



BEST URBAN FREIGHT SOLUTIONS
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Urban Goods Movement in France

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A favorable national context

- The national research program on urban freight (started in 1993)
 - ◆ The development and application of a common survey methodology
 - ◆ Many partners involved, private and public, national and local
 - ◆ All aspects of urban freight : data collection, policy issues, experiments
 - ◆ A web site : www.transports-marchandises-en-ville.org
- A common transport planning process : the PDUs
 - ◆ The *Plans de déplacements urbains* : urban mobility master plans
 - ◆ Since the 1996 Clean Air Act, compulsory for all large metropolitan areas
 - ◆ Have to give orientations for freight planning
 - ◆ The new Urban Solidarity and Renewal Act (« loi SRU » dated Dec 13, 2000) has recently increased PDUs impact on freight planning



The PDU process

- 60 metropolitan areas > 100 000 inhab. are concerned
- most PDUs were finalised and half of them were adopted as of January 2001
- All deal with urban freight, often in a rather substantial way
- But most of them fail to integrate freight with other urban mobility issues (parking, urban planning, etc.)
- An emphasis on « high tech » measures and experiments



« Traditionnal » measures in PDUs

- Many PDUs focus on traffic and parking local ordinances : simplified, harmonized, adapted to business needs and street sharing
 - ◆ The 1999 Paris delivery regulation : simplification, higher legal limits for truck size, night deliveries favored, on-street loading/unloading zones increased, passenger transport peak hours protected from freight traffic, exemptions for specific categories of goods
- All PDUs identify business partners and promote partnerships
- Some PDUs promote better accomodation of deliveries within commercial and industrial buildings

Innovative experiments in PDUs

- Some PDUs promote sophisticated experiments
 - ◆ La Rochelle is about to open an urban Distribution Center with electric delivery vans
 - ◆ Besançon, Arras, Nancy, Toulouse, Tours have specific projects and some have made feasibility studies for UDCs
 - ◆ Interest for UDCs has been mentioned in other PDUs : Rouen, Nice, Orléans, Marseille, IDF, Grenoble, Nantes ...
- Other types of experiments are mentioned : ITS (Rouen), electric or gas delivery vehicles (Bordeaux, Clermont-Fd, Nice, Grenoble, Marseille), home deliveries (Dijon, Nanterre)
- Water and rail transport are promoted in many PDUs (Rouen, Lille, Paris, Strasbourg, Grenoble, Marseille...)

Increasing needs for new logistic services in cities ?

- Many PDUs expect an increase in the need for new logistic services from city users :
- retailers : mini local storage space, home delivery to their customers
- customers : e.commerce, direct delivery (at home, at work or in specific public depots)
 - ◆ 15% of Paris households have their food products home delivered (1/3 through e.commerce)
- carriers : small local depots in commercial and residential areas to facilitate deliveries, ITS, GPS

What seem to be the best practices ?

- Know the basic statistics and do a survey, using a methodology tested by other cities
- Organize permanent working groups with business representatives (carriers, retailers)
- Design and implement simple measures first
- Put the emphasis on an integrated urban planning policy
- Think ahead and integrate future needs for new logistic services