

Logistics Hotels in Paris

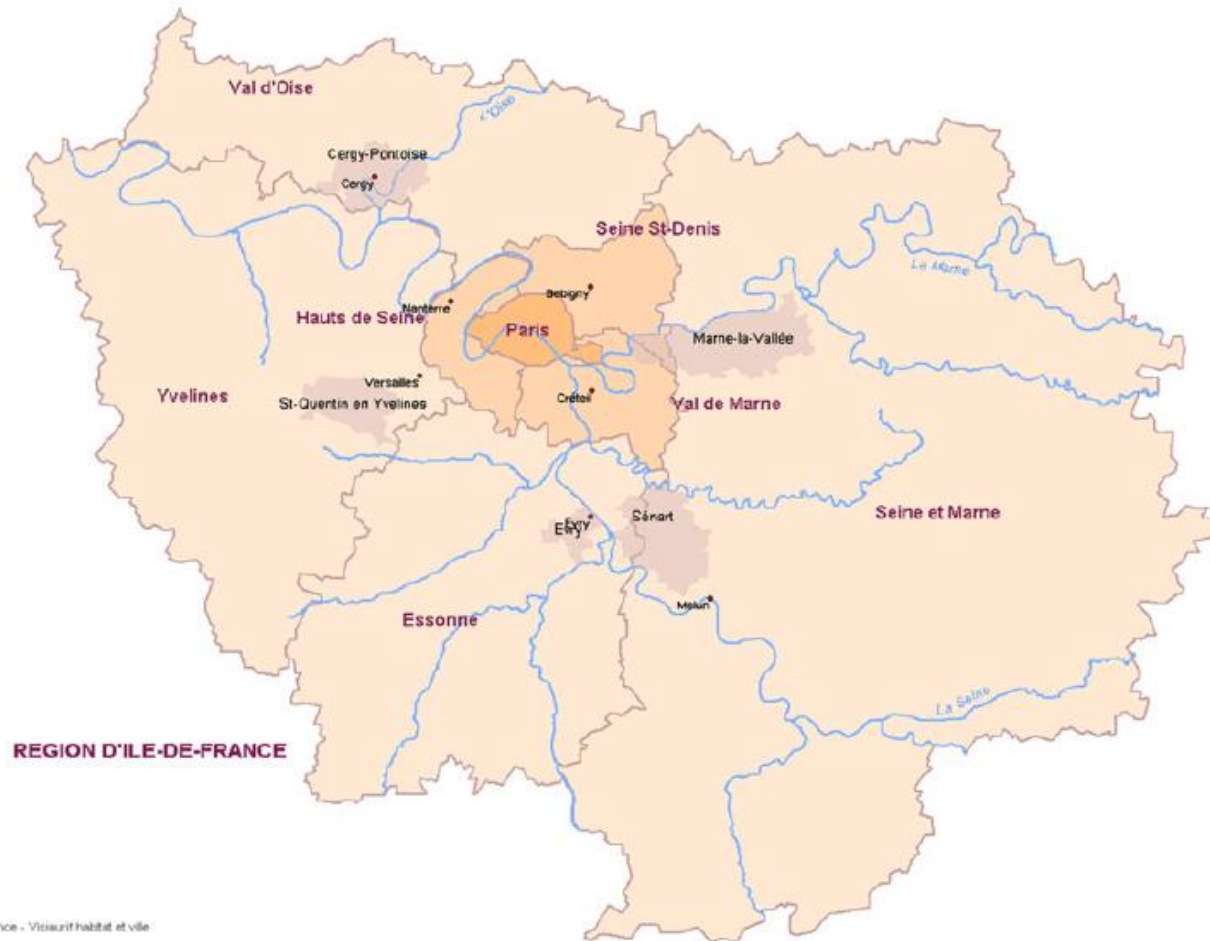
Dr. Laetitia Dablanc, IFSTTAR/University of Paris-East,
MetroFreight, and University of Gothenburg





- French Institute of Science and Technology for Transport, Development and Networks
- Established in 2011 from the merger of INRETS (transport) and LCPC (Infrastructure)
- 1250 employees including 400 tenured scientists, on five locations in France
- A public research institute under the joint supervision of the ministry of Ecology and the ministry of Research
- 80% engineers, 20% social scientists, all transport and transport infrastructure

The Paris region, the city of Paris and the new Paris *Métropole* (2016)

