



Citylab project update Newsletter#2, June 2016

Our second newsletter focuses on the Citylab symposium ***Innovative urban freight management systems in Paris*** which took place at Pavillon Arsenal, Paris and at three sites around the city: Chapelle International, Beaugrenelle and L'Îlot Fontenoy-Séguir on 26th May 2016. This CITYLAB event was organised in association with the SUCCESS project and attracted around 90 people with an interest in urban freight transport and/or land use planning and development, including those working for transport operators, service or infrastructure providers, local authorities, education/research organisations and consultancies. The event was well received:

I rarely attended an event as interesting and inspiring. It gave us a lot of ideas and it definitely sensitized our colleagues from urban planning to the issue of logistics (Charlotte de Broux, Service Public Régional de Bruxelles)

The event opened with an introduction from **Mr. Jean Louis Missika**, the Deputy Mayor for Urban Planning in the City of Paris, in which he claimed Paris as one of the first cities in the world to have developed a clear strategy on logistics land use and logistics urban planning.



The zoning ordinance of 2006 (plan local d'urbanisme or PLU) identified areas for future logistics development, out of which the Chapelle project was born, and will be updated in 2016. Innovation in sustainable city logistics and logistics start-ups is a key City strategy, covering technologies, business models, vehicles and urban logistics spaces, and caters for large companies as well as very small start-ups with 22 projects identified last year and being promoted, supported (not financially) and evaluated by the City's innovation agency called Paris&Co.

The first logistics charter was signed by more than 90 partners and the second charter has also had a good response from companies. The 'no diesel' objective has strong political will and the mayor is convinced that a technical solution will be feasible and put in place before 2025.

There followed presentations from **Jardar Andersen** and **David Evaristo**, introducing the CITYLAB and SUCCESS projects, respectively, and from Hervé Levifve, City of Paris, who talked about sustainable urban logistics and planning in Paris.

Presentations available from website

Hyperlinks:

[CITYLAB project introduction](#)

[SUCCESS project introduction](#)

[Sustainable urban logistics in Paris](#)

Panel debate

The morning session ended with a panel debate with **Hervé Levifve** (City of Paris), **Elisabeth Charrier** (National Federation of Road Transport) and **Christophe Ripert** (Sogaris), led by **Laetitia Dablanc** (IFSTTAR).



In the debate it was stated that the Charter for Sustainable Logistics of 2013 is the foundation for freight consultation in Paris and it's considered to be quite cooperative, given that stakeholders could hold very different and potentially confrontational attitudes on various issues such as prohibited access for the older more polluting vehicles, which is due to be introduced in September. In Paris, freight operators cooperate well with the city and other public agencies through GATMARIF, a carriers' business group formed in 1970, and the sharing of information has been educational on all sides. Some interesting viewpoints from the speakers included:

Elisabeth Charrier (FNTR):

We cannot immediately discard a century of diesel-based technology...however, there have been no great protests about the imminent older vehicle ban as the industry is prepared for it.

A move towards increased use of motorbikes and cycles would be socially regressive, in my view, given the vulnerability to accidents and as cycling all day is very physically demanding.

Major supply chains (e.g. food) won't go intermodal just for the sake of it and they won't use consolidation centres ...Companies need some competitive advantage (e.g. promotion or subsidy)

Christophe Ripert (SOGARIS):

The image of the city is at stake and careful negotiations for new urban developments are needed

The urban logistics market is maturing and growing – we receive increasing demand for estate and it can be difficult for us to find suitable places to meet our customers' needs.

The zoning regulations have helped us install the many small urban distribution centres we are providing for our customers in and around Paris.

Hervé Levifve (City of Paris):

While we don't actively advertise the Charter, it has become well known and many companies are interested to join.

We need consistent rules about what constitutes a 'clean vehicle' and rules that can be controlled well.

Most of Paris is long-established and won't change radically any time soon. We need to consider a wider area (e.g. Greater Paris) and a zoning plan for that within 15 years, say, could be an aim.

CO₂ reductions from a range of initiatives

As the afternoon site visits had limited capacity and had sold out quickly this session was added to the programme and was led by Professor Michael Browne (University of Gothenburg). In this session, he presented his thoughts on what can be learnt from previous urban freight initiatives, in the context of reducing CO₂, and invited debate from the audience. His first point was that too many projects want to invent a new evaluation framework and we should settle on a more consistent approach. With this in mind, he highlighted the work done in the US, which includes a 'freight initiative selector', a tool designed to help municipalities decide what types of initiative might be suitable for their cities (for details, see report at:

http://onlinepubs.trb.org/onlinepubs/ncfrp/n_cfrp_rpt_033.pdf

Points that were raised in the presentation and discussions included:

We need to focus on generators of transport and encourage 'smart procurement' - procurement teams should understand that there is no such thing as free delivery.

Cities should aim to standardise their low emission zone regulations as otherwise fleet operators will have problems meeting them.

