



1

Developing sustainable last-mile logistics is a priority
in the context of the European Green Deal

2030 55% reduction in
CO2 emissions

2050 European carbon
neutrality

Clean Energy

Sustainable Industry

Building and Renovation

Farm to Fork

Eliminating Pollution

Sustainable Mobility

Biodiversity

Sustainable Finance

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2

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

Sustainable Urban Mobility Plan (SUMP)

Strategic plan to meet the mobility needs of people and businesses in towns and their surrounding areas to improve quality of life

400+ European cities
Gand
Bruxelles

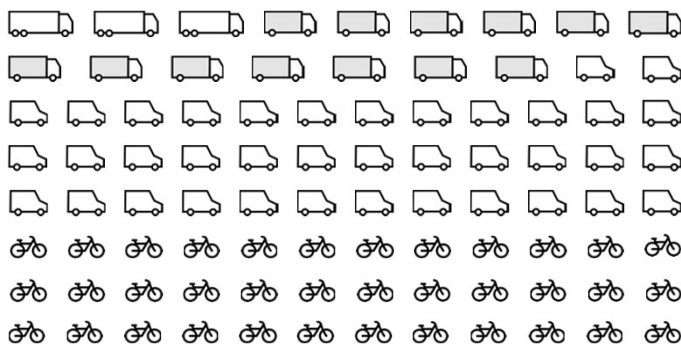


New traffic plan for the City of Brussels to be implemented in August 2022 as part of the Good Move regional plan

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3

In most European cities,
1 in 3 deliveries could be made by bike



32%

Source: Cyclelogistics study (2017)

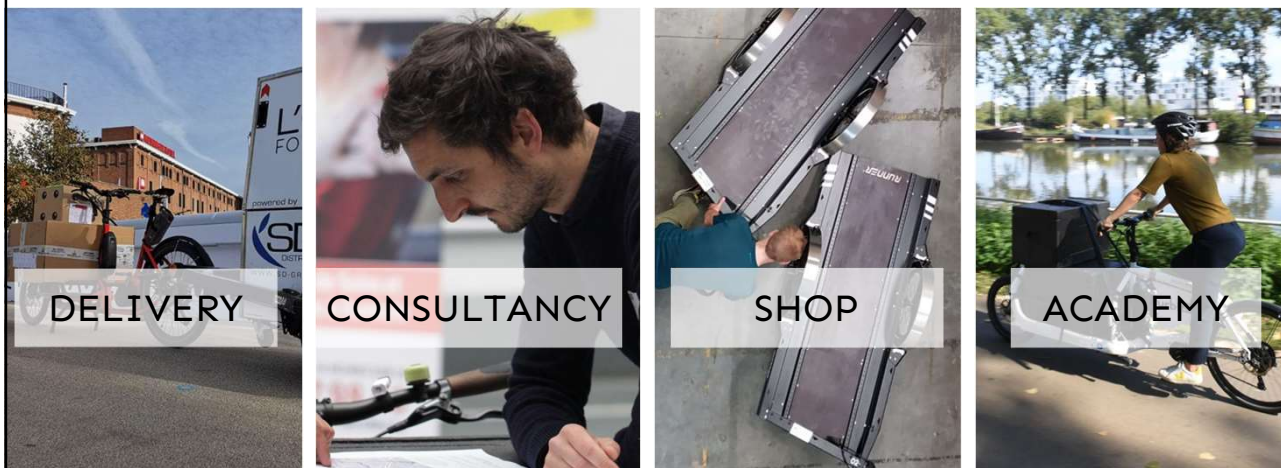
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4

urbike: mission & approach

Transforming urban logistics to accelerate the transition to more **sustainable** and **human cities**.

An approach combining 4 different activities converging towards our mission.