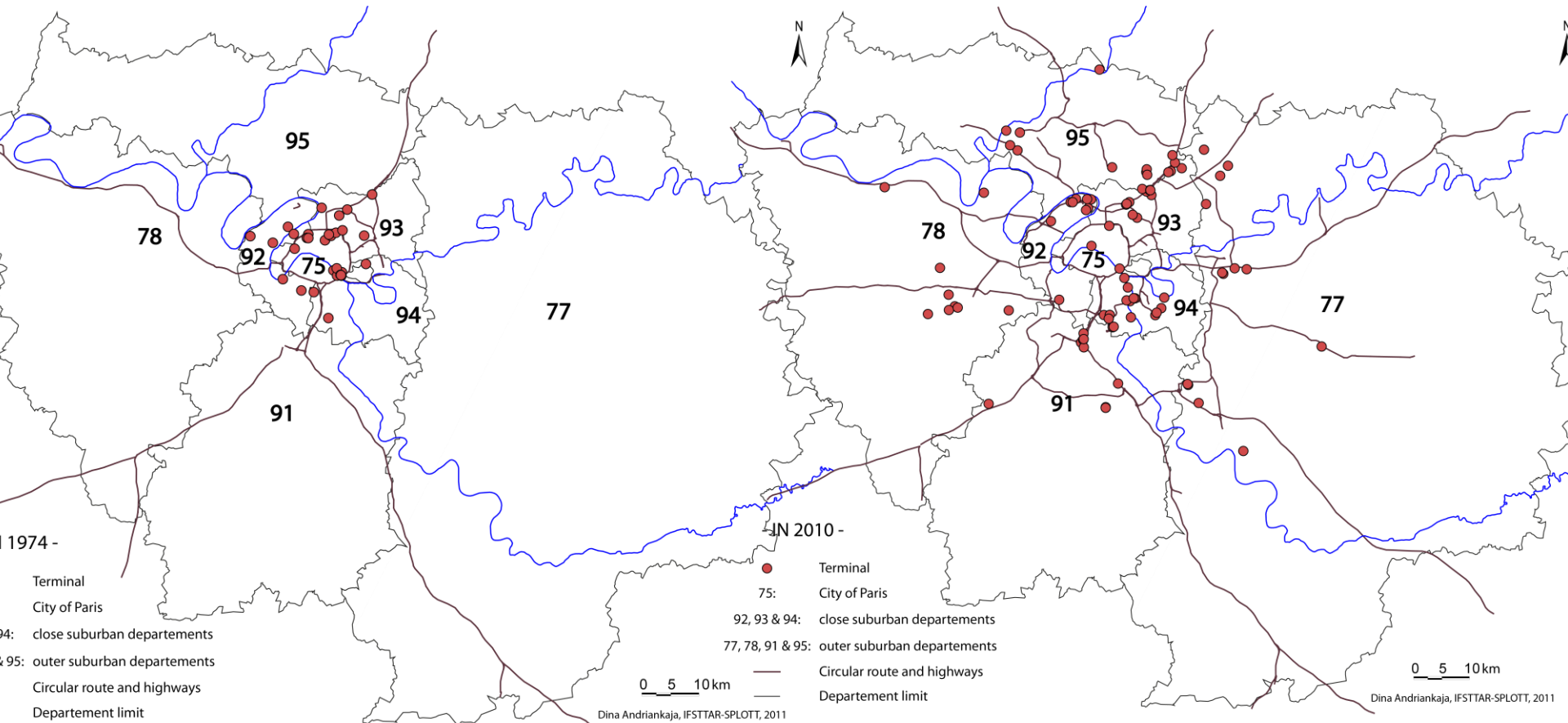


© IAU Île-de-France - Visuel d'habitat et ville

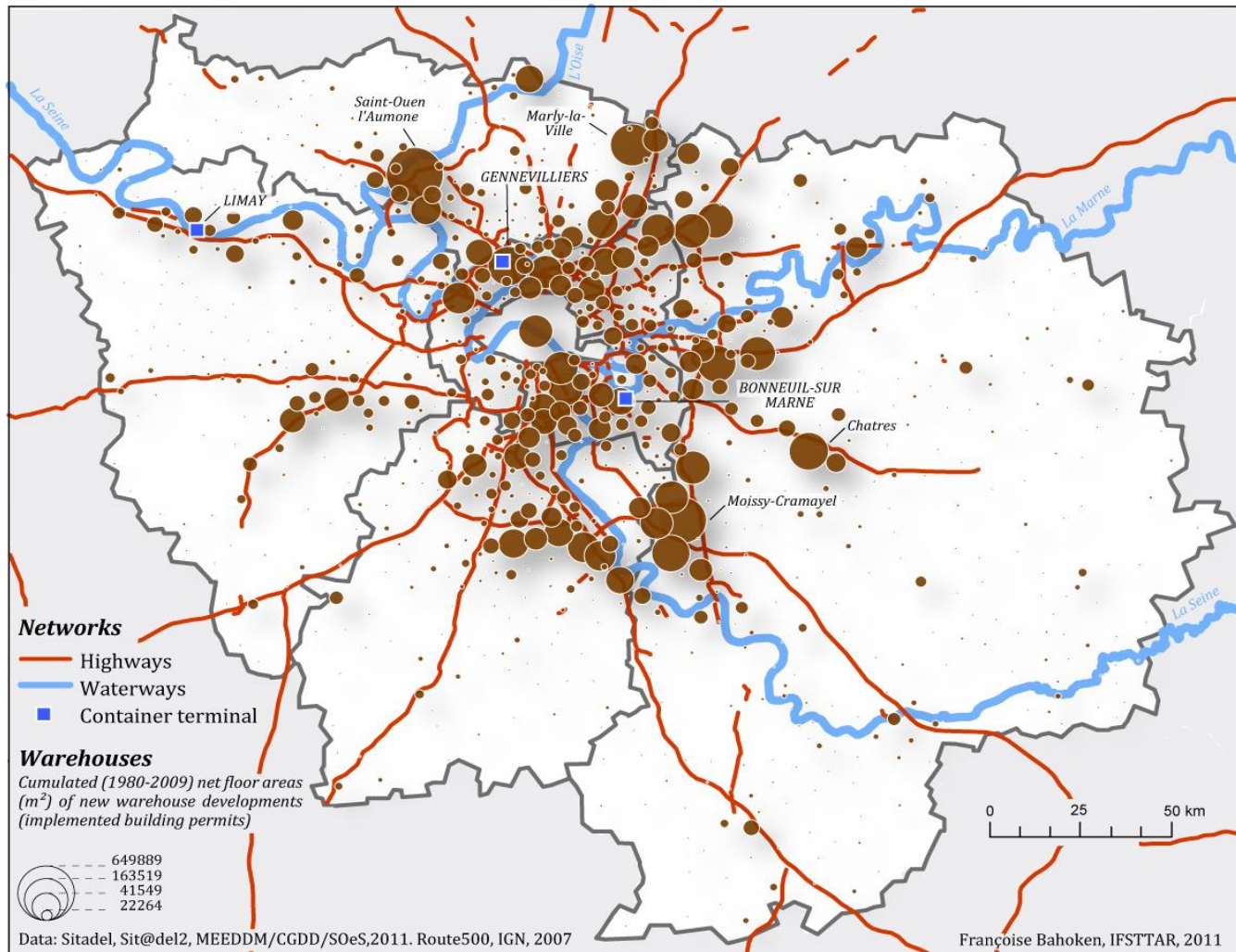
Population: 2 M in city, 7 M in metro, 12 M in region

Perceived issue: logistics sprawl

Parcel transport terminals: 1974 and 2011



Logistics sites in the Paris region



Frémont, 2012

City of Paris priorities for logistics activities

Addressing **logistics sprawl** - Consolidating freight shipments - Transferring to cleaner modes - Providing **modern logistics facilities** - Increasing **mixed** land uses - Testing new **architecture** and urban planning concepts



Logistics hotels in Paris: objectives



