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Learning from failures in Paris urban logistics policies

Dr. Laetitia Dablanc
IFSTTAR, French Institute for Transport
Research, University of Paris–East

Metrofreight center
www.metrotrans.org/metrofreight

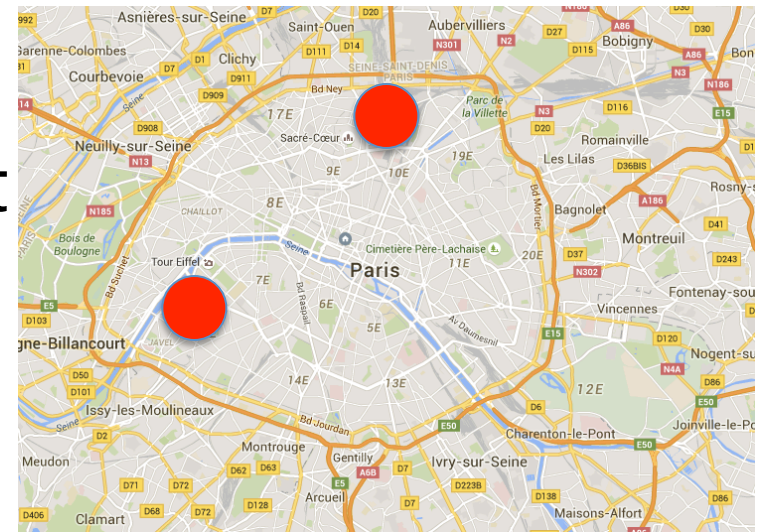




Two logistics hotels in Paris: failures and achievements



- Logistics hotels: urban multi-story logistics terminals, often multi-use facilities
- **Chapelle International**: 45,000 m² in the North of Paris, with rail service: construction just completed
- **Beaugrenelle**: 3000m² in the South West of Paris: in operation, used by Chronopost, an express parcel transport company





Logistics hotels: achievements



- 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



Chapelle International



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



- Total construction costs: 84 M euros, including 30 for rail terminal
- A company chosen to market the rail service, a company chosen to operate the rail service
- Very difficult to commercialie, profitability will come with four trains a day, only one is secure at the moment



Beaugrenelle logistics hotel



- 3000 sq meter logistics facility opened in 2013 out of the conversion of a former parking facility
- Operated by Chronopost express
- 5,000 deliveries a day, increasing
- Deliveries initially made by 10 electric vans and 20 diesel vans, today **only 2 electric vans left**
- Assessment study Jan 2017: positive environmental impact: (CO₂, Nox and PM reduction of about a third)
- Mostly from the consolidation factor

