

Out-of-home deliveries are increasingly valued, with lockers at the top of the list of preferences.

03-09-2025

Out-of-home deliveries have been gaining increasing prominence in consumer behavior, reflecting a clear trend toward greater convenience, flexibility, and sustainability in purchasing processes, with the prospect of increasing use of smart lockers and convenience points in relation to home deliveries. This is one of the conclusions of the second wave of the CTT 2025 Barometer , where, through several surveys, we took the pulse of the national e-commerce market and questioned several leading companies in the sector, across various categories.

Alternative home delivery solutions, such as smart lockers and convenience points , along with workplace delivery or click & collect , represent a decisive step toward increasing convenience and efficiency in e-commerce, as they allow consumers to choose the option that best suits their lifestyle. Recognizing this trend, the companies surveyed plan to diversify their delivery offerings in the short term, aligning with market expectations and reinforcing their commitment to an increasingly innovative and customer-centric service.

CTT, attentive to consumer needs, is following the trend toward convenience and proximity with the Collectt network, which integrates all parcel delivery and collection points in the Iberian Peninsula. With over 20,000 Pick & Drop locations , this network offers a practical and sustainable solution for pickup, shipping, and returns. In Portugal, [Collectt](#) consists of CTT Stores and Locations, Payshop Agents distributed throughout the country, and Locky lockers, ensuring easy and diverse access. In Spain, the network operates under the name Collectt Express, through strategic partnerships that ensure broad coverage throughout the country.

According to the analysis, Predictability now

plays a central role in the delivery experience, with a score of 3.3, valued almost as highly as Speed and Free of Charge, traditionally considered priority attributes. This evolution reflects the importance consumers place on trust and transparency in the process, reinforcing the need for solutions that offer clear information on delivery times and statuses. For companies, this insight represents a strategic opportunity to invest in technologies and processes that ensure greater accuracy and proactive communication, raising quality standards and enhancing customer satisfaction.

Artificial Intelligence as a priority investment
Artificial Intelligence and Data Analytics stand out as priority areas of innovation for the sector, considered by 34 of the 45 companies surveyed as the most relevant among the suggested options. Within this field, investments in Artificial Intelligence related to personalized product recommendations and Customer Service continue to be the highest priorities, with 4.6 and 4.2 points, respectively.

This preference reflects a clear commitment to technologies capable of optimizing processes, predicting behaviors, and improving decision-making, contributing to greater efficiency and personalized customer

experience. Conversely, tools associated with the Metaverse have been losing traction as a medium-term investment priority, signaling a strategic realignment of companies toward solutions with a more immediate and tangible impact on the business. This trend confirms the growing importance of data analysis and applied intelligence as foundations for competitiveness and sustained innovation.

Alongside these, Sustainability also remains one of the areas of greatest emphasis, with the majority of panelists (25 out of 41 responses) indicating the integration of sustainable practices into their operations, whether through the use of recyclable packaging or the offering of environmentally responsible products, either already available or in development for launch next year. This commitment reflects the sector's growing awareness of the importance of reducing environmental impact and meeting the expectations of increasingly demanding consumers. However, there was an increase in the number of companies (7 panelists) that do not yet plan to implement sustainability initiatives in the coming year, which reinforces the need to continue raising awareness and supporting the adoption of these practices as a strategic and differentiating element in the market.

E-commerce continues to grow in 2025

E-commerce performance continues to show a positive trajectory, with 73.3% of panelists reporting online sales growth in the first half of 2025 compared to the same period in 2024. It is noteworthy that 44.4% of the companies surveyed recorded increases of more than 10%, signaling the robustness and growing relevance of the digital channel. In contrast, only 8.9% of participants reported a decrease in online revenue during the period analyzed, which reinforces the global trend of e-commerce consolidating as a growth driver for companies and as a response to new consumer dynamics.

