

Micro Hubs in the Brussels-Capital Region



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BRUXELLES MOBILITÉ
BRUSSEL MOBILITEIT

SERVICE PUBLIC RÉGIONAL DE BRUXELLES
GEWESTELIJKE OVERHEIDSDIENST BRUSSEL





EIT Urban Mobility

Sustainable Cities Mobility Challenge 2024

1. Cycle logistics
2. Micro hubs
3. Collaborations

1. Cycle logistics

- Context
- Who
- Why
- Levers





MegaBag - Flexi Modal (manufacturer)

1. Cycle logistics

○ Context:

- Good Move – mobility **policy plan** in Brussels-Capital Region
- Action A5 -> **optimize deliveries** by developing local logistic real estate and smart urban distribution
- Brussels Mobility designed a vision for the rollout for a **network of micro hubs** in Brussels-Capital Region

1. Cycle logistics

Who

Small companies:

- Cargo Velo
- Ecopostale
- Urbike
- Urbeez (mixed carrier)
- Recyclool, ...

But also bigger ones:

- Bpost (Eco zone 1000)
- DPD
- KGS
- Ziegler, ...



1. Cycle logistics

○ Why

- High efficiency in urban environment
- Sustainability goals:
 - Environment – less emissions,..
 - Economy – local jobs,..
 - Social – fair wages,..
 - Human – less noise disturbances, road safety,..
- Synergy with the existing transportation sector
- Less hidden costs

2. Micro hubs

- How does it work
- The Brussels Mobility project
 - What
 - Why
- Points of attention
- Which services should it provide

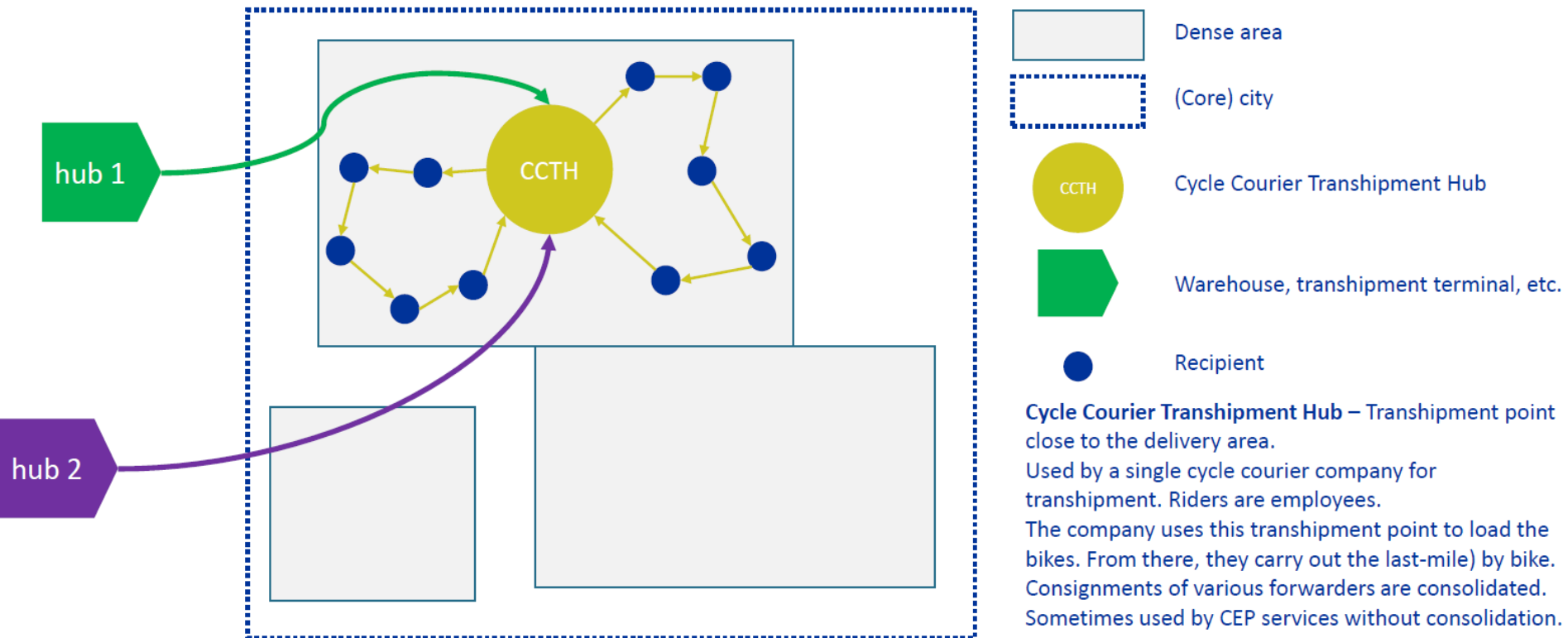
2. Micro hubs

How does it work

(diagram made by VUB mobilise)

