

Sustainable last-mile city distribution by cargo bike

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In the Brussels region, freight transport accounts for 14% of traffic but contributes to 30% of air pollution

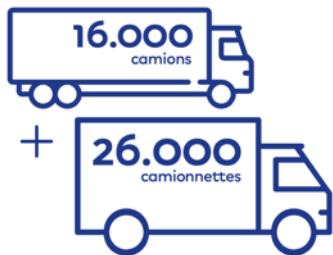


90%

du transport de marchandises
passe par la route



Cela représente **chaque jour**



Cela représente

30%

de la pollution
atmosphérique
due au trafic



Les camions
représentent **10%**
du trafic sur le Ring



6% du trafic aux entrées
de ville



3% du trafic sur le réseau
intra-bruxellois



1% dans les quartiers
résidentiels



Les camionnettes
représentent **8%**
du trafic sur le réseau
intra-bruxellois



The European regulatory framework is gradually evolving in favour of integrated sustainable mobility and logistics plans

Sustainable Urban Mobility Plan (SUMP)

Strategic plan to meet the mobility needs of people and businesses in and around cities for a better quality of life

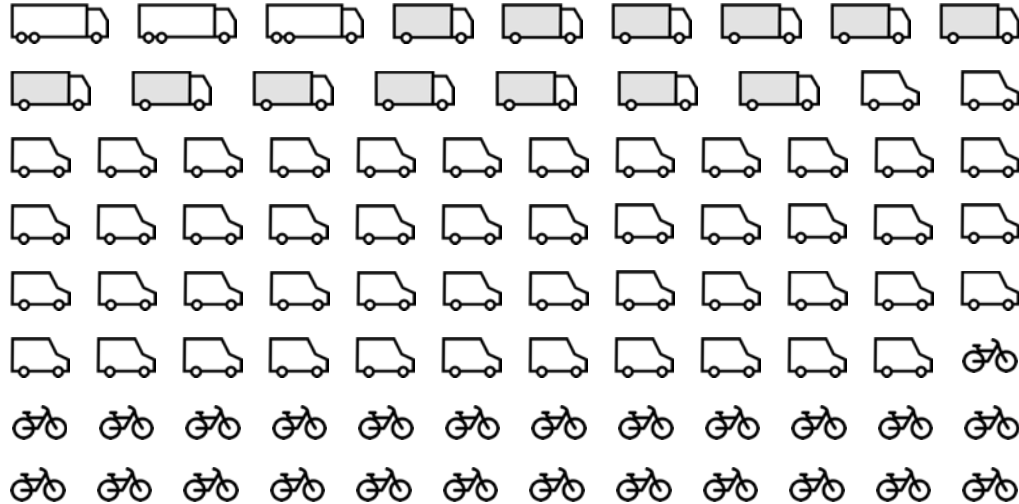
400+ european cities

Ghent
Brussels



New traffic scheme for the City of Brussels implemented in August 2022 as part of the regional Good Move plan

The potential of cycle logistics is substantial
In most European cities, 1 in 4 deliveries could be made by bike

