

3 LOGISTICS PLATFORMS Brussels

A network of transshipment platforms along the canal

LOCATION



City Port

SCALE

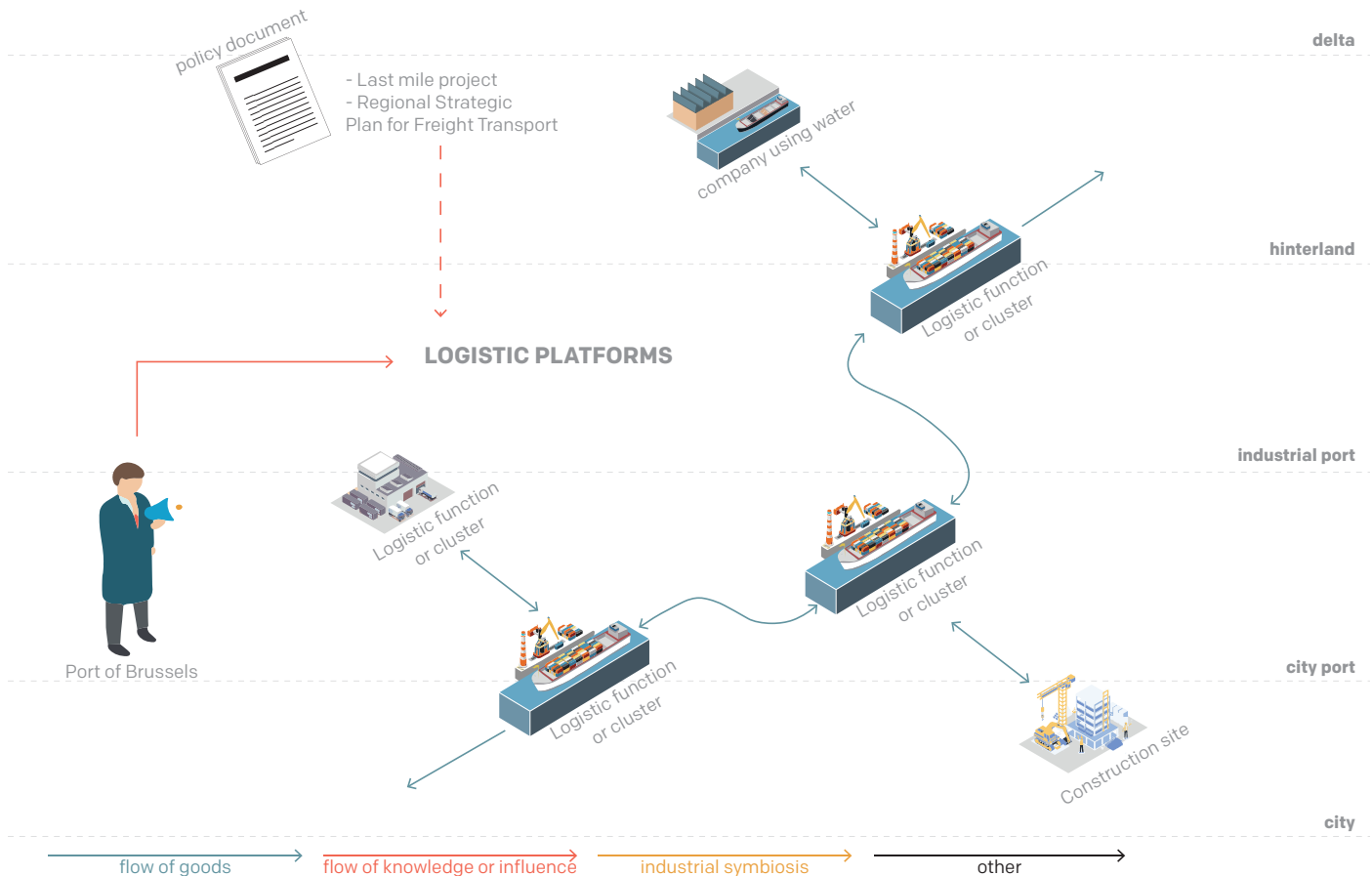


Port region

TAG



Transshipment



What's happening? How does it happen?

The Port of Brussels is developing a network of transshipment platforms along the canal, in order to organise urban distribution by waterway and ensure the delivery of goods as close as possible to the end user in order to reduce the costs per «last kilometre». However, the longer this post-routing distance is, the more cost-effective it is to use high-capacity vehicles. By reducing this «last mile», we can use smaller, greener vehicles that are better adapted to the city. Another advantage is that these vehicles can be loaded directly from the boat, which is equipped with a crane.

Why is this an interesting circular initiative for circular ports?

To promote the use of waterways and reduce road traffic congestion. This platform system makes it easy to integrate intelligent palletised logistics that is well suited to the inland waterway ports where the city-port interface is under constant pressure.

More information



Palletized transshipment platform



Green: temporary storage groupage, repackaging of goods...
Pink: unloading goods as close as possible to their final destination

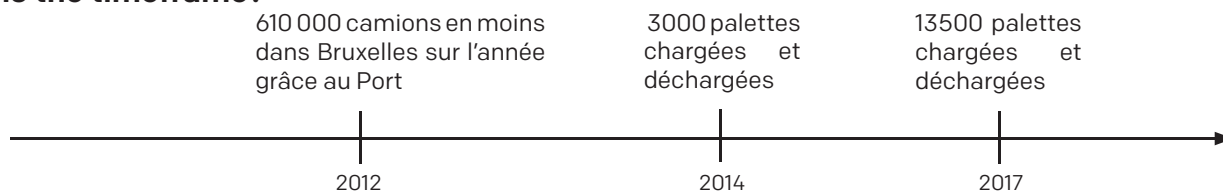
What is the relation with the port and water?

The platforms are directly linked to the port since they act as a hinge between the canal and the city. The palletised transport project therefore finds a crucial position on the Urban Port, as their size allows them to adapt to the city's supply by water.

What is the relation with the city?

In order to reduce the "last mile" for economic and environmental reasons, the proximity of the platforms to the city is fundamental.

What is the timeframe?



Sources

<https://port.brussels/fr/port-de-bruxelles/un-port-au-service-de-la-ville/mobilite-et-environnement>
<https://port.brussels/fr/content/plateformes-logistiques>

What are the ambitions?

The objective of the Port of Brussels and the Brussels Capital Region is to develop new types of traffic and to promote the modal shift towards waterways and rail. One of the current challenges is to continue to develop palletised transport in Brussels - a system that allows goods to be transported by ship, whose nature does not allow bulk transport, and which are currently transported exclusively by truck. The objective is to achieve a self-sufficient economic model through the widespread use of this mode of transport.

Who is behind it?

The Port of Brussels is a partner in various European and local projects aimed at improving urban distribution. To fulfil its mission as a logistics facilitator, and within the framework of the , it is working to set up an urban distribution infrastructure. In addition, the Port is one of the partners in the European LAMILO project (LAsT Mile LOGistics), which has been running an urban distribution service since September 2014, organised by CityDepot thanks to the facilities of the Port of Brussels, which is undergoing rapid development.