Learning from failures in Paris urban logistics policies

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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 commercialize, 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