve
 - City of Paris/Transport Departement
 - In charge of urban goods transport
 - herve.levifve@paris.fr



The City of Paris



A city of 2.125 million inhabitants

105.4 km²

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

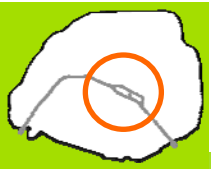


A city with high population and business density

More than 20 000 residents per square kilometre

1 800 000 jobs are located in Paris



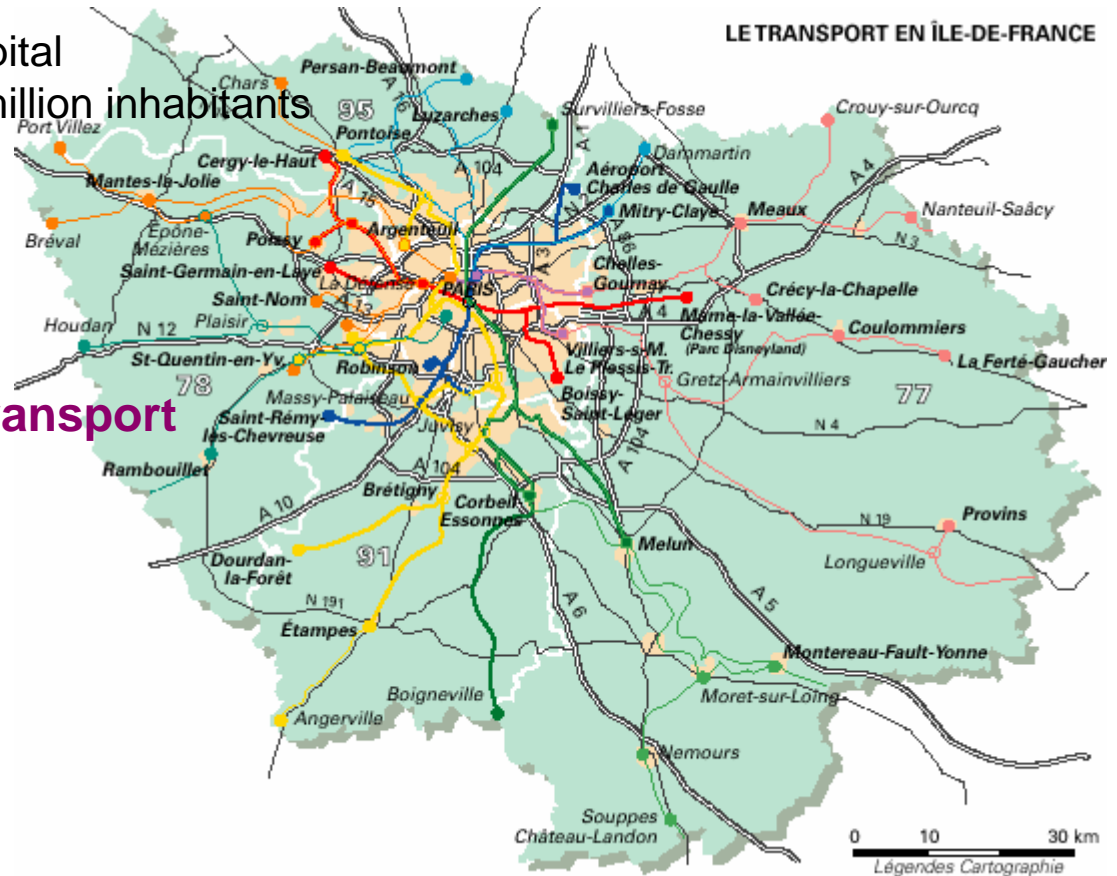


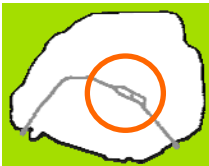
City of Paris / centre of the Paris agglomeration

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 by railway
2.5 million by waterway



Movements (delivery and pick up)

Commercial flows : 40 % of total goods flow in Paris. Estimated at : 1 600 000 movements per week

Consumer flows : 50 % of total goods flow in Paris

Other flows (waste, removals, works) : 10 % of total goods flows



Space use

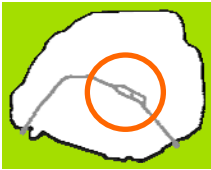
15 % to 25 % of total street space
More in areas of Paris such as single activity districts



Environmental impact

50% of diesel use, 60 % of particule emissions and 26 % of greenhouse effect gases emissions (out of regional total)



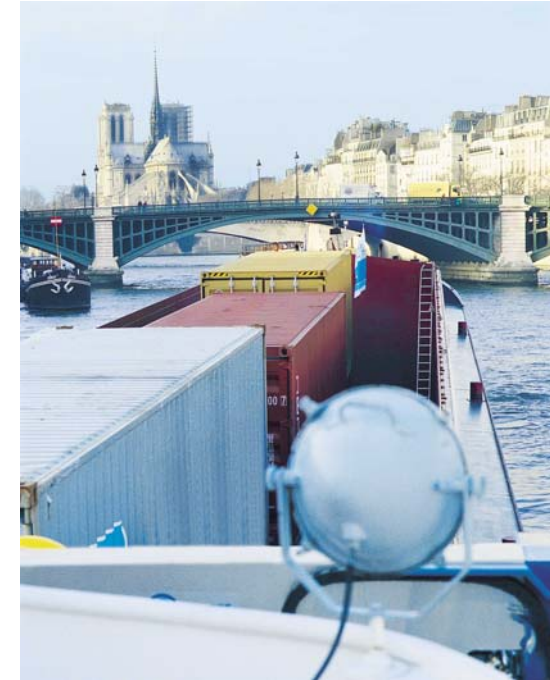


Improving freight transport in Paris

A five-year experience

➔ Action plan

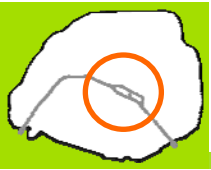
A better knowledge of logistics in Paris
Concertation with professionals and public authorities
Demonstration actions and experiments



