Le Parisien – press clipping

La Samaritaine: 850 fewer lorries on the roads, thanks to this barge
*Over 4,000 tons of waste from this gigantic renovation project
will be removed by river*

By Gregory Plesse

As La Samaritaine's General Manager Marie-Line Antonios likes to remind us, the renovation of the department store is "the biggest reconstruction project of a historical monument in the heart of Paris in the last 20 years." Closed since 2005, the store is in the midst of a vast renovation, opening in late 2018 with a new layout including shops, a hotel, offices, approximately a hundred social housing units and a creche.

Remarkable by its sheer size, the construction site is also noteworthy for its limited effect on traffic, as the waste from the site is mainly transported by river. This is the case for the rubble, which constitutes the bulk of the 110 000 m³ of waste to be evacuated. It was just revealed yesterday that 4,000 tons of normal, or "light", industrial waste (known in French as DIB – *déchets industriels banals),* will also be transported by barge to the Paprec treatment centre, on the banks of the Seine at Gennevilliers (Hauts-de-Seine) – the equivalent of 850 less lorries on the road.

Reducing traffic on the Péripherique ring road

Due to technical issues and "administrative delays in receiving the necessary authorisations", it was not possible to ship the waste directly from the site, explained Alain Renard, general manager of Raboni. However before being loaded on a barge, it has to be driven six kilometres by lorry from the Pont Neuf to Ivry - a solution which might perhaps reduce the traffic on the Péripherique, but will not reduce the number of lorries in central Paris. The transport of rubble by river is growing strongly (Ports de Paris note an increase of 15% last year), even if road transport remains king for the time being – currentlyless than 14% of the 25 megatonnes of construction site waste produced in Île-de-France is removed by river.