

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE

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leuven

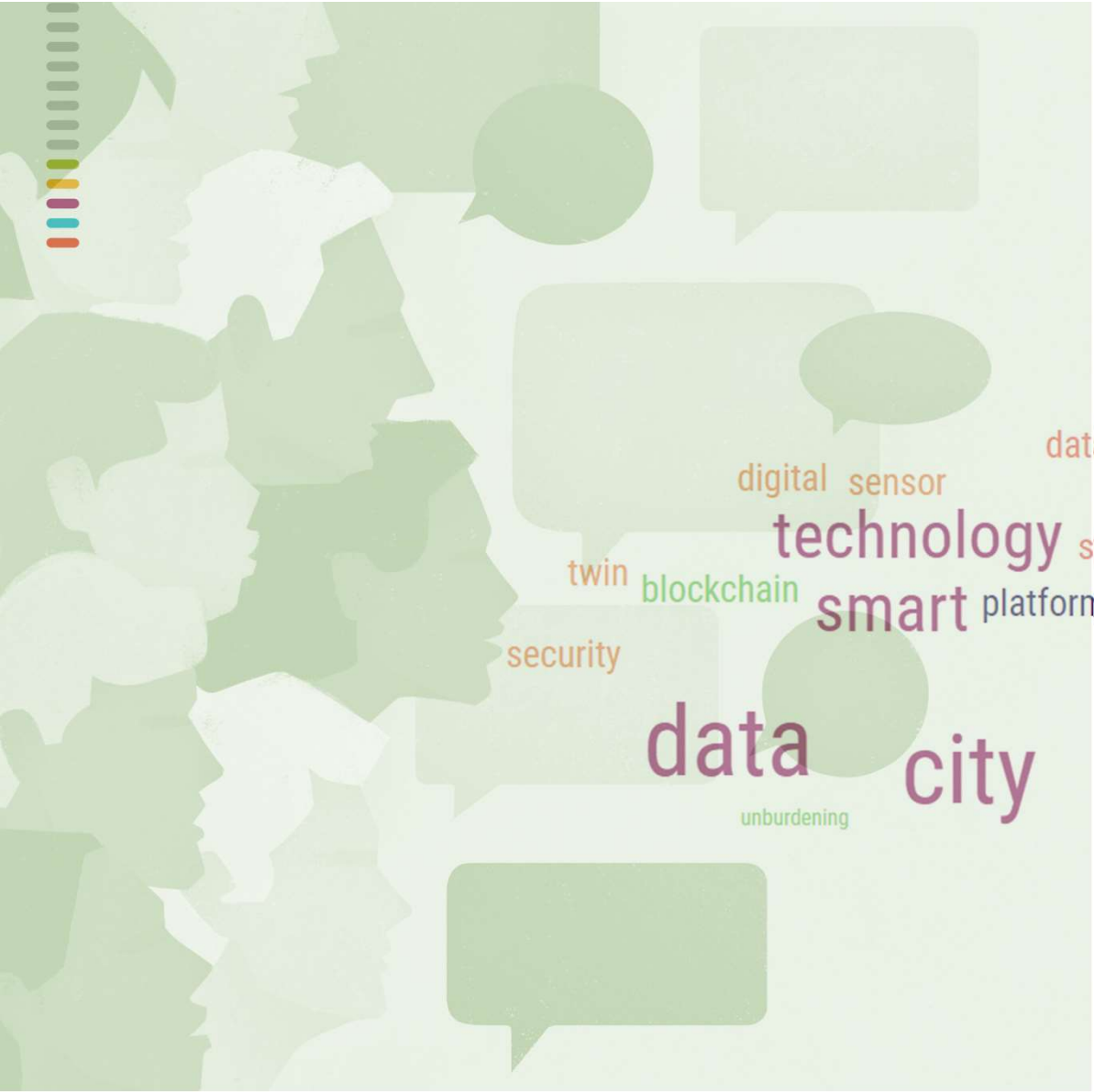


Local shops, sustainable drops

How the city of Leuven empowers local businesses while
talking sustainable city logistics

Marij Lambert

Project leader City Logistics - City of Leuven



digital sensor
twin blockchain
security
data
unburdening
technology
smart
city
dataspace system
modelling realtime
standards
platform library
iot
efficiency