➔ Objectives

Curbing the spatial impact of freight activities
Reducing 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

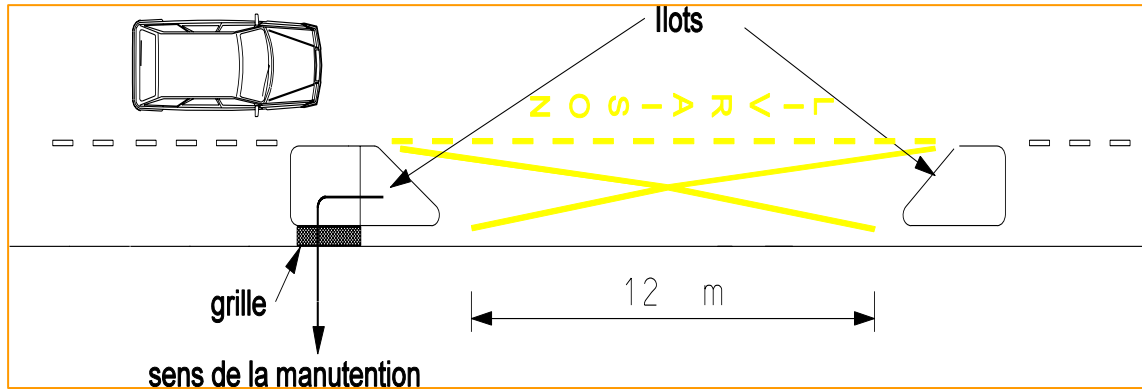




The City of Paris new freight programme Outline



Reviewing and adapting municipal regulations affecting traffic, delivery and pickup



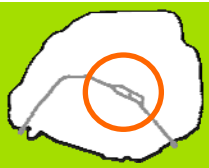
Improving use of delivery bays



Accommodating logistical requirements in city planning documents



A « Charter of good practices » between stakeholders



Reviewing and adapting municipal regulations affecting traffic, delivery and pickup

1 - Previous situation :



- Outdated, highly complex, poorly enforced regulations,
- A lack of regional level harmonisation of local regulations

2 - Challenge

- Simplifying legislation for better understanding and better enforcement

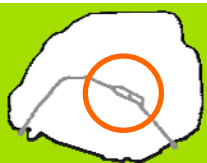
3 - Actions :

Current situation (01/01/2007)

- Only vehicles under 29 sq. metres allowed between 07:00 and 22:00 (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)

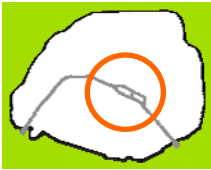
For the next 3 years

- Scrapping derogations concerning oversize vehicles (lorries carrying cars, etc.)
- Regulating night deliveries according to noise impacts
- Enhancing air quality indicators in legislation

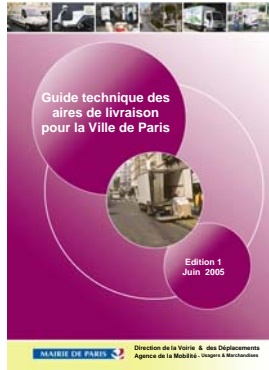


- Scrapping derogations concerning oversize vehicles
Example : lorries carrying cars

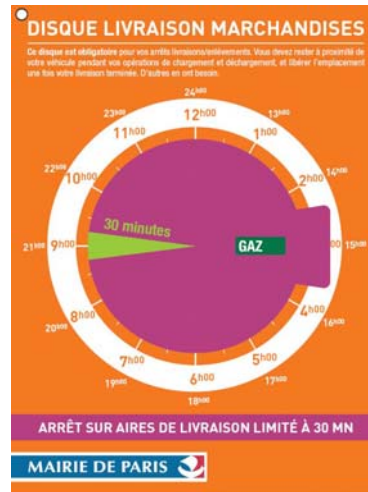




Improving use of delivery bays



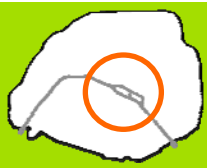
1 - Better delivery bay positioning in street system (June 2005) Adapting delivery bay positioning to local logistical requirements



2 - Quicker rotations on delivery bays (January 2007) Bay use limited to 30 minutes per delivery



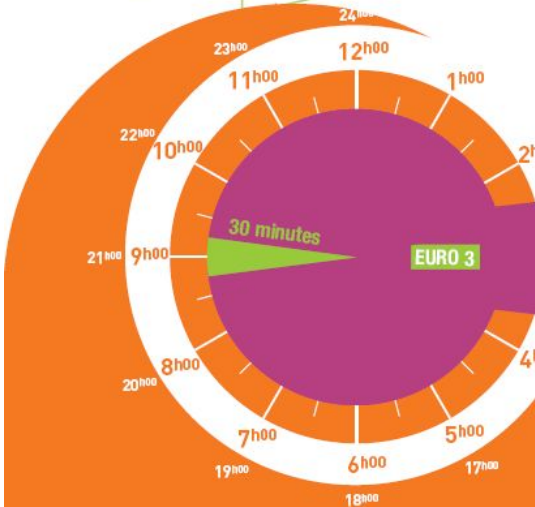
3 - Access to bays limited to professional users (vans and lorries) (January 2007) Restricted bay use will be enforced experimentally along the bus lanes for 3 years before extension to the general street system



Communication campaign Launched in October 2006

Nouveau règlement Marchandises

Transport - Livraison - Enlèvement



MAIRIE DE PARIS



Un nouveau règlement Marchandises pour Paris

Le 1^{er} janvier 2007, un nouveau règlement sur le transport et la livraison de marchandises dans Paris entre en vigueur.

