



THE LOGISTICS CITY

RETHINKING URBAN LOGISTICS IN PARIS

Strategy 2022 - 2026

Net Zero Cities 3th september 2025

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strategy for the city

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01

Urban logistics in Paris today

Exceptional concentration of goods flows in Paris

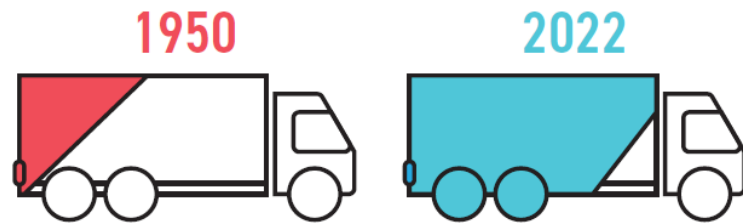
- ✓ **1.1 million movements (collection, delivery, joint movement) of goods each week in Paris**
- ✓ ... 55% of which are linked to shops and offices
- ✓ Over 90% of goods transport by road in Paris is carried out by road, and **60% by LCV** (50% at regional level).



The average Parisian consumes the equivalent of one semi-trailer of goods every year

Paris has just 5 or 7 days' food autonomy

Logistics is a major strategic activity



In **1950**, almost **30%** of French freight was carried by road, whereas today it accounts for **90%**

Changes in consumer habits influence the mobility of goods

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

→ deliveries are therefore increasingly frequent and fragmented with significant environmental consequences:
25% of CO2 emissions in Paris come from goods transport

The **COVID 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



02

**A new logistics strategy for the
city**

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

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.