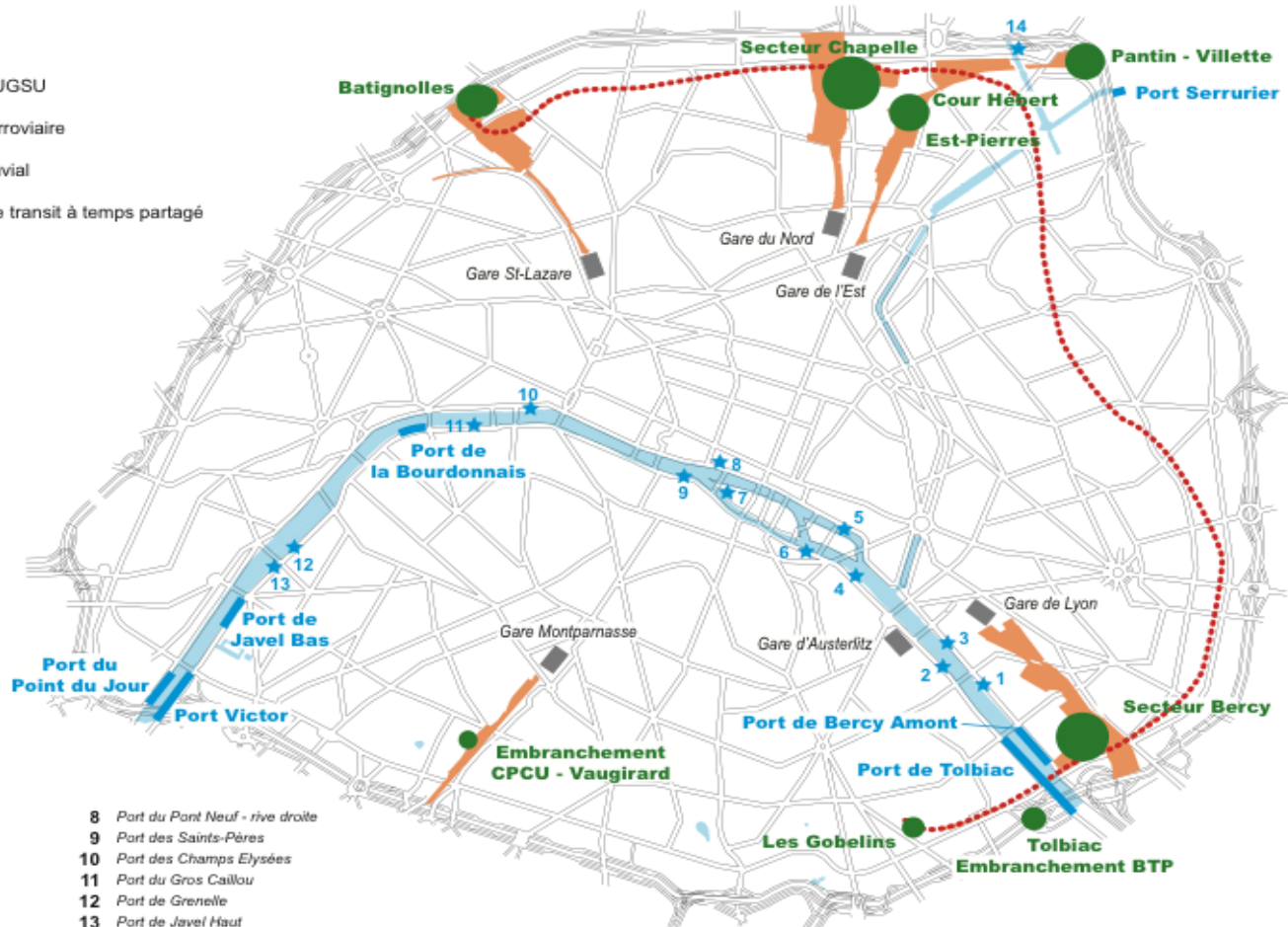
- Addressing **logistics sprawl** issues (emissions and congestion) by accommodating logistics buildings in the center of Paris metropolitan area
- Consolidation of freight transport to Paris and transfer to cleaner modes of transport
- Providing **modern logistics facilities** to businesses
- Increasing the **mix of activities**: logistics activities, leisure, datacenter, sport facilities, office spaces, housing
- **Testing new architecture and urban planning concepts** for the integration of logistics facilities in dense urban areas: form, acoustic, energy efficiency

