

12th BESTUFS
Workshop
« Specific experiences on
urban goods strategies in
France »

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I - The French urban freight strategy

II - Specific experiences in city logistics

III – Case studies

IV - Lessons and recommendations

I - The French urban freight program

It runs since 1993.

The Government has launched a long term action to improve urban freight transport in France.

This program is managed by the French ministry of Transport (DRAST - DTT - CERTU)

and the French Agency for Environment and Energy Savings (ADEME).

I - The French urban freight program

- The French urban freight Program has a three fold aim :
- 1/ to establish a comprehensive data base upon the different aspects of urban freight and disseminate the accumulated knowledge to the local decision makers,
- 2/ to develop enquiries and to appraise the impacts of action not only on transport but also on local economy and the environment,
- 3. to promote and estimate experiences in juridical, technical and economical fields, in tight cooperation with local authorities.

II - Specific experiences in city logistics in France

Four categories of actors are involved in the experiences :

- 1 - Central Governmental Agencies
- 2 - Local authorities
- 3 - Freight holders (shippers, retailers)
- 4 - transport operators

II -Specific experiences in city logistics in France

- **Five sectors have been identified for experiences**
- 1 - new organisations of supply chains (Urban Distribution Center, CLES, ELU, ELP...)
- 2 - new urban organisations (PDU,PLU)
- 3 - new regulations, better fitted for urban freight, adopted after consultation with the public and private actors
- 4 - development of inter city cooperation in a same urban area
- 5 - development of new technologies (Information technologies - electric vehicles...)

II- Specific experiences in city logistics in France

- About 25 projects are in preparation or ongoing with the financial support of the French National "Marchandises en Ville" , ELU and PREDIT 3 programs .
- We can classify them in 5 categories
- 1 - Urban Logistic Equipments
- 2 - B to C
- 3 - Regulations - Traffic management
- 4 - Information Technologies
- 5 - Other projects

III – Case studies

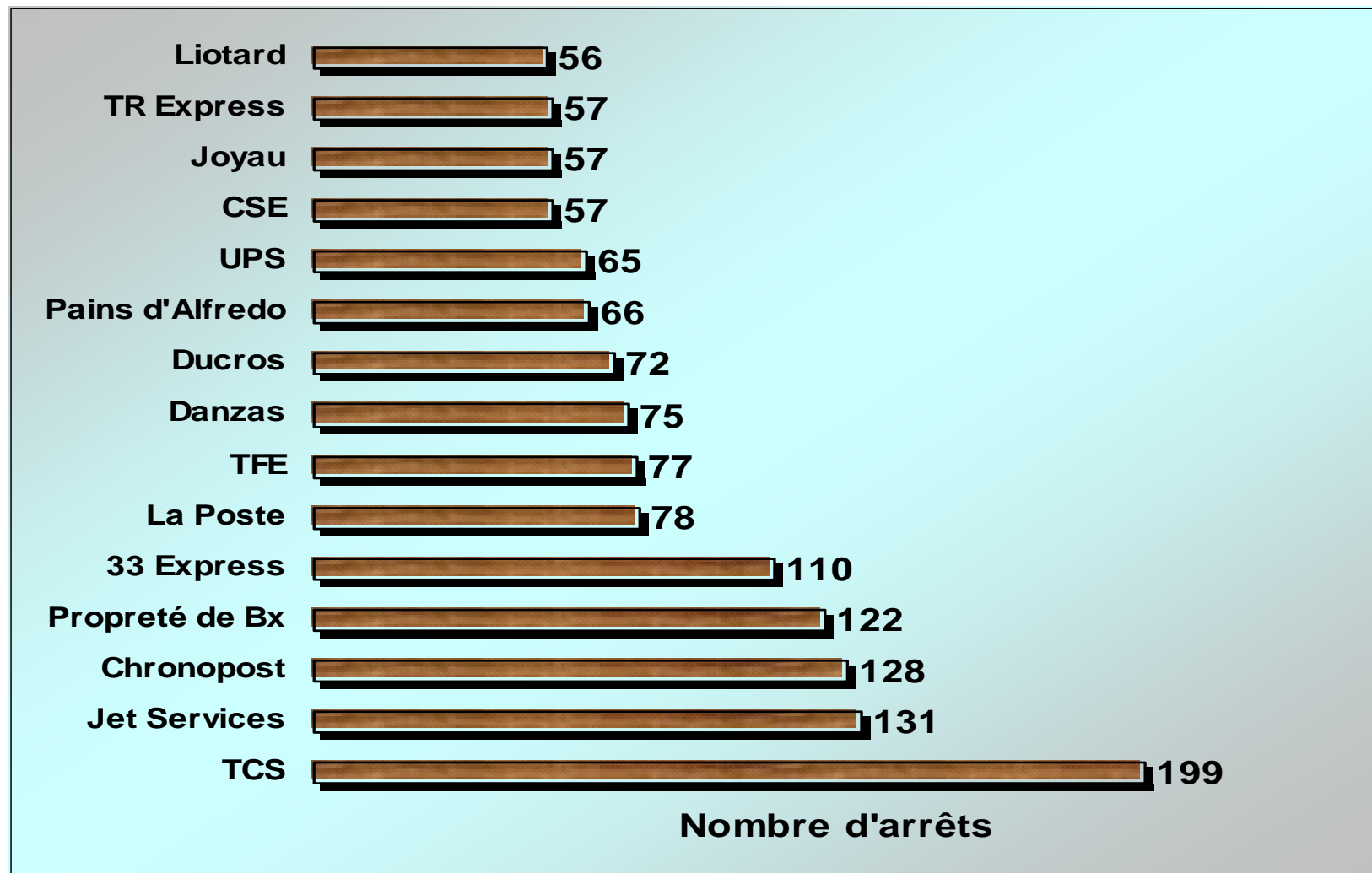
- **1 - Urban Logistic Equipment's**
 - La Rochelle – ELCIDIS,
 - Bordeaux – Espace Logistique de Proximité (ELP),
 - Nancy – UDC,
 - Paris – Hôtel logistique,
 - Saint – Ouen « Le marché des Puces »