Fruit d'un dialogue entre la Ville de Paris et ses partenaires (fédérations de transporteurs, chambres consulaires, Préfecture de Police...), ce dispositif :

- simplifie les règles régissant le transport et la livraison des marchandises,
- précise le statut des aires de livraison,
- introduit le principe environnemental.

A qui s'adresse-t-il ?

- Aux transporteurs professionnels effectuant un déplacement et une livraison et/ou un enlèvement de marchandises dans Paris.
- Aux entreprises transportant, livrant ou enlevant des marchandises dans le cadre de leur activité.
- Aux personnes effectuant occasionnellement un transfert de marchandises.

Des règles de circulation simplifiées

Plus facile à comprendre, le nouveau règlement Marchandises distingue deux périodes de circulation : une période de jour uniquement réservée aux véhicules les moins encombrants et une période de nuit ouverte également aux véhicules d'un gabarit supérieur.

Introduction du principe environnemental

Les véhicules « propres » peuvent livrer 24 h / 24 et sont les seuls à pouvoir livrer de 17 h à 22 h, horaires où les pics de pollution sont enregistrés.



Je livre exclusivement de 22 heures à 17 heures si mon véhicule a une surface inférieure à 29 m².

Je livre exclusivement de 22 heures à 7 heures du matin si mon véhicule a une surface inférieure ou égale à 43 m² mais attention au bruit !

Des dérogations permanentes sont attribuées pour les véhicules destinés aux fonctions suivantes : transport de fonds, approvisionnement des marchés, livraison de farine, camion-citerne, porte-voitures, transports de matériaux de chantiers, entretien de la voirie, collecte et transport de déchets, déménagement.

Ce règlement Marchandises est applicable à Paris, sous réserve d'une réglementation spécifique.

30 mn pour livrer

À partir du 1^{er} janvier 2007 :

- les arrêts sur les aires de livraison parisiennes sont limités à 30 minutes ;
- l'utilisation du disque livraison Marchandises est obligatoire pour indiquer votre heure d'arrivée et préciser la motorisation de votre véhicule ;
- sur les couloirs de bus protégés, les aires de livraison sont destinées aux professionnels disposant d'un véhicule utilitaire.

Les aires de livraison sont des aires d'arrêt et non de stationnement. Elles sont exclusivement dédiées au chargement et au déchargement de marchandises.

En pratique

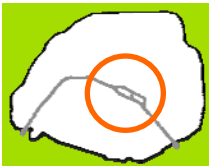
- 1 Je règle mon disque en indiquant mon heure d'arrivée et la motorisation de mon véhicule.
- 2 Je place mon disque de façon visible derrière mon pare-brise.
- 3 J'effectue ma livraison dans la limite de 30 minutes.

Où trouver le disque ?

Vous pouvez vous procurer ce disque auprès de la Ville de Paris, de votre fédération professionnelle, de votre chambre de commerce ou de votre chambre des métiers.



Communication : new campaign in January - April 2007



Vous n'avez pas votre disque ?

A compter de janvier 2007, les arrêts sur les aires de livraison parisiennes seront limités à 30 minutes maximum.

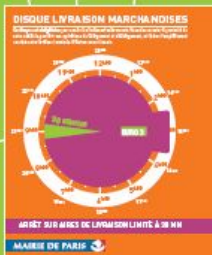
Pour livrer, l'utilisation du disque livraison Marchandises est obligatoire afin d'indiquer votre heure d'arrivée et préciser la motorisation de votre véhicule.

Les aires de livraison sont des aires d'arrêt et non de stationnement.

Elles sont exclusivement dédiées au chargement et au déchargement de marchandises.

La possession du disque livraison ne vous dispense pas du respect de ces règles. En cas d'absence d'opération de manutention, vous vous exposez à une verbalisation et à une mise en fourrière de votre véhicule.

Un bon partage de leur utilisation favorise l'approvisionnement des commerces, des bureaux, des artisans et des industries de Paris, la diminution de la pollution et de l'occupation de l'espace et l'amélioration des conditions de travail des conducteurs-livreurs urbains.

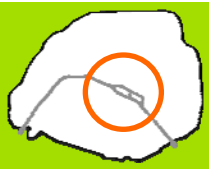


30 minutes pour livrer !

Mode d'emploi

- 1 Je me procure le disque livraison Marchandises auprès de la Ville de Paris, de ma fédération professionnelle, de ma chambre de commerce ou de ma chambre des métiers ainsi que dans les commissariats de police.
- 2 Je règle mon disque en indiquant mon heure d'arrivée et la motorisation de mon véhicule.
- 3 Je place mon disque bien visible derrière mon pare-brise.
- 4 J'effectue ma livraison dans la limite de 30 minutes.

Sur les couloirs de bus protégés, les aires de livraison sont destinées principalement aux professionnels disposant d'un véhicule utilitaire. Pour utiliser ces aires de livraison, j'emprunte les accès les plus proches.



