



**Gemeente
Amsterdam**

Towards a Zero Emission Amsterdam

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City of Amsterdam**



4.4

Air pollution in Amsterdam is equivalent to second-hand smoke of 4.4 cigarettes per day

11

This shortens the life of the average Amsterdammer by 11 months.

11%

Traffic also accounts for 11% of CO2 emissions in Amsterdam.





- **Predictions for 2050**
 - +250.000 citizens. Currently ~925.000.
 - + 200.000 jobs. Currently ~600.000.

If we take no action, the number of car kilometres will increase by 45% towards 2050.

- **Working on a car-lite city**
 - More space for bikes, pedestrians and public transportation.
 - Less for motorized vehicles.

This requires a different view of public spaces and mobility.



- **reducing** the number of road traffic kilometres.
- **transforming** the way we travel into sustainable forms of mobility:
 - ✓ promoting public transportation,
 - ✓ use of the bicycle instead of the car.

✘ ✘ How is Amsterdam working towards zero ✘ emission mobility?



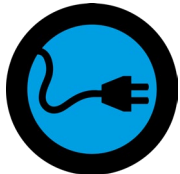
Communicate: Multiple communication campaigns (on- and offline).



Stimulate: Subsidies for taxi, vans and trucks (range €3k – 40k).



Regulate: Environmental and zero-emission zones.

