PSA PEUGEOT CITROËN

Direction Stratégie Produit Groupe

Direction Produit Marketing

Études Générales et Environnement

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VEHICLES FOR URBAN GOODS DISTRIBUTION

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PSA PEUGEOT CITROEN : First European Manufacturer for **Light Commercial Vehicles**

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Use of **light commercial vehicles in urban goods transport**

- In France, urban goods transport concerns (non exclusive uses)
  - **more than half** light commercial vehicles between 1,5 à 2,5 t,
  - **three out of four** LCV of more than 2,5 t
- On average, **half deliveries** in cities are realized with **light commercial vehicles**, but nearly :
  - 3/4 deliveries by consignee own account (independant retaillers, ...),
  - 2/3 « » consignor own account,
  - 1/2 « » third part
- **Small LCV** are mainly used for **single trips**
  Vans are mainly used in **tours**

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Which commercial vehicle for urban goods transport ?

- There is **no direct answer** to this question

- Three important points to be stressed :
  - 1. size
  - 2. links between logistics and vehicles
  - 3. consequences of commercial vehicles traffic on environment

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1. There is **no "ideal" vehicle** for urban goods transport

- **Strong heterogeneity** in urban good transport => strong heterogeneity in needs for vehicles

- **Various and not exclusive uses** for light commercial vehicles : good transport, but also services, …

=> Answer to these various needs with a **diversified range of vehicles**

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2. Vehicle issues are a consequence of logistic organisation ; not the reverse

- Goods logistics and transport are **optimised**
  => Use of bigger vehicles instead of LCV cannot be envisaged **without a whole logistic reorganisation**

- Goods deliveries consist more and more in **a service** : need for reactivity, value-added services, collection and taking away, ...
  => Urban goods transport is not just a question of massive flows

- Studies (Laboratoire d'Économie des Transports) show that **delivery needs are strongly related to the nature of each economic activity** (warehouses, large and small retail, pharmacies, ...)
  => not much room for manœuvre : rather on location of activities than on the number of trips ; in particular, location of logistic platforms near cities

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3. **“civic vehicles”** : limit the impacts of commercial vehicles for a better acceptability

- **Pollution** : cleaner vehicles (HDI) and “clean” vehicles (NGV, hybrids, …), possibly in specific logistic organisations : urban distribution centres (cf. Elcidis in la Rochelle (France)), ...
  => How to promote the use of clean vehicles ?

- **Noise** : significicant progress (divided by 2)

- Renewal of vehicle fleet (commercial vehicle much older than passenger cars) in order to benefit from these innovations

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Conclusion

- **Goods transport is crucial to maintain the dynamism of cities**. It is important to reduce its environmental impacts without damaging its value-adding to urban life
- Prior to any concrete policy measures, it is necessary **to get better knowledge** on good transport and the use of commercial vehicle in cities (on other uses than good transport : services, … ?)
- **BESTUFS can help to answer these issues** by :
  - sharing data on goods transport in European cities
  - sharing best practices and results of experiments in Europe