

***BESTUFS***  
***INTERNATIONAL BEST PRACTICE***

**FREIGHT TRANSPORT IN THE FUTURE**  
**MOBILITY PLAN OF PARIS**

***Friday 28 TH JUNE 2002***

***Denis BAUPIN***





***Vice-Mayor in charge of transport for the city  
of Paris***

# The « Nef » - City of Paris

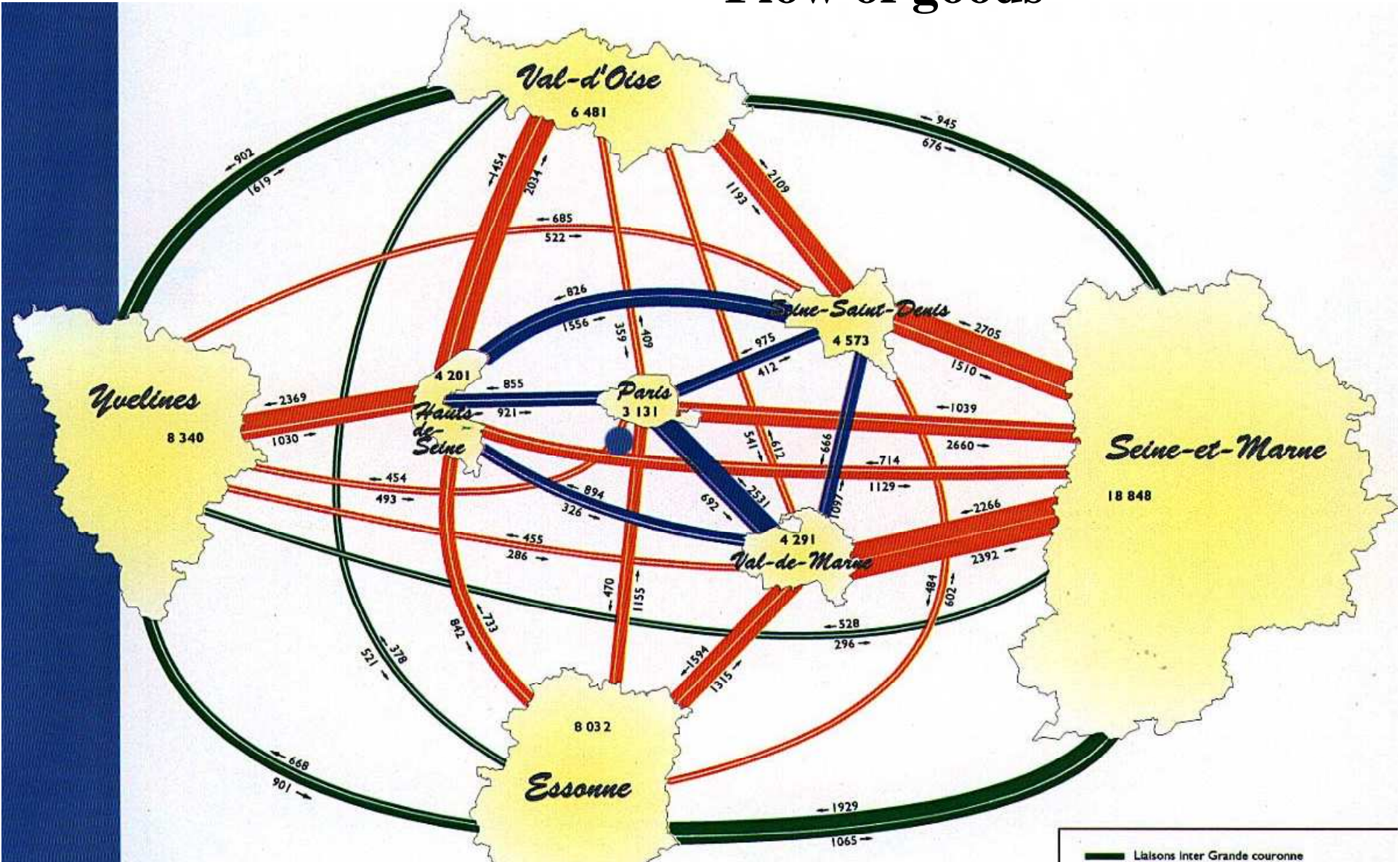




# The City of Paris is getting involved in freight transport as part of city 's overall management

-  Understanging goods transport in Paris
-  Setting up a permanent dialogue between the city and stakeholders
-  Using regulation and city planning instruments
-  Helping with the use of new technologies and setting up innovative forms of organization

# Flow of goods



Source:  
La logistique du fret en Ile de France-LAUREF 1997

— Liaisns Inter Grande couronne  
 — Liaisns Inter Petite couronne  
 — Liaisns Grande Couronne - Petite Couronne

Epaisseur de traits proportionnelle  
 aux tonnages de marchandises transportées




# A Significant share in space use

9,000 delivery areas in Paris





Goods transport accounts for 13 to 20 % of km/vehicles in Paris



# Tackling with environmental impacts

-  **Energy use** : In Ile de France region lorries account for 46 % of gasoil consumption and for 22% of total fuels used by ground transport
  
-  **Emissions** : In Ile de France at certain times of the day goods transport represents
  - **50 % of particle emissions**
  - **30% of NO<sub>x</sub> and SO<sub>2</sub>**
  - **25% of CO<sub>2</sub> (greenhouse effect gas)**
  
-  **Noise** : **1 to 4 decibels (A)** - Noise generators : vehicles, handling warehousing

## The City of Paris involvement in goods transport follows four directions

-  Regulate **public space** used by the activity
-  Reduce **negative impacts** generated by goods movements in Paris
-  Set up a **chart of good practices** between the city of Paris and goods transport professionals
-  Develop **harmonized regulations** offering juridical stability to stakeholders







# Direction n°1

## Regulate public space used by the activity



**Goods delivered from the main traffic lane**

# Regulating goods handling space use

-  A delivery area masterplan covering the whole of Paris
-  Enhancing delivery area operationality
-  Amending the City of Paris local land use plan
-  Innovative experiments