Various types of transhipment hubs

T1





Example: Paris – Sogaris – micro hub - 12m² - 2021

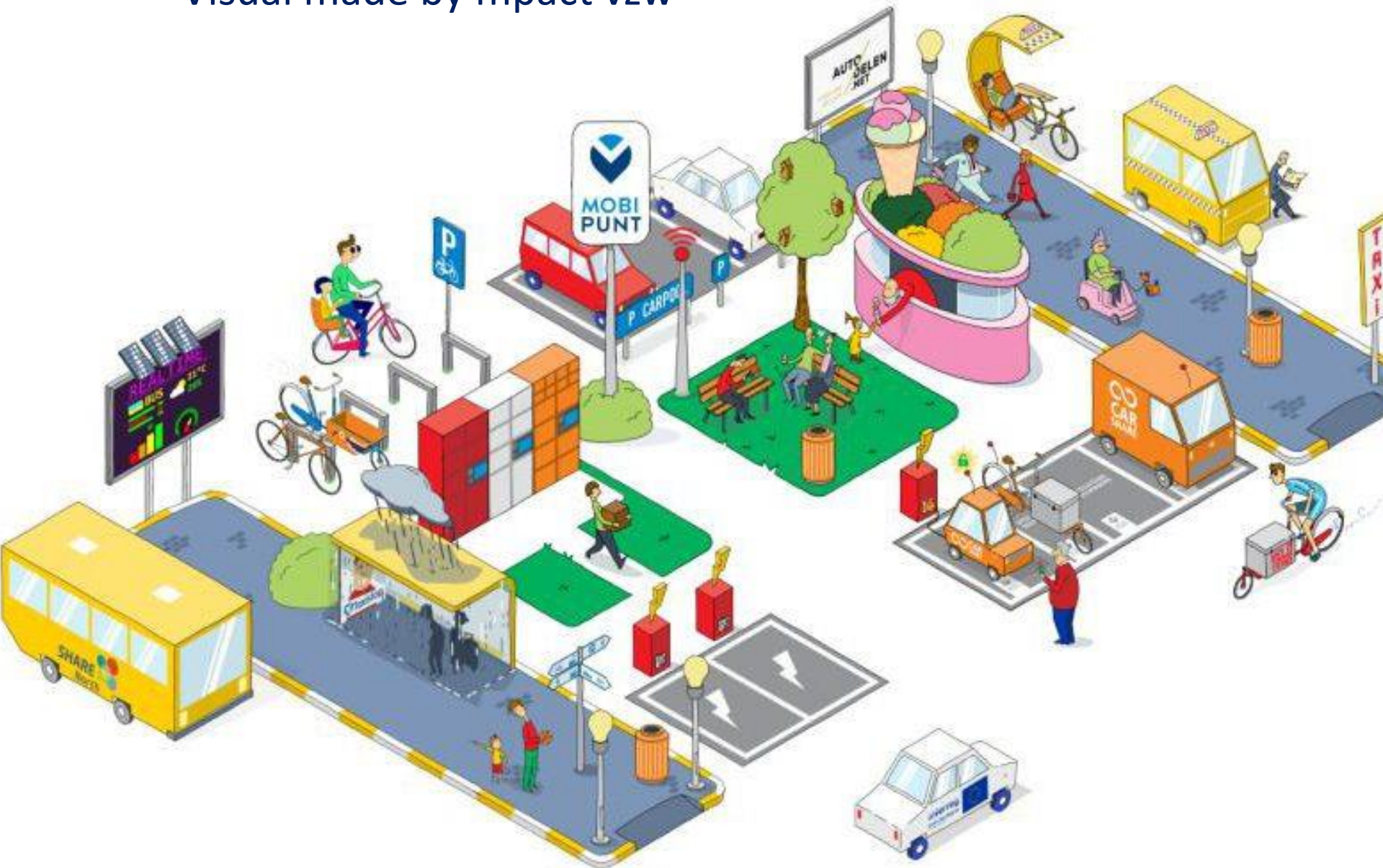
2. Micro hubs

○ What?

- The project aims to achieve the realisation from a **network** of 'white label' **micro hubs** on main roads from the Brussels-Capital Region, each hub will have a surface from around 15 to 20m²
- **Involvement** from cycle logistics stakeholders in the project is important. The zero emission delivery community is taking shape
- The micro hubs **will be integrated** in the already existing mobility hub project

Proposition for a mobility hub in Brussels-Capital Region

Visual made by mpact vzw



2. Micro hubs

○ Why

- The **return-increasing effect** of a micro hub is established and endorsed by the sector
- Delivery vans needed to supply the **micro hubs remain on large axes** - delivering bicycles run in the residential areas
- **Rapid rollout** of micro hubs network possible thanks to mobility hub project 2024 (financing, permits, studies, etc.)
- Visibility of micro hubs: **making citizens aware** of the existence of an alternative to main logistics chains
- Public domain clutter has been reduced to a minimum due to the **integration of micro hubs in the mobility hubs**

2. Micro hubs

○ Points of attention

- Many micro hub projects we have studied have not been completed successfully: the challenge is **to make the micro hub profitable** - margins in the sector are small. Therefore we strive these goals:
- Develop a sustainable financing model
- A well thought-out design of the micro hub is crucial for efficient use and therefore success
- Build micro hubs on the right locations in the city

2. Micro hubs

○ Which services should it provide

- Preferably not requiring a permit
- Enabling efficient transshipment (European pallet dimensions, provision of a precipitation-free zone, etc.)
- Being movable in the network
- Being safe (theft, visibility,...)
- Being comfortable (sanitary facilities, rest area, etc.)
- Digital operation hub + digital booking platform
- Parking space for electric vehicle & cargo bike
- Being robust (vandalism) and easy to maintain
- Being available for parcels with a wide range of size

3. Collaborations

- Administrations & federations in Brussels Capital Region
- Cities (national and international)
- Universities (Ugent, VUB mobilise, ULB, ..)

Tank you for considering our proposal for the:
Sustainable Cities Mobility Challenge 2024