Zero Emission Freight Webinar:

Zero Emission Zones for Freight – the New Norm? Lessons from the Netherlands

4 February 2020
Agenda and Speakers

• Welcome

• The national perspective: Irma Kemp, Project Manager, Zero Emission City Logistics, Ministry of Infrastructure and Water Management

• The city perspective: Jos Streng, Transport Planner, City of Rotterdam

• The business perspective: Anna Paulides, Project Leader, City Logistics at PostNL

• Q&A

• Webinar close
The Netherlands’ approach to Zero Emission Urban Freight

Irma Kemp

Projectmanager zero emission city logistics

5 February 2020
The Netherlands, who are we?

- Small country but densely populated
- Gateway to rest of Europe with 2 of the largest ports of Europe and the world, close together (Port of Rotterdam and Amsterdam Airport Schiphol)
- Logistics is key
- Paris Agreement but also a National Climate Agreement with a big role for mobility
Not starting from scratch:
How NL works together in Public-Private Partnerships

- Public Private Partnership with a shared intention of (today) over 200 parties to work:
  - More efficient - *Can I reduce the amount of movements?*
  - Different type of delivering - *Do I really need to use this type of vehicle?*
  - More sustainable - *Can I deliver zero emission? ZE-vans, ZE-trucks, Cargo-bikes etc*

These parties include the national government, companies and cities.

**Now: from voluntary to more obligatory – Climate Agreement**
National Climate Agreement (2019)

- Government leadership: ambitions followed by strict legislation
- Ambition of 49% CO2-reduction in 2030 (compared to 1990)
- 5 workgroups
- Within mobility, granular measures are needed
- Measures to achieve the targets on Mobility:
  - Sustainable energy carriers
  - Electric passenger traffic
  - More sustainable logistics
  - More sustainable personal mobility
- Role for the national government to give logistics a push
- Mobility is responsible for a big part of the emissions and therefore has a target of 7,1 Mton CO2-reduction
- City logistics has a 1,1 Mton target by 2030
National Climate Agreement - Mobility
Measures for city logistics

- Key: Companies and citizens want their goods quickly and reliably delivered. This will not change but the modes of transportation will.
- Zero Emission Zones for city logistics in 30-40 larger cities by 2025
- Public Private Cooperation
  - Start with front runners segment by segment
  - Also at local and international level (f.e. TDA)
  - Demand gathering to increase availability of ZE vehicles
- Proactively roll-out charging infrastructure
  - Public charging infra
  - Smart grids
ZE city logistics 2025 => reduction 1,1 Mton CO2 by 2030

Vibrant, lively and accessible cities

City Logistics

Efficient
- More accessible
- Less freight movements
- Improving air quality

Sustainable
- Zero emission zones in 30-40 cities by 2025
- 1 Mton CO2-reduction
Context of zero emission zones

- ZE-zones
- Charging-infrastructure
- Basedata-infrastructure
- Logistical concepts
- ZE-vans and trucks en ZE procurement:
Government perspective

- Sector nor municipalities can do this alone
- Taking the lead on national coordination in the implementation
- Coordination team for the Implementation Agenda consists both the main municipalities as well as representatives of the industry.
- Not with the tone: you have to join **but** together we can do this
Where are we now? Right in the middle of the proces

- Aim to have an Implementation Agenda in March 2020
- Set of agreements to make zero emission freight feasible by 2025
- Big challenge, not only for municipalities but also for the industry, SME’s etcetera – clearance is needed as well as an increase of the production of vehicles and a reliable charging network

Agreement in which all parties take their responsibility. The national government offers for example:

a. Expertise: Expertpool to support municipalities on implementing a zero emission zone for logistics, sharing gained knowledge with other parties/municipalities

b. (Financial) Support programma: Budget reservation within the Climate Agreement (should be operational by January 2021)
Thank you!

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Zero-emission zone for freight: Update Rotterdam case

TDA / C40 webinar
February 2020
Jos Streng / Jan Robbert Albrechts
City of Rotterdam
Where are we talking about?
Policy framework

• Overall: **Paris Goals** and meeting **EU air quality** standards
  - **National Climate Agreement** requires Rotterdam to implement a ZECL zone (along with 30-40 largest cities in NL)
  - **Rotterdam** is part of the National Coordination team for the **implementation agenda**, expected March 2020

• Local:
  - SUMP 2017-2030+, with action plan
  - local Climate Agreement (established Q4 2019)
  - Zero Emission Mobility programme (established Q4 2019)
  - Energy Transition programme
ZE City Logistics policy

• Zero Emission Mobility strategy: 3 C’s to optimize motorized traffic:
  - **C**ut back (Volume reduction – Increased efficiency)
  - **C**hange (Veranderen – Modal Shift)
  - **C**lean Up (Verschonen)

• Lead by example and involve stakeholders
The challenge in a nutshell

Image 2.7: Proportion of vehicles in traffic and emissions (Rotterdam city centre, 2015)
2-step Approach: 2020-2025

• Official Announcement of ZECL zone and access requirements: Q1 2020

• Covenant with stakeholders to be signed before summer 2020
## Stakeholder dialogue

### Overall > 40 partners

**Category**
- Vehicle Dealers / Manufacturers
- Grid Operator
- Professional Associations
- Transport & Logistics
- + Financial service providers, hospital, universities, ...

### Stakeholders

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<th>Stakeholders</th>
<th>Segments</th>
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<th>Individual companies per sector</th>
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### Overall > 40 partners

- Detailed analysis
- Grid Operator
- Professional Associations
- Transport & Logistics
- Financial service providers, hospital, universities, ...

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**Legend**
- Individual companies per sector
- Overall > 40 partners
### Action Programme for the covenant

#### Logistical Stakeholder Own action Requires of others Planning

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<th>Logistical Segment</th>
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Data requirements

• How many vehicles of which type are involved now in city logistics? (current TNO assignment)

• How efficient can we make the city logistics process? (simulation tool development for analysis)

• How much space is required?
  - for consolidation
  - for loading unloading
  - for logistics within a new building (apartments, offices)

• Rotterdam needs: Logistical data sharing from locally active partners
Challenges

• Energy supply
• Enforcement
• Demand management (discipline the receivers for delivery efficiency)
• Assessing, accommodating (and regulating?) shift to LEV – cargo bike
• Assuring space for consolidation in land use planning
• Data traffic management in public space
Contact?

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Jan Robbert Albrechts
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Reflections on zero emissions zones for freight and implications for business

Anna Paulides
Project Leader City Logistics
PostNL
Zero Emission thinking frame PostNL

- Current Policy
- Logistical Logics
- Current and predicted volumes
- Regulations
- Demography
- Logistic challenges in city
- Historic characteristics of city
Taking a closer look at the city

- Oost
- Zuidoost
- Centrum
- West
- Zuid
- Nieuw-West
- Westpoort
- Noord
- Zuidoost

- ( Historic ) city center
  Zero Emission; car-free
- Densely populated areas
  Zero Emission
- > Other
- Roundway A10
- Current environmental zone (low emission)
Only 4% - 7% of all inner city business vehicles is a parcel deliverer.
So what about the other 95%?
Experts tell us that:

80 percent of all vans and trucks enter the city for only one or two stops.
Urban consolidation
Network of local urban consolidation centers servicing already 10+ major cities in the Nederlands
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4 February 2020
Thank you & next steps

The C40 Knowledge Hub
Cutting-edge insights and practical resources from leading climate cities.

LOGIN / SIGN UP
Thank you

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