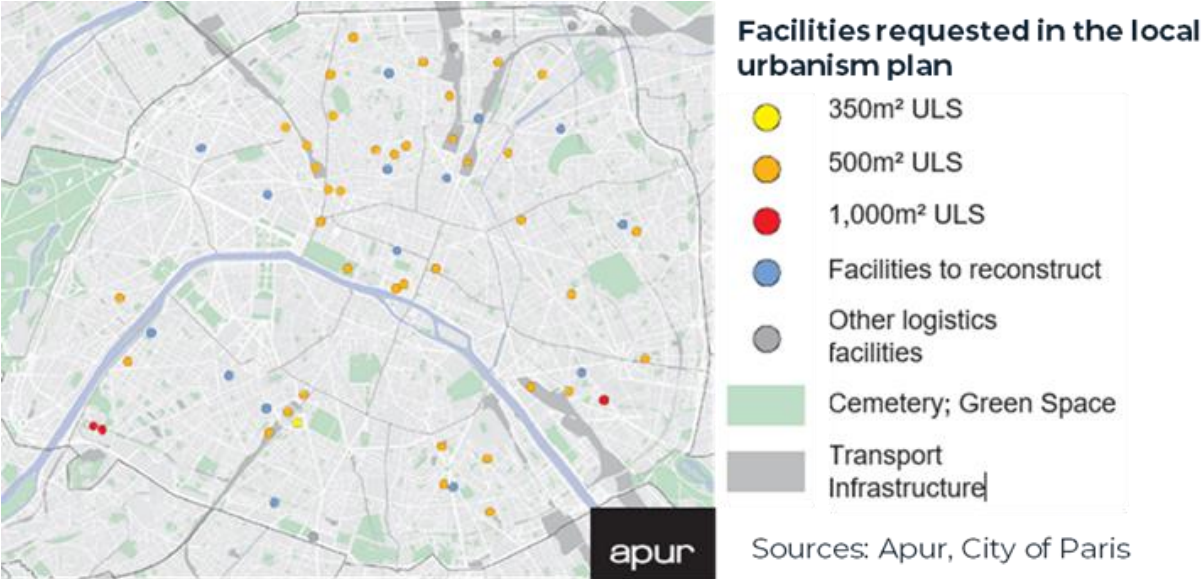


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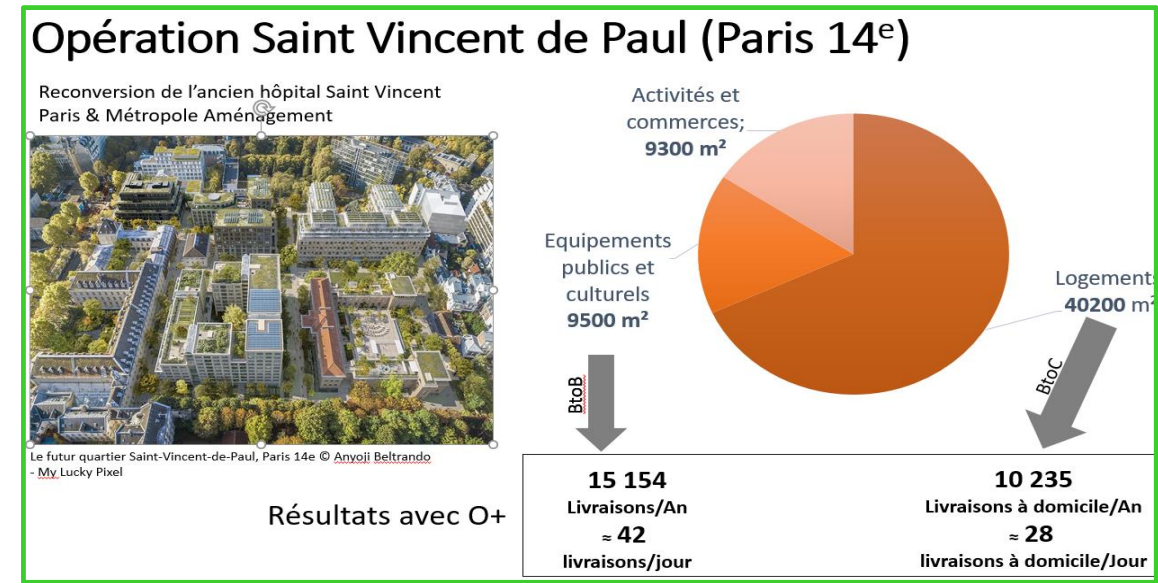
Urban distribution space P4 -Sogaris

Axis 1/ Logistics land and real estate / some examples of ACTIONS

Strengthening the network of facilities dedicated to urban logistics on the occasion of the **revision of the local urban masterplan**



Creation of a logistics programming tool (O+) to help developers to anticipate the logistics flows generated by their projects and define the needs for logistics premises to organize them



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 **with specific actions undertaken during the olympic and paralympic games**

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



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

Axis 2/ Sharing the public space / some examples of ACTIONS

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

Silent night-time deliveries



Pilot in the 13th arrondissement

Micro Hubs



Mobile micro-hub in the 15th arrt



Fixed micro-hubs bd Beaumarchais

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

Example of actions: Organisation of a meet-up dedicated to cyclo-logistics at the end of 2022, attended by 200 participants

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

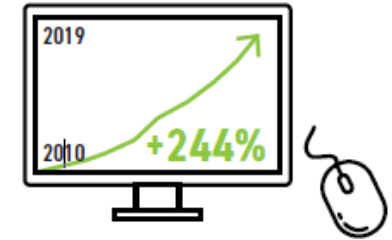
2/ Informing and raising awareness among consumers on the ecological and social impacts of new consumption practices, and promoting responsible alternatives

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

Example of actions:

participation in a river transport project for school canteen logistics requirements

Promoting local supply



E-commerce has grown spectacularly between **2010 and 2019: +244%** => It is necessary to keep an 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 private sector and public work sector alike.

3/ Helping building and public works **professionals adapt the ways they travel** to the energy transition.

Example of action:

Support for the Centre de Maintenance et d'Approvisionnement des matériaux de chantiers de voirie (maintenance and supply centre for roadworks materials) to experiment with delivery to Parisian worksites by river

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.