Accommodating logistical requirements in city planning documents

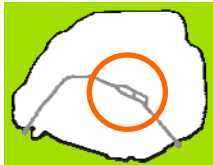
➔ 1 - Paris land-use plan (*Plan local d'urbanisme*) (June 2006)

- **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

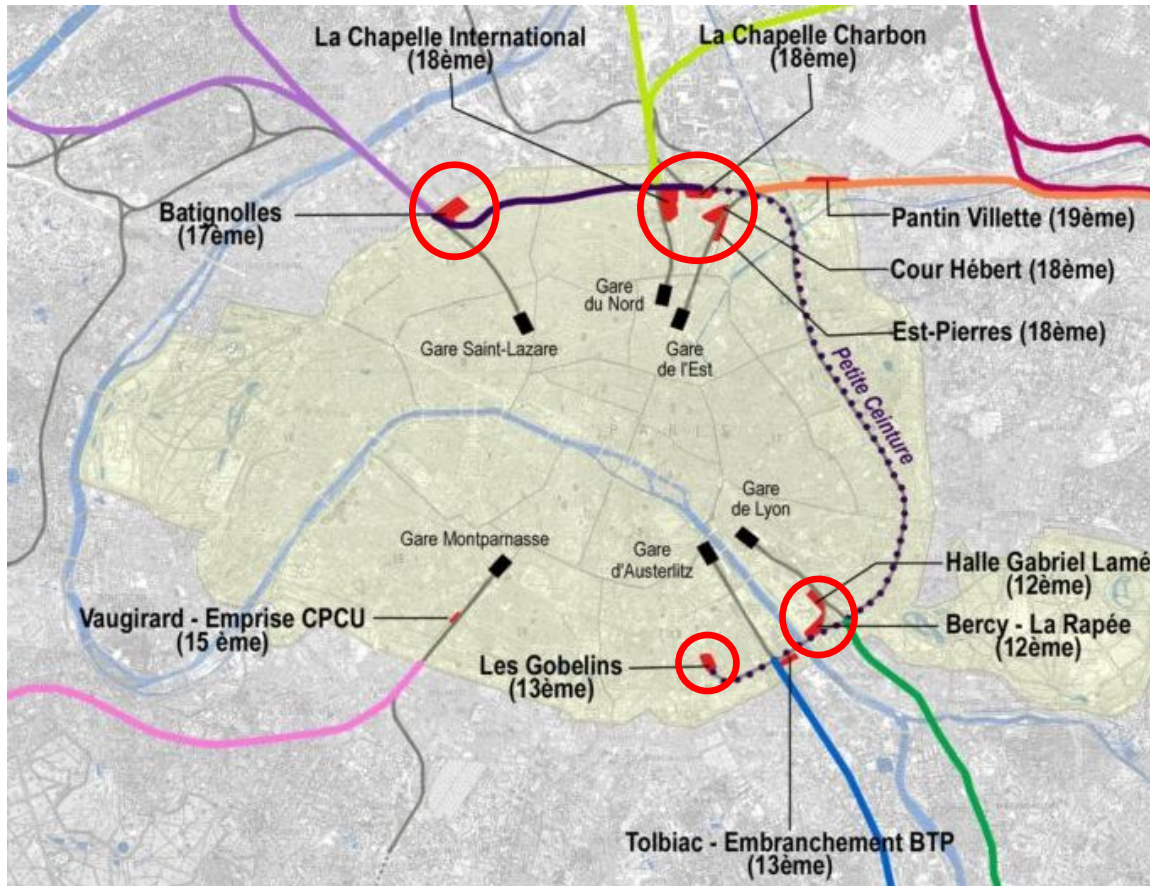


➔ 2 - Paris mobility plan (*Plan de déplacements de Paris*)