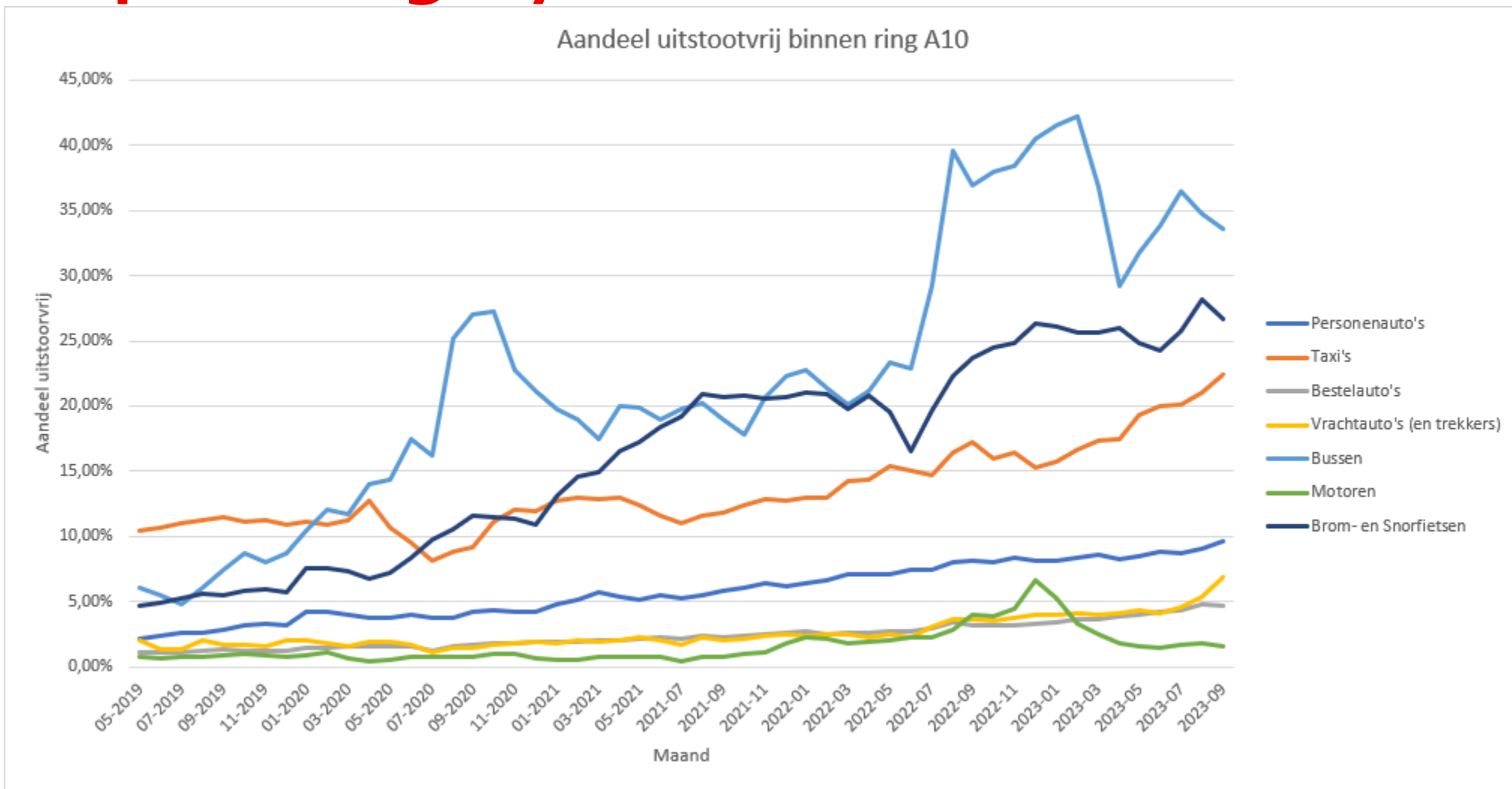


Facilitate: >6.000 public charging points.





Part per category that is emission free





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Low Emission Zone Amsterdam

Car

Touringcar / bus

Van

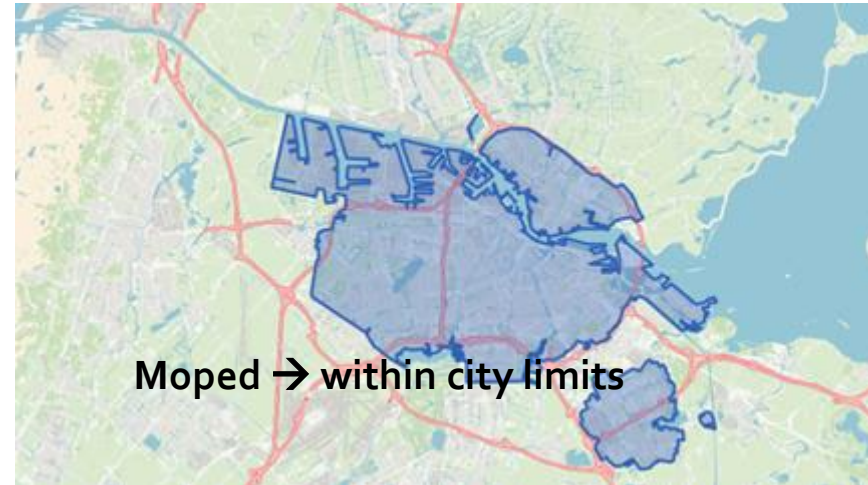
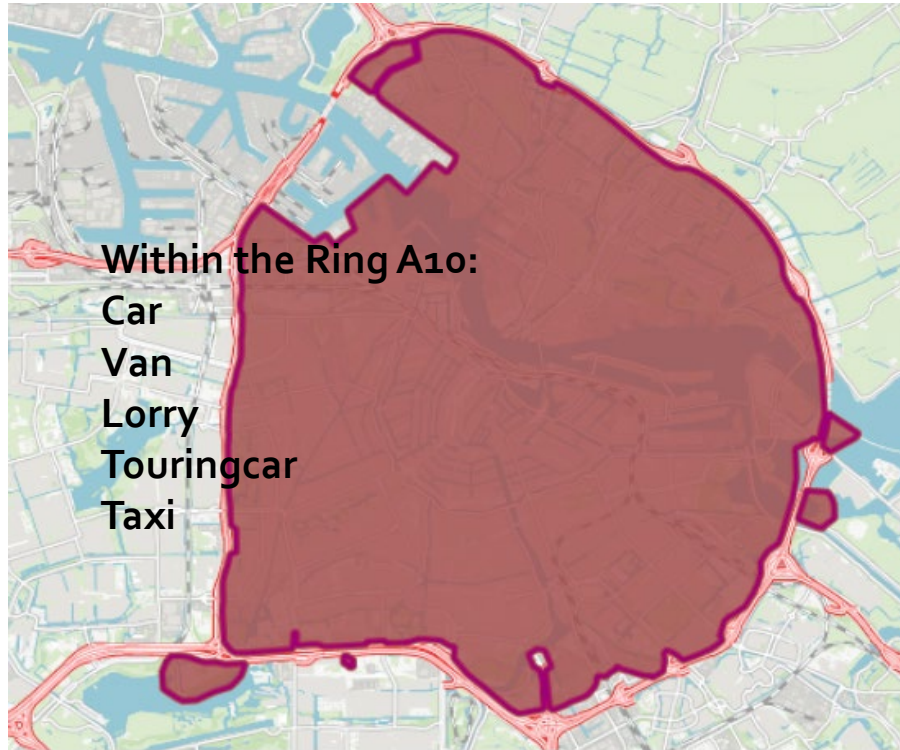
Taxi

Lorry

Moped



Where?