The outlook for the second half of 2025 remains highly optimistic regarding e-commerce performance. Among the 45 panelists surveyed, 38 anticipate growth in online sales in their sectors, confirming their confidence in the consolidation of the digital channel as a strategic business axis. Only one predicts a reduction in this indicator, reflecting an almost widespread consensus regarding the positive trend that should mark the end of the year. This data reinforces the relevance of e-commerce in market dynamics and the continued need for investment in innovation, customer experience, and logistics capacity to sustain this growth.

Source: [CTT Group](#)

PostNL requests withdrawal of USO designation

05-09-2025

The Hague, 5 September 2025 - PostNL has formally requested the Minister of Economic Affairs to withdraw the designation for providing the Universal Postal Service (USO). The request follows the continued lack of a solution to cover the high costs of this public service, which PostNL is obliged to provide despite the fact that, from 2025 onwards, it will lead to structural losses across the entire postal business. Short-term relief measures have not materialised, the subsidy request was rejected by the minister, and there is no legislative perspective offering sufficient improvement. Today, the Administrative High Court for Trade and Industry (CBB) also rejected PostNL's request for an advance payment on the subsidy. This creates an unsustainable situation for PostNL and puts the continuity of postal service provision in the Netherlands at risk. This is irresponsible for people who rely on post and for the thousands of people working in the postal sector. It is also unreasonable to expect a commercial company to absorb such losses when carrying out a mandatory public service. PostNL sees no other option than to request the withdrawal of the designation and urges the ministry to respond within two months.

Outdated legal obligations no longer meet consumer needs

PostNL CEO Pim Berendsen commented: "For many years, all postal workers have done their utmost to ensure a responsible and high-quality postal service in the Netherlands. We have done so in the face of a structural mail volume decline of 8% to 10% annually. PostNL has continuously looked for ways to keep postal services both affordable and feasible, for example by closing locations and adapting operational processes. These measures have led to a substantial cost reduction over the years. We have now reached the limits of what PostNL can do within an outdated legal framework that no longer reflects societal needs. There is broad agreement on the urgent need to revise the legislation. However, a solution requires political will and decisiveness. And that is lacking right now."

Public service has become loss-making and unworkable

Today, postal services are structurally loss-making due to the high costs linked to

the current USO framework. PostNL is responsible for collecting and delivering mail from over 10,000 orange mailboxes five days a week, with at least 95% of items required to be delivered within one business day. Without these obligations, PostNL would organise its network and operations differently.

To cover the additional costs of these legal obligations, PostNL requested subsidies of €30 million for 2025 and €38 million for 2026. The minister rejected this request. PostNL has objected to this decision and, given the urgency, also applied for an advance payment on the subsidy through preliminary relief proceedings. Today, the court rejected this request. As a result, PostNL is now forced to formally request the withdrawal of its USO designation.

Minister's proposal not viable

The minister recently proposed extending the delivery timeframe to two, and over time three days. Even if implemented, this would come too late and would not solve the structural cost issue that exists now and will continue in the years to come. The proposed

delivery standard of 95% is also unrealistic in practice, given the labour-intensive nature of mail delivery. The proposal offers no financial compensation for the substantial costs PostNL is required to bear, meaning the postal service as a whole will remain structurally loss-making. This is economically unsustainable. Furthermore, implementation is surrounded by political uncertainty, as highlighted once again in the recent roundtable discussion in Parliament on the future of mail delivery.

Difficult decision

PostNL emphasises that it has engaged in dialogue for years to seek an acceptable solution for all parties. Berendsen: “Filing this request was not an easy decision, but we are left with no alternative. Continuing in this way

is no longer viable or responsible. The mounting losses caused by the USO obligations not only threaten the continuity of the postal service but also limit the development of our e-commerce business.”

Request for response within two months

PostNL asks the minister to respond to the request within two months. This timeline aligns with the minister's expected decision on PostNL's appeal against the rejection of the subsidy at the beginning of November. It is now up to the minister to provide a clear perspective for the future of the postal market and to propose an adequate solution for the USO. PostNL will determine its next steps based on the minister's decision.

