

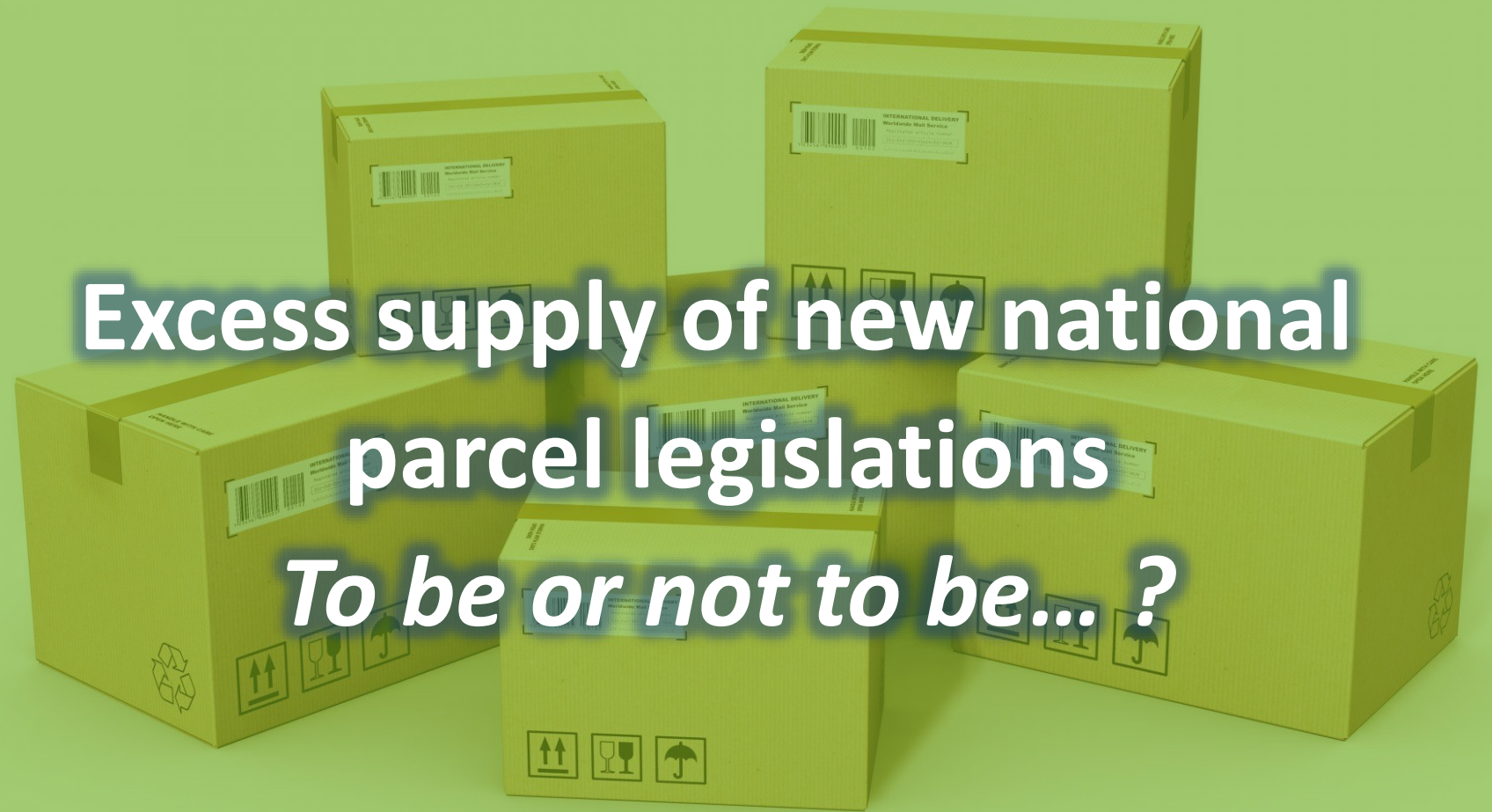


University of Antwerp
Faculty of Business
and Economics



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Wissenschaftliches Institut
für Infrastruktur und
Kommunikationsdienste



