



Urban logistics in Paris

n°4



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Developing tomorrow's urban logistics for and with professionals

DIn a context of strong social, environmental, technological and economic changes, it is essential to work alongside craftspeople and shopkeepers towards a new local economy. The urban logistics question is therefore central, with new models emerging to meet both the need to reduce pollution and a growing demand for e-commerce, resulting in a growing number of deliveries.

With this in mind, the City is supporting the development of experiments on various issues such as optimising delivery rounds, the mutualisation of flows, reducing noise pollution and pollutant emissions and improving stock management, etc.

For example, the City of Paris, in partnership with ADEME (French Environment and Energy Management Agency), launched a new electric commercial vehicle car sharing service on an experimental basis for craftspeople and shopkeepers in the 2nd and 3rd arrondissements. We are also testing the «BIL Truck» in the 14th arrondissement, a small electric lorry employed to carry out clean delivery rounds. Similarly, connected delivery areas are currently undergoing successful testing, enabling shopkeepers and delivery drivers to monitor the availability of delivery spaces in real time.

These experiments complement the package of measures implemented by the City of Paris, notably financial incentives offered to encourage professionals living and working in inner Paris and surrounding suburbs (Hauts-de-Seine, Seine-Saint-Denis and Val-de-Marne) to purchase eco-friendly vehicles. These different measures aim to build tomorrow's urban logistics, balancing economic development and improving Parisians' living environment, while significantly reducing pollution generated from goods transport.

In the Spotlight

«VULe partagés»: an electric commercial vehicle car sharing service for active and office-based professionals

As part of its plan to combat pollution caused by road traffic and its objective to phase out diesel vehicles, the City of Paris has initiated the development of an alternative mobility service for shopkeepers and craftspeople. This experimental phase is being carried out as part of the Ile-de-France Region's call for projects on «Innovation to promote sustainable mobility» and is based on an electric commercial vehicle return car sharing system.

The dual objective is to help professionals through the energy transition by offering new sustainable mobility solutions and evaluate the feasibility of rolling out such a system in Parisian and metropolitan areas.

The «VULe partagés» project was awarded the Capital Region Grand Prix by Ville Rail et Transports.

There are currently five vehicles across three stations in the

Montorgueil district (the Rue Ponceau, Rue d'Alexandrie and Rue Palestro roads). Another station will open at the end of the year on Rue Etienne Marcel.

PSA and Renault are providing Peugeot Partner and Renault Kangoo vehicles, Semmaris (Rungis International Market) is providing a Kangoo refrigerated van and SymbioFCell is providing an Electric Kangoo equipped with a hydrogen fuel cell providing extended range (photo on the following page). Clem is the operator of the car sharing service and is responsible for its management.

The electric commercial vehicle service was officially opened in May 2017 and will be trialled for one year.

This experiment is being evaluated by 6t Research Consultancy and ITG Consultant. They will assess the service's demand and usage, put forward recommendations to adapt the service ▶

to professionals' needs and evaluate the impact of the service on professionals' modes of transport and the environmental impacts. The end goal is to submit recommendations concerning the feasibility of rolling out this new solution.

48 professionals have signed up to date and half of them have already used the service to meet their professional needs. After all, as soon as the barrier to a change in professional practices has been lifted, «once you try it, you'll never look back». Users have reacted very enthusiastically to the service, enjoying the flexibility, the local stations, the vehicle features (electric, automatic gearbox, volume) and the price. «As a restaurant owner I don't need a vehicle every day, so it is very practical for occasional use. I don't even think twice, I go straight to the car sharing station.» «There's no



SymbioFCell commercial vehicle on the left, Semmaris on the right.

point of always having a vehicle available when I only need it for a maximum of 10 hours a week for two to three trips to the Rungis Market ; so it's more cost-effective!» •

More info >>> www.paris.fr/vulepartages

Do you have a question ? >>> dvd-vule-partages@paris.fr

Adapted mobility is emerging at the Department of Public Construction and Architecture (DCPA) of the City of Paris

One year ago, workers at the DCPA workshops noticed it was difficult to drive and park during call outs to various public facilities under their charge. As a result, the DCPA decided to carry out a detailed analysis.