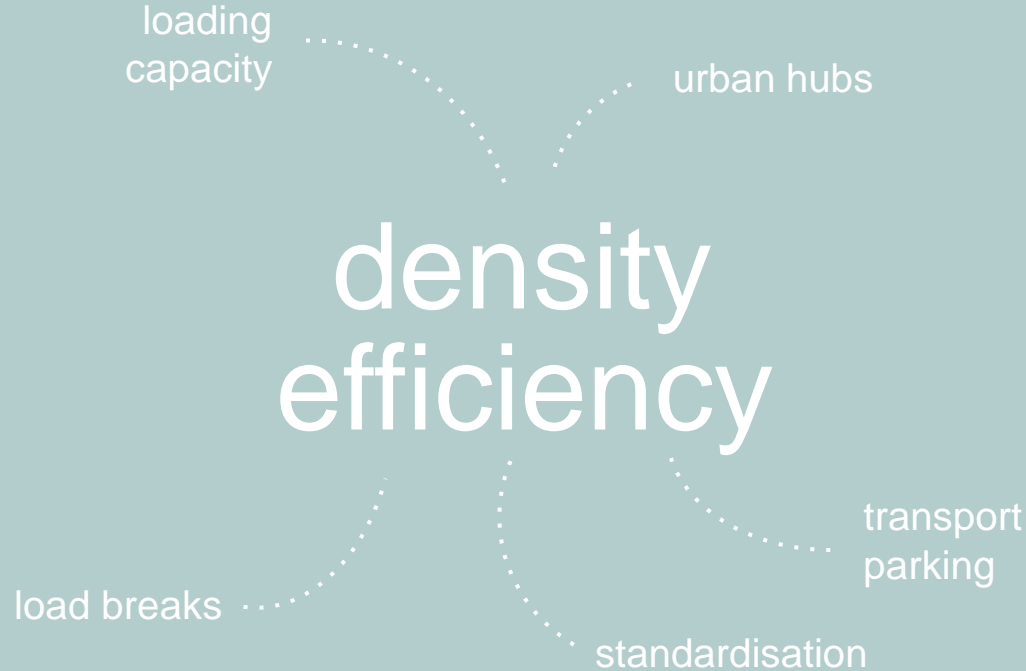


25%

Source: Cyclelogistics study (2017)

Can cycle logistics be competitive?

Two key factors determine the performance of last-mile logistics models



We are a **cycle logistics cooperative** company
We are **accelerating change** in last-mile urban logistics



Pillar 1 - Boosting cycle logistics with innovative solutions and integrating with conventional logistics standards



BicyLift (FlexiModal): an innovative bike trailer designed for cycle logistics and compatible with the EUR-pallet standard
Watch the full video on <https://youtu.be/F9dw9gQJuxU>





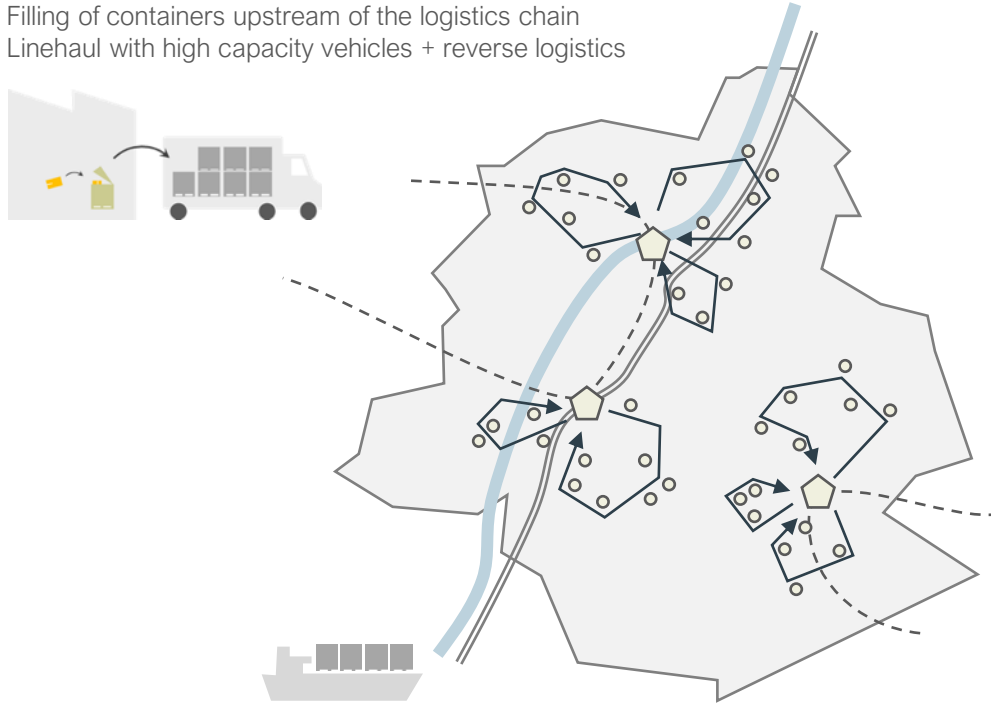


Rethinking distribution models and functional use of space

Containerisation of goods on a city scale

Regional hubs

Filling of containers upstream of the logistics chain
Linehaul with high capacity vehicles + reverse logistics



Urban hubs (physical or mobile)