- **Goods transport fully integrated into city mobility plan**



Areas with rail access as identified in the Paris city masterplan

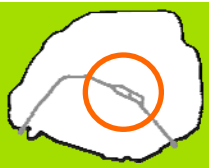


Cement



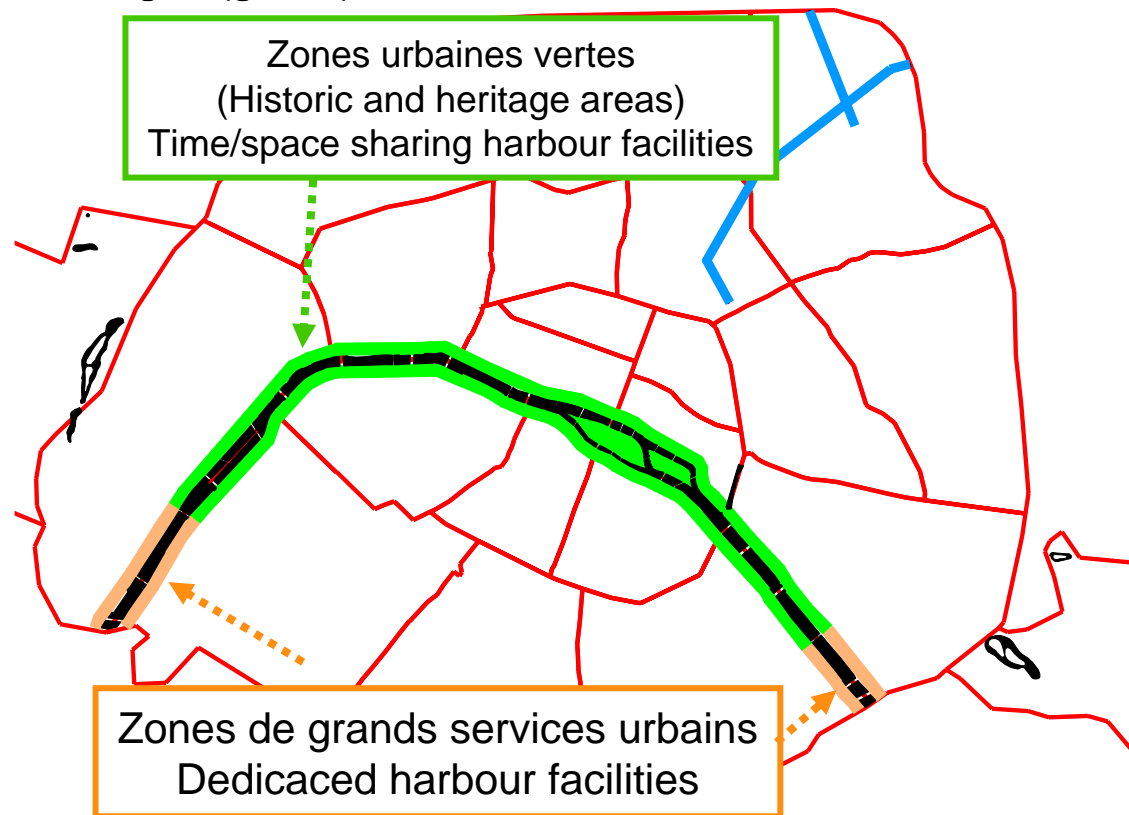
Four major rail freight facilities (Batignolles, Evangile, Bercy, les Gobelins)
Connected with each other by rail (Paris circular rail link shown in purple)
Space provided for in City masterplan, average area of 90, 000 square meters by location.
Planned activities : warehousing and transit, concrete processing, waste processing, etc.

Areas with waterway access as identified in the Paris city masterplan

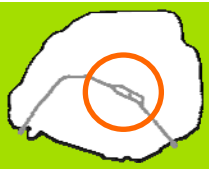


Dedicated harbour facilities : operated by one company or business (ex building industry) – The masterplan provides for areas designated as *Zone de grands services urbains* located in Paris, in the upstream(east) and downstream (west) parts of the river Seine (Orange).

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).



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



➔ Signed on June 28 th 2006 for 3 years

➔ **Parties involved :**

- Carriers and merchants business associations,
- Network operators,
- Large businesses,
- Paris chamber of commerce,
- Public utilities,
- City of Paris,
- Prefecture de police



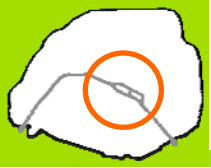
➔ **Spelling out each party 's commitments for more sustainable logistics :**

- Use of clean vehicles
- Heavier emphasis on rail and waterway
- Specific training for drivers working in urban environnement
- Respect of regulations

➔ **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





Demonstration actions and experiments

➔ 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 logistical facilities located inside the City of Paris

■ Zone inscrit en zone de Grands Services Urbains dans le PLU de Paris

▲ Espace Logistique Urbain (ELU) existant
(Point de transit de marchandises et distributions en véhicules propres)