In April 2017, a first mobility day was organised with more than 100 participants. From April to June 2017, three thematic groups comprising fifty members worked to establish the adapted mobility principles. They brainstormed on sustainable

modes of transport, indispensable tools during call outs and the implementation of new organisational methods.

Last October, a mobility exhibition was organised and met with great success. Members were able to test various vehicles presented by around twenty companies: electric scooters and kick scooters, electric bicycles and carts and even segways.

The next step will be enabling members to obtain these vehicles to revolutionise their future modes of transport. •

here

The Logistics Intelligent Base, a clean and innovative delivery solution trialled in the 14th arrondissement



«Bil Truck» the small lorry inside the truck

From last April to July, residents of the 14th arrondissement met the «BIL Truck», a small electric lorry that roamed the shopping streets. Its task was to deliver goods direct to stores without generating pollution.

This new delivery method is called BIL (Logistics Intelligent Base) and was launched by Dachser, a global service provider for transport and logistics solutions and Libner, a French industrial bodywork company.

These two companies formed a partnership to answer the call for experimental projects from Paris&Co and the City of Paris. The concept is simple: a truck endowed with the appropriate bodywork carries a small electric vehicle which is 2.5 metres long. This vehicle uses the truck as a loading bay from which it can make its delivery rounds and enables the driver to ▶

have easy access to pedestrian or narrow streets. This small delivery lorry is equipped with a forklift which can lift loads of up to 600 kg and benefits from 10 hours of power autonomy.

Every morning, the truck travels from the Dachser Branch located in Pantin to a reserved parking space located on Boulevard Edgar Quinet. It then stays there until night time.

It carries the deliveries for the day and the small lorry on board. From this strategic place, the lorry goes into action, carrying out many trips to resupply and deliver to various local stores.



Over three months, Dachser employed the «BIL Truck» to carry out hundreds of clean deliveries in the 14th arrondissement, representing tens of thousands of tonnes of goods. To the delight of shopkeepers, the vehicle arrives directly to their stores without creating noise disturbances or obstructing their store front. Deliveries were faster and easier, saving the driver time

spent walking. Dachser and Libner have launched a second trial in the 4th arrondissement.

Jean-Christophe Le Buzit, Dachser France
 More info >>> dachser.com and libner.fr

and Elsewhere

Les Triporteurs Rennais was launched in July 2009

The company offers tailored deliveries adapted to access and traffic constraints in the city centre and to shopkeepers' needs (delivery hours, etc.).

This personalised service is made possible by new tools such as cargo bikes adapted to deliver parcels, pallets and temperature-controlled products, thus making it possible to make deliveries without the constraints of access and set delivery hours thanks to their small footprint, as well as trailers that can pick up a pallet from the ground and transport and deliver it. Les Triporteurs Rennais also have four electric vehicles, facilitating deliveries outside of Rennes city centre and surrounding suburbs.

The payload of a cargo bike and its trailer is 200kg. The company is in the process of obtaining a natural gas vehicle, which will make it possible to deliver pallets up to 700kg and satisfy more new customers, all the while upholding their ecological ethos.

Each type of freight has its own delivery tool. These tools are grouped in their two urban logistic spaces (local delivery spaces) located at Places des Lices (150 m²) and Rue Robelin (400 m²).

Les Triporteurs de l'ouest receive between 9 to 11 tonnes of freight and 1,000 parcels (B2B and B2C delivery) in these local delivery spaces. They deliver to individuals, companies, shopkeepers, administrations and to various constructions sites (notably metro stations).

These local delivery spaces are also used as pickup points. Pallets can be delivered at any time of day according to a customer's needs, avoiding return of goods to the carrier (absent customer, closed store, inventory, etc.) and enabling faster customer response times.

The company also offers goods pickup service (the first kilometre). It has its own delivery tracking tool, allowing customers to



track their deliveries in real time. Les Triporteurs de l'ouest are above all a carrier, it has therefore drafted rigorous guidelines outlining the hazards in the city centre and outlining safety measures to comply with (wearing a helmet, etc.).