5

urbike.Delivery

40+ workers
(33 courriers)

4 logistics hubs
(Brussels & Gent)

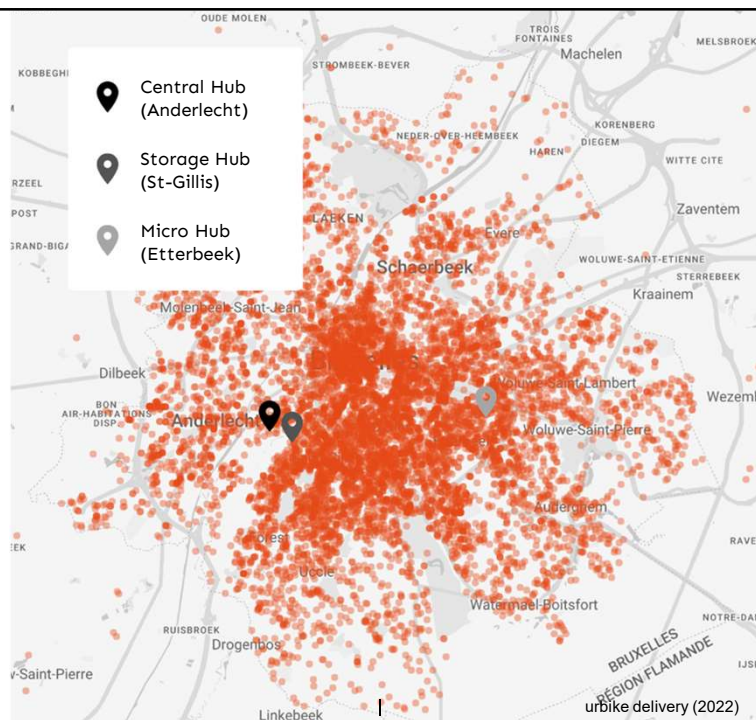
247.000 delivered
parcels

97% success
rate

164.000 km
cycled

40+ tons of CO₂
avoided*

*Compared to veh.km of N1 Class 3 vans ([European Commission](#), 2020)



6

Innovation for the development of cycle-logistics



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>

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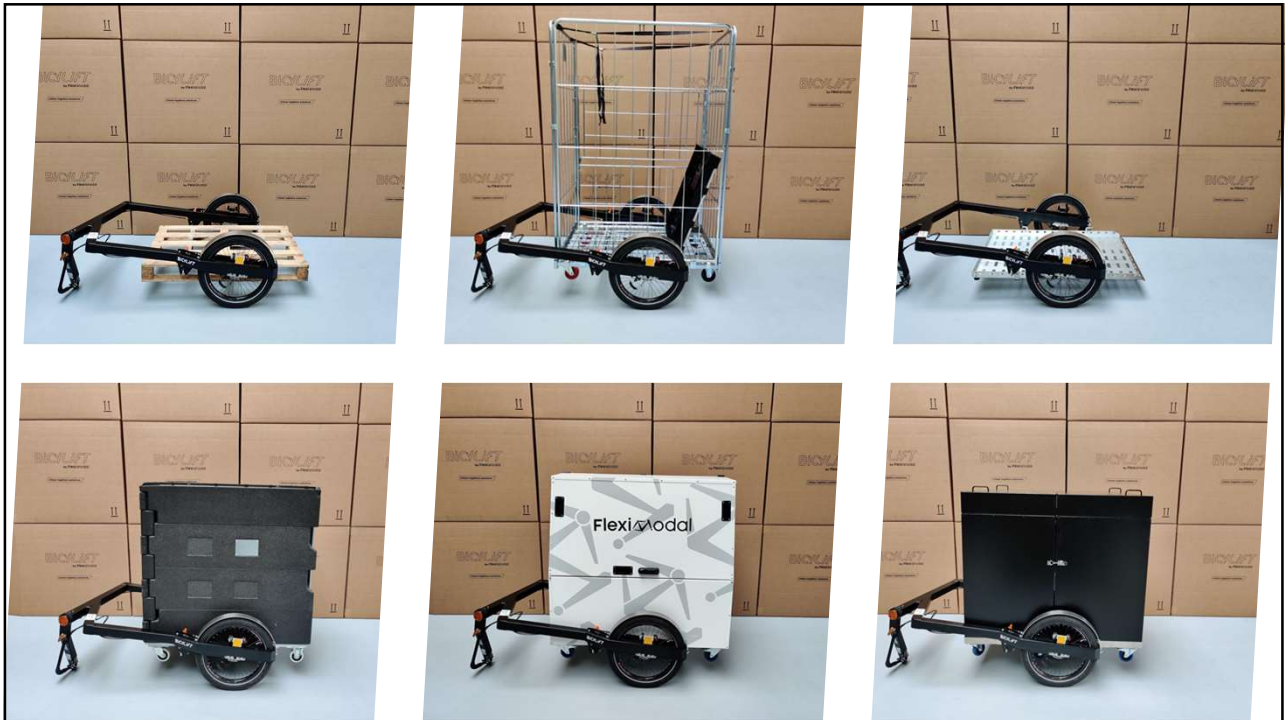
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8





9



10

Is cyclelogistics really competitive? Comparative analysis: Kale Collective




		
Average route length	11,0 km	8,5 km
Average riding speed	11,3 km/h	16,0 km/h
Total travel time	882 h	481 h

Source : Kale Collective (2023), Urbike: a Bullit case study. Evaluating the advantages of Bullit cargo bikes in urban logistics.

