

P2P #18: Logistics and Land Use Planning: The Example of Paris

Questions and Answers

1. How did private shippers and receivers respond to the Low Emission Zone (LEZ) and the requirements for last-mile delivery?

R/ Private stakeholders are responding quite well to the LEZ. The LEZ has been phasing a ban on old trucks and vans (as well as private cars), but as of now (mid 2017), only very old vehicles are banned. Private shippers and receivers are generally indifferent to the new rules as they just want the goods to reach them. Carriers are the ones who have to make the changes to accommodate the new requirements. Freight organizations officially support the policy towards cleaner vehicles. However, enforcement is still quite lax and freight operators have not yet all converted to more recent vehicles. Very few of them so far have changed their old vehicles to vehicles that run on electricity or natural gas.

2. How did you manage the data collection? Is there continuous data collection on urban freight?

R/ Data collection is quite comprehensive and the plan is to continue it. One research team, from the LAET (Transport, Urban Planning and Economics Laboratory at the University of Lyon) is responsible for urban freight data collection in France.

The problem is budget: urban freight data collection is very expensive. Metropolitan areas that benefited from the surveys have contributed to the data collection. The national environmental agency has also participated. In the future, methods need to be adapted to reduced public budgets. Future surveys will need to use data from the carriers. They are still working on new methods, but with quite good cooperation with shippers. For example FEVAD a group of e-commerce shippers is working towards providing data.

3. What was the original land use of the low emission zone?

R/ A low-emission zone (LEZ) is a defined area where access by certain polluting vehicles is restricted with the aim of improving the air quality. This may favor less polluting vehicles such as the most recent one and hybrid electric vehicles, or zero-emission vehicles such as all-electric vehicles. Paris has been the first French city to implement a low emission zone, following a new legislation in 2015 that organized LEZs. All city territory is considered a LEZ except for the 2 parks outside Paris (Bois de Boulogne and Bois de Vincennes) and the ring road (boulevard périphérique). Many more cities should jump in, but few so far have decided to implement one.

4. Do you use metro and tram to carry cargo in Paris?

R/ Paris is not using the subway to carry cargo. Technically, it could be feasible, but slots are very rare at night, because of maintenance works. They have experimented with tramways but did not develop further. Road freight is more flexible, and much cheaper.

5. The O/D cargo research is available? Do you have statistics about the flow of cargo O/D?

R/ Yes, the O/D statistics are quite good. They come from the large urban freight survey made in 2012 and the authors are the Transport, Urban Planning and Economics Laboratory (LAET). A lot of the results are becoming available and there will be many opportunities for data processing.

6. Where do Parisians generally load and unload freight to get the freight into a store?

R/ There are off-street loading docks available for large retail stores or office towers but most of the deliveries are on the street level. The amount of double parking is very high, but the level of enforcement and fines is low.

7. Did you collect information from ecommerce services?

R/ Yes, e-commerce companies providing data via FEVAD. However these data are not public yet and not yet used in formal partnerships.

8. Could you let us know if you are trying to get advantage of drones

R/ Currently, it is forbidden to fly drones in Paris. There are tests for small delivery land robots but they seem expensive as of now.

9. Which were the main challenges encountered when having a plan that took into account freight necessities?

R/ Finding space for logistics is often overlooked and very expensive. There are many opportunities such as underground parking spaces, large public parks. Some urban brownfields, some areas under urban highways. However, in total, it is difficult to find land for logistics.

10. Do you think it is feasible to have logistic hotels in cities with a large sprawl? For instance, cities in the U.S.

R/ There might be a niche business model for this new real estate. It has to multi-story and multi-activities. For the logistics hotel in Chapelle, the office activities are paying higher rents to compensate for lower logistics rents.

11. Are the goods from the airport transported by trucks?

R/ Yes, majority (probably 99.99% of them) are transported by trucks and vans.