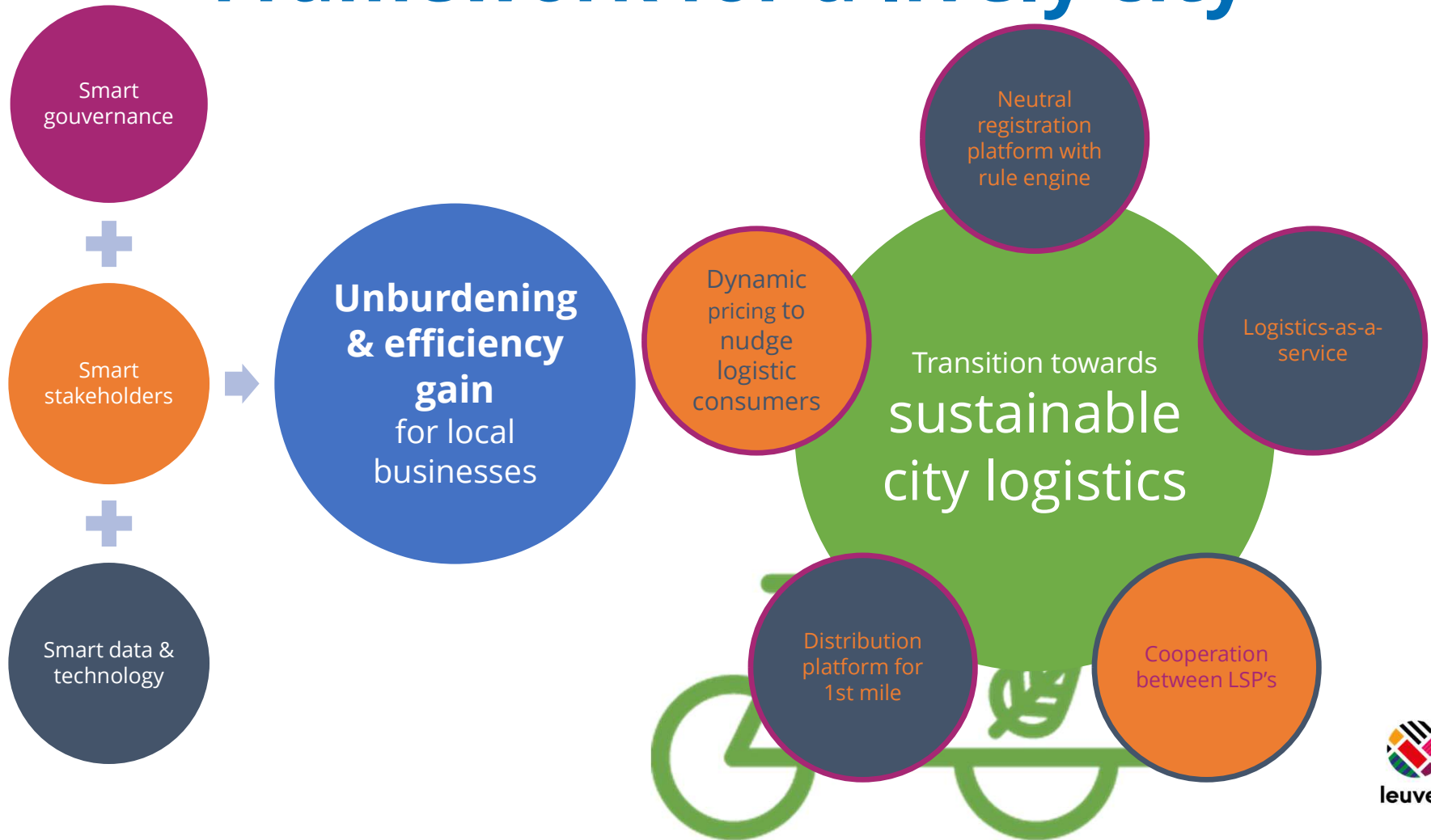


A smart grid for sustainable city logistics

- Smart data & technology:
 - Data collection: who delivers what when
 - Data-driven digital platforms for efficiency gain
- Smart governance:
 - Policy control: hard & soft measures as digital business rules are applied to every delivery
- Smart stakeholders:
 - dialogue, engagement and cocreation
 - Behavioural change

= a "smart grid" for selecting and developing city logistics projects while **empowering local businesses**