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11

Is cyclelogistics really competitive? Comparative analysis: Kale Collective

			
Yearly vehicle cost (depreciate over 5 years)	5.000 €	7.000 €	1.200 €
Yearly insurance cost	900 €	900 €	580 €
Yearly maintenance cost	270 €	200 €	270 €
Yearly parking penalty cost	1.500 €	1.500 €	0 €
Yearly congestion charge	1.500 €	0 €	0 €
Total yearly cost	9.170 €	9.600 €	2.050 €

Source : Kale Collective (2023), Urbike: a Bullit case study. Evaluating the advantages of Bullit cargo bikes in urban logistics.

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12

Case Study: Facq

A multimodal urban logistics model



Intensification of traffic
congestion and urban
accessibility constraints

Reflection on logistics model
efficiency in urban areas

Strong commitment to reduce
the **environmental impact** of
urban logistics

Will of customers to test cycle
logistics model

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13

Case study: Facq

Delivery of small parcels on construction sites



14



Case study : Facq

Collaboration between Facq and urbike since June 2022 starting with a **feasibility study and a positive pilot test of 4 weeks**

3 tours per day
(North, Center and Zaventem)

Up to 50% efficiency gain per tour
Better accessibility of construction sites and no impact of traffic

Training organised by Facq on process, tools and client service

Start of delivery services in Ghent since november 2022

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15

Other case studies



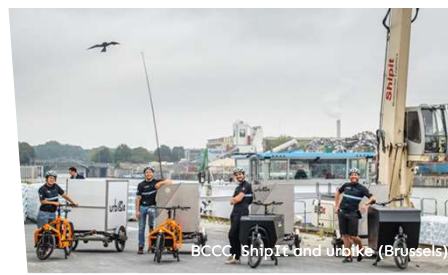
Cebeo and urbike (Brussels)



BMB Bouwmaterialen and Oovelo (Antwerp)