The containers are placed in urban micro-hubs in the heart of the delivery areas

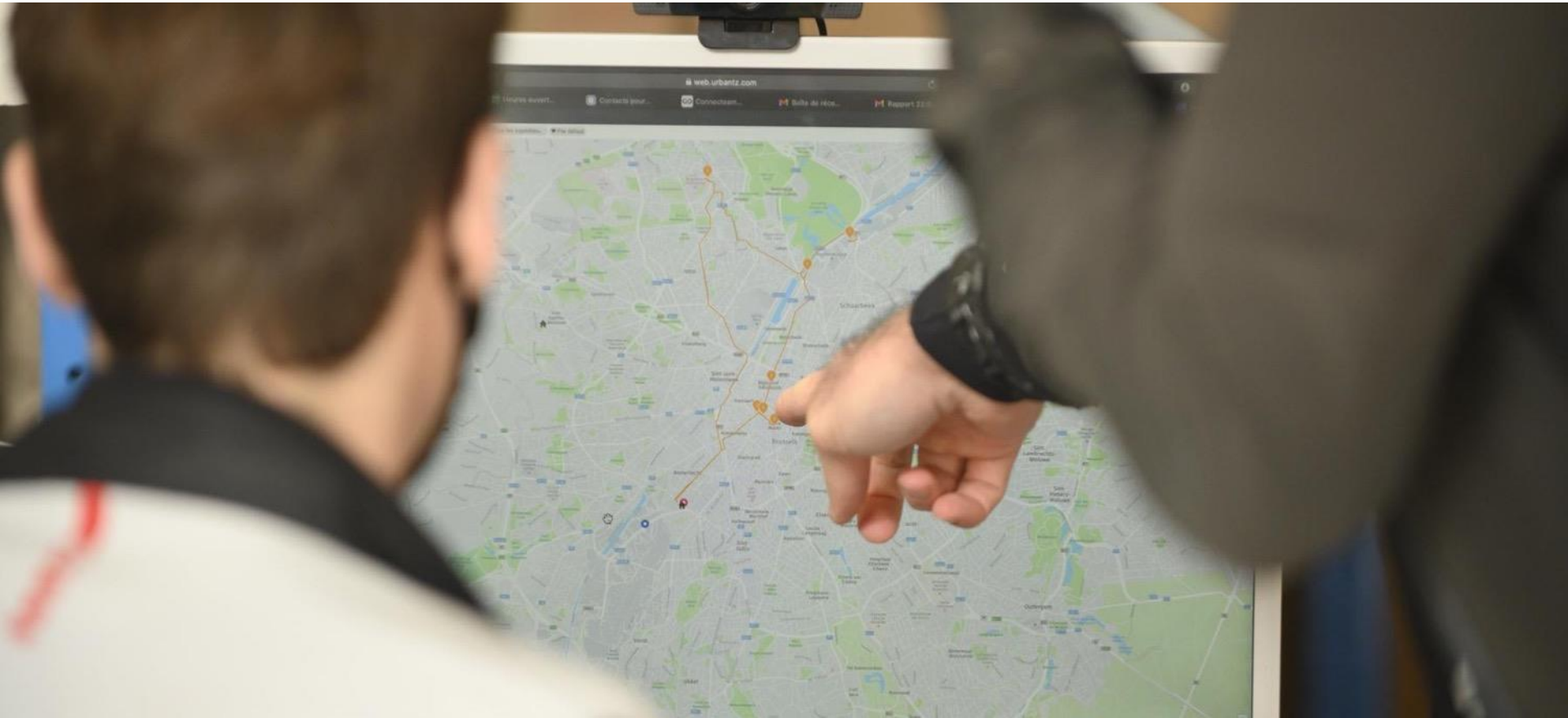


Urban distribution (last and first mile)