Source: [PostNL](#)

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Source: [PostNL](#)

Posti changes to List Prices and Product Terms for Parcel, Freight, and Transport Services

03-09-2025

We are making changes to the list prices and product terms for our parcel, freight, and transport services.

Freight Additional Services – Effective from October 1, 2025

View the updated price list for Posti freight additional services [here](#).

Parcel Additional Services – Effective from

September 15, 2025

View the updated price list for Parcel and Express freight additional services [here](#).

We will also update the product terms for parcels, freight, and additional services as of October 1, 2025. The updated product terms can be found [here](#).

Source: [Posti](#)



Malaysia Strengthens Green Commitment with 136 New Electric Vans, Expanding Its Nationwide EV Reach

02-09-2025

Commemorating World EV Day 2025 with a bold step towards a greener and cleaner future

KUALA LUMPUR, 3 September 2025 – Get ready to see a flash of ‘green’ as Pos Malaysia Berhad (“Pos Malaysia”) the national post and parcel service provider, supercharges its unparalleled delivery network with the official handover of 136 all-electric Maxus eDeliver 3 vans from Weststar Maxus and with its leasing partner, Yinson GreenTech.

This isn’t just an upgrade; it’s a quiet revolution on wheels. This strategic move reinforces Pos Malaysia’s commitment to Environmental, Social, and Governance (ESG) goals, while aligning with Malaysia’s ambition for a low-carbon and energy-efficient future. The new EVs will join the existing 1,252 two-wheel and 264 four-wheel all-electric fleet – the largest electric vehicle fleet in the country’s logistics sector – significantly reducing carbon emissions and ensuring mail and parcel deliveries are completed in a more sustainable way.

Held in conjunction with World EV Day, the ceremony marks another key step in Pos Malaysia’s ongoing transformation journey, including delivering a greener logistics footprint, reinforcing the company’s commitment to reducing carbon emissions and achieving a fully electric fleet by 2030, and being net zero by 2050.

Pos Malaysia Berhad’s Group Chief Executive Officer, Charles Brewer said, “We are not just delivering mail and parcels, we are delivering a better tomorrow. The addition of 136 electric vans to our existing fleet marks a

significant milestone in Pos Malaysia’s journey toward a sustainable future. And for the first time we will be deploying these all-electric vehicles to our East Malaysia locations, ensuring that our electric vehicles now serve the rakyat across the entire nation.

“This exciting partnership with Maxus and Yinson GreenTech plugs us directly into the future of logistics. It’s a win for our customers, a win for employees and a huge win for our planet. With every letter and parcel we deliver, we are embedding the values of environmental stewardship, social responsibility, and good governance into everything we do, and it is a privilege to lead with responsibility and innovation.

“The sleek new vans are packed with modern features, making every route more efficient and every delivery a smoother experience. So, keep an eye out, we will be delivering the cleaner, greener smile in the last mile - The future of delivery is electric!” added Brewer.

Tan Sri Dr. Syed Azman Syed Ibrahim, Group Managing Director of The Weststar Group, said, “The introduction of the Maxus eDeliver 3 into Pos Malaysia’s fleet is a proud moment for Weststar Maxus. It embodies our commitment to driving sustainable mobility solutions for the nation. The Maxus eDeliver 3 is not just an electric van – it is a symbol of innovation, environmental responsibility, and the strength of collaboration between industry leaders working towards a shared vision. As one of Malaysia’s pioneers in

electric commercial vehicles, Weststar Maxus is honoured to support Pos Malaysia in this milestone initiative. Together, we are contributing to Malaysia's low-carbon future, supporting the nation's climate goals, and ensuring that cleaner, more efficient logistics solutions are made available to every corner of the country."

