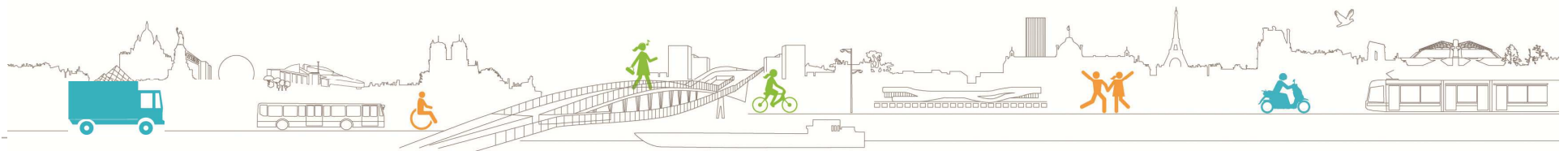
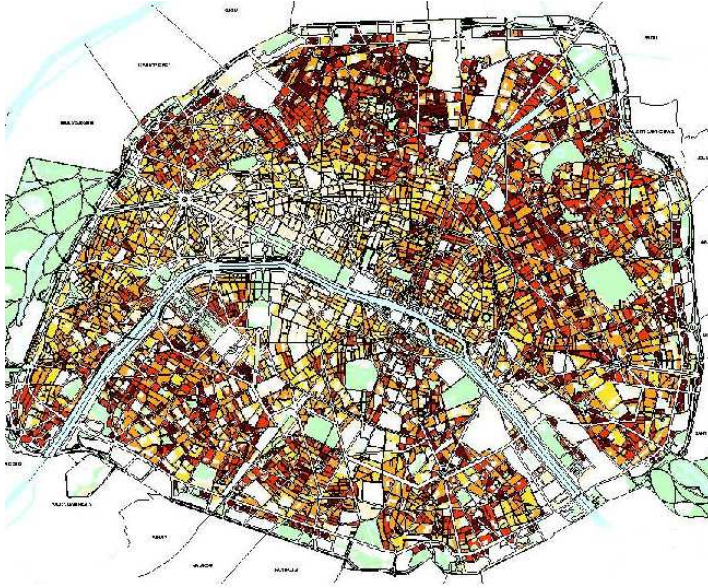




Charter for sustainable urban logistics



The City of Paris



A city of 2.125 million inhabitants

105.4 km²

Small area surrounded by a circular motorway « the Périphérique »

20 arrondissements (boroughs)



