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EVO

Dutch shippers council

EVO is the representative of 20,000 companies in all industries who have to transport goods. They do this with their own vehicles or outsource it to a transporter. Together the EVO-members, which employ 1.3 million people, generate 70 percent of all cargo to, from and within the Netherlands.



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Low emission zones

- **Low Emission Zones (LEZs) are areas or roads where the most polluting vehicles are restricted from entering. This means that vehicles are banned, or in some cases charged, if they enter the LEZ when their emissions are over a set level.**

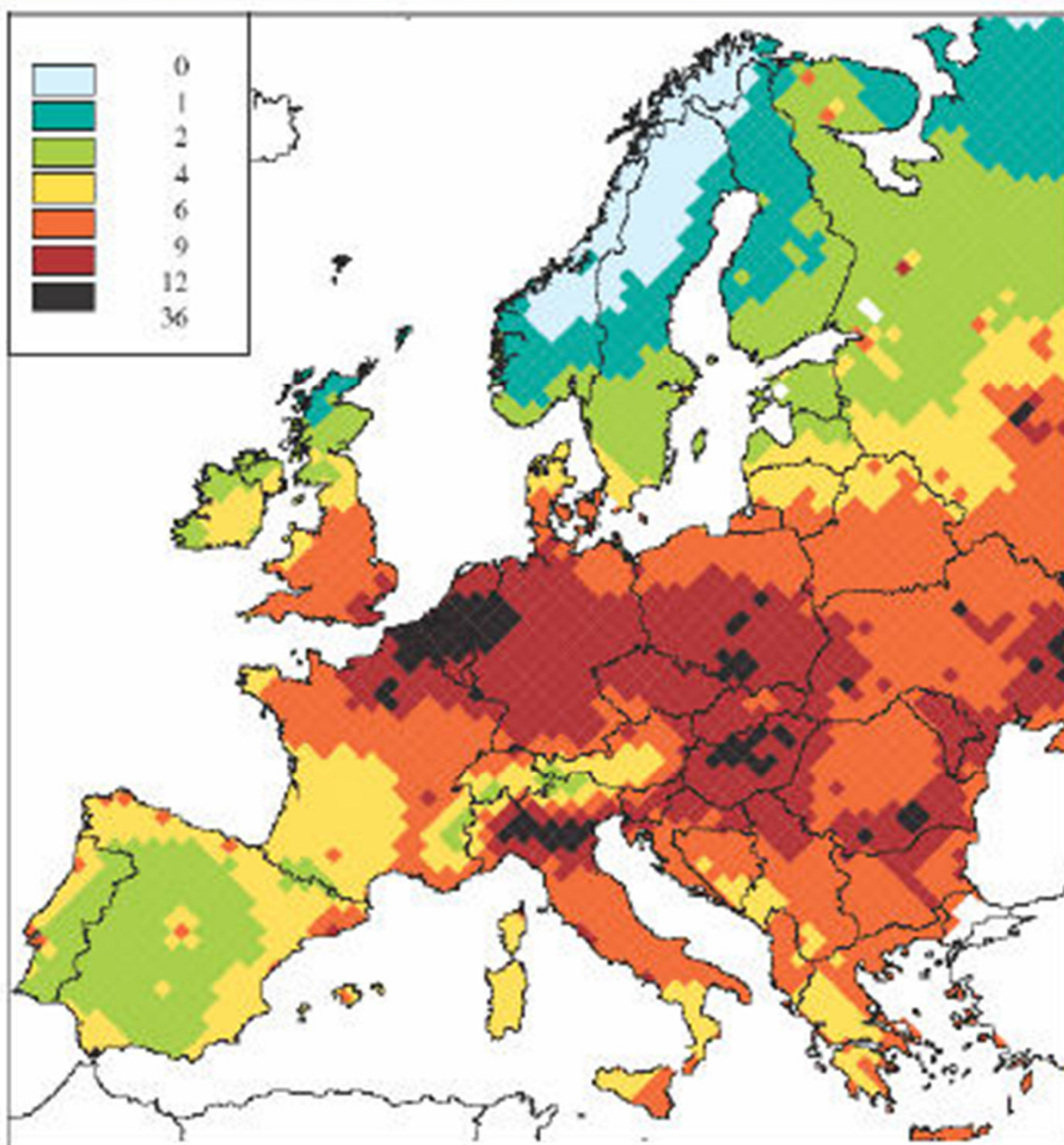
Low emission zones

- European and Dutch legislation
- The Dutch solution
- Results so far
- Best practices
- Advice





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European and Dutch legislation

- EU standards Nox (nitrogen mission) and PM10 (particulate matter emissions) are not achieved in some city centers.
 - NO2 40 $\mu\text{g}/\text{m}^3$ annual average
 - PM10 40 $\mu\text{g}/\text{m}^3$ annual average



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European and Dutch legislation

- **An estimated 18.000 early deaths in NL**
- **Dutch legislation, Link air quality and building projects**
- **Local and national authorities felt the urge and started taking action in 2005 .**



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The Dutch Solution

- **Approximately 10 city's were having an air pollution problem they couldn't solve otherwise.**
- **Dutch industry (Dutch shippers council and dutch road union) wanted a national uniform system**
- **Government as a procesleader (and investor). Having their interest in avoiding European fines.**

The Dutch Solution

- Local introduction LEZ only in consultation with business sector (EVO, TLN)
 - According to ‘road map’
 - Only if lorries have a significant share in local concentrations of PM10 and NO2
 - Boundries LEZ jointly determined





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The regime:

- Euro 0 en I no entry
- Euro II and Euro III with diesel particulate filter (if available)
- After 2010, Euro IV or higher
- After 2010 until July 2013 Euro III diesel with particulate filter (if available and not older than 8 years)
- Special vehicles are limited to 13 years old
- A maximum of 12 exemptions per vehicle/ year / city
- Local exemptions for distressing cases



The Dutch solution

- Beside restriction also friendly measures
 - Grant for diesel particulate filters
 - Urban distribution measures



Better traffic / truck flow

- Adjustment of traffic lights on commonly used delivery routes in the city



Better traffic / truck flow

- Shared use of bus lanes
- 5-20% less nitrogen and PM emission



Creating possibility to combine goods at the edge of the city

- Various business cases





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Wider timeslots in city centers

- Fewer vehicles
- Improved road safety
- Better airquality
- More efficiency





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Results so far

- High compliance, 80-98% trucks comply
- Revenue air quality is disappointing compared to the expected
 - Expected reduction of 0,5 $\mu\text{g}/\text{m}^3$ in NO_2 and about 0,3 PM_{10} up to 1 and 0,7 $\mu\text{g}/\text{m}^3$.
 - Average effect in 2010: PM_{10} -0,04 $\mu\text{g}/\text{m}^3$; NO_2 no effect
 - Share of lorries in urban traffic is lower (3-5%)
 - Euro V performs less well in urban traffic
 - Filters decrease emissions PM_{10} , but increase NO_2

Best Practices

- **Dutch solution,**
 - Collaboration government and industry.
 - Clear and uniform system
 - Foreign vehicles and coaches excluded
- **German model,**
 - Equality, all vehicles instead of trucks only
 - System with labels on windscreen, low administration costs for industry and government
 - Possible enforcement of foreign vehicles



Advice

- **Work together with respect for eachothers interests**
- **Choose the best out of the existing alternatives and combine them.**
- **Always introduce friendly measures alongside the restrictives**





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