2006 Zoning Plan of Paris

LA LOGISTIQUE DANS LE PLU DE PARIS

LEGENDE

- Zone UGSU
- Site ferroviaire
- Site fluvial
- Port de transit à temps partagé



- | | |
|-------------------------|-----------------------------------|
| 1 Port de Bercy aval | 8 Port du Pont Neuf - rive droite |
| 2 Port d'Austerlitz | 9 Port des Saints-Pères |
| 3 Port de la Rapée | 10 Port des Champs Elysées |
| 4 Port Saint-Bernard | 11 Port du Gros Caillou |
| 5 Port des Célestins | 12 Port de Grenelle |
| 6 Port de la Tourneille | 13 Port de Javel Haut |
| 7 Port du Pont Neuf | 14 Port de l'Allier (projet) |

2013 Charter for Sustainable Logistics



- Signed in 2013 **with 16 strategies**
- Including “logistics hotels”
- Two main projects: Chapelle International (under construction) and Beaugrenelle (operating since 2013)

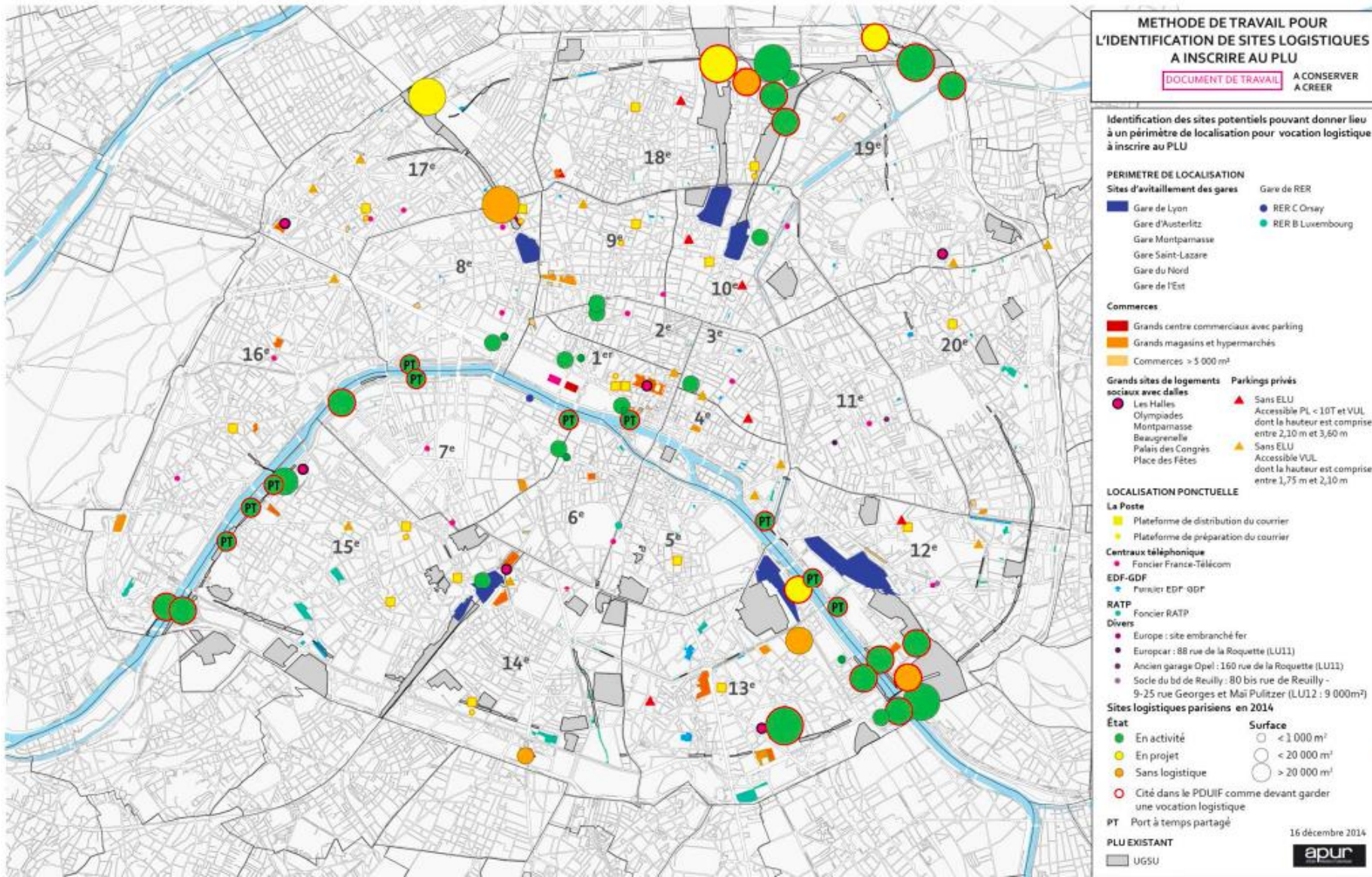
MAIRIE DE PARIS 

Charter for sustainable
urban logistics

| Paris City Hall | 18 September 2013 |

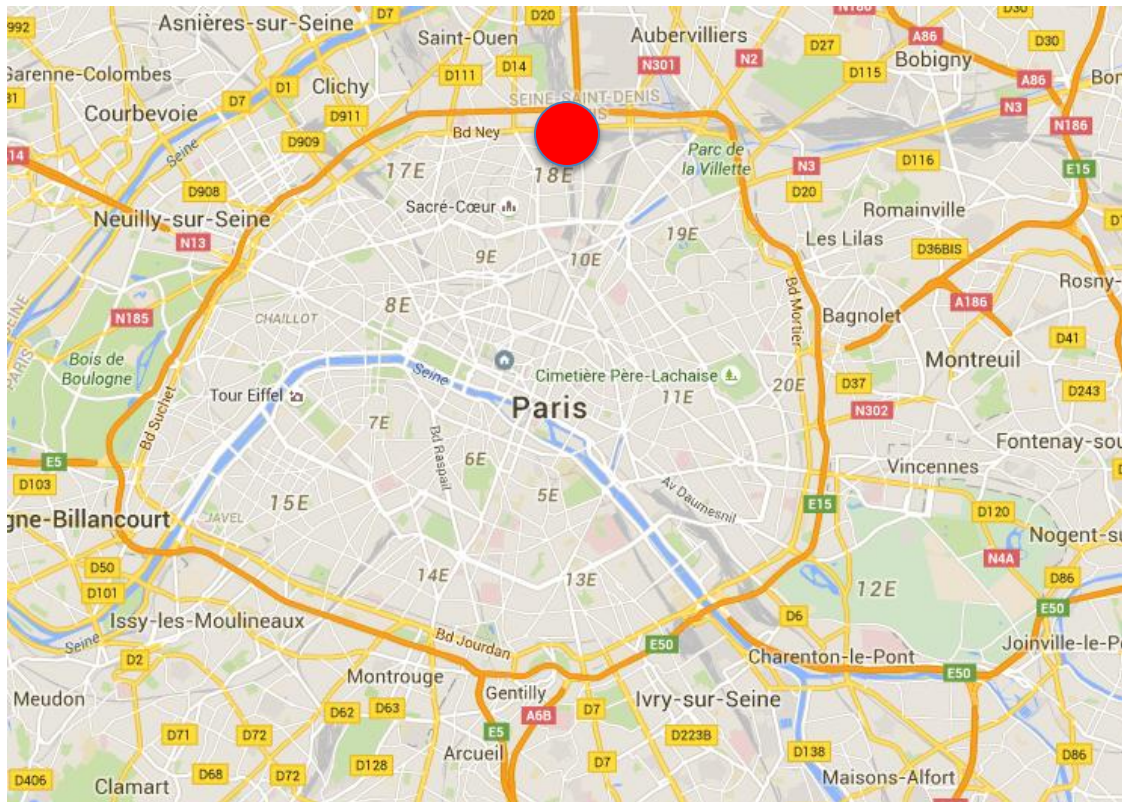


2016 zoning plan of Paris: promoting further urban logistics facilities



Chapelle International logistics hotel

45,000 m2 under construction in the North of Paris
Sogaris (investor), SNCF, City of Paris