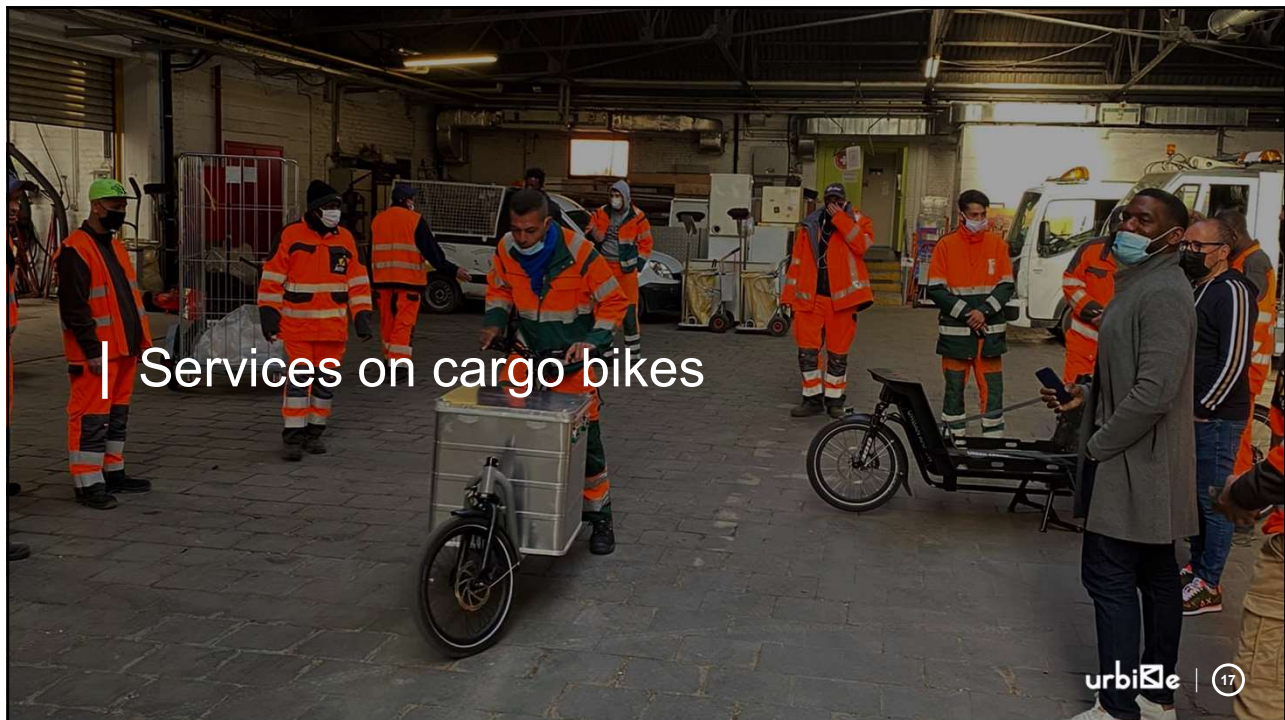


Carodec and urbike (Brussels)



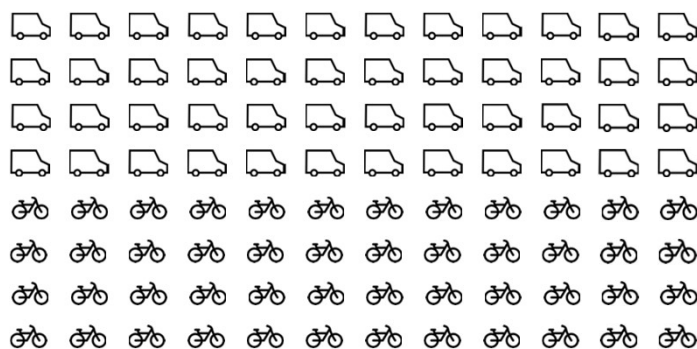
BCCC, ShipIt and urbike (Brussels)

16



17

50% of urban-related transport could be done by cargo bikes




50%

Source: Result from the European CycleLogistics study (2017)

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18

cAIRgo Bike (2020-2023)

Improving access and use of cargo bikes for professionals and citizens, for a better **air quality** in Brussels-Capital Region.

Transversal approach: parking, purchase subsidy, training and advice, sharing systems, etc.



une selle, 1000 possibilités

Projet Cairgo Bike



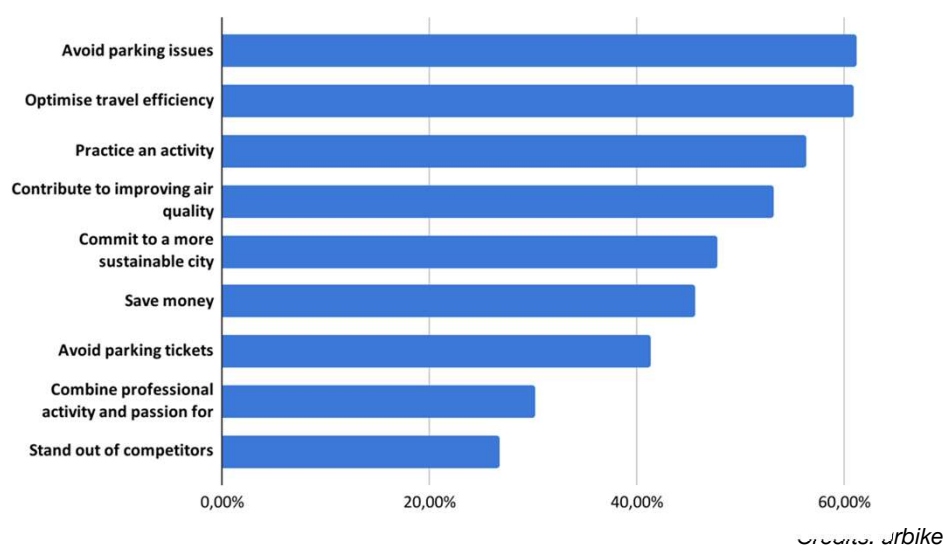
- 1 Convertir les indécis
- 2 Permettre l'accès et l'usage
- 3 Faciliter le stationnement