**Excess supply of new national
parcel legislations
*To be or not to be... ?***

Prof. dr. Roel Gevaers

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- Master in Applied Economics (2007)
- **Doctor** in Applied Economics (2013)
- *Title: "Evaluation of Innovations in Last Mile, B2C reverse and waste logistics"*
- **Assistant @ TPR: 2007 – 2014**
- **Steunpunt Goederenstromen (2007-2011)**
- **Intern @ P&G (TPR collaboration) : 2011 – 2014**

- **Supply Chain Program Manager @ Ahold Delhaize Belgium (2014 – 2018)**
- **Projects & Innovation Director @ BD Logistics/Citydepot (2018-2022)**

- **Owner @ Jomini Advice & Research (2022-now)**
- **Professor @ UAntwerpen & AMS (2019 – now)**
 - *GSCM, MGM, C-MAT, Ex-MBA, Ex-PhD*

- **TRB Urban Freight Committee member (2021-now)**
- **Chair VIA VIA Top Team Zero Emissie Vrachtervoer (2023-now)**



Roel Gevaers.

1

Setting the scene

Some facts and trends about the Belgian parcel and eCommerce markets

3

The (potential) impacts of these new legislations

2

Parcel legislation changes the last 3 years in Belgium

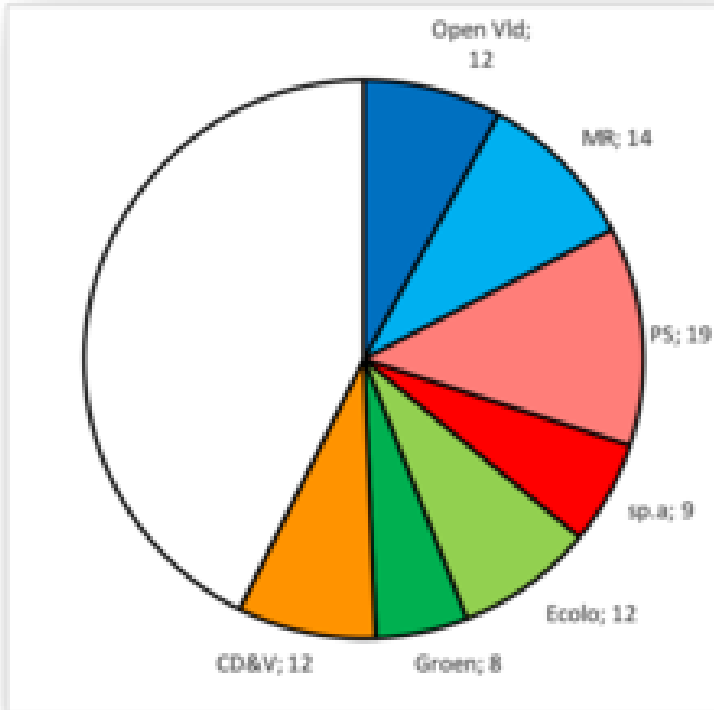
4

Conclusions and policy advice

Setting the scene

Some facts and trends about the Belgian parcel and eCommerce markets

1. Belgian Federal Government



Elections: June 2024



PETRA DE SUTTER

- Vice-Prime Minister
- Green party
- Minister of:
 - *Postal & Parcel markets*
 - *Regulator*
 - *State owned companies*



GEORGES GILKINES

- Vice-Prime Minister
- Green party
- Minister of:
 - *Mobility (federal)*
 - *Transportation (federal)*

Setting the scene

2. Greening the supply chains & focus on urban logistics



vrt NWS Hoofdpunten Regio Kijk Luister Net bir

Regio Gent



Radio 2

Gent wil met andere Vlaamse steden dezelfde regels voor pakjesdiensten in de binnenstad: "Te veel ritten voor een stad"

Sandra Stacius
wo 08 dec 2021 11:54

radio 2

The city of Ghent wants to align the rules and legislation about parcels with other cities.