Example of actions:

financial assistance for professionals to purchase non-polluting vehicles

Goods transport's ecological transition



25% of CO2 emissions in Paris come from the transport of goods => need to achieve the energy transition of the urban logistics



©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
- The City is committed to **train** every year new engineers, architects and senior technicians from the City of Paris in the challenges of urban logistics



Refuse collection vehicle



Municipal car-sharing service

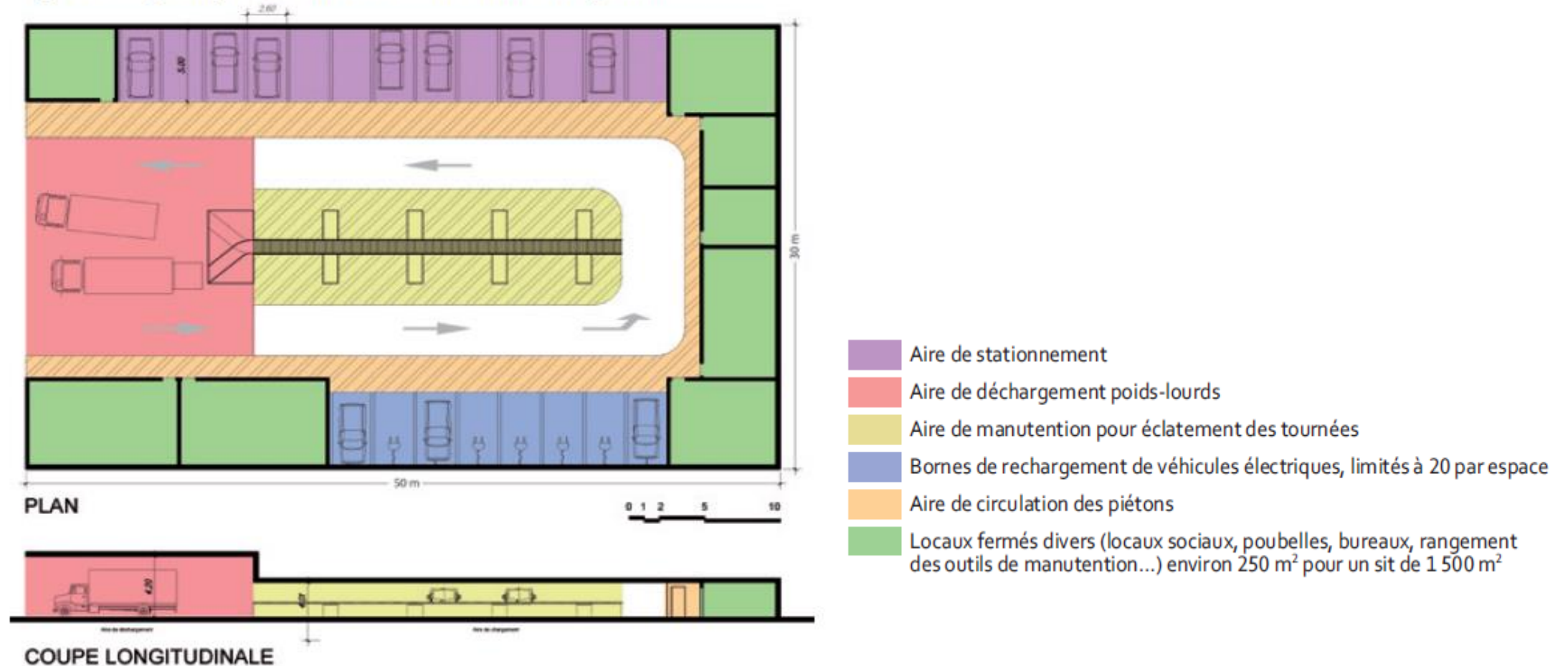
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**Focus on urban logistics facilities
in Paris**