Syed Muhammad Ammar Syed Azman, Chief Executive Officer of Weststar Automotive Division, added, "Malaysia's Budget 2025 and industry projections have created a positive environment for EV adoption in the country. Pos Malaysia's bold step in expanding its EV fleet is both timely and inspirational, as it not only reduces emissions but also demonstrates leadership in setting the benchmark for sustainable logistics in Malaysia and the wider ASEAN region. For Weststar Maxus, today's handover of the Maxus eDeliver 3 goes beyond the delivery of vehicles – it reflects a shared commitment to building a transport ecosystem anchored on sustainability, innovation, and efficiency. As a frontrunner in the commercial EV sector, we remain dedicated to supporting our partners and the nation in shaping a cleaner and smarter transport future."

The new Maxus electric vans are leased through Yinson GreenTech's innovative green mobility solutions, who will also be providing comprehensive after-sales support and hassle-free maintenance for the entire fleet. Additionally, Yinson GreenTech will be integrating digital smart technology services such as telematics intelligence, route optimisation and fleet utilisation dashboard to optimise fleet management, safety and energy efficiency across Pos Malaysia's operations. Previously, Yinson GreenTech successfully delivered a total of 143 CAM EC35 e-vans to the national courier in 2024.

This electrification partnership exemplifies

how local collaborations can power significant strides in ESG compliance and clean technology adoption and represents a tangible step in Pos Malaysia's phased EV rollout plan, which began in 2023.

Kelvin Soon, Managing Director of drivEV, also shared his perspective on the partnership, "Yinson GreenTech is proud to once again collaborate with Pos Malaysia on their electrification journey as they advance their ESG goals. It is both a privilege and a responsibility to be entrusted by Pos Malaysia for this important phase in their sustainable transformation. Their trust in us inspires our team to go above and beyond, and we were determined to ensure the timely delivery of these electric vans to support their ambitious transition. We look forward to our continued partnership as we accelerate Malaysia's progress in making its logistics sector greener."

As part of its ESG roadmap, Pos Malaysia is developing a fully integrated and sustainable logistics ecosystem aimed at reducing environmental impact across the entire value chain. Each electric van deployed contributes to this goal by reducing up to 1.11 tonnes of carbon dioxide emissions annually, effectively lowering both the carbon footprint per parcel and the overall cost per delivery.

Demonstrating its leadership in sustainable logistics, Pos Malaysia currently operates the largest electric vehicle (EV) fleet in the Malaysian logistics sector, comprising 1,252 electric bikes and 264 electric vans. Collectively, these vehicles have covered over 7.2 million kilometres of emissions-free last-mile deliveries – the equivalent of circumnavigating the globe 179 times. This initiative is part of a broader commitment to fully electrify the fleet and achieve 100% green first- and last-mile deliveries by 2030, in line with the company's long-term

decarbonisation objectives.

Pos Malaysia plans to further expand its EV fleet in 2026 and beyond to achieve net-zero carbon emissions for its operations by 2050, as it continues to explore partnerships in

renewable energy charging infrastructure, route optimisation, and carbon reporting tools. Every initiative is part of the larger goal to ensure sustainable delivery for every Malaysian, today and tomorrow.

Source: [Pos Malaysia](#)



Thailand Post and Airports of Thailand (AOT) are jointly studying the integration of air transport with a digital platform to support the integration of export and import cargo systems.

02-09-2025

Bangkok, 2 September 2025 - Thailand Post Co., Ltd. and Airports of Thailand Public Company Limited (AOT) signed a Memorandum of Understanding (MOU) to study and develop the Airport Cargo Community System (ACS), a central electronic platform that will connect all sectors in the air cargo business chain, from importers and exporters, airlines, ground handling service providers, freight forwarders, customs brokers, and related agencies. This will enhance the country's logistics information system and management, increase efficiency, reduce redundancy, and support the growth of the import-export business and its path to becoming an air cargo hub.

Mr. Ratthapol Phakdeepum, Chairman of Thailand Post Co., Ltd., revealed that this collaboration marks a significant step in elevating Thailand's air logistics system, particularly the development of the Airport Cargo Community System (ACS) electronic platform. This platform will connect all sectors, from airlines, carriers, import/export agents, and land transport networks. It will also extend to truck slot management using modern digital technology. This collaboration will enhance transport efficiency, reduce costs, and address sustainable development by reducing energy consumption and carbon emissions. This aligns with Thailand Post's Green Logistics approach, enabling seamless connectivity across all dimensions of transport.