Framework for a lively city





City logistics in Leuven

- Facts and figures



Vehicle kilometers

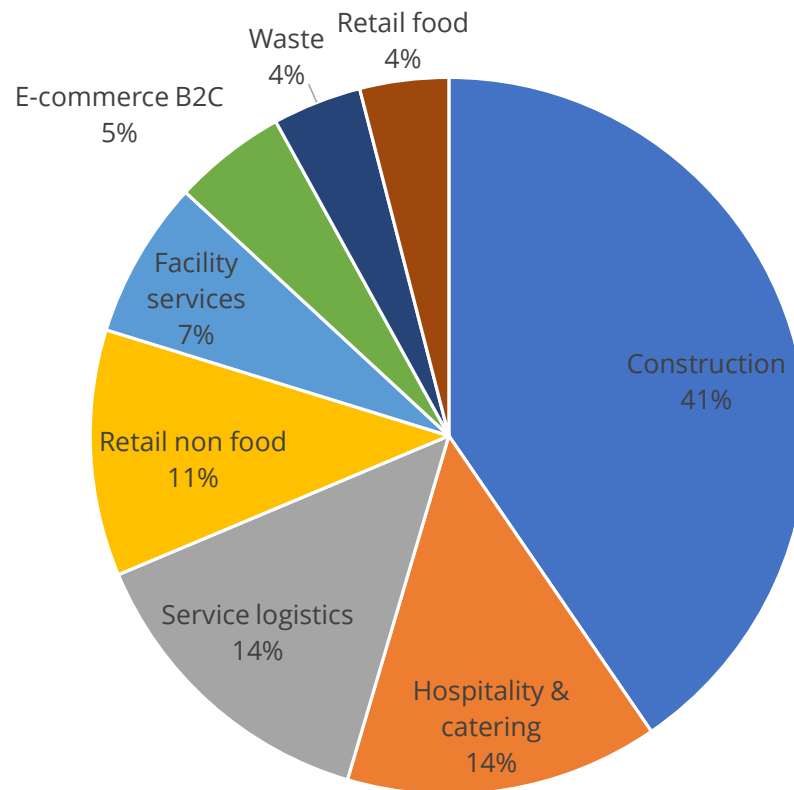
- 30.000 km/week
- In inner city and ringroad
- 100K inhabitants + 50K students



Source: 2023, REBEL, Digital Platform for City Logistics

Source: 2023, REBEL, VUB/Mobilise, The New Drive, MOW

Proportion of vehicle kilometers per segment





Deliveries

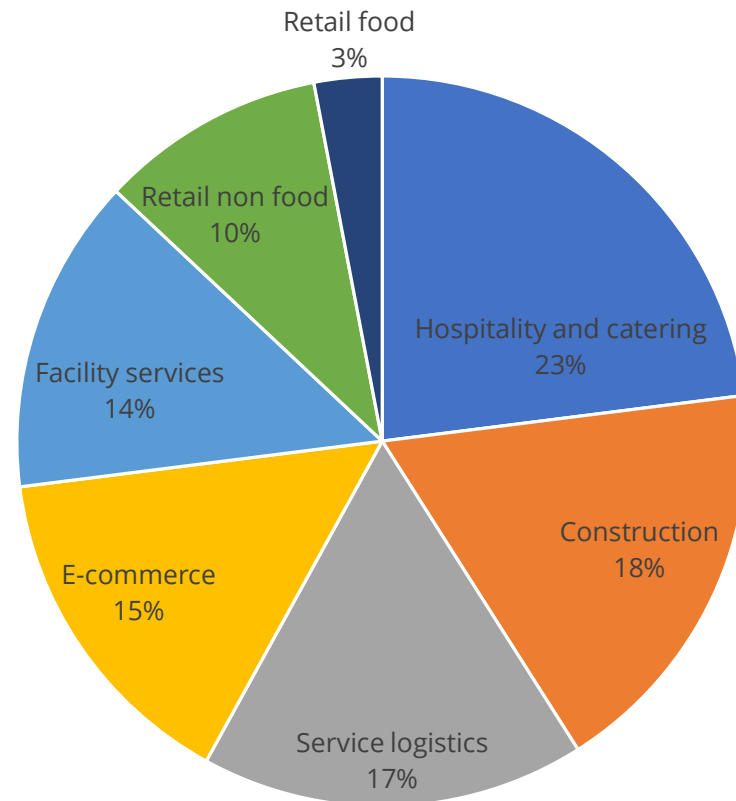
- 11.000 deliveries/week
- In inner city and ringroad