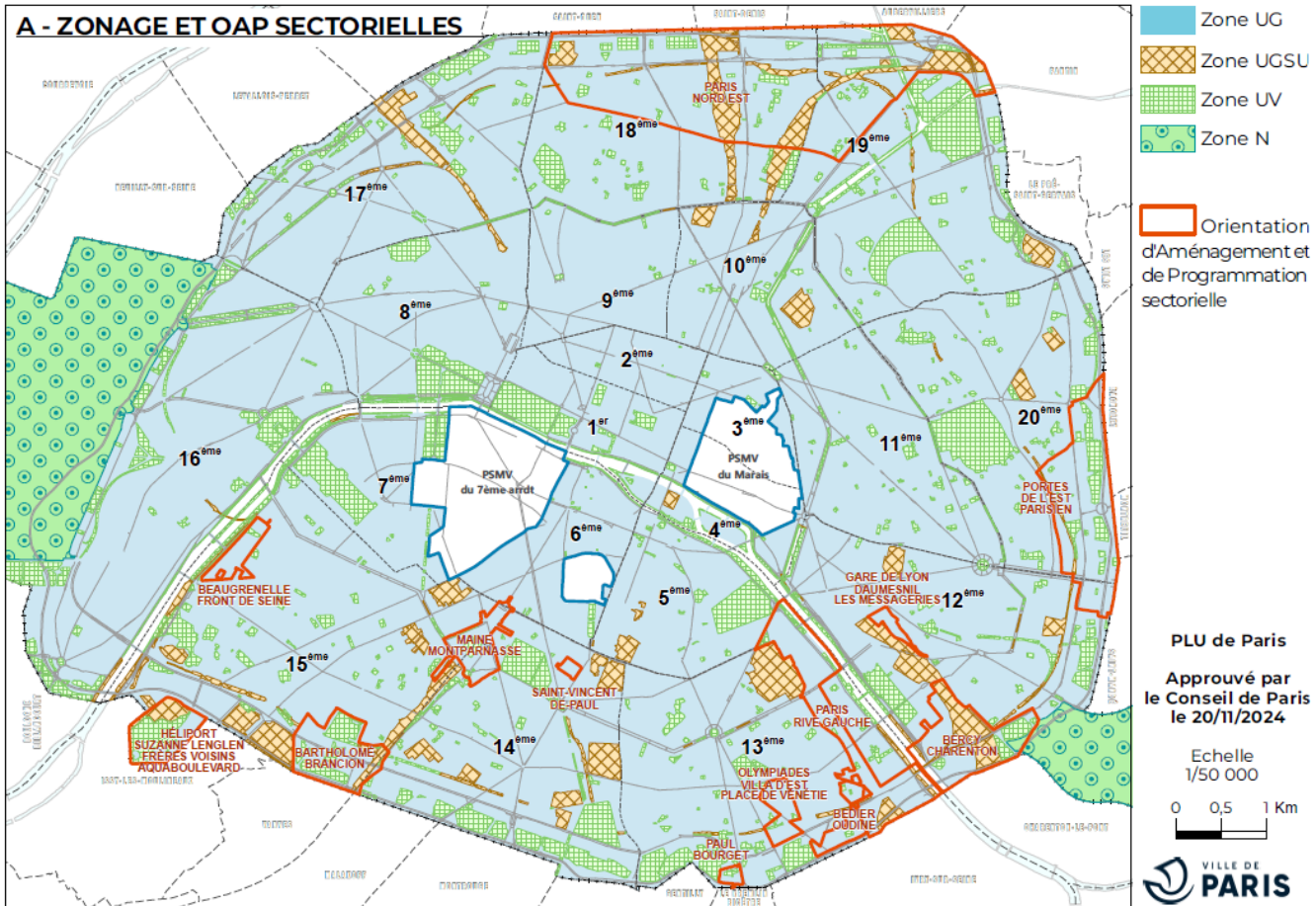
The role of Urban Logistics Spaces (ELU) in Paris

The aim is to consolidate the arrival of goods and decarbonise their delivery over the last few kilometres.

Espace Logistique Urbain (ELU) de taille moyenne



Encourage the creation of urban logistics hubs in the local urban development plan




Logistics facilities come under the "warehouse" sub-destination

- In zone UG (general zoning) **warehouses are permitted if they are located on land that does not contain a dwelling and the premises do not open onto the street on the ground floor.**