"The Thailand Post Board is committed to establishing direction and supporting strategic policies that emphasize the integration of modern technology, coupled with collaboration with key partners like the Airports of Thailand (AOT). This will strengthen Thailand's air cargo system to meet international standards and support the development of the digital economy in all dimensions. This collaboration is also crucial

in propelling Thailand to become an air cargo hub in the ASEAN region, connecting the global supply chain, creating new trade and investment opportunities, and driving stable and sustainable long-term economic growth."

Dr. Danan Suphatthaphan, President of Thailand Post Co., Ltd., stated that Thailand Post is committed to supporting the country's transportation infrastructure. In collaboration with partners like the Airports of Thailand (AOT), the project will help establish a central mechanism that efficiently connects all sectors in the air freight transport chain, from importers and exporters, airlines, ground handling service providers, customs agencies, and related partners. This project will also lead to the development of modern logistics innovations, such as matching goods to cargo spaces using AI and machine learning, truck slot management, smart backhaul trucking systems that reduce empty truck trips and energy consumption, route analysis, consolidation of goods from multiple senders for increased efficiency, real-time status tracking, and API data connectivity with TMS, Customs, ERP, and warehouse systems, all of which will help reduce costs, energy consumption, and carbon emissions.

"The growing trend of e-commerce in Thailand has resulted in increased popularity and expansion of air freight. To meet consumer demand, Thailand Post has promoted air parcel and postal delivery channels. Currently, the company's primary revenue-generating international air parcel delivery service, EMS World, offers express delivery worldwide to over 200 destinations, meeting the needs of today's consumers. ePacket, an international registered express delivery service, is also an affordable option." Dr. Paweena Jariyathitipong, Deputy Managing Director and Acting President of Airports of Thailand Public Company Limited (AOT), stated that AOT hopes that the joint

study and development with Thailand Post will integrate air and road freight transport, benefiting and reducing logistics costs for product manufacturers, freight forwarders, and Thai citizens seeking to transport goods. Furthermore, it can be applied to a temperature-controlled freight transport system (Cool Chain Logistics) appropriately for Thai agricultural products. This will enhance the country's air freight capacity to support the growth of the logistics business at the international level, enhance the country's competitiveness, and promote Thailand as a transportation hub in Asia.

Source: [Thailand Post](#)

ePoczta-Polska.pl - a simple way to digitize for companies and citizens

04-09-2025

Digital deliveries, including e-Delivery, are revolutionizing communication between offices, businesses, and all Poles. Poczta Polska has just launched another tool that helps say goodbye to postal advice and facilitates communication with business partners. A modern platform for purchasing digital services has been launched at ePoczta-Polska.pl . Anyone can purchase a package that allows them to instantly send digital letters to other individuals or companies. And all for less than 2 zÅ,oty per item. Here, you can also purchase e-services that are particularly important for businesses: digital signatures, digital seals, and SSL certificates.

In the digital age, businesses and individuals are increasingly abandoning costly and time-consuming paper solutions. That's why Poczta Polska is rapidly expanding its digital offerings. Available 24/7, ePoczta-polska.pl is a response to the needs of our customers who want to save time and money by using secure and convenient solutions.

ePoczta-Polska.pl – digital post for everyone

The ePoczta-Polska.pl digital services platform allows you to purchase digital services and products available in packages tailored to your needs:

- After purchasing the appropriate package, entrepreneurs can send and receive e-Recommended messages and communicate with government offices and other institutions. They can also purchase additional services, such as a digital signature, electronic seal, and SSL certificate, allowing them to send business documents quickly, securely, and with confirmed authenticity from anywhere, anytime.
- Individuals, in turn, can purchase a digital delivery package through the Poczta platform, allowing them to send and receive e-Registered letters from companies and other individuals and

store them in their archives. All without having to buy envelopes and stamps, print letters, wait for acknowledgment of receipt, or travel to a branch with a delivery notice. And after accessing their inbox in the e-Delivery system, they can also check what has been sent to them by, for example, the Social Insurance Institution (ZUS), city hall, or tax office, and respond to officials free of charge.