Deliveries and pick-ups with cargo bikes

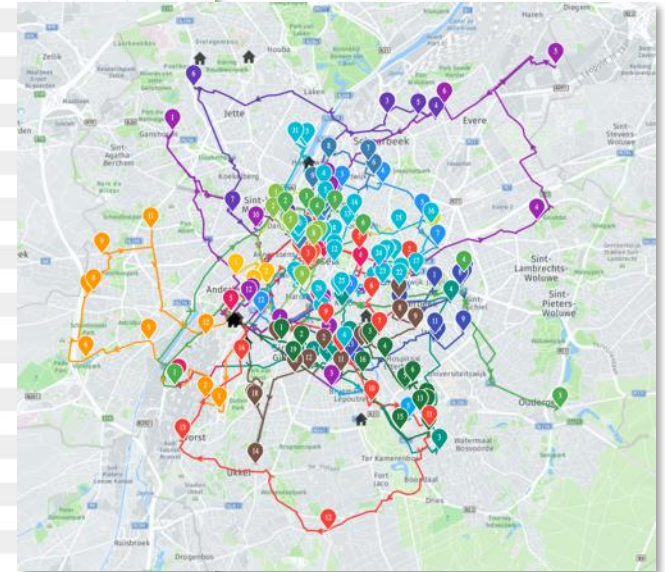
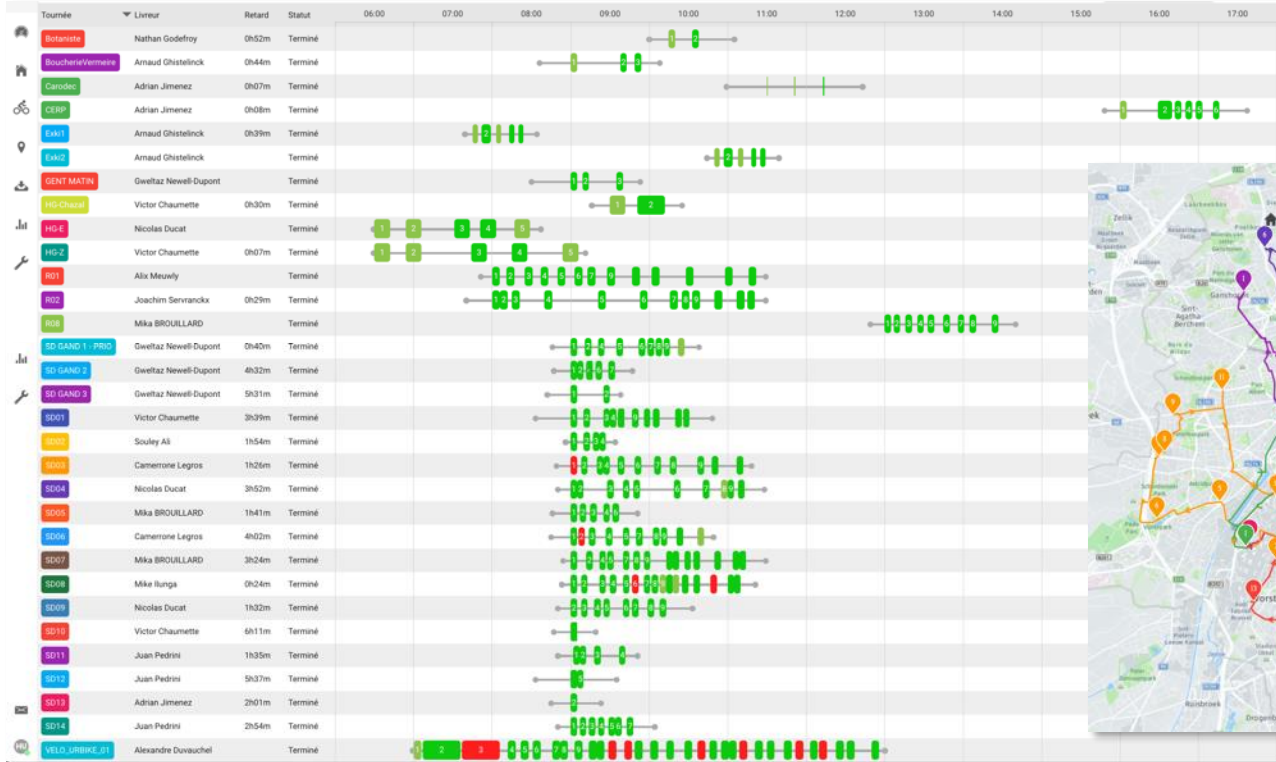


Pillar 2 - Automation and information management



Using IoT to support the development of cycle logistics

Route optimisation, real-time tracking, data analysis



View of an operational day at urbike – Screenshots from Urbantz (urbike's *Transport Management System*)