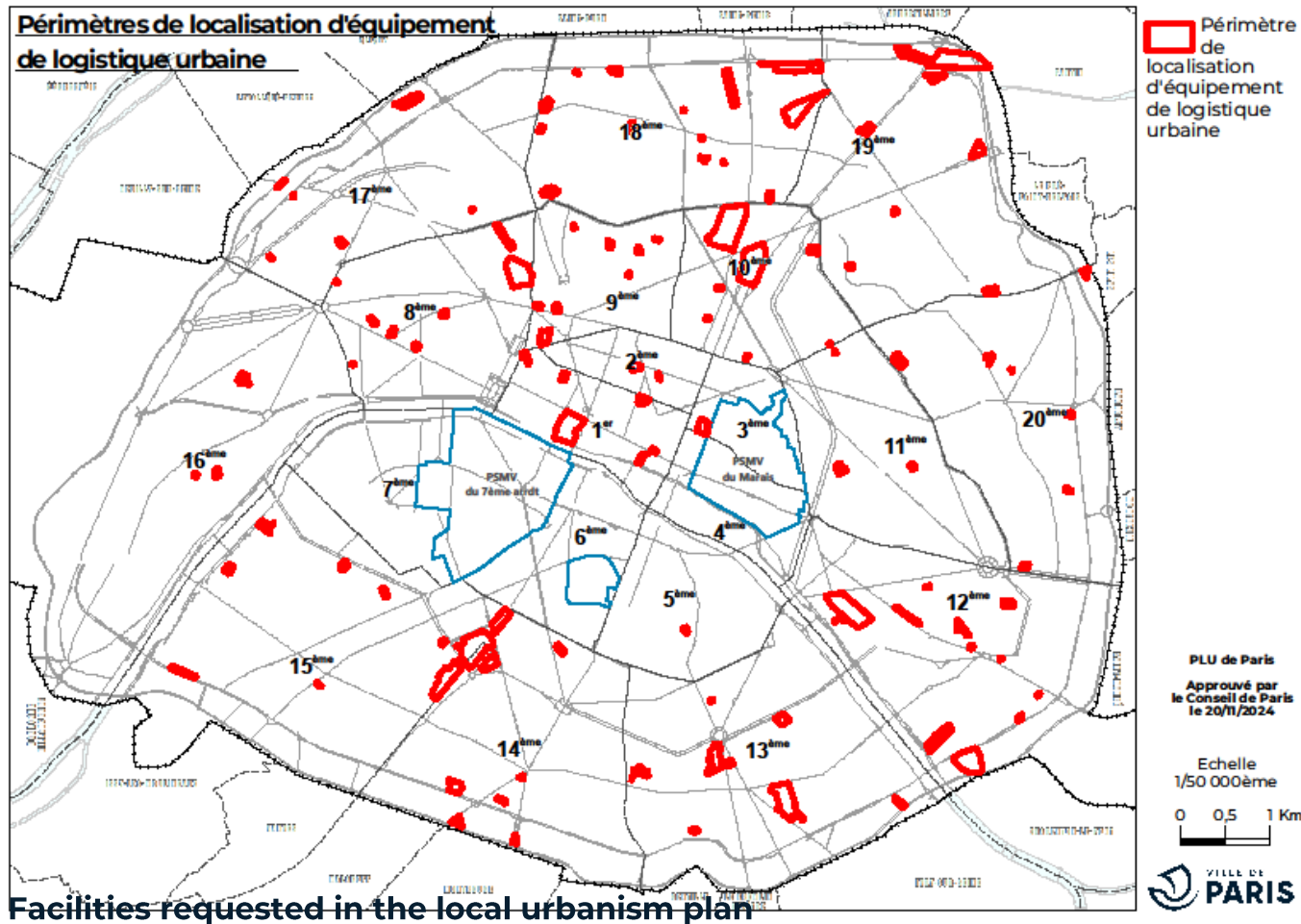
- These conditions do not apply in the UGSU zone (major urban services zoning)

Installation facilities for urban logistics

Urban logistics facilities are an activity defined in the urban development plan :

- ✓ **Activities related to the final delivery** or re-dispatch of goods;
 - ✓ **Short-term storage** possible, as well as repackaging if marginal;
 - ✓ May include collection by the recipient, but excludes services including the preparation of orders for a final customer (dark stores).
- **Urban logistics facilities  warehouses**

Encourage the creation of urban logistics hubs in the local urban development plan



Logistics Location Perimeters

(PLOc logistiques) identify, in the context of Paris' local urbanism plan, **116 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



Thank you for your attention

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