

SUSMILE translation note

Capsule 3.4.8 Source 5

Urban logistics concerns all the players in the city, even those operating on a wider perimeter, including transporters. Unlike public transport, for which consultation bodies exist and are recognised, management of goods in the city is not yet the subject of systematic exchanges between stakeholders. To quote France Nature Environment and ADEME in their guide to help elected officials, associations and professionals organise the transport of goods in cities, to help elected officials, associations and professionals organise urban goods transport: “faced with the diversity of actors with different interests, consultation is essential”.

The logistics of the last kilometre remain the most complex in the organisation of any supply chain. All logistics specialists and supply chain players agree on this. This is one of the reasons why Gatmarif wanted to study and highlight the challenges of urban logistics, for which the coordination and mobilisation of all is necessary in the implementation of an efficient urban logistics system. The improvement of both the quality of life in urban areas and the conditions of exercise of the whole ecosystem requires the joint investment of all the actors.

The members of Gatmarif therefore wanted to develop this White Paper to initiate, together with the local authorities of Ile-de-France, a work of co-construction of the urban logistics of the future and to be a force for concrete proposals.

Among the major trends in our society and the major factors of change identified in the identified in the Ile-de-France region by 2030 include

ENVIRONMENTAL ISSUES

This includes the global and collective awareness of our society to use resources more rationally and control our global ecological impact, particularly on climate change.

METROPOLISATION

Demographic growth has been exponential for several decades and meeting the essential needs of populations is becoming increasingly complex. This phenomenon is accompanied by increasing urbanisation to gain access to opportunities in terms of employment, services and standard of living.

CHANGING CONSUMER BEHAVIOUR

With the rise of new technologies and the digitalisation of society through connected objects, social networks and increasingly transparent and exhaustive access to product information, consumers have changed their habits. They are more demanding, asking for increasingly personalised and faster services. faster.

REPEATED PERIODS OF DISRUPTION

Between climatic and health crises, the periods during which the environment the operations of supply chain actors are becoming increasingly frequent. In addition to these, there are human actions such as sporting events or demonstrations (strikes, yellow jackets, etc.). This means that supply chains for all



products must remain operational and resilient, and as far as possible do not affect the selling price or the quality of service.

We are now all aware of the necessary and urgent changes to our current models. All transport and logistics actors are aware of this and are willing to contribute to the global effort. This can be seen in many initiatives in the sector. We must also consider the fact that the transport sector is the one that generates the least margins on its activity, while representing an essential link in the functioning of supply chains and thus of the global economy.

This criterion alone demonstrates the willingness of the sector's players to engage in dialogue to build tomorrow's solutions together. The aim is to identify, from among all the existing initiatives, those that will be adapted to all the players or, on the contrary, those that will specific delivery activities, in line with the nature of the products transported. We need to work together to find the best possible actions that will benefit our society and all those who make it up.



Synthesis of all propositions:

1/ Coordination, harmonisation, and regulation of the urban environment

- Strengthen the role of local and regional mobility organising authorities and regional mobility authorities (AOM)
- Harmonise existing regulations
- Involve and listen to transport and logistics professionals
- Better inform professionals in advance of events impacting on traffic
- Ensure realistic timetables for the application of regulations
- Regulate competition in urban transport and delivery
- Strengthen controls and sanctions against irregularities and unfair competition and unfair competition
- Ban decisions that lead to distortions of competition
- Consider the flow of goods in cities in urban projects
- Consider intelligent data sharing
- Support the digital transition of the sector
- Empowering the end consumers of the supply chain

2/ A rethought mobility, in better conditions for all

- Promote the social utility of transport
- Give priority to efficiency in the choice of transport modes
- Consider the possibility of mixing passenger and freight transport
- Solve the parking problem of delivery professionals
- Introduce an efficient system for reserving parking spaces for removal firms in the Paris area
- Consider the diversity of urban logistics, linked to the product specificities
- Reserve urban logistics spaces adapted to professional use professional use
- Secure the transport activities of urban construction sites
- Encourage night-time deliveries whenever possible
- Reduce work-related suffering in urban delivery
- Strengthen the training systems for transport and delivery and delivery

3/ Support the energy transition

- Have a long-term vision for sustainable development in urban areas
- Make political decisions compatible with the maturity of technologies
- Coordinate the implementation and criteria of Low Emission Zones (LEZ)
- Consider authorising traffic in LEZs for a labelled fleet
- Reward virtuous behaviour with a bonus
- Develop knowledge of alternative energies
- Position new fuels more quickly to meet Crit'Air standards
- Strengthen measures to convert the fleet to environmental standards
- Extend aid to all players, whatever their size
- Launch a study on the creation of mixed refuelling stations
- Invest rapidly in energy refuelling infrastructures
- Promote and invest in Research and Development

NB: if motivated, students are invited to use online translation platform to read the document in full for better understanding of all propositions.