Pillar 3 - A cooperative social economy economic model



urbike.Delivery

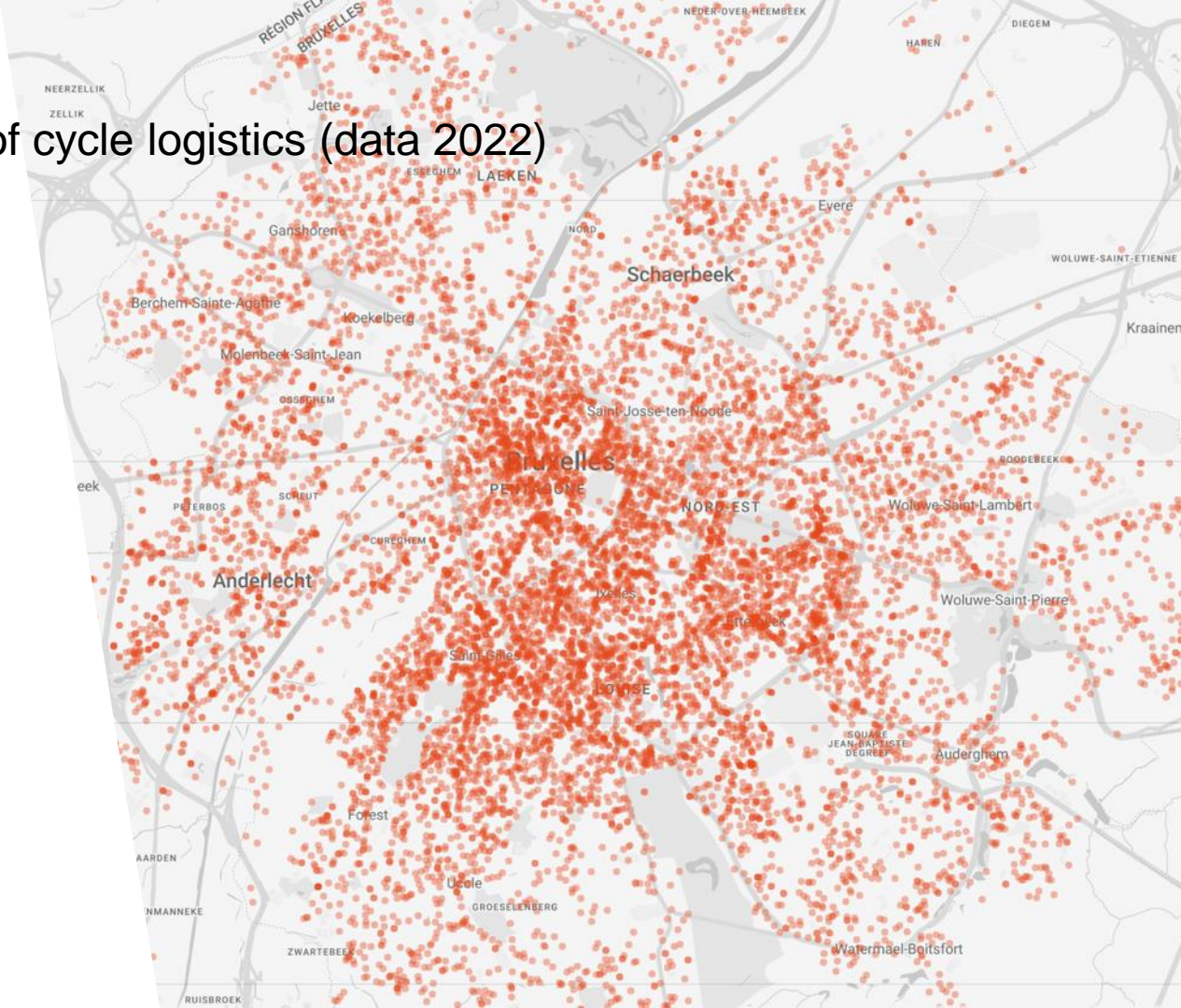
Realising the potential of cycle logistics (data 2022)

41 workers
(30 couriers)