e-Recommended in convenient packages

Packages on ePoczta-Polska.pl include various e-Referrals. When purchasing a package, customers can choose from 10, 20, or 50 digital shipments per month, and depending on the package selected, they can receive an electronic signature, electronic seal, or SSL certificate. They can also purchase e-Referrals as a one-time payment. Currently, there are four packages available:

- My Home – includes e-Referral subscription;
- My Business – e-Recommendation and Electronic Signature;
- My Company – e-Recommended, Electronic Signature and Electronic Seal;
- Corporation – containing e-Registered subscription, Electronic Signature,

Electronic Seal and SSL Certificate.

Importantly, the digital services included in the packages are provided by KIR (National Clearing House), a reliable and well-known

provider of digital solutions, whose products are used, among others, by the largest banks in Poland.

Source: [Poczta Polska](#)



Omniva to Begin Rollout of Community Parcel Lockers Across Estonia This Autumn

04-09-2025

Omniva has signed a five-year partnership agreement with Jetbeep, which will begin serial production of wireless community parcel lockers designed for smaller communities, creating a new nationwide network in Estonia.

While the first community parcel lockers for pilot projects were produced one by one, Jetbeep is now starting serial production for Omniva.

“The first order – 150 machines, of which 100 will serve as public service points – has already been placed. The machines should be completed by the end of November or early December, and installation will start immediately after,” said Martti Kuldma, Chairman of the Management Board of Omniva.

Most of the initial machines will be installed in Estonia, with some also launched as pilot projects in Latvia and Lithuania. “While Jetbeep is producing the machines, Omniva is completing all the necessary preparations – selecting and finalising agreements for specific locations,” Kuldma added.

The public community parcel lockers will be installed in village centres, residential areas, bus stops, petrol stations, and similar locations, including places where low-usage post offices have recently been closed.

In the first phase of the project, Omniva will order more than 500 community parcel machines, which are expected to be ready and installed by mid-next year. For comparison – there are currently fewer than 400 conventional Omniva parcel machines in Estonia.

The long-term vision for the project is even more ambitious. “Within five years, we want to reach around 2,000 community parcel machines across Estonia, and within ten years ensure that almost every household in Estonia has a machine within 300 metres,” Kuldma explained.

According to consumer surveys, 83% of Estonians prefer to send and receive parcels via machines, and more than 60% use a parcel machine at least once a month. “We are moving closer to people with the services they value most. I believe Omniva is responding very well to the needs of our customers with this,” Kuldma said.

What is a Community Parcel Locker?

Community parcel machines are smaller-scale units that do not require a wired internet or electricity connection. They are battery-powered and therefore independent of power outages.

“A conventional parcel machine is usually located in a larger centre, such as next to a shop, because it requires electricity and internet. Each installation therefore involves lengthy negotiations. A community parcel machine, however, can be placed in just 15 minutes by two people in agreement with a landowner. We call them community parcel machines because they are perfectly suited for serving smaller communities and more sparsely populated areas,” explained Kuldma.

Otherwise, the community parcel machine works the same way as a traditional parcel machine – when a parcel arrives, the recipient receives a notification on their phone with a code to open the locker. A single locker can hold one or several parcels for the same recipient. Parcels registered in Omniva’s self-service can also be sent from these machines.

A Future-Oriented Postal Solution

In the future, once the community parcel machine network is established across Estonia and amendments to the Postal Act allow machines to be used for providing universal postal services, these units could also serve as local postal access points –

enabling the delivery of letters and periodicals.

“This provides a smart solution to the key challenge in the postal sector – how to ensure that all people continue to have access to letter and newspaper delivery in an era of very low volumes. At the same time, it solves a practical everyday issue we often see at Omniva – since people receive letters so rarely, mailboxes are not checked regularly, and items accumulate and become damaged before reaching the recipient. With a community parcel machine, you always receive a notification on your phone that an item is waiting for you in a dry, secure place – whether it’s a parcel, a letter, or a newspaper,” Kuldma said.