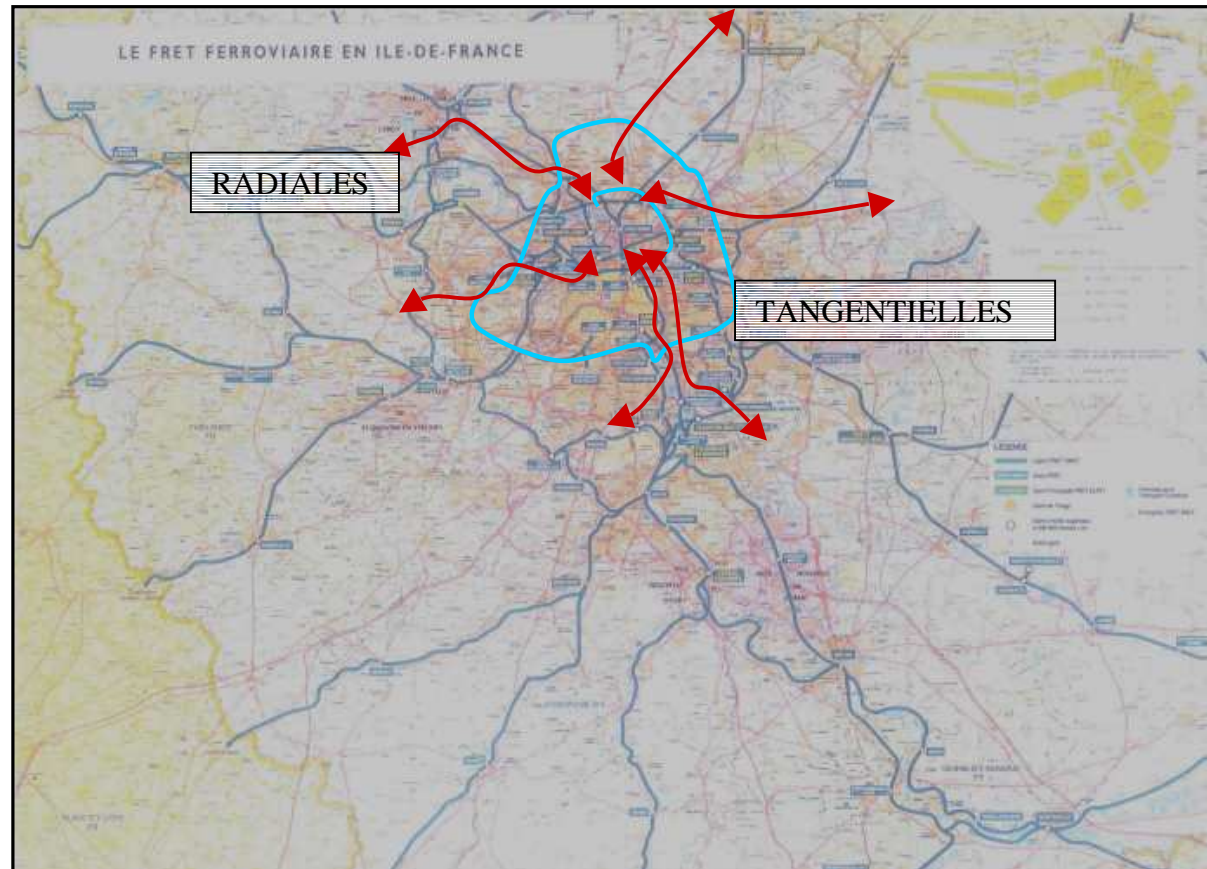
## Direction n°2

Reduce negative impacts generated by goods movements in Paris

Rail traffic (regional/national) to and from Paris in 1995 : 1  
Million (metric) tons of freight

### Trafic « marchandises » des gares parisiennes en 1995 :

- Paris la Chapelle : 52 000 T
- Paris la Villette : 395 000 T
- Paris Bercy : 240 000 T
- Paris Tolbiac : 398 000 T