224.735 parcels
delivered

96,7% success
ratio

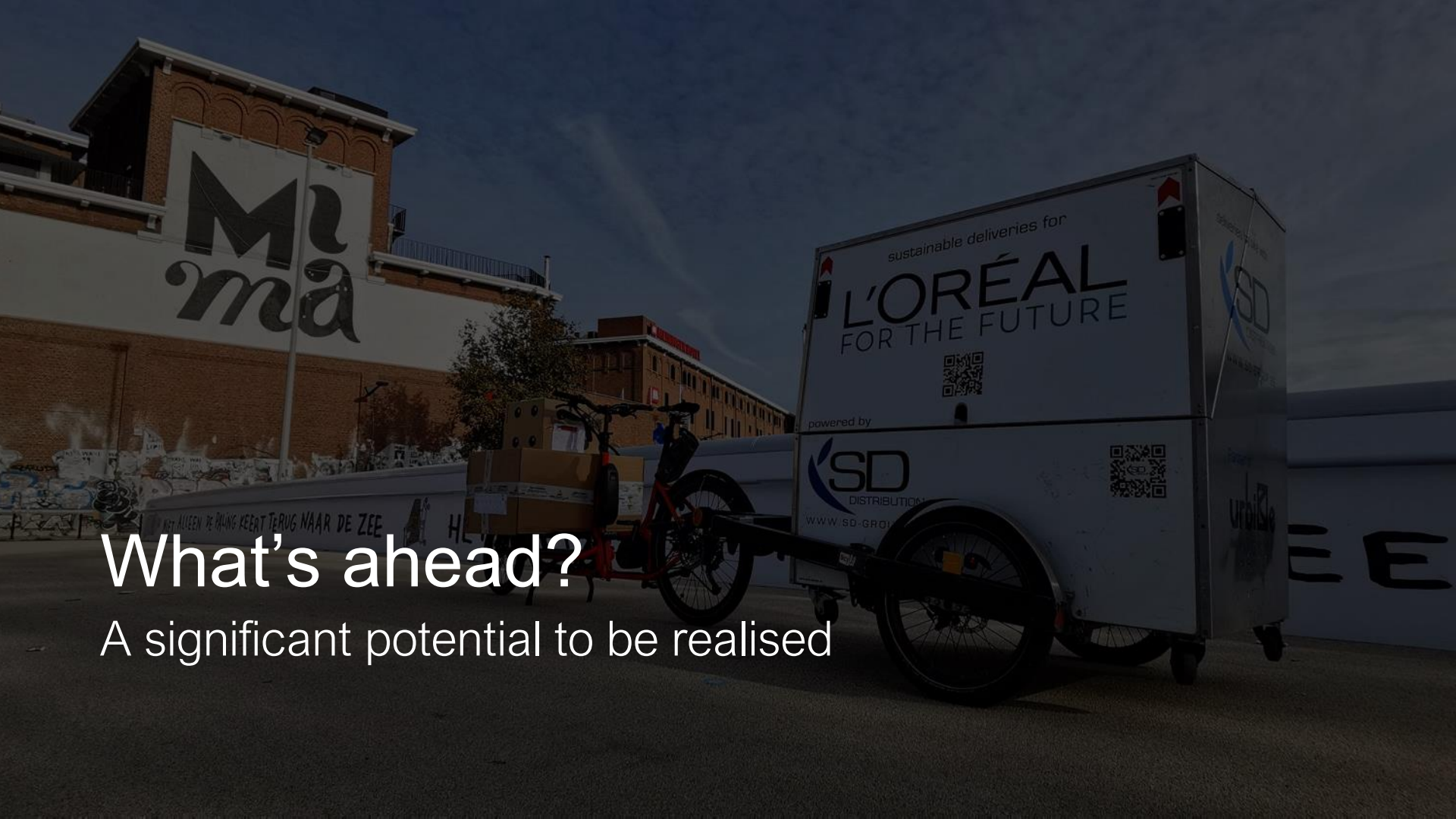
153.500 km
travelled



urbike.Delivery

A wide variety of customers and transported flows





What's ahead?
A significant potential to be realised

Containerisation as a catalyser of multimodal models



Pilot test with ShipIT and urbike in Brussels on a water-road model (2021)

A network of (shared) micro- and macro- hubs



KoMoDo Berlin: a shared micro-hub in the city centre (pilot test)



ctPark Amsterdam: the first XXL last mile multistorey and multimodal logistic city hub in the Netherlands (road+waterway)

Converting new flows and markets

Circular economy as a new opportunity for logistics.



Les Petits Riens (Bruxelles) : cleaning of collection points (clothing containers) and preserving collects



Sikle (Strasbourg) : organic waste collection



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