"There are too much parcel related routes/vehicles in a city"

*While this is only...
7% to 10%*

3. Belgium has a history of lagging “behind” when speaking about ecommerce




belga NEWS AGENCY Categories ▾

ECONOMY

Slight gains for e-commerce, but Belgium lags behind neighbouring countries

23 December 2022

[f](#) [t](#) [in](#) [e](#)



The number of Belgians buying online again slightly increased last year, after a comparable increase in 2020. Furthermore, some 30 per cent of Belgian SMEs sold goods and services online, up six per cent compared to 2020 and higher than the European average of 18 per cent. However, the Federal Public Service (FPS) Economy, which released the latest numbers on Friday, still sees "room for improvement" compared to neighbouring countries.

Most Read

- 1 The grand plans for the Cinquantenaire
- 2 ING offers temporary savings rate of 4%
- 3 Belgian railway strike: SNCB expects 50% of intercity trains to run on Wednesday
- 4 Belgium records 'explosion' in cancer cases
- 5 Hidden Belgium: One of the best urban walks in Belgium

'Let's make Belgium a country without e-commerce,' say socialists

Tuesday, 8 February 2022



Photo by Petrebels on Unsplash

As the Federal Government prepares to discuss the relaxation of night work in the e-commerce sector, the president of the Francophone socialist PS party Paul Magnette has called for Belgium to get out of e-commerce as much as possible.

In an interview with the Flemish weekly Humo on Monday, Magnette advocated limiting this type of work to certain professions such as the police or hospitals.

Setting the scene

4. Focus on social issues in Belgian parcel landscape

De Standaard Meest recent Binnenland Coronacrisis Meer ▼

REPORTAGE E-COMMERCE

Hoe sjofeler het busje, hoe sjofeler het contract

De pakjeskoeriers zijn alomtegenwoordig in deze lockdowntijden. Maar de sector is kwetsbaar voor misbruik, zeker nu in allerijl duizenden extra handen nodig zijn. 'Als de vraag het aanbod overvleugelt, gaat de lat naar beneden.'

Door Korneel Delbeke
Foto's Boumediene Belbachir
Zaterdag 12 december 2020 om 3.25 uur



A crappy van implies a crappy contract...

CNBC

MARKETS BUSINESS INVESTING TECH POLITICS CNBC TV WATCHLIST PRO

Uber loses a major employment rights case as the UK's top court rules its drivers are workers

PUBLISHED FRI, FEB 19 2021-4:54 AM EST | UPDATED FRI, FEB 19 2021-8:09 AM EST

Ryan Browne @RYAN_BROWNE_

SHARE f t in e

KEY POINTS

- The U.K.'s Supreme Court upheld a ruling that Uber's drivers should be classified as workers rather than independent contractors.
- Uber insists its drivers are self-employed and that it acts as more of an "agency" which connects them with passengers through an app.
- The ruling potentially jeopardizes Uber's business model in the U.K. and has major implications for the country's gig economy.

FT FINANCIAL TIMES
THE NEW AGENDA

ANALYSE E-COMMERCE

Hoe stop je de race to the bottom in de pakjessector?

Een prijzenoorlog, gevoed door webwinkels en klanten, zet de pakjessector van boven onder druk, terwijl onderaan de ladder slachtoffers vallen. Minister Petra De Sutter wil de 'cowboypraktijken' aan banden leggen.

Korneel Delbeke

Woensdag 24 november 2021 om 3.25 uur



De zelfstandige koeriers kunnen niet staken en staan zwak in de concurrentiële sector, die gebukt gaat onder een grote prijsdruk. © Wouter Van Vooren



How to stop the race to the bottom in the parcel sector?