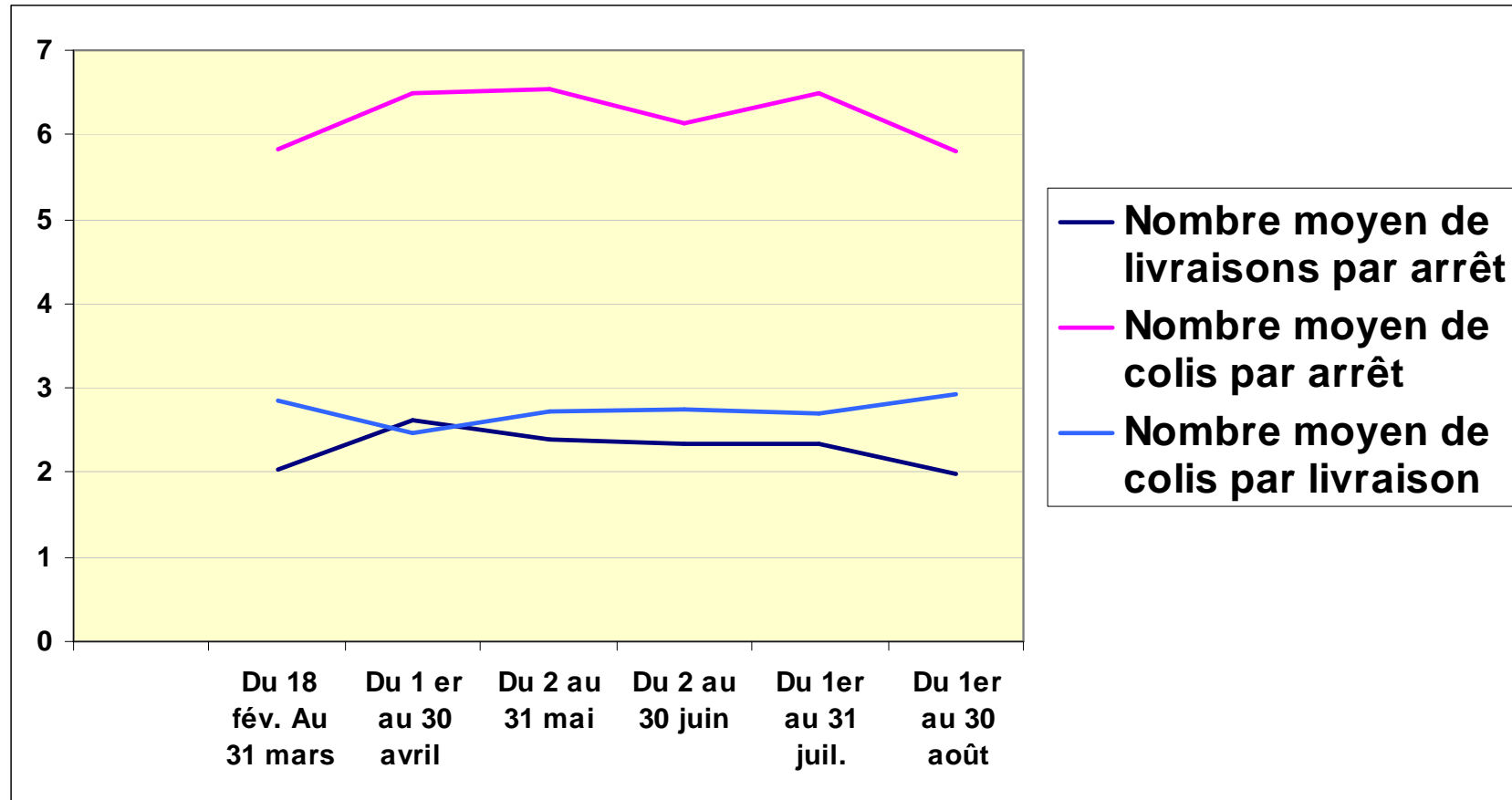


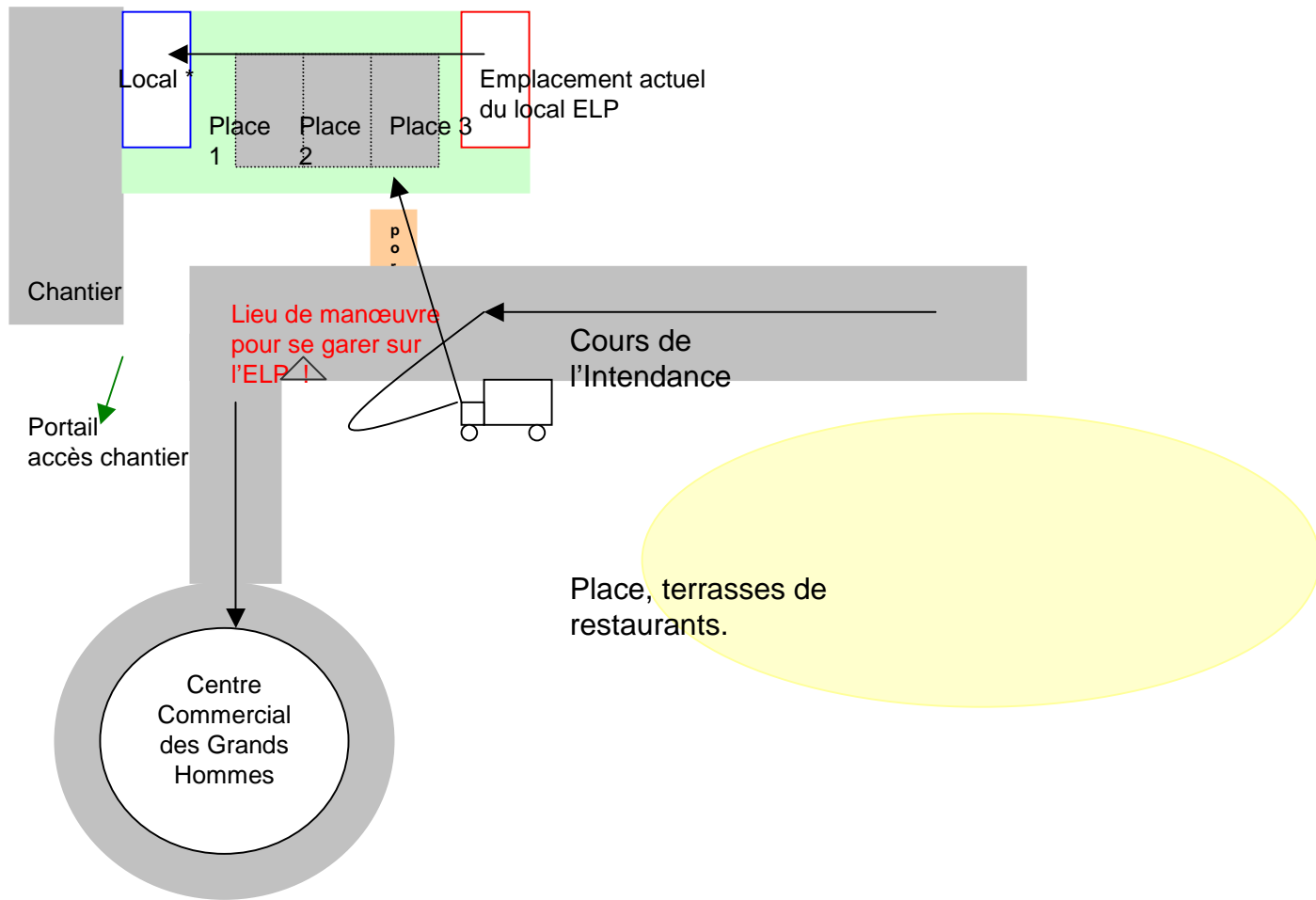
Les 15 principaux utilisateurs de l'ELP

(juin – juillet - août)