A large rail network with constraints originating from passengers traffic

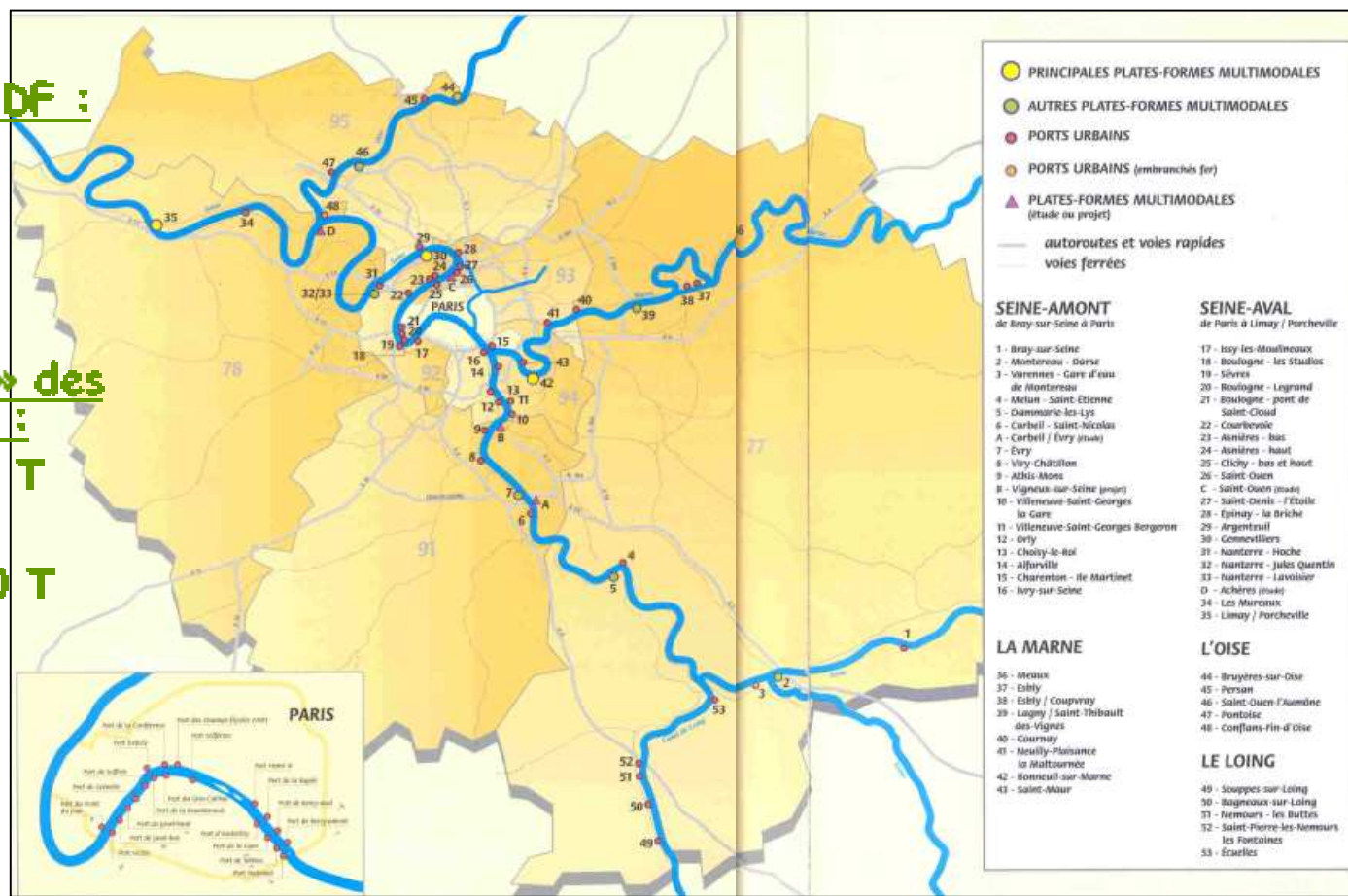
## *Waterway traffic (regional / National) to and from Paris in 1995 : 2,485,000 (metric) tons*

### Principaux ports de l'IDF :

- Limay
- Gennevilliers
- Bonneuil

### Trafic « marchandises » des ports parisiens en 1995 :

- Port Victor : 647 000 T
- Javel : 322 000 T
- Bourdonnais : 214 000 T
- Tolbiac : 632 000 T
- Bercy : 547 000 T
- Issy : 385 000 T
- Ivry : 563 000 T



*Over 20 km of waterways in Paris (Seine river and canals), many ports and city owned facilities*



## **Rail freight for drinks SNCF / TAFANEL**



**Delivering drinks with small lorries**

**TAFANEL**

# **Reduce negative impacts generated by goods movements in Paris**



**Delivery areas and clean vehicles**



**Logistical sites located within city limits**







**Rail logistics**



**Waterways logistics**

# A chart of good practices for goods transport in Paris




Signed by

-  The City of Paris
-  Other public authorities
-  Goods transport generators
-  Professionals (carriers and logistics operators)









# Regulation goods transport in Paris

-  Harmonizing regulations on the regional basic
-  Better enforcement of regulation
-  Develop regulations offering juridical stability to stakeholders

# Goods transport in Paris

-  **A political priority**
-  **The City of Paris must take over the responsibility of its own logistics**
-  **Paris a field of experiments and innovations**
-  **Taking part in national and international research networks**