Perhaps cities (with some brave politicians) should adopt more radical solutions – most are tinkering at the edges with little impact.

Night-time deliveries really need to be unattended to work. Cities may consider some funding for security systems to support such activity.

Many technologies offer innovative solutions but with some negative externalities. The difficulty is to convince users and politicians not to take the easy way and not to return to former solutions.

Presentation available from website:

[CO₂ reductions from a range of initiatives \(Michael Browne\)](#)

Site visits

Three site visits ran simultaneously:

Chapelle International – Logistics hotel



Future vision



Rail terminal construction

Undergoing construction since September 2015, it is due to be completed by September 2017. The project is led by Sogaris, a public-private corporation involved in designing, developing, and managing logistics facilities. The building is 45 000 sq.m, 390m long and 57m wide. It will house an urban rail terminal and a goods delivery centre and a range of other functions such as a data centre, offices, restaurants and City of Paris community facilities such as sports grounds and allotments. It has an exceptional location in the 18th district of Paris, and the railway terminal will be branched with the north rail network. There will be two urban rail shuttles per day to be operated in cooperation with Eurorail and XPO Logistics.

A key factor of the project is the urban integration of this type of logistics facility in terms of architectural quality, the treatment

of noise, the movement of vehicles and access for pedestrians. The economic viability of the project was a challenge. It was made possible thanks to the sharing of the cost of land (the zoning ordinance was adapted locally). The building has been adapted to house the different logistics operators with space being sold to them. The Chapelle International logistics hotel was made possible thanks to the work in the two Charters (2006 and 2013) which built trust between stakeholders. Without this, no logistics hotel would have been possible. Also, people matter: when a politician gets truly involved, surrounded by a good team, and for a sufficiently long period of time, projects such as Chapelle can be achieved.

The new trend of sharing and collaboration in urban logistics is a reality that cannot be ignored. Sharing platforms create new types of jobs and new dimensions for companies, but needs also an adapted social and tax environment (Comment from round table discussion at Chapelle)

Presentation available from website:

[Chapelle \(Sogaris\)](#)

Beaugrenelle – Urban logistics terminal



The urban logistics terminal at Beaugrenelle (just south of the Eiffel tower) has been in operation by Chronopost since April 2013. It is located in a two-level car park underneath a hotel complex. Eleven members of staff work in the depot alongside 50 drivers, most of whom are self-employed or contractors.

The delivery area covers the 7th, 14th and 15th arrondissements of Paris serving a population of around 200,000. The implementation was not easy due to the cost of being in such a dense and central area of Paris with significant investments needed to upgrade to latest technical and safety standards. Current operations are considered to be smooth and volumes are increasing, partly due to increasing e-commerce. The terminal handles the highest share of home deliveries over all France for Chronopost.

Deliveries to the depot are handled by rigid vehicles and five of them visit the depot between 5am and 7am. A vehicle fleet of 50 vans undertakes the final deliveries most of these (44) using diesel fuel. Only six electric vehicles are being used, the main reason being their limited carrying capacity. Although larger electric vehicles exist they are too expensive. Another issue is that vans need to stay in the terminal for overnight charging which means that drivers cannot use them to go back home anymore. So Chronopost will turn to CNG vehicles in the near future. The nearest gas station is some 4km away but gas is the preferred fuel for the city council and so more and more gas filling points are being installed at local fuel filling stations.

The depot has reduced the environmental impacts on the surrounding area and has also allowed local people to call in and collect parcels. The depot has allowed the vans to collect their parcels from this central point and so reduces the stress for the van drivers as they are straight onto their delivery routes just outside the depot gates.

Presentation available from website:

[Beaugrenelle \(Chronopost\) - in French](#)

L'Îlot Fontenoy-Séгур

The visit focused on the logistics activities taking place at the Fontenoy-Séгур complex which has been under construction since March 2015. The Fontenoy part (10,000m²) is due to be delivered very soon (June 2016) while the Ségur part (45,000m²) is due in August 2017. The initially separate buildings have been physically linked to create a single business-oriented complex with 2,300 offices, a 450-seater auditorium, a press room, as well as a childcare centre, a sports hall, restaurants and green spaces. The total estimated building cost is 145 million euros.

The visit was led by the director for logistics operations of the construction site company (VINCI Construction France), working with 30 logistics staff alongside around 400 construction staff in total. He explained that the site faces high logistics constraints due to its location in a very dense and congested area of Paris with little space on site. The site is close to several environmentally-sensitive buildings and the developers were required to sign a charter to reduce potentially harmful inconveniences (noise, dirt, etc.). To permit the installation of temporary delivery zones and offices, the main contractor had to rent public space from the city of Paris.

For the deliveries, the subcontractors have to book time slots between 7am and 4pm, with access by two entrances located in two different streets. However most of the trucks are typically received between 7.30 and 9am with return logistics activities mainly between 12 and 2pm. The dedicated logistics team is in charge of handling the complexities involved.