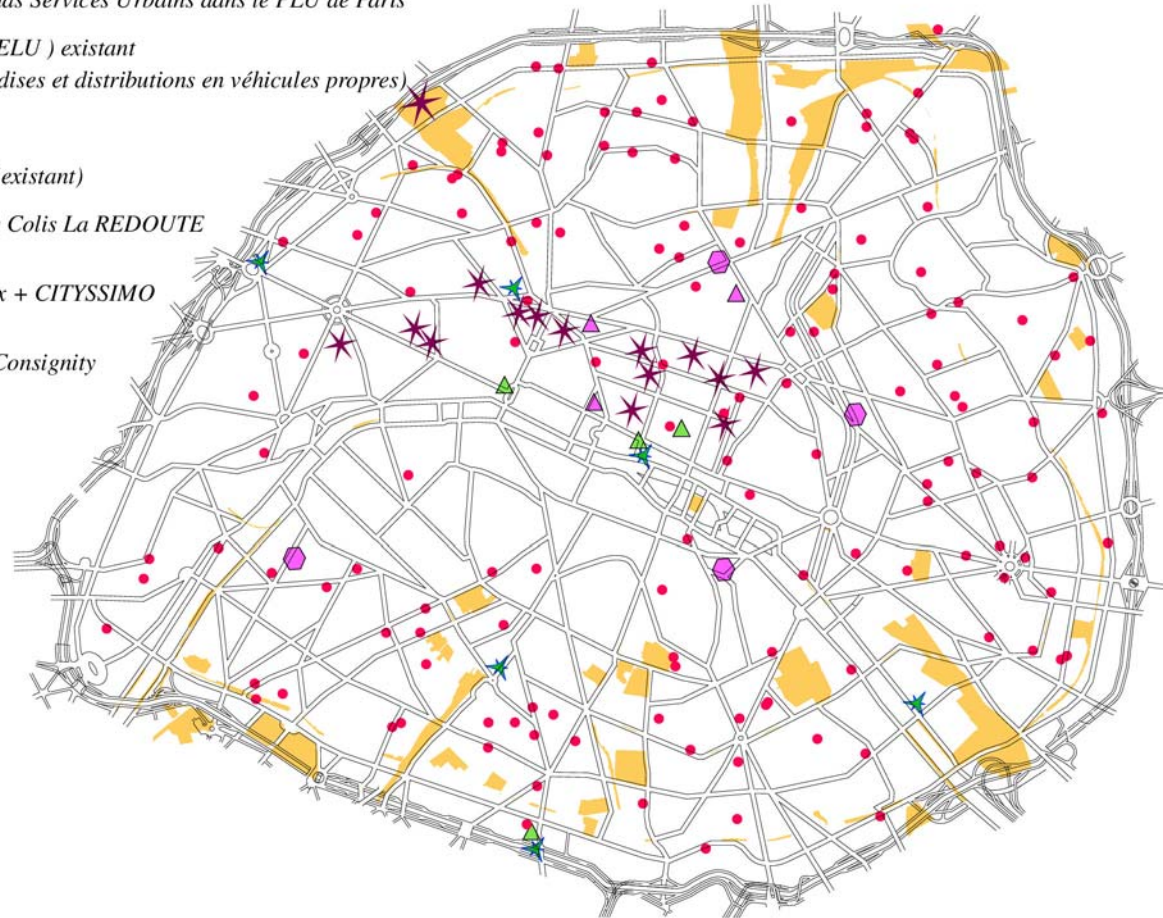
▲ ELU en projet

★ Messagerie Bureau de Ville (existant)

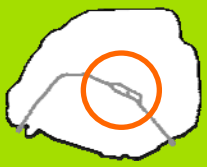
● Point Relais KIALA + Relais Colis La REDOUTE
(existant)

◆ Consigne automatique E-Box + CITYSSIMO
(existant)

★ Automate logistique urbain Consignity
(existant)



**EXEMPLES DE SITES DE LOGISTIQUE URBAINE
(existants et en projet)**



Examples of gas vehicle use



UPS - 15 vans in 2006
Express freight



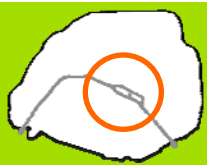
DHL
Express freight



Carrefour / TNT
Deliveries to supermarkets



Stars' services
Home deliveries



Examples of electric vehicle use



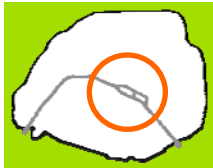
L 'OREAL Delivery of cosmetic products



La POSTE Mail delivery



LUNGTA
Express delivery with electric scooters



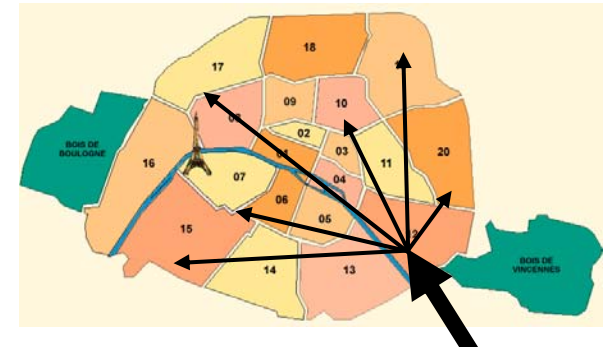
MONOPRIX supermarket clean delivery project (November 2007)

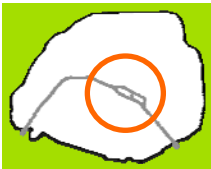
Objective :delivering 1000 daily tons reducing mileage and environmental impact

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

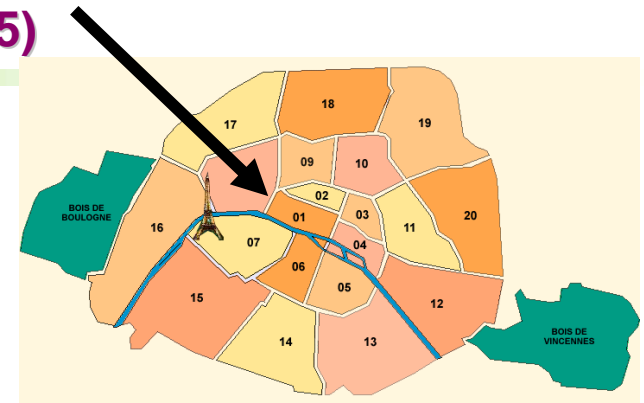
3 - Final delivery to 60 outlets by 35 gas lorries





CHRONOPOST express freight clean delivery project (June 2005)

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



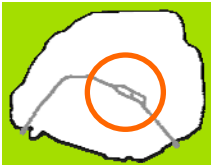
1 - Main approach by shuttle from outside hub to transit facility located in central Paris



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

3 - Final delivery by 22 electric vehicles





PETITE REINE final delivery by electric cycle project (May 2003)

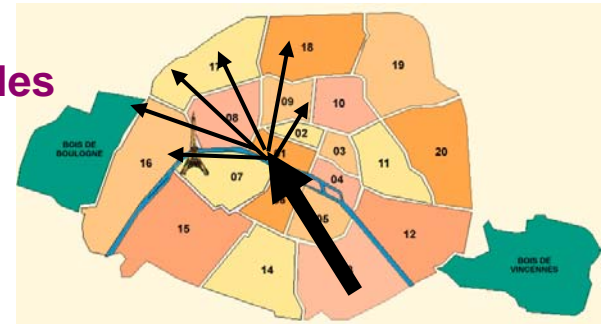
Objective : replacing diesel vehicles with electric tricycles for final deliveries in Paris

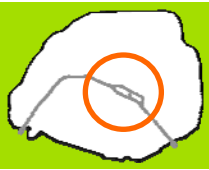
1 - Main approach by electric shuttle from outside hub to transit facility inside Paris

