



Sustainable
delivery.



Sustainable delivery

Mobility, safety and environment are high on everyone's agenda. Cities are introducing more and more measures to reduce harmful emissions and the number of logistical movements in their city centres. Just think of the low emission zones and circulation plans: these measures do not make delivery in urban centres any easier. Yet sustainable solutions do exist.

Optimizing the last and the first mile

CityDepot works with cross-dock warehouses at the borders of city centres in Antwerp, Brussels, Charleroi, Ghent, Hasselt, Leuven, Liège and Mechelen. From small parcels to large oversized packages, from flowers and temperature sensitive goods to pallets or furniture, CityDepot determines every delivery route and the most suitable vehicle based on 4 key data:

1. The delivery address,
2. The type of goods,
3. The delivery time,
4. The type of activity run at the delivery point.

Their platform makes maximum use of each route, picking up goods at the time of delivery and collecting returns during each delivery round while combining B2C and B2B flows

CityDepot as part of BD Logistics for example, is the first in Belgium to offer a total solution for sustainable distribution to the city and back. Sustainability is approached in a wholistic way on an ecological, economic and social level. Time to take a closer look and see how they make it all work.

in the same route. They'll drive full into and full out of the city. They therefore invested in a modular fleet of electric delivery vans, vans running on CNG and trucks on HVO. As a result, they reduce CO2 emissions in the city centers by 75%.

CityDepot works as an open eco system. Collaboration with smaller and sustainable local logistic partners such as Vi-Tes in Leuven or Rayon 9 in Liège is another way of insuring a quality service of proximity. CityDepot has developed a national network of cargobike couriers, with local partnerships in every CityDepot hub. And developing partnerships with public services and employment projects such as WerKans in Mechelen ensure both enhanced efficiency and job creation.



Examples to follow

Wondering how you can make it work? Here are just a few examples of parties who already use sustainable distribution.

Woosh is a startup with a mission: to recycle used nappies. Why? Because babies are cute, but nappy waste is a huge problem: dirty nappies just end up in landfill or in the incinerator. In Belgium alone, nappy waste from day-care centres causes 7.97 million tonnes of CO2 emissions annually. Together with CityDepot and its partners in Mechelen, Woosh is looking for the most innovative and sustainable way to deliver and collect its nappies. The company is considering all possibilities, from bicycle couriers to electric vehicles. The Woosh nappies are received in the hub on the outskirts of the city and are then delivered in the most sustainable way possible to the nurseries in Mechelen.



Fruit At Work prioritises sustainable cooperation with local players for the distribution of fruit, ultimately aiming for operational excellence with zero CO2 emissions in transport. Since 2015, they have made all deliveries in city centres by bike when possible. Where cycling is not an option, CityDepot carries out the city deliveries using electric vehicles, CNG vehicles or vehicles that meet the Euro 6 standard.

Baert delivers its school supplies, handicraft and movement items,



development and teaching materials to numerous schools, nurseries, occupational therapists, speech therapists and physiotherapists from its central depot in Ternat to CityDepots just outside the cities.

From there, they are delivered to their customers in the city centres with the modular green fleet..

For **Recupel**, BD Logistics collects all electrical and electronic equipment (EEE) in the different Recupel collection points. In the BD Logistics premises, social partner Manus sorts all EEE by category (refrigerators and freezers, large and small domestic appliances, televisions, etc.) and prepares them for collection in bulk by a waste processor. But before that, a selection for reuse is made by a Recupel-approved reuse centre. A clever example of circular economy.

Others taking the sustainable delivery path are Bloomon, Boma, Decathlon,

... what about you?



Did you know?



... That the parcels coming from B2B and B2C e-commerce only account for 5% of the total flow of goods in city centres?

According to a study of the University of Antwerp in 2020, the construction industry takes up 35% (bulk deliveries, big bags, cement, floors,...) of the total flow of goods in city centres. Another 25% concerns the large cargo flows to retailers and oversized goods carried out with big trucks and lorries. Cooled deliveries to retailers, the hospitality industry and pharma on the one hand and B2B deliveries of facility services and goods such as cleaning products and office supplies on the other hand account for another 15% each. The remaining 5% stands for e-commerce and express deliveries.

Study UA: <https://www.bdllogistics.be/blogs/stedelijke-logistiek-is-zo-veel-meer-dan-alleen-maar-e-commerce-pakjes-verdelen-2/>



... That consumers attach more and more importance to sustainable delivery?

A recent survey by BD Logistics and GfK shows that half of Belgians describe themselves as 'frequent online shoppers'. 1 in 8 of them indicates to be willing to pay extra for a sustainable delivery (€8.5 on average). Among consumers under 35 years of age, this number increases to one in six. Besides, larger goods like furniture, DIY-products and garden tools are increasingly purchased via the Internet. When consumers want to return these, they are open to a paying pick-up service at home (averaging €12).

Survey GfK: <https://www.bdllogistics.be/nieuws/1-op-8-belgische-consumenten-is-bereid-extra-te-betalen-voor-duurzame-levering/>