Heatmap retail, hospitality and catering in Leuven
Source: 2023, REBEL, Digital Platform for City Logistics

Source: 2023, REBEL, VUB/Mobilise,
The New Drive, MOW

Proportion of deliveries per segment

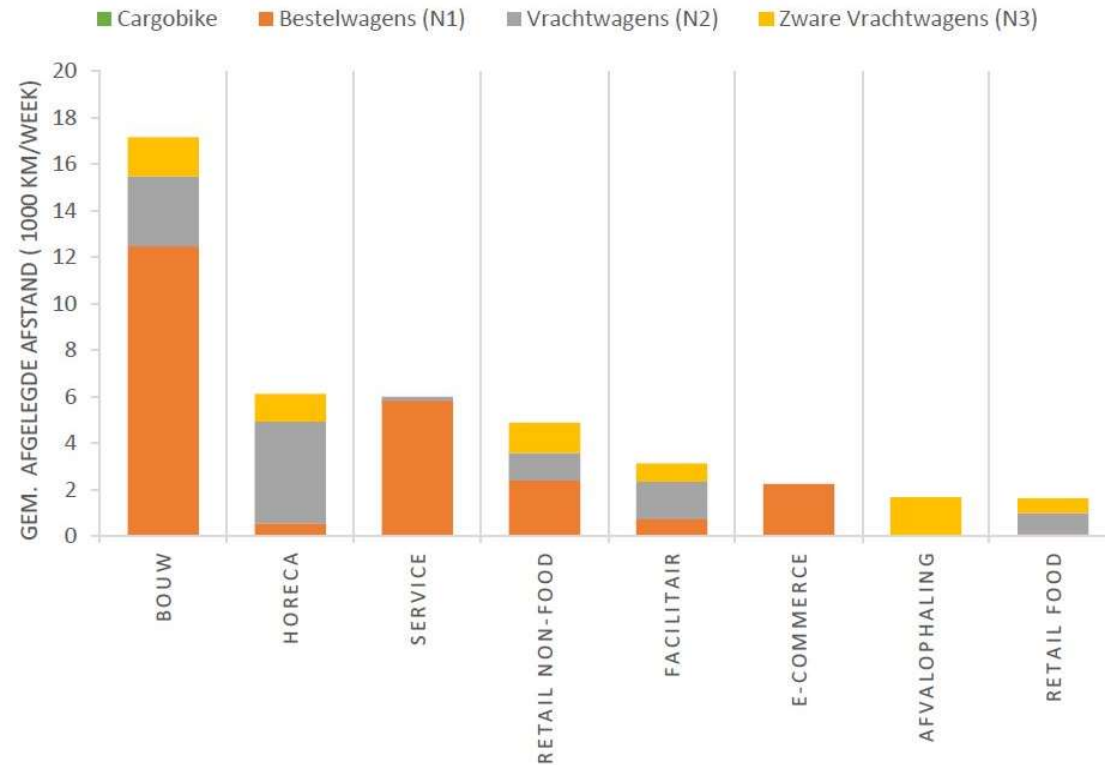




Km/week per vehicle type

Source: 2023, REBEL, VUB/Mobilise, The New Drive, MOW

- heavy trucks: slower electrification because of tipping point TCO
- alternative solutions needed to save mileage
- => 10 city logistics projects in Leuven (research, pilots, implemented solutions)





