

## **New regime for the City of Paris goods delivery regulations (Paris, France)**

### **Topic**

Freight and city logistics

### **Summary**

Paris is the only city in France where parking and traffic issues are regulated at the national level. Consequently, a new delivery regime was developed including 6 strategies.

This case study was collected in the framework of the Bestufs project.

### **Case Study**

#### **Introduction**

Paris is the only city in France where traffic and parking matters are not regulated by the local government, but by a representative of the national State ("prefet de police"). A review of the previous regulation was necessary as a reaction on the large amount of expressed discontents of e.g. residents, truck drivers, truck companies, police forces, bus companies.

#### **Basic facts**

The new delivery regime in Paris includes 6 strategies:

- To simplify past regulations and to make them more understandable by truck drivers: Instead of 4 categories of vehicles only three are defined now. The same principle as before applies (the bigger the truck the larger the time regulations, with trucks defined by the floor surface they occupy):
  - Vehicles which occupy less than 16 m<sup>2</sup> are authorised to deliver goods at all time in the city (forbidden in bus driveways between 7:30 - 9:30h and 16:30 – 19:30h).
  - Vehicles which occupy between 16 m<sup>2</sup> and 24 m<sup>2</sup> are authorised to deliver goods from 0:00 to 16:30h and from 19:30 to 24:00h (forbidden in bus driveways between 7:30 - 9:30).
  - Vehicles which occupy more than 24 m<sup>2</sup> are authorised from 0:00 to 7:30h and from 19:30 to 24:00h.
- To increase maximum size of authorised trucks (16 m<sup>2</sup> instead of 12 m<sup>2</sup>, and 24 m<sup>2</sup> instead of 20 m<sup>2</sup>) so that professional carriers can make a better job at consolidating their load and increase the length of their delivery rounds.
- To increase the number of on-street loading/unloading zones and better protect them by enforcement.

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- To give permanent and temporary derogatory permits to specific deliveries (flour, oil, cold, construction material, outdoor markets, post office, etc.).
  - To favour night deliveries.
  - To protect passenger peak hours from freight traffic.
- Exceptions exist for specific categories of goods.

### Users and stakeholders

The "prefect de police" and all stakeholders involved in good deliveries.

### Implementation set-up

In order to enforce the regulations traditional police forces are intended to be used. But so far (despite promises of the "prefet de police" to approve enforcement), enforcement remains the weak point of delivery regulations in Paris (as in many other French cities). The harmonization with the neighbouring cities is still missing and causes problems.

### **Web links**

<http://www.bestufs.net/>

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### **City or region**

Paris

### **Country**

France

### **Submission date**

2000