A city with high population and business density

More than 20 000 residents per square kilometre

1 800 000 jobs are located in Paris

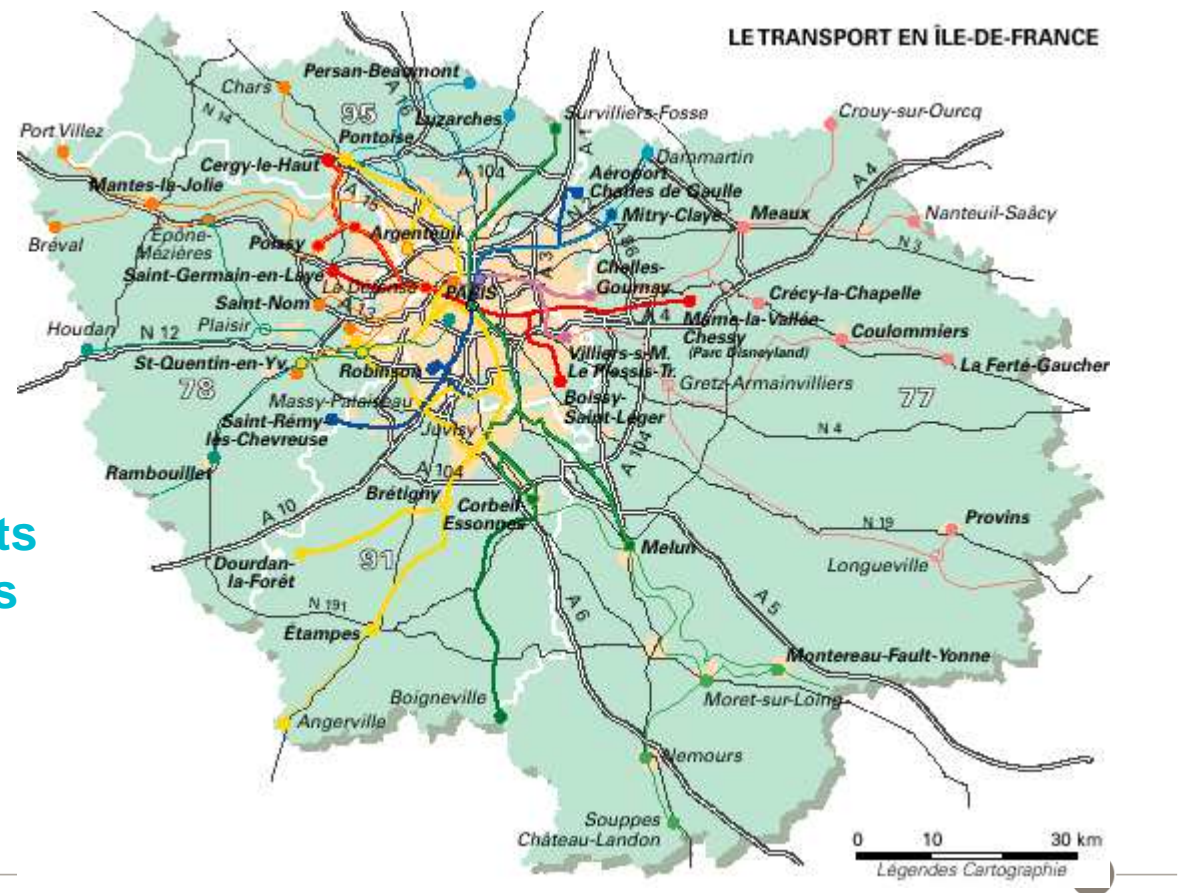


City of Paris / centre of the Paris agglomeration

➡ Hub of the national transport network infrastructure with :

- Motorway network (regional and national)
- Railway network from 6 railway stations
- Waterway network with the Seine river and its tributaries

➡ The city's logistics is based mainly on road transport and concentration points located outside of Paris