Smart grid applied to 2 integrated projects





We.deliver/wij.leveren

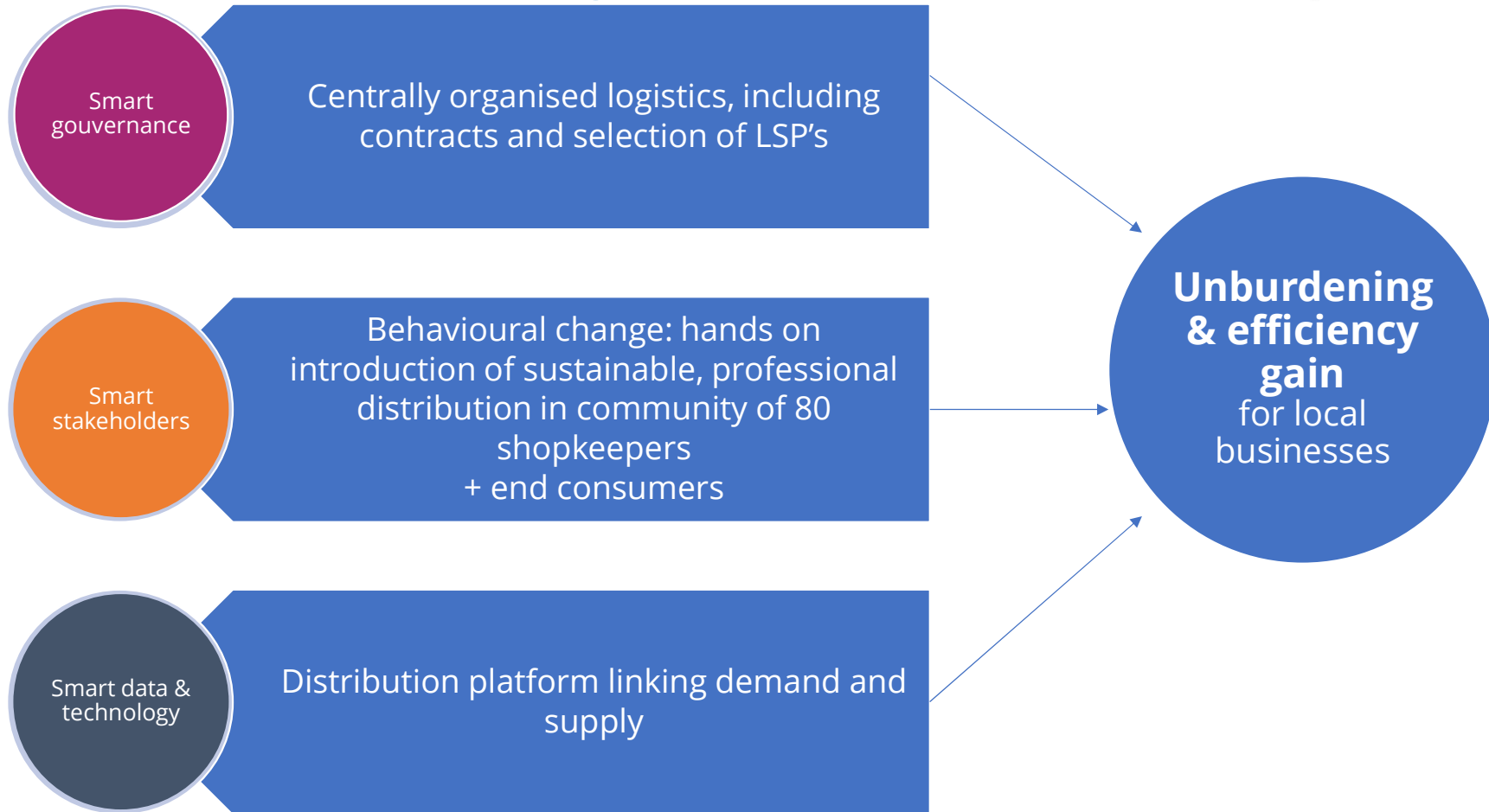


- = **digital distribution platform** & community
 - For centrally organized, consolidated
 - **first mile** delivery
 - of e-commerce parcels
 - from **local webshops**
- Community of **80 local shops** since go live 2022
- 2 logistic service providers
 - including **EV and cargobikes**
 - Including dense network of **parcel lockers** on public domain
- Objective
 - promoting the local webshops
 - unburdening by central organization of distribution
 - Sustainable first mile:
 - Parcels for local customers are not needlessly transported to national distribution centers
 - Parcels are collected and delivered zero emission and consolidated in Leuven area