Source: [Omniva](#)



An electric century: The evolution of postal vehicles in Germany

08-09-2025

Deutsche Post and DHL reflect on 100 years of progress in electromobility.

Bonn - No other logistics company operates as many electric vehicles worldwide as the DHL Group. The company's electric fleet consists of over 42,000 electric vehicles for the collection and delivery of shipments. Deutsche Post and DHL reflect on 100 years of progress in electromobility. As early as the 1910s, the former "Reichspost" utilized electric tricycles for deliveries. This development continued over the decades, reaching a peak in the 2010s with the StreetScooter; thanks to innovation, electric delivery vehicles now define regular operations.

1910s: The B.E.F. tricycle

The tricycle produced by the "Berliner Elektromobil-Fabrik" and known as the "B.E.F. Dreirad" vehicle, had a mere 1.5 horsepower. The Reichspost began using it around 1910. At that time, terms like registered mail or express shipments were not yet in use. Shipments were still sent in "letter bags," and there was also a service called "priority package delivery." Electric vehicles had advantages, especially on short distances and with light loads. The maximum speed was a modest 18 km/h, with a range of about 50 kilometers. Nevertheless, the tricycles proved effective: by the 1920s, around 200 units were already on the road.

1920s: Model BEL 2500

The electrically powered delivery vehicle of the Bergmann brand, model BEL 2500, was at least 2 km/h faster. It reached a top speed

of 20 km/h and had a range of up to 60 km with a full battery charge, boasting a motor power of about 25 horsepower. This electric vehicle was specifically designed for urban use, where daily travel distances are generally short, and maximum speed is less critical. The model designation "BEL 2500" is derived from its payload capacity, which was around 2,500 kg.

1950s: EL2500 E

In the 1950s, the postal service primarily used its electric vehicles for local and suburban traffic. The postal vehicle from Maschinenfabrik Esslingen, model EL2500 E, is another example of vehicle evolution: the average daily travel distance was 18 km, while the top speed had risen to 28 km/h. The EL2500 E was mainly used in the Freiburg region. Efforts for environmentally friendly transport were high in post-war Germany, and the EL2500 E represented this commitment. Electromobility aimed to ensure cleaner air in urban delivery traffic.

2010s: Pioneering Work with StreetScooter

A significant step in the electrification of Deutsche Post and DHL's fleet in Germany was marked by the StreetScooter Work. The company was a pioneer in developing its own electric vehicle in collaboration with StreetScooter GmbH and RWTH Aachen University, tailored to the needs of letter and package delivery. The first prototype appeared in 2012 and passed testing. With around 65 horsepower and a top speed of 85

km/h, the StreetScooter Work was faster than previous electric postal vehicles. From 2014 onwards, it was widely used on German roads. Further models followed, including the larger StreetScooter Work L and XL, as well as right-hand drive versions for safer entry and exit on the sidewalk side. Today, DHL Group no longer manufactures its own vehicles.

Today: Ford E-Transit

For several years, DHL Group has relied on established partnerships to further electrify its fleet and decarbonize logistics. An example is the Ford E-Transit - a modern electric transporter that demonstrates how powerful and practical electromobility can be

today: With a range of up to 317 kilometers and 184 to 269 horsepower, it provides the endurance and power needed for last-mile collection and delivery. These vehicles are primarily used where quiet and locally emission-free driving is particularly in demand. Most electric commercial vehicles are sourced globally by DHL from Ford and Mercedes. The latest innovation for long-distance transport is an electric truck with a "Range Extender" (EREV = Extended Range Electric Vehicle), developed by DHL in collaboration with Scania. This truck primarily runs on electricity but also has a diesel engine that serves as a generator to charge the battery when needed. Horsepower: up to 400.

Source: [DHL Group](#)