guiding principles of the charter

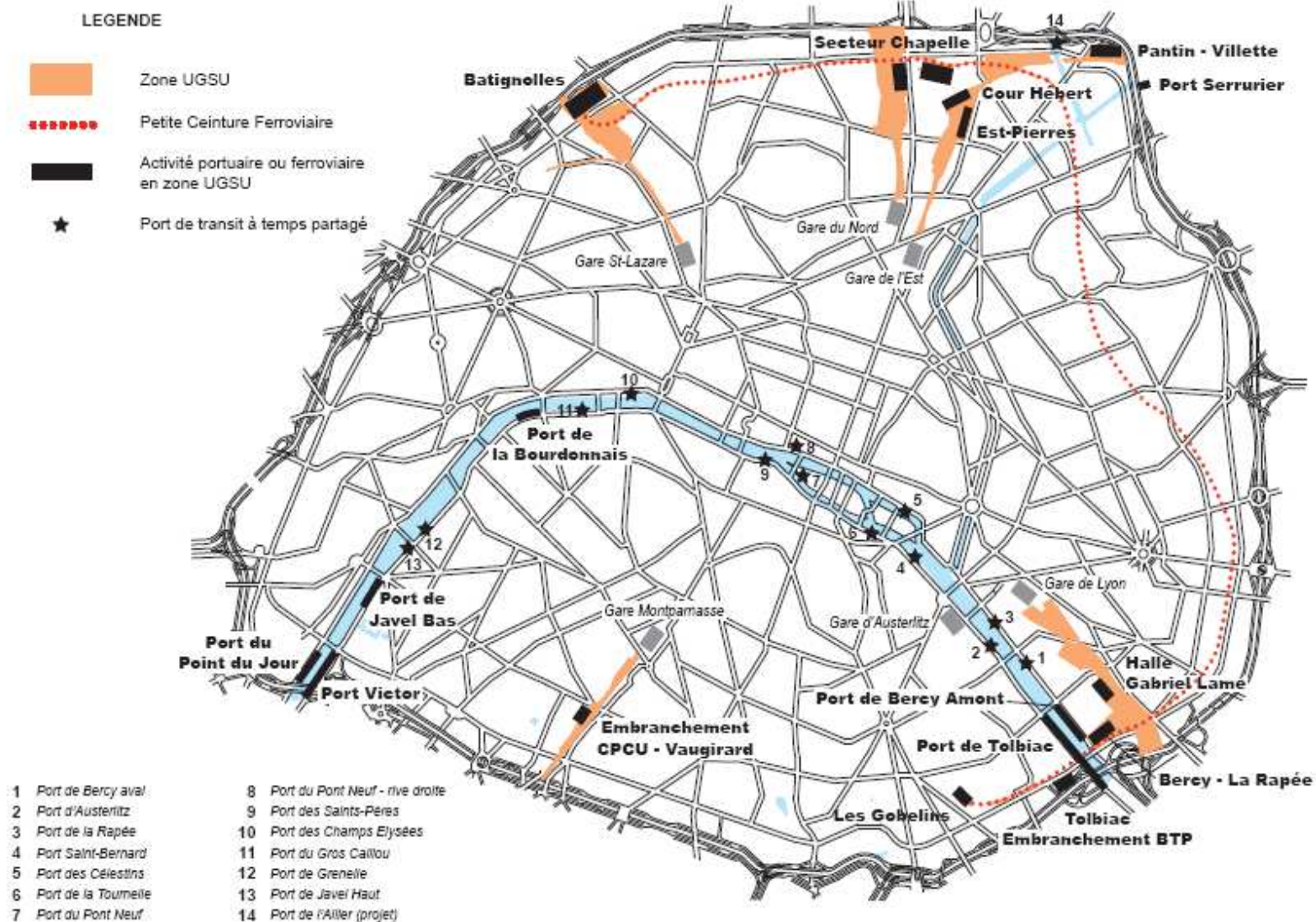
- Developing Urban logistics that encourages economic dynamism
- Developing environmentally friendly urban logistics
- Adopting a regional approach
- Acting within the framework of dynamic collective consultation
- Developing urban logistics which is better integrated within the city

Operational implementation

1. Modifying the structures and facilities of urban logistics
 - 1.1 - Logistics centres that are connected to regional networks
 - 1.2 - Urban logistics facilities for serving districts
2. Developing innovative sustainable Logistics practices
 - 2.1 - The organisation of logistics
 - 2.2 - New services for private individuals and businesses
 - 2.3 - Communication
 - 2.4 - Training

La logistique dans le PLU de Paris

LA LOGISTIQUE DANS LE PLU DE PARIS



Signatories

80 signatures :