Setting the scene

4. Focus on social issues in Belgian parcel landscape



Parcel legislation changes the last 3 years in Belgium



Parcel legislation changes the last 3 years in Belgium

Locker walls should be “open” to all parties

Persbericht 14 juli 2023

De Sutter regelt dat pakketautomaten openstaan voor elke speler in pakjesmarkt



Vrouw bij pakketjesautomaat

'De postregulator BIPT kan de spelers op pakjesmarkt voortaan opleggen om hun automaten open te zetten voor elkaar als dit bijdraagt tot de duurzaamheid. Zo maken we de e-commerce klant- en klimaatvriendelijker,' zegt De Sutter. Die aanpassing aan de postwet komt vrijdag op de ministerraad. Bovendien komen er steeds meer pakjesautomaten bij, hoewel België er momenteel weinig telt in vergelijking met andere landen.

Minister De Sutter “arranges” that parcel lockers need to be open for all players

Postal regulator BIPT can impose on parcel market players to open their parcel locker networks to each other if it contributes to sustainability

Based on:

“In a recent French study, we read that parcel locker deliveries emit an average of 641 grams of CO2 into the air. That figure rises to an average of 2,060 grams for home deliveries. 'Of course, it depends on how you go to the parcel locker: on foot or by car.”

Parcel legislation changes the last 3 years in Belgium

Webshops need offer more than 1 “delivery option”

Persbericht 30 juni 2023

De Sutter wil dat pakjesbedrijven open zijn over impact op milieu



Minister van Post Petra De Sutter wil dat de grootste pakjesbedrijven in ons land verslag uitbrengen op hun website en aan het BIPT van hun impact op het milieu en hun inspanningen voor het klimaat. 'Hoeveel CO2 stoten ze uit om een pakje aan de deur te brengen, rijden ze met milieuvriendelijke wagens, ... allemaal indicatoren om klanten te helpen kiezen voor het meest duurzame bedrijf,' klinkt bij De Sutter. Ze schreef hierover een KB dat door de federale ministerraad werd aangenomen.

De Sutter wants parcel companies “to be open” about their impacts on the environment

HLN NIEUWS SPORT SHOWBIZZ NINA REGIO VIDEO PUZZEL POD

Illustratiebeeld. © BELGA

Klanten zullen altijd voor duurzame levering pakketje kunnen kiezen

Wie online een pakje bestelt, zal binnenkort altijd voor een duurzame levering kunnen kiezen. “Je zal kunnen aanduiden of je pakket aan de voordeur of in een pakjesautomaat wordt geleverd”, zegt federaal minister van Post en Overheidsbedrijven Petra De Sutter maandag. “Zo kunnen mensen zelf kiezen wat het milieuvriendelijkste is.”

KEA 28-08-23, 13:11 Bron: BELGA

Consumers will need to be able to choose always for “the most sustainable” option.

Minister Petra De Sutter wants the largest parcel companies in our country to report on their websites and to BIPT about their environmental impact and climate efforts. 'How much CO2 do they emit to bring a parcel to the door, do they drive environmentally friendly cars, ... all indicators to help customers choose the most sustainable company,' sounds De Sutter.

Every webshop needs to offer at least 2 delivery options

Parcel legislation changes the last 3 years in Belgium

Strict working times for parcel players

Persbericht 20 september 2023

Pakjeswet De Sutter goedgekeurd door Kamercommissie



De Sutter haar pakjeswet kreeg in eerste lezing groen licht van de Kamercommissie Economie vandaag. 'We nemen het voortouw in de strijd tegen de race to the bottom met de arbeidsvoorwaarden van de pakjesbezorgers. Geen doodvermoede bezorgers meer achter het stuur die eindeloze dagen moeten kloppen,' zegt De Sutter.

