



Strengthening Space for Freight: How cities and businesses can protect, preserve, and integrate land for urban logistics

The example of Paris

C40, 2 september 2026

01 Urban logistics in
Paris today

02 Focus on urban logistics
facilities in Paris

01

Urban logistics in Paris today

Exceptional concentration of goods flows in Paris

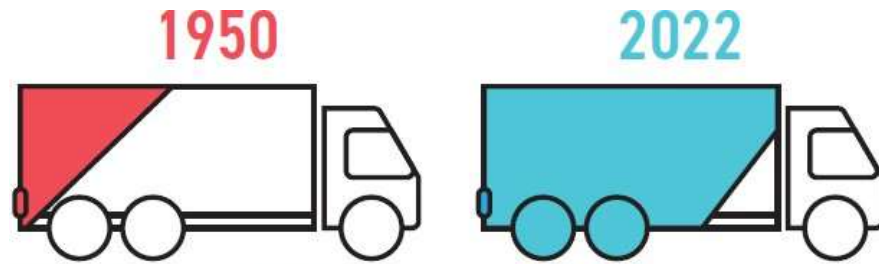
- ✓ **1.1 million movements (collection, delivery, joint movement) of goods each week in Paris**
- ✓ ... 55% of which are linked to shops and offices
- ✓ Over 90% of goods transport by road in Paris is carried out by road, and **60% by LCV** (50% at regional level).



The average Parisian consumes the equivalent of one semi-trailer of goods every year

Paris has just 5 or 7 days' food autonomy

Logistics is a major strategic activity



In **1950**, almost **30%** of French freight was carried by road, whereas today it accounts for **90%**

Changes in consumer habits influence the mobility of goods

Over the last 10 years, we have seen a **profound change in consumption patterns** (e-commerce, home deliveries, etc.)

➔ deliveries are therefore increasingly frequent and fragmented with significant environmental consequences: **25% of CO2 emissions in Paris come from goods transport**

The **COVID crisis** has **accelerated these trends** (dark stores, dark kitchens) and has made the aspirations of Parisians even more pressing, who are asking for **traffic calming and the greening of the city**

The prospect of the 2024 Olympic Games requires the implementation of short-term actions

=> **the City of Paris has decided to adopt a new urban logistics strategy, voted in 2022**