4 Institutions

3 chambers of skilled occupations, trade and industry

5 Infrastructures managers and Railway and Waterway managers

7 other stakeholders

9 Associations or Federations of Transport Under-taking

7 Associations or Federations of shippers

38 Firms

7 Partners Associations and Research Organizations





Project sheets

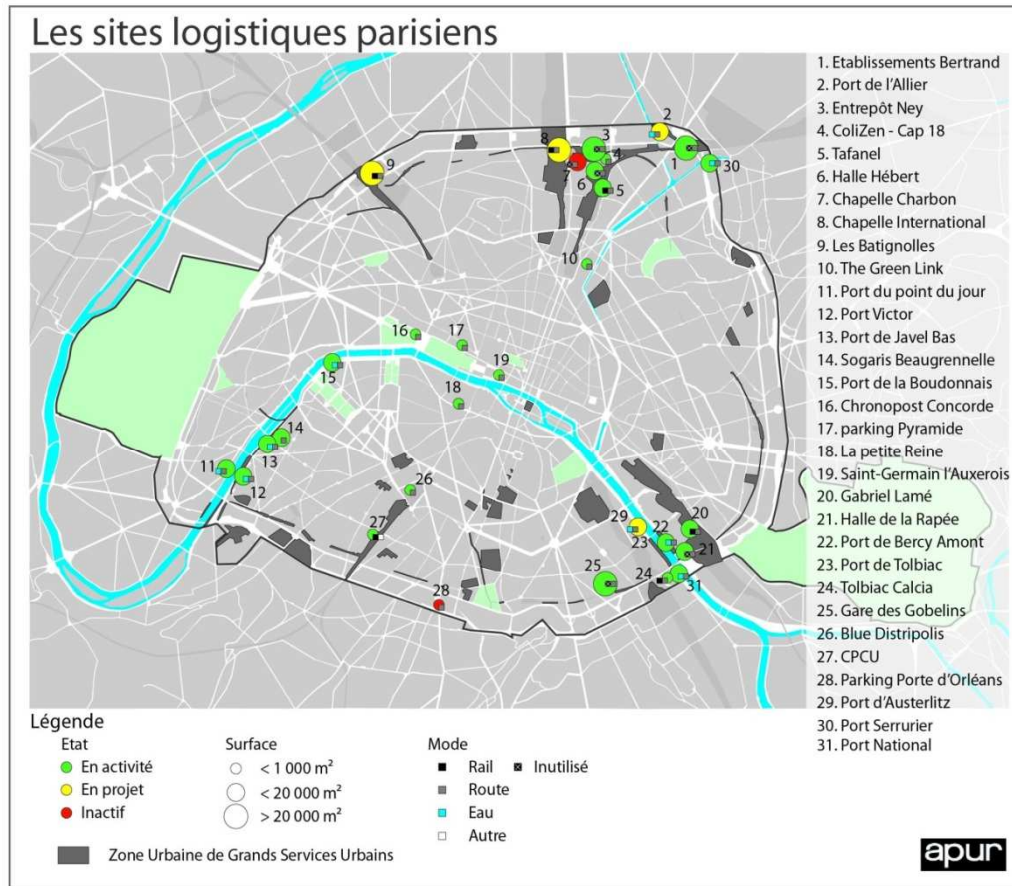
16 project sheets

- The goals of the project and its anticipated impact
- The nature of the project
- The resources allocated and the cost
- Ongoing actions
- The indicators used for project appraisal (economic gains, jobs, carbon balance and local pollution, road safety, reduction of congestion and noise,...)