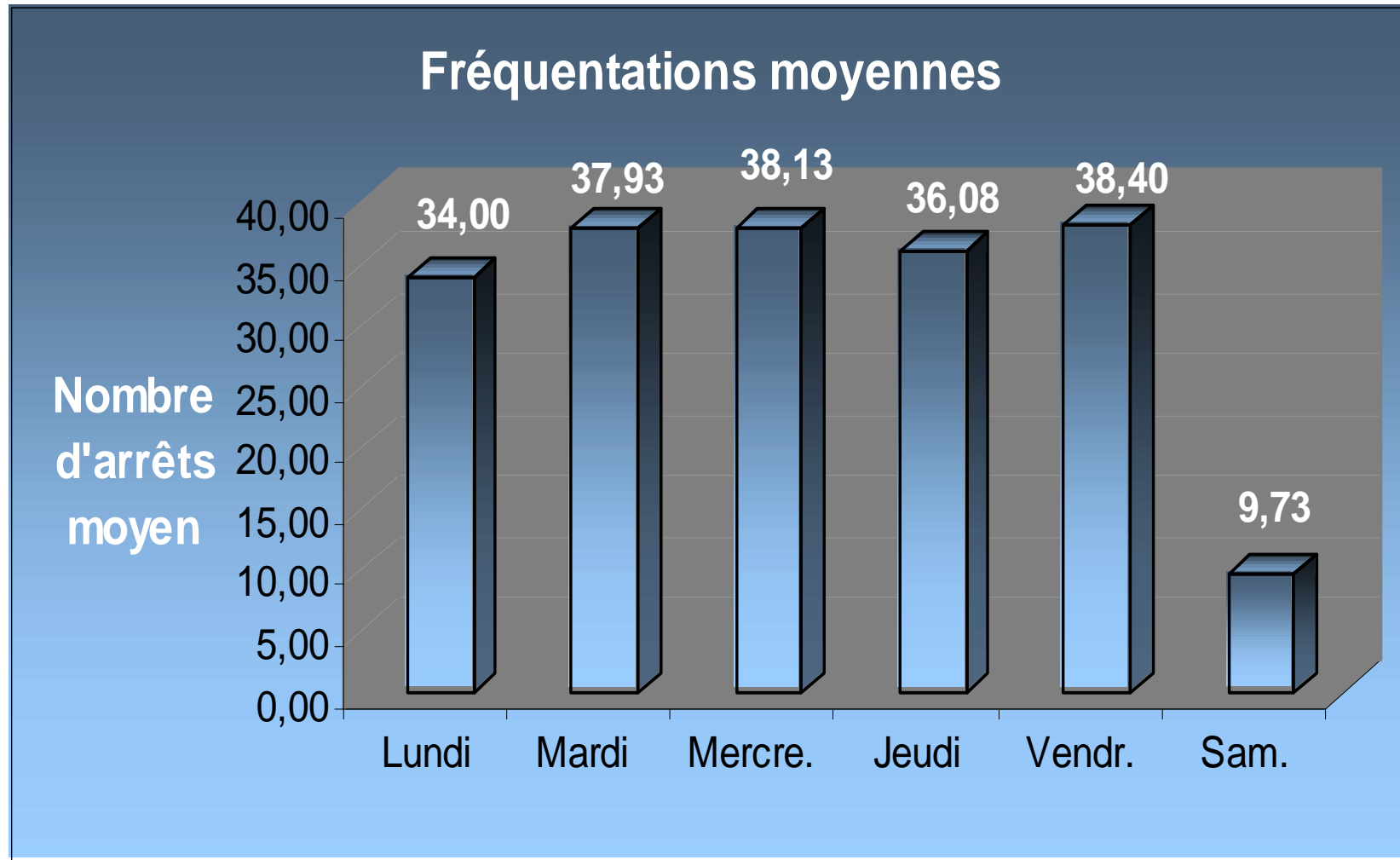


Efficacité des arrêts





Jours de la semaine les plus fréquentés (schéma)



Efficacité des arrêts : comparaison de six périodes

Période	Nombre moyen de livraisons par arrêt	Evolution	Nombre moyen de colis par arrêt	Evolution	Nombre moyen de colis par livraison	Evolution
<i>Du 18 fév. Au 31 mars</i>	2,07		5,78		2,86	
<i>Du 1^{er} au 30 avril</i>	2,67	28,7%	6,48	12,1%	2,48	-13,3%
<i>Du 2 au 31 mai</i>	2,44	-8,8%	6,32	-2,5%	2,73	10,1%
<i>Du 2 au 30 juin</i>	2,35	-3,5%	6,14	-2,8%	2,76	1,1%
<i>Du 1^{er} au 31 juil.</i>	2,35	0,0%	6,50	5,9%	2,71	-1,8%
<i>Du 1^{er} au 30 août</i>	1,98	-15,7%	5,80	-10,8%	2,92	7,7%

III – Case studies

- **2 - B to C**
 - + 1 - Strasbourg « Relais – Liberté » ,
 - + 2 - Nanterre = PAD « Boutiques Services » ,
 - + 3 – Cognac = PAD,
 - + 4 - Versailles = PAD,
 - + 5 - Paris 3° = PAD,
 - + 6 - Aulnay sous Bois = PAD.

III – Case studies

- **3 - Regulations - Traffic Management**

- + 1 - Rapido – Lyon,

- + 2 - St Denis de la Réunion « Dionys 'r »,

- + 3 – Dijon,

- + 4 – Besançon,

- + 5 – Paris.

III – Case studies

- **4 - Information Technologies**

+ Rouen = SURFF
OSCAR 2

III – Case studies

- **5 - Other projects**
- Strasbourg / Chronopost – CDZU,
- Paris / “ La Petite Reine”,
- Paris – Monoprix/ Géodis, EDF
- Paris – Galeries Lafayette GNV/GDF.

- Expérience Chronopost à Strasbourg



IV – Lessons and recommendations

- Public actors cannot regulate this sector without consultation and partnership with private actors: retailers, shippers, transport operators,
- Concertation and cooperation with the local actors is an efficient way to contribute to the optimisation of urban freight transport,
- The most promising way to follow is a step by step procedure at the local level.

IV – Lessons and recommandations

- How to improve the quality of life in city centers, without impairing the quality of supply and the activity of transport operators in the process of urban goods transport ?
- The experiments gives some answers and try to build a consensus between public and private actors,
- A large range of vital functions in city centers depends on urban freight transport,