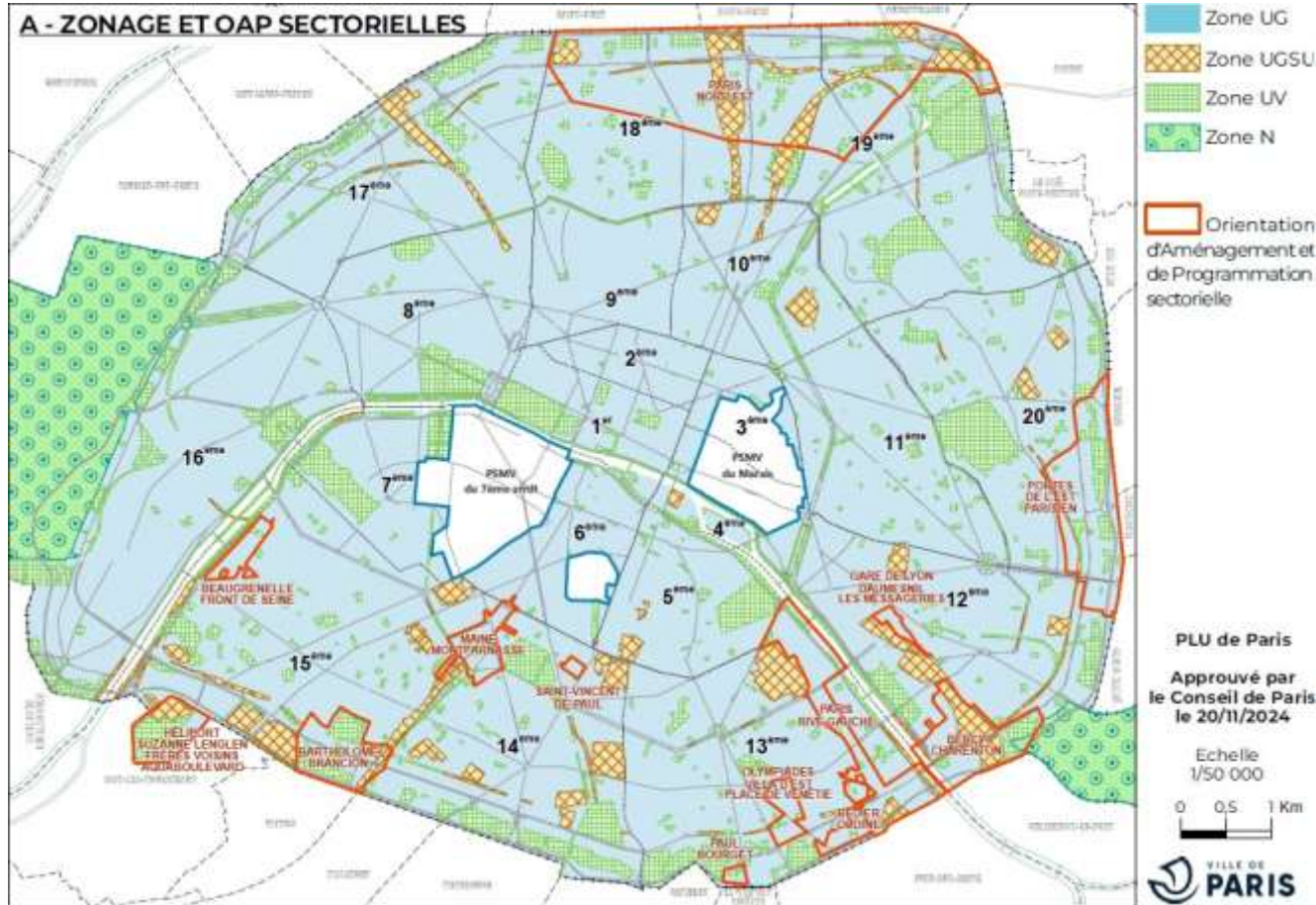


02

**Focus on urban logistics facilities
in Paris**

Examples of actions /

Encourage the creation of urban logistics hubs in the local urban development plan



Logistics facilities come under the "warehouse" sub-destination

► In zone UG (general zoning) **warehouses are permitted if they are located on land that does not contain a dwelling and the premises do not open onto the street on the ground floor.**

► These conditions do not apply in the UGSU zone (major urban services zoning)

Installation facilities for urban logistics

Urban logistics facilities are an activity defined in the local urban development plan :

- ✓ **Activities related to the final delivery** or re-dispatch of goods;
 - ✓ **Short-term storage** possible, as well as repackaging if marginal;
 - ✓ May include collection by the recipient, but excludes services including the preparation of orders for a final customer (dark stores).
- > **Urban logistics facilities**  **warehouses**

