Urban Delivery Centre (UDC) in Beaugrenelle, central Paris, France

Keywords:

Description:
Beaugrenelle UDC is located in central Paris, and dedicated to the operations of the French parcels delivery service provider Chronopost. The UDC is located close to final customers, and is supplied from a major hub located south of Paris. The UDC operation is intended to reduce delivery distances (as longer stem distances are removed from delivery operations), air pollution and CO₂ (the expected reduction in CO₂ is approximately 80%), while at the same time improving the express parcels service offered. The automation of the operations implemented at the UDC reduces the manual handling requirements and improves safety.

Benefits:
- Less km travelled in the city: The UDC is close to delivery addresses and reduces unproductive stem distances.
- Environmental benefits: Chronopost hopes that this UDC will allow an 80% reduction in CO₂ emissions with full-electric vans used for last-mile delivery.
- The automation of the UDC operation allows a reduction in manual handling and improves safety.
- Customers benefit from improved quality of service, reduced congestion and emissions.

Success Factors:
- The UDC in Beaugrenelle (central Paris) has been designed to fit into the surrounding area, to achieve high standards of safety and environmental performance and to create a new employment activity at the heart of Paris.

Starting Point/Objectives/Motivation:
In the UDC, which started operation in 2013, parcels are received from the Chronopost hub located 20 km south of Paris. These parcels are unloaded by means of a conveyor belt, sorted and then loaded onto electric vans for final delivery to customers.

Paris is a congested city and the main objective that led to the introduction of this UDC was the reduction of vehicle kilometres in the city. Prior to the introduction of the UDC, the parcels were delivered directly to customers using diesel vans and trucks from the major hub to the south of Paris, resulting in many long, unproductive journeys to and from central Paris.

The UDC has two floors, and parcels are unloaded on both levels by means of a conveyor belt. Parcels are sorted and then loaded onto electric vans for 30 delivery rounds, which operate each weekday.

The vehicles used for deliveries are full electric vans below 3.5t Gross Vehicle Weight:
- Goupil electric van (Volume capacity 5 m³)
- MUSES ‘Mooville’ electric van
- Renault Kangoo electric
- Chronocity, a mini container moved on an electric transpalet.
Technical details of the UDC:
The UDC building has a surface area of 3,027 m² distributed over 2 levels, and has a private access road. It is completely enclosed with a glass facade which provides it with internal natural light while providing total sound insulation. The building contains specific safety equipment in the form of working areas separated with isolated fire breaks.

Contact details:
available contacts of the implementing actor:
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Person responsible for filling the inventory format and the quick info:
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Press information material:

The case is potentially transferable with adaptations to the available land use. The main limitation for this type of project is the availability and cost of land, because of the high real estate prices in the center of a large city. A discussion with the city authorities is a good starting point to identify suitable locations for urban logistics activities at affordable costs.

Main actors involved in the design and implementation:
• Sogaris, a semi-public company specialized in the design and the management of urban multimodal logistic platforms and urban logistic real estate;
• Chronopost, a specialist operator of mail and parcel express delivery services;
• SemParSeine a semi-public company of the City of Paris, planner, builder and administrator of works for local authorities
• Enercop, provider of 100% renewable energy

Pictures: UDC Beaugrenelles plan cut of the building and facilities (left) and conveyor belt between loading bay & stairs (right)

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