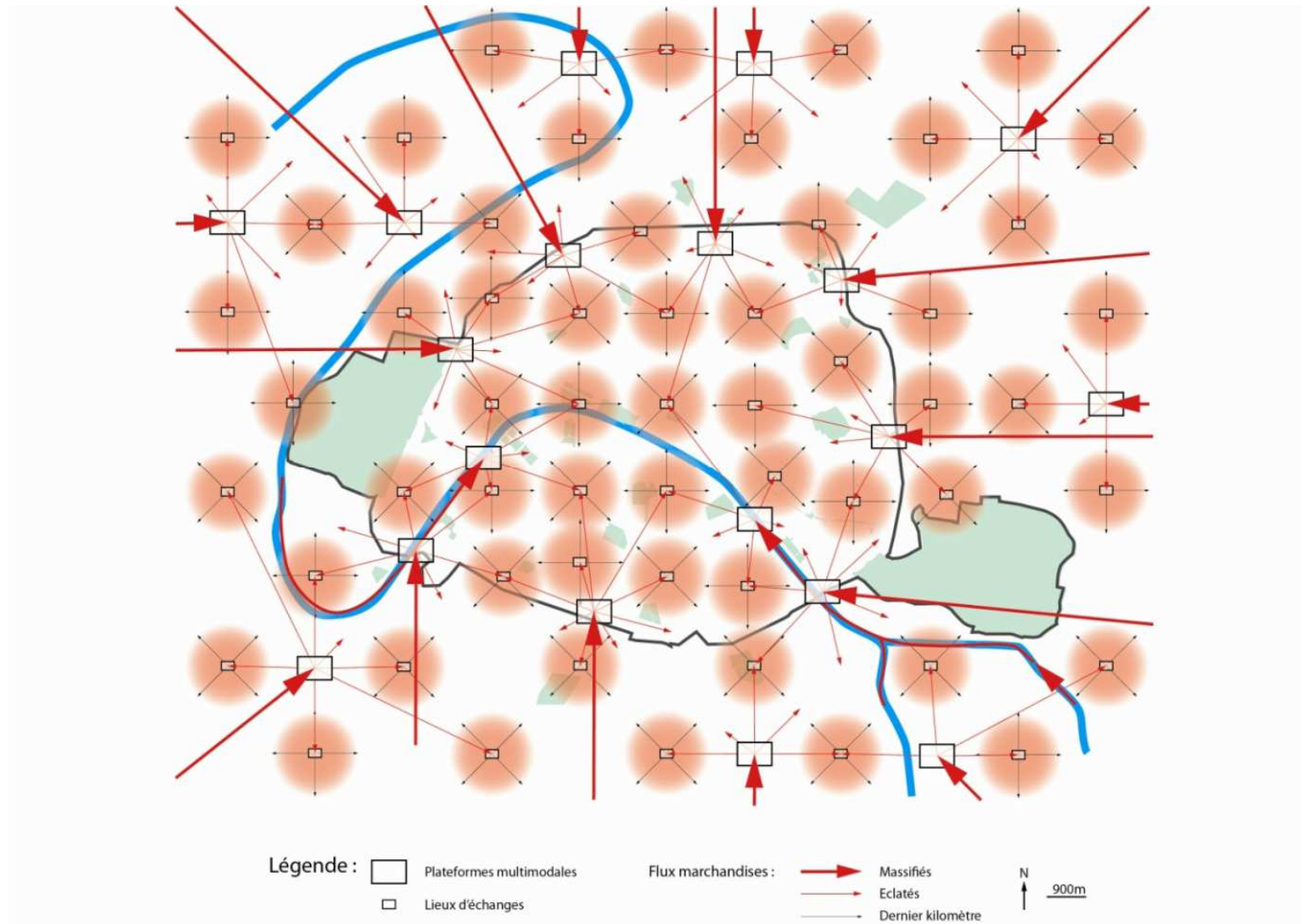


Project 1 :

Outline policy for urban logistics



Project 1 : Developing logistics zones in leased car parks on land owned by social landlords



Project 3 and 14 : Developing Canal transport Port de l'Allier on the St Denis Canals

- project 3 : Port de l'Allier (canal St Denis)
- project 14 : Port du Gros Caillou (Seine)



Project 5 : Developing logistics zones in leased car parks on land owned by social landlords



Project 7, 8 and 16 : 50 % of last-mile deliveries performed by non-diesel vehicles by 2017

Project 7 : Deploying a network of recharging terminals for electric vehicles in Paris

Project 8 : Developing fleets of electric vehicles (own account or subcontracted)



Project 11 : Modernisation of delivery zones inventing and trialling an information service dealing with the availability and reservation of delivery zones



Project 15 : E-commerce and home deliveries



Project 9 : Agreement between the City of Paris and car transport firms about car carrier trailer traffic



Project 10 : Certification for low-noise night deliveries with Certibruit



Project 12 : ALUD : Trialling of a local pedestrian delivery service



Merci de votre attention



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