**Parcel legislation approved by
Commission in Belgian Parliament**

New law for all parcel players (Parcels < 30kg) operating in Belgium:

1. Maximum working time
2. Checked by a to-be-developed IT system
3. Minimal wages per hour
4. Regular reporting to BIPT, who will need to do the checks
5. Vans, insurance, fuel, etc. → needs to be paid by the main contractor

→ Main idea: Subcontractor becomes a "payroll employee" without a change of company

Parcel legislation changes the last 3 years in Belgium
Quick analysis



Parcel legislation changes the last 3 years in Belgium

Quick analysis



Risk: Dogmatic decisions



The (potential) impacts of these new legislations



Parcel legislation changes the last 3 years in Belgium

Locker walls should be “open” to all parties

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Minister De Sutter “arranges” that parcel lockers need to be open for all players

ADVANTAGES

- Creation of a kind of a “white” player

ISSUES

- These locker walls can be the main USP for some companies. Ex.: Budbee
- Every parcel players already operates its own system
 - What about Homerr and ViaTim?

CONCLUSION

➔ Only driven by ecology, but can have impacts on the value of some of the parcel companies as assets “lose” value

Parcel legislation changes the last 3 years in Belgium

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Persbericht 30 juni 2023

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De Sutter wants parcel companies “to be open” about their impacts on the environment



Illustratiebeeld. © BELGA

Klanten zullen altijd voor duurzame levering pakketje kunnen kiezen

Consumers will need to be able to choose always for “the most sustainable” option.



Smartdrop is a calculation tool that calculates the impact of e-commerce package delivery. All the paths a package takes from the distribution center to your home are mapped by Smartdrop:

- *Departure from the distribution center*
- *Logistical flow that follows*
- *The trip you make to pick up your package*
- *A missed delivery*
- *Return of your parcel*

ADVANTAGES

- Creation of ecological visibility and choice

ISSUES

- Smart drop will potentially push all drops towards parcel lockers
- Only taking partly last mile into account

CONCLUSION

➔ *Informing consumers, but risk of greenwashing*

Parcel legislation changes the last 3 years in Belgium

Strict working times for parcel players

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Parcel legislation approved by Commission in Belgian Parliament

ADVANTAGES

- Reduce social fraud in the Belgian parcel business

ISSUES

- Only for parcels, not for logistics and transportation
- New law because of existing laws were not enforced
 - Very complex application
- Only Belgian approach (in open border EU and Benelux set-up)
 - BIPT appointed to check "social" checks
- Includes rules that are considered as "false self-employment" in other sectors
- Potential cost increase due to admin and inflexibility by up to 25% per parcel

CONCLUSION

- ➔ *Too complex local law which creates issues in other flows*
- ➔ *Law already approved but practicalities not*

Parcel legislation changes the last 3 years in Belgium
Strict working times for parcel players



- Time registration: NEEDED
- Minimal "revenue": NEEDED
- Fuel: PAID BY CONTRACTOR
- Insurance: PAID BY CONTRACTOR
- Van: PAID BY CONTRACTOR
 - Enforcement: BIPT

- Time registration: NOT ALLOWED
- Minimal "revenue": NOT ALLOWED
 - Fuel: SUBCO
 - Insurance: SUBCO
 - Van: SUBCO
- Enforcement: Social inspection + Police

FALSE SELF-EMPLOYMENT

Conclusions and policy advice



Conclusions

- Main focus on **ecology and social matters**
- **No financial/economics focus**
- Only **local and national** legislation
- No more difference between **payroll and subco**
- More complex **European-level playing field**
- **Investments in USPs** under pressure
- Dogmatic?
- Too much and **"quick"** legislation?
- Regulator put forward for **non-economical measures**.

Food for thought

- *Is a regulator the way to push **non-economical political aims**?*
- *Is the **parcel business part of logistics (consolidation)** or not?*
- *What about **false self-employment**?*



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A collection of several cardboard boxes of various sizes, arranged on a light green surface. Each box has a white label with a barcode and the text 'INTERNATIONAL DELIVERY Worldwide Mail Service'. Some boxes also feature standard shipping icons: a recycling symbol, two upward-pointing arrows, a wine glass, and an umbrella.

**Excess supply of new national parcel
legislations**

To be or not to be... ?

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