Installation facilities for urban logistics

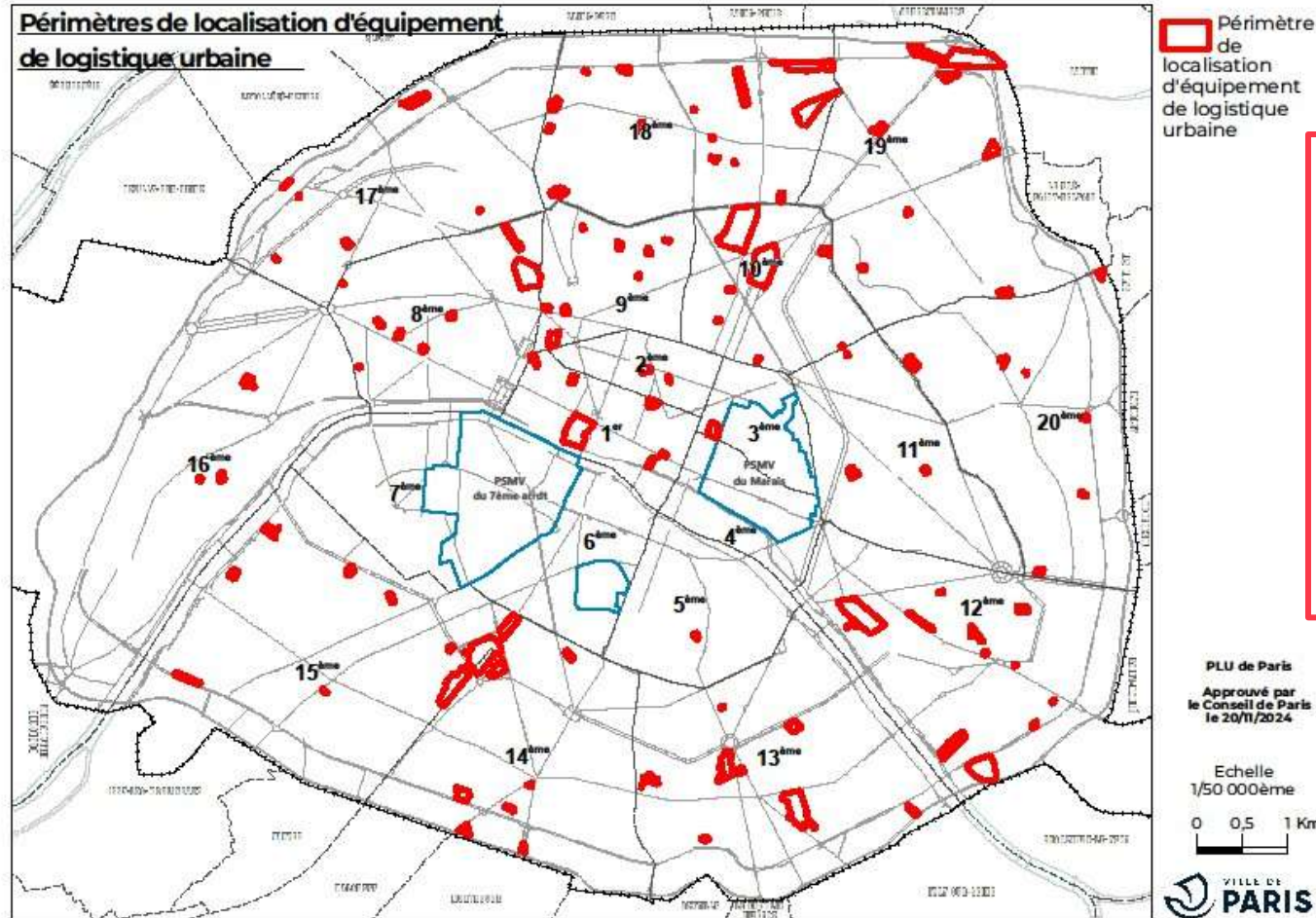
In a UG zone, an urban logistics facility:

- **may be established on land containing residential properties, provided it meets one of the following conditions:**
 - **it covers less than 800 m² and includes a delivery area** (a provision incorporated following the public inquiry);
 - **it is linked to the implementation of a Logistics Location Perimeters;**
 - **it is mentioned in a sectoral planning and development guideline;**
- **may be established in ground-floor premises facing the street**, except along commercial protection zones

Harmonious integration into the urban and landscape context is always required.

Examples of actions /

Encourage the creation of urban logistics hubs in the local urban development plan



Logistics Location Perimeters

(PLOc logistiques) identify, in the context of Paris' local urbanism plan, **116 plots** on which eventual project promoters applying for a building permit have to prove that their project ensures maintenance or creation of an urban logistics space, or does not prevent its future creation

Facilities requested in the local urbanism plan

Examples of actions /

Creation of a logistics programming tool (O+)

Creation of a logistics programming tool (O+) to help developers to anticipate the logistics flows generated by their projects and define the needs for logistics premises to organize them



This tool enables developers to **simulate**, at various stages of the project, **the logistics flows generated** by the creation of square metres of housing, retail premises, offices, facilities, etc.

This helps to **make developers aware** that an urban development project generates various types of goods flows and that it is **necessary to plan for their management** in advance.



Thank you for your attention

contact: michele-angelique.nicol@paris.fr