Un plan global pour développer l'usage du Cargo Bike pour les pros et les citoyens
JUILLET 2020 • JUIN 2023

pour en savoir + : www.cairgobike.brussels

19

Main motivations to consider use of cargo bikes



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20

The construction sector = the 2nd most represented in Cairgo Bike

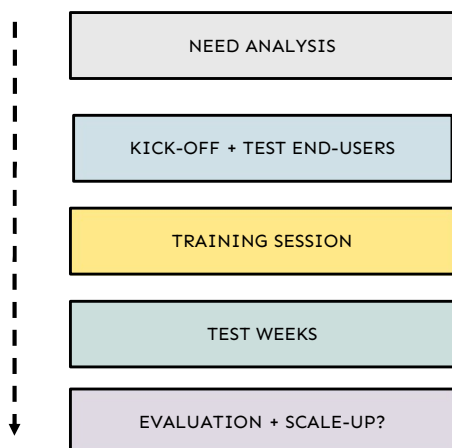


BRUXELLES MOBILITÉ
BRUSSEL MOBILITEIT
BRUSSELS MOBILITY
SERVICE PUBLIC RÉGIONAL DE BRUXELLES
GEMEENTELIJK OVERHEIDSGEBIED BRUSSEL
BRUSSELS REGIONAL PUBLIC SERVICE

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21

Programme « CAIRGO BIKE FOR PROS » Pilot project on cargo bikes



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22



Are you next?

SMEs and self-employed

→ **Every 3 weeks a free group training** to discover a wide range of cargo bikes and trailers

Large enterprises

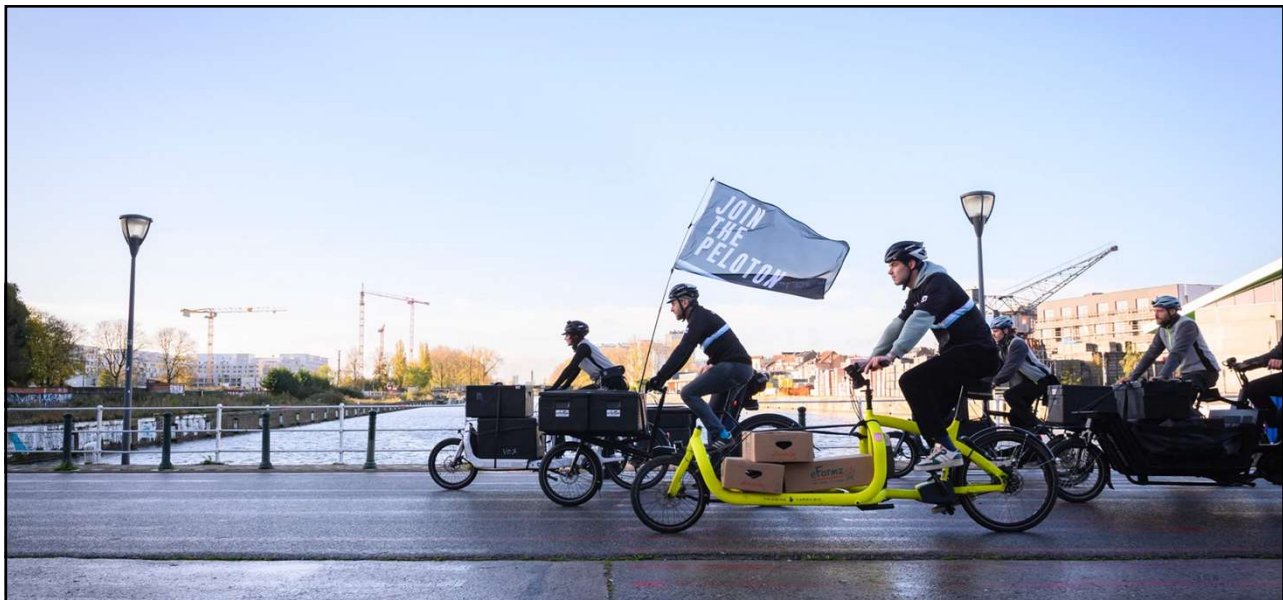
→ **Still 4 places for a full accompagnement** (incl. needs analysis, test session, training, test weeks and evaluation) free of charge with the support of Brussels Mobility

Contact and information

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23



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24