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 2006 - A reduction of
660 000 km of diesel vehicle mileage**

4 – Opening a new Urban Logistics Space in Paris





Consignity / DHL automatic boxes network

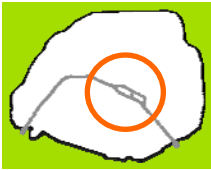
Project January 2006

Objective : 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**



Natoonora Food home clean delivery project (April 2005)

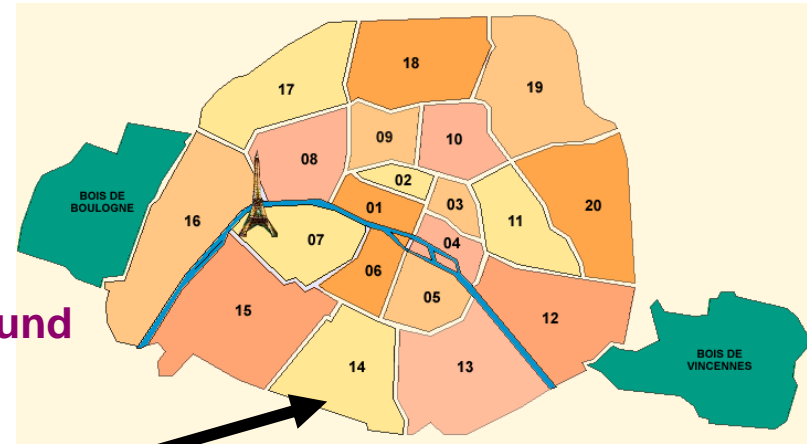
Objective : replacing diesel vehicles with electric vehicles for final home deliveries in Paris for food e-business (B to C)

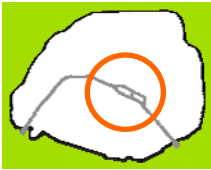
1 - Main approach by electric shuttle from outside hub (Rungis) to transit facility inside Paris

2 - 220 sq-metre transit facility located in underground parking lot (Porte d 'Orléans)

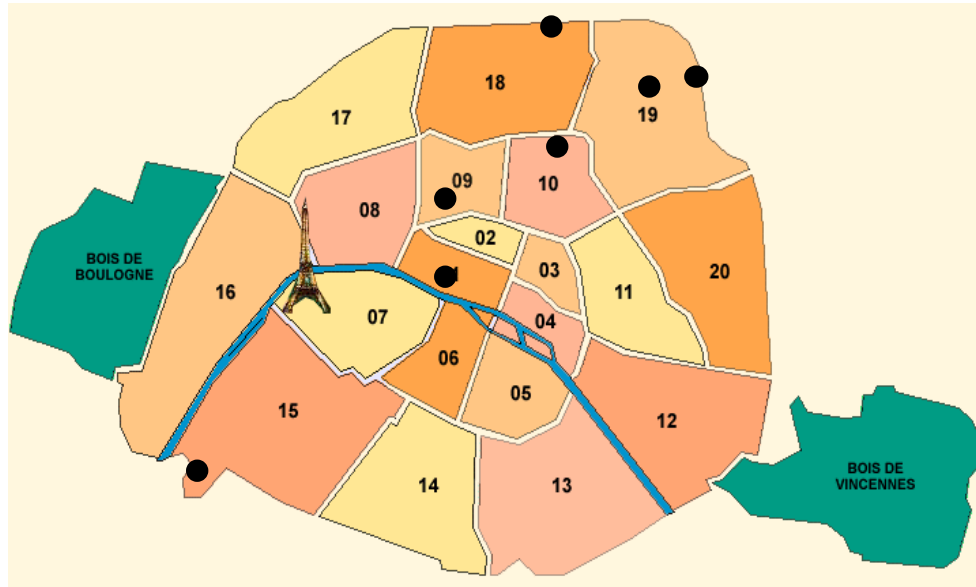


3 - Final delivery by 4 electric vehicles (NATOOMOBILE) 100 deliveries per day - A reduction of 50 000 km of diesel vehicle mileage per year





Urban logistics space projects for 2007 - 2008 :

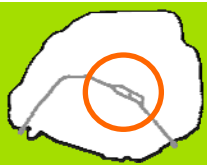


2 - On canal side

- Port de l'Allier (19ème arr)

1 - In underground parking lots

- Magenta parking lot – 350 sq metres (10ème arr)
- Pyramides parking lot – 350 sq metres (1er arr)
- S. Lenglen parking lot – 5000 sq metres (15ème arr)
- Meyerbeer parking lot - 350 sq metres (9ème arr)
- St Germain des Prés parking lot – 550 sq metres (5ème arr)

