LOCALISING THE EUROPEAN GREEN DEAL
Tools and strategies for sustainable mobility planning applied to last mile logistics

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Global stakes on LML in France

• **GEG emissions**
  - Transport emissions have increased by 10% since 1990, mostly from light commercial vehicles and heavy vehicles
  - Transport sector accounts for 31% of GHG emissions in France, far beyond other sectors

• **Air quality**
  - High impact on pollutant emissions
  - In city centers, delivery vehicles represent 30% of air pollution

• **Traffic congestion**
  - Delivery in city centers accounts for 20% of the traffic and 30% of the parking
  - Outbreak of e-commerce (+20% in 2020) and fast delivery offers (<15 minutes), generating more traffic for delivery, both in rural and urban areas

Source: CITEPA, Secten 2018 – SDES 2019
Low Emission Zones will progressively introduce restrictions on the access of polluting vehicles to city centers > mainly concern light commercial vehicles and heavy trucks

- Decree of September 2020 > LEZ are compulsory where air quality standards are not reached
- Law December 2019 > study of LEZ is compulsory for municipalities exceeding 100,000 inhabitants

**Low Emission Zones in AURA region**

5 municipalities which are studying a LEZ project
2 municipalities with an operational LEZ

Strong impact on LML flows
## Main obstacles to e-mobility in LML (from e-SMART RLL outputs)

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td><strong>Investment costs</strong></td>
<td>Expensive vehicles, especially for trucks (1/3 of delivery in city-centers)</td>
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<td><strong>Autonomy</strong></td>
<td>Daily round schedules do not allow much time for charging during the day, and fast charging points are missing</td>
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<td><strong>Vehicle technology</strong></td>
<td>Some deliveries need a large shipping volume, not always available in e-vehicles</td>
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<td><strong>Regulation</strong></td>
<td>Low Emission Zones prevent heavy trucks from entering city centers whereas they sometimes provide the best optimized solution for delivery</td>
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<td><strong>Concertation</strong></td>
<td>More dialogue is needed between LML companies and public bodies, especially for the planning of charging points</td>
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<tr>
<td><strong>Environmental concern</strong></td>
<td>More information is expected on the environmental impact of batteries and the use of renewable energies for electricity</td>
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Solutions to be pushed

More concertation public / private actors

Adapt delivery schemes

Improve charging
More concertation

- LML companies claim for more dialogue with public bodies
  - Obtain methodological support to transform their fleet towards low emission vehicles (find the right technology, get some information on the costs, etc.)
  - Give their mind on charging stations planning
  - Help public bodies set up a relevant local regulation

BEST PRACTICES

**Grenoble**
- Concertation committee on LML since 2016
- Elaboration of a Low Emission Zone adapted to light commercial and heavy vehicles
- Financial support to companies which change their fleet

**INTERLUD scheme**
- Support program to set up local charters on sustainable logistics, thanks to concertation between public and private actors. Objective 50 charters by 2022
- Financed by energy efficiency certificates
- Actions of sensitization, training, experience sharing, mobilization
- Digital tools for companies
Adapt delivery schemes

- Push different actions depending on the flows and accept to keep having heavy trucks in city centers when it optimizes the transport of a big volume (example: supermarket)
- For light merchandises, optimize the flows, consider cycle logistics

BEST PRACTICES

URBY

- LML service optimizing LML ongoing and outgoing flows at a territory scale
- Being developed in 22 cities in France
- Using low emission vehicles (objective 45% by 2025)
- Involving municipalities, transporters, shop keepers, individuals, etc.
**Improve charging**

- Try to develop more private charging during night time
- Avoid big batteries which have a shorter lifetime
- Develop more charging points dedicated to LML

**Standard charging stations** (<22kW) about 90% of the facilities

**Fast charging stations**: developed along main traffic axes (Rhône valley, motorways towards Marseille and Paris)
Thank you for your attention

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