The company performs last kilometre deliveries, this last delivery step is the most difficult and most costly for carriers. The company is responding to their need. The company reduces congestion in the city centre and contributes to creating a greener city. Before the energy revolution in the 1930s, there was a significant number of cargo bikes in France. The company uses the same devices adapted to its profession (electric-powered, disc brakes, trailer equipped with brakes, etc.).

After opening in Rennes in 2009 (17 employees), Les Triporteurs Nantais was established in 2012 (7 employees), Les Triporteurs Angevins (trademark license), and Les Triporteurs Bordelais was set up in 2016 (4 employees). Les Triporteurs Parisiens and Les Triporteurs Malouins are planned for the end of 2017. Turnover is growing at a rate of 10% to 15% annually.

Over the next few years, Les Triporteurs de l'ouest hopes to set up in new cities by developing trademark licenses or franchise licenses (such as in Angers and Saint-Malo). To make this a reality, they are looking for enthusiastic partners seeking to invest in the flourishing urban delivery sector.

Fabrice Marteaux, Les Triporteurs de l'ouest
 More info >>> lestriporteursdelouest.com



interview With:

Mme Louvat EVOL

La Poste rolls out an innovative urban logistics system with its partners in several conurbations, focus on Grenoble and Paris

On 7 July 2016, the EVOL consortium (Logistics Streamlining and Optimisation Areas) was chosen by the Grenoble-Alpes Métropole and the SMTC (Grenoble Urban Public Transport Authority) to create an urban logistics system. This consortium headed by Le Groupe La Poste brings together local transport and logistics operators: Fret'Vite - an express transport, storage and logistics professional - and Vélocité Services, a bike courier company.

The EVOL consortium was established in summer 2017 and is located at Fret'Vite premises in Noyarey. After the first year of operation, a new urban distribution centre will make it possible to direct and distribute the equivalent of 25 tonnes of goods daily to companies and shopkeepers (pallets and parcels over 30 kilos), including managing return flows and collecting recyclable materials. Further development of the system will increase the maximum tonnage and increase the range of services, such as offering home delivery services to the customers of shopkeepers in the city centre. Additionally, the EVOL consortium, now starting operations, wants to trial services adapted to the needs of shopkeepers and craftspeople such as night delivery, storage/remote storage facility and reverse logistics.

Deliveries will be pooled and delivered by eco-friendly vehicles, (progressive implementation of natural gas vehicles (NGV) or electric vehicles according to regulations) or sustainable means of transport: by bike or on foot.

Le Groupe La Poste already services Grenoble's city centre with 15 electric cars, 11 NGVs, 25 electric bicycles and 7 electric mail trolleys.

The company has made urban logistics one of its priorities. Every day, metropolitan areas and large cities are faced with new e-commerce demands, a sharp increase of deliveries in



An electric mail trolley

the city centre, the need to limit pollution from vehicle traffic and parking, while preserving the economic and commercial development of urban centres. Le Groupe La Poste already offers solutions for more sustainable urban logistics. The company created urban logistic spaces within several French metropolitan areas - in Lyon and Bordeaux - in order to reduce the flow of transport vehicles. These spaces enable several operators to use a common area at different hours, ensuring sustainable transport of goods into the city centre.

In addition to Urban Logistic Spaces and Hotels (ULA, ULH), La Poste also tested parcel delivery in the city centre on foot. This system relies on local infrastructure such as small urban warehouses and electric trolleys. For example, for two months La Poste tested green transportation methods for three of the Group's carriers (Colissimo, Chronopost and DPD). Almost three hundred parcels were delivered in the 4th arrondissement in Paris, a difficult district to reach by vehicle due to many pedestrian streets.

Key dates

From 6 to 8 December 2017, the 16th SIMI Professional Real Estate Event was held at the Palais des Congrès, Porte Maillot in Paris

[More info >>> salonsimi.com](http://salonsimi.com)

From 20 to 23 March 2018, the SITL International week of Transport and Logistics will be held at the Parc des Expositions in Villepinte

[More info >>> sitl.eu](http://sitl.eu)