- SOGARIS, a logistics real estate developer and manager (main shareholders are city of Paris and other local governments)
- City of Paris
- French rail infrastructure manager (SNCF Reseaux)
- XPO and Eurorail: 3PL companies
- Potential clients: wholesalers, large retailers serving Paris, parcel and express operators
- Planning and zoning city regulators
- Fire and safety administrations

What will be inaugurated in 2017



Foncier: 1 ha de toiture
Programme: env. 6 200 m² DEVE et 3 800 m² DJS
Permis de construire à déposer

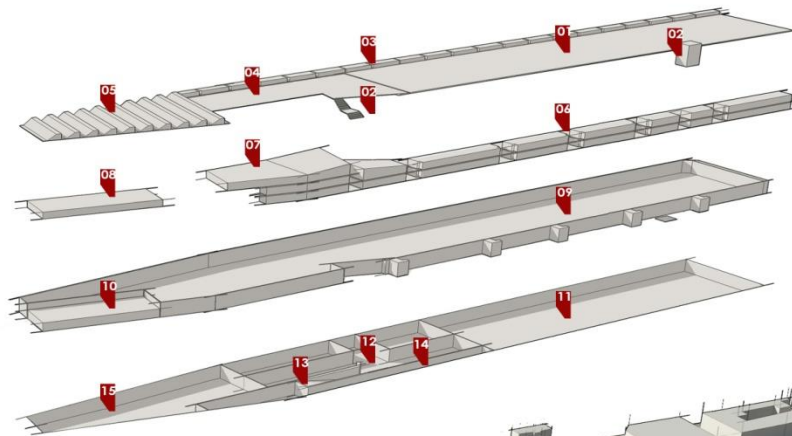
Building programme

Aménagés par la Ville de Paris. (hors projet)
Rues en toiture.

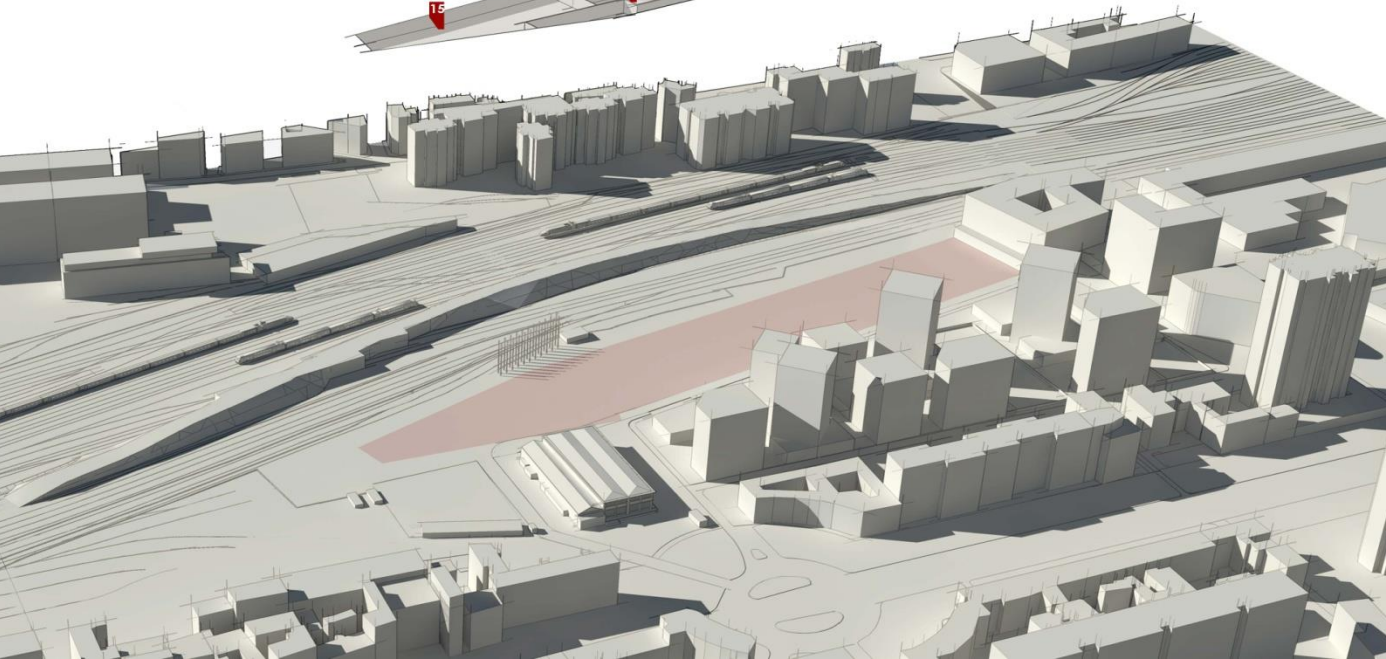
Restaurant.
Toiture en 'sheds'.