We.deliver/wij.leveren





GREEN-LOG

- Building a **Logistics-as-a-Service (LaaS) platform** for we.deliver
 - For **data-driven optimization** of deliveries
 - Linking **demand** (for shipment) and **supply** (TMS)
 - **Sender and/or receiver** can set **delivery preferences**
 - The LaaS gives **delivery options + cost**
- A **dynamic pricing model** determines the cost of delivery and **nudges** towards most efficient/sustainable delivery
- Price is based on the cost of transportation + **external cost** + **compliance level with policy measures**
- Flemish living lab: **Ghent, Mechelen**, Leuven (VIL and University of Antwerp)



www.greenlog-project.eu

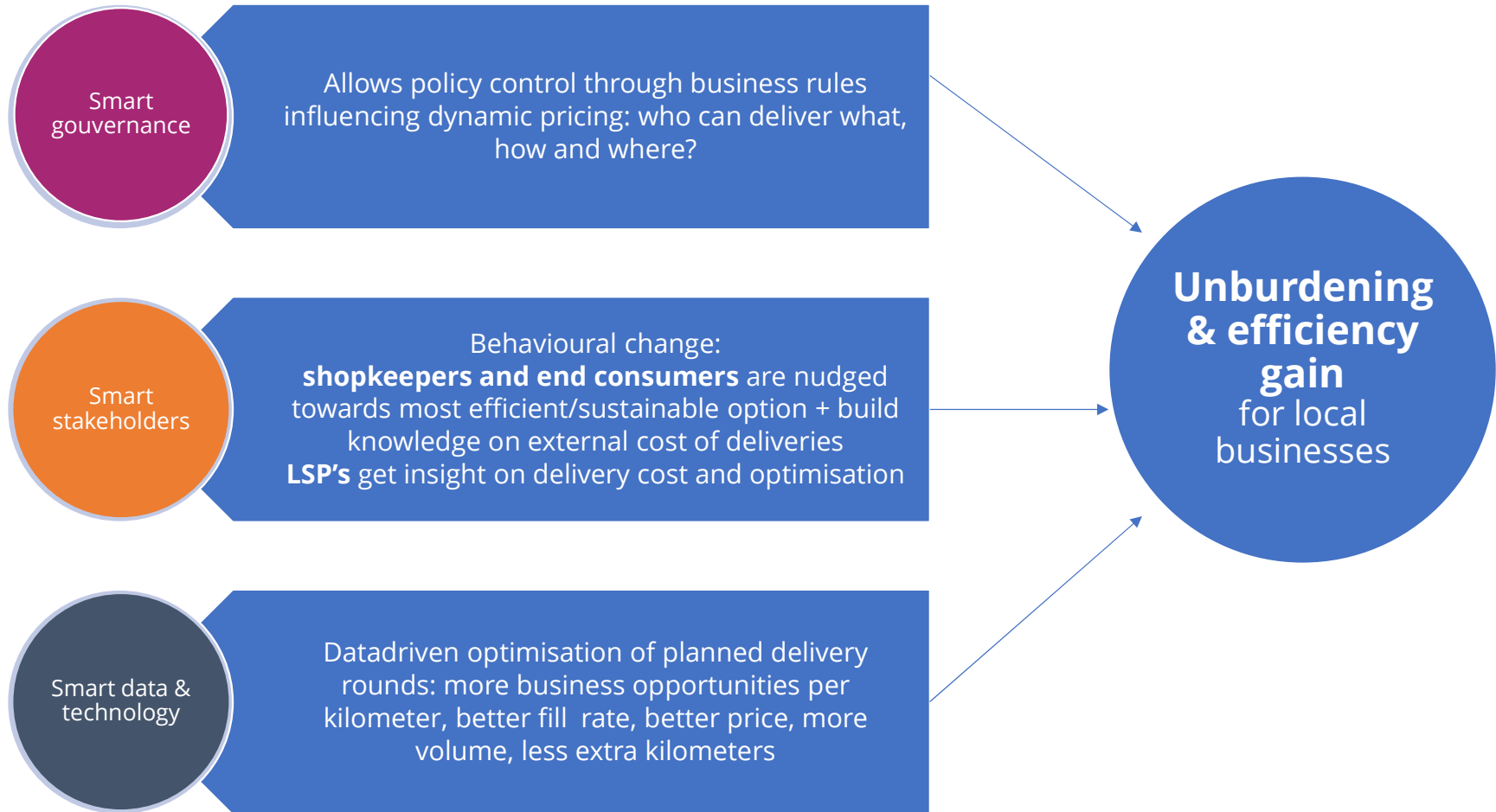
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Interlinking between projects



Parcel lockers

More volume, better pricing

- More volume, better price/drop
- Better policy control
- More efficiency, less km driven
- Behavioural change



Lessons learned

- We.need.volume
- Dialogue, cocreation and cooperation



**Thank you for
your attention!**



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