Strategy for Freight Transport in the Brussels-Capital Region

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Secretary of State
Vision and objectives

Smarter supply of the Region

Reduce and optimize the movement of freight vehicles in the city
Modal shift (waterways-railways) and cleaner last mile
Facilitate the work of the delivery men

Work in partnerships
Good practices exchange

SUGAR
Sustainable Urban Goods Logistics Achieved by Regional and Local Policies
INTERREG IVC
Paris, London: Good Practice sites matched with Brussels
5  Strategic axis

1. Structure for urban distribution

2. Town planning et Real Estate

3. Operational measures towards more efficient deliveries in the city

4. Data, Research and Innovation

5. Coordination role of the Region
1. Structure for urban distribution

Consolidation

Figure 2.4 Nombre de livraisons et de véhicules

- **Deliveries**
  - 45% of deliveries count for 10% of the trips
  - Consolidated

- **Trips**
  - 45% of deliveries count for 80% of the trips
  - Occasional

Source: Buck Consultants International (2011)
1. Structure for urban distribution

- Determine the optimal structure for distribution
- Interreg IVB project LaMiLo
  - Survey on the freight flows
  - Business Case
  - Pilot
1. Structure for urban distribution

TIR Centrum

• Pilot LaMiLo
• Existing logistic building
• Next to the City Centre
• Conversion from mixed logistics to urban distribution
2. Town planning and real estate

Urban distribution needs enough space inside the City

-> Inventory

-> Integration of logistics in the planning tools

-> Training for planners and developers
3. Operational measures for more efficient urban deliveries
4. Data, Research, Innovation

Data collection and monitoring of freight movements

Support to innovative solutions (cargotram ?)

European projects
5. Coordination role of the Region

To coordinate the policy

To manage the implementation of the strategy

To raise public awareness

Pilots

<-> neighbourhoods

<-> companies (DSP)
Thank you for your attention