3 niveaux). (Aménagements hors projet)
Sociaux.

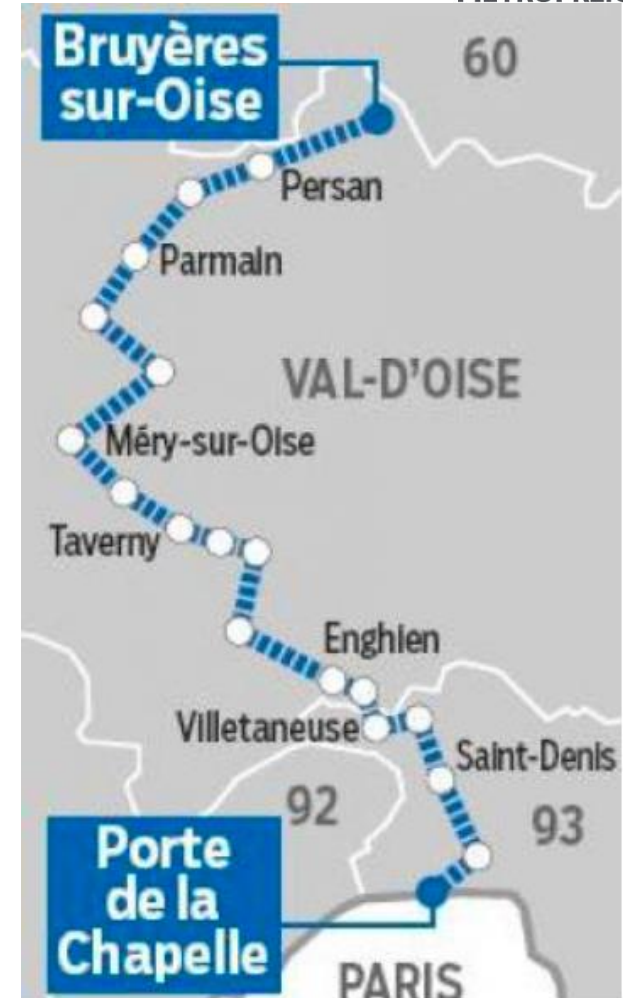
Manœuvres.
e.



Urban farm and tennis courts
Offices and data center
Urban freight rail terminal
Urban distribution terminal



- Rail shuttle twice a day to carry 40 to 80 lorries from a suburban logistics cluster to Chapelle International
- Agreement signed between Sogaris, XPO and Eurorail in 2016
- Operations planned for 2017



hold railroads urban rail terminal – March 2016



One lesson so far: a very long process

2010: SNCF launches a **request for proposals** for a logistics project

- with rail freight operations (imposed)
- not above 7 metres from street level (imposed)

2011: Sogaris project selected

2012 + 19 months: **building permit**

2013: **Special agreement** for large industrial buildings

2014 Nov-Dec: **Impact Study** and public enquiry

2014: **ICPE permit** (hazardous activities)