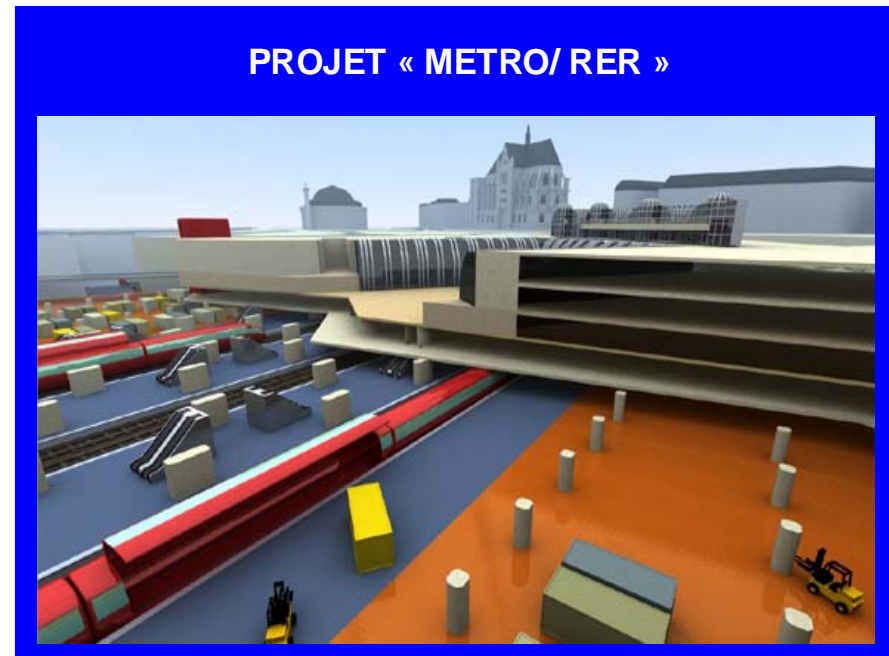


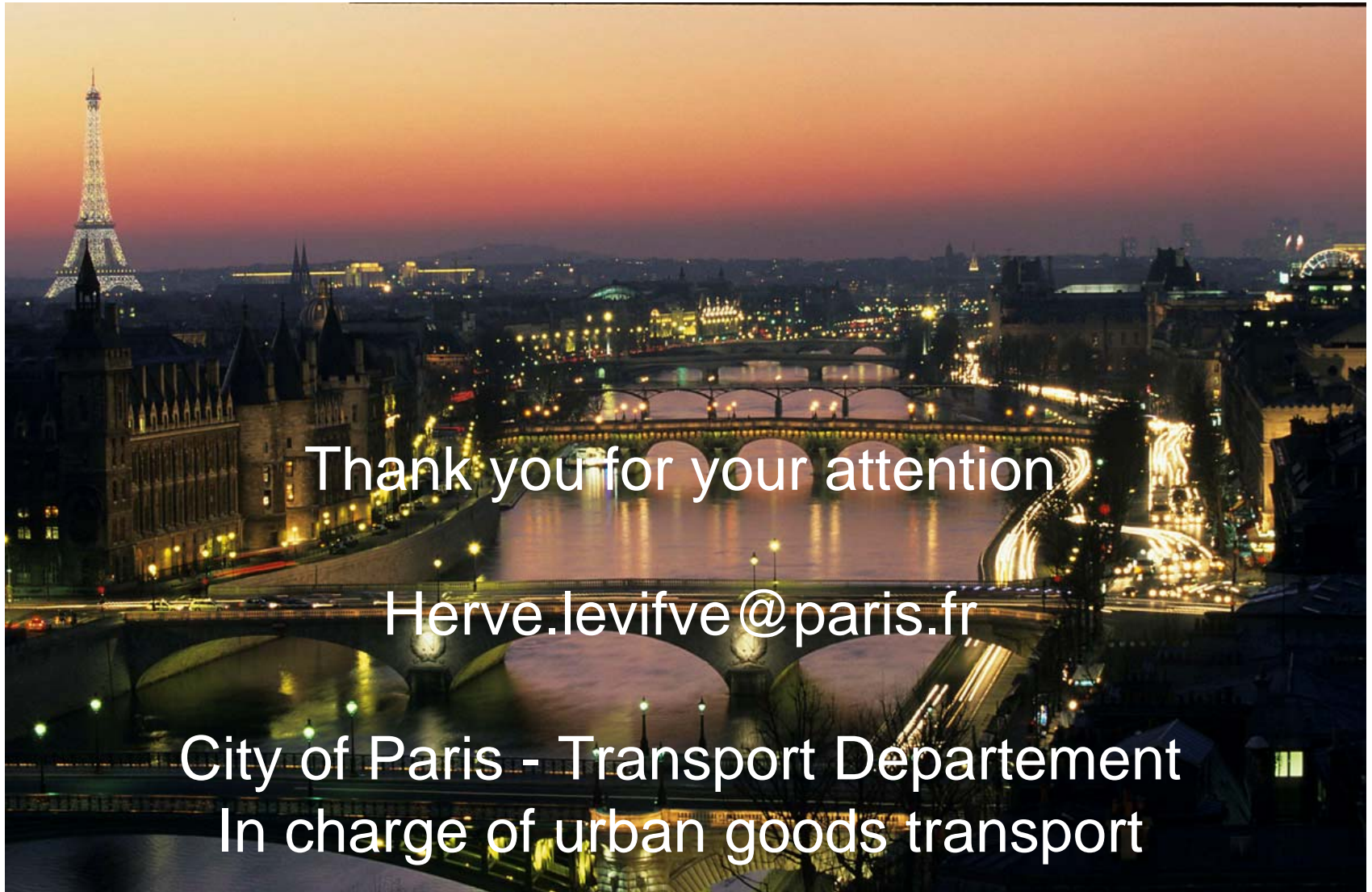
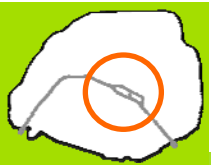
Current research project

Using the mass transit system for freight transport



- Using subway and tramway infrastructure for goods transport to high commercial density districts in Paris :
- Freight Express by regional train system (RER B) between Roissy CDG airport and Les Halles shopping centre





Thank you for your attention

Herve.levifve@paris.fr

City of Paris - Transport Departement
In charge of urban goods transport