2014: **Specific Notice for Rail Safety permit**

2015 Sept: ownership of the site to Sogaris and start of works

2015 Dec: agreement signed with rail operator and logistics provider

2016 Jan: end of excavation works; agreement signed with wholesaler

2016: **'Modifying Building Permit'** solicited

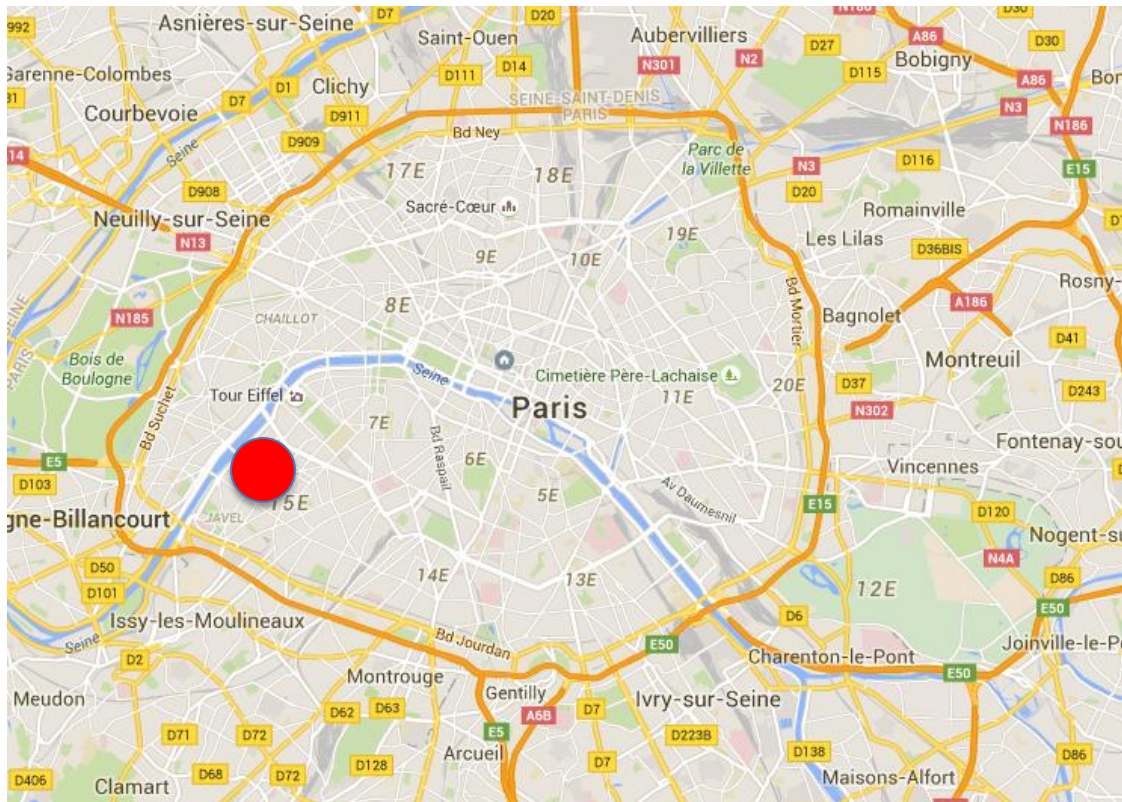
2017 Sept: *expected inauguration*

One question so far: a risky investment?

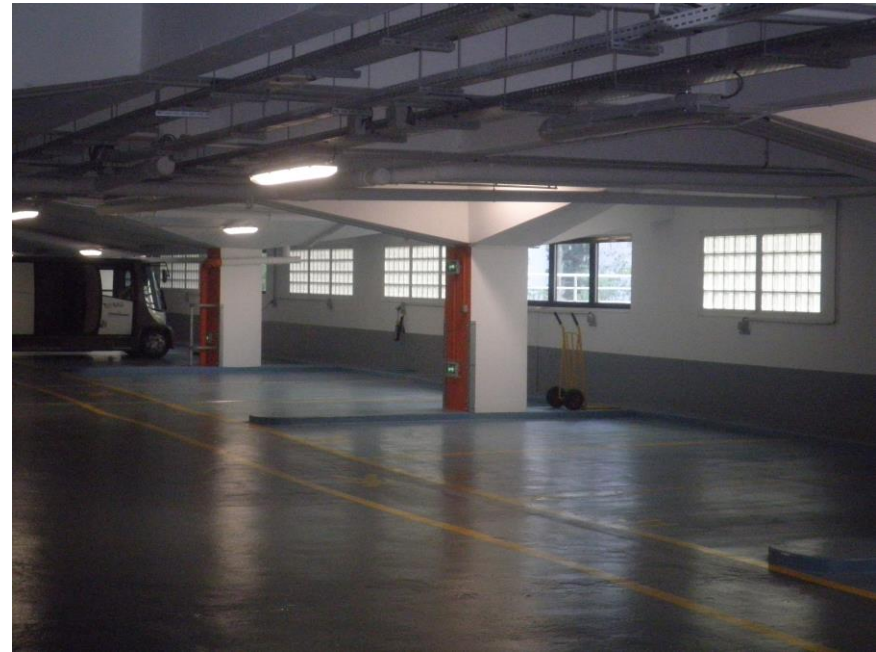
- Total footprint of 18,000m²
- 45,000m² of built floor space
 - including 35,000 for logistics activities
 - and 10,000 for other activities: incubator for logistics start ups, training school and offices for logistics, data centre
- 'Fifth façade' with urban farm and sport courts
- **Logistics rental price** of 100 euros/m/y
- A total investment of 30 million euros for Sogaris
- Expected return on investment in 20-25 years
- Expected net creation of 300 new jobs

Beaugrenelle logistics hotel

3,000 m² in operation in the South of Paris
Sogaris (investor), Chronopost (Poste Group), City of Paris



- Out of the conversion of a former parking facility
- Operated by Chronopost express
- Last mile deliveries made by 10 electric vans and 20 diesel vans
- 5,000 deliveries a day



- Logistics hotels are much advertised at the political level in Paris
- Their market share by 2017 will remain small (2% of total Paris deliveries and pick-ups daily)
- Interesting architectural/urban planning issues that other French and European cities are looking at