Which vehicles are not allowed?

LEZ	Not allowed	Where?
Lorry and Touringcar / Bus	Emission standard 5 and lower (6 is allowed)	Ring A10
Car and van	Emission standard 3 and lower (4 and higher is allowed)	Ring A10
Taxi	DET (date first admission) 2008 and older (from 2009 is allowed)	Ring A10
Moped	DET (date first admission) 2010 and older (from 2011 is allowed)	City limits

Per 2025 start emission free zone with transition rules.



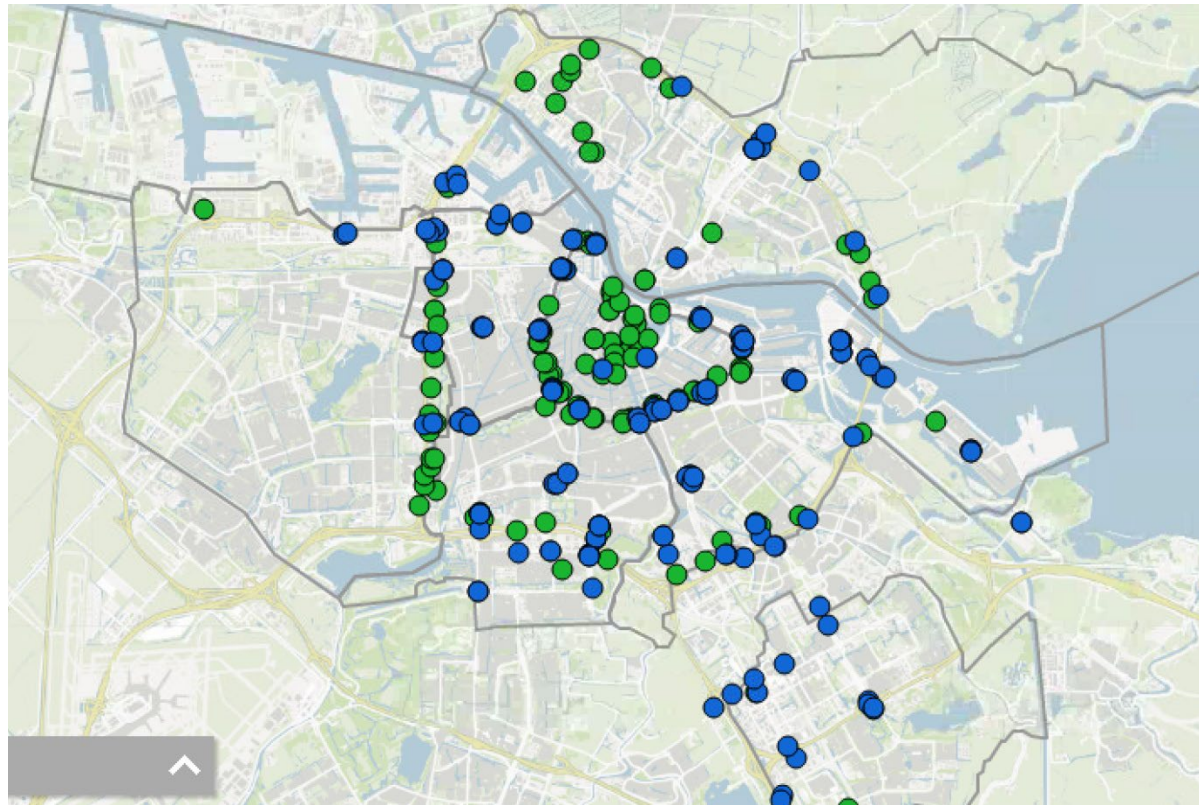
Enforcement

- Based on registration of the license plate in the public database of the Netherlands Vehicle Authority (RDW)
- Cameras scanning the license plates at every entry point into the LEZ
- By municipal enforcement officer
- Dutch vehicles are checked by ANPR-camera's (Automatic Number Plate Recognition). That is not possible for foreign vehicles. Foreign vehicles are checked by our enforcers. They can ask for the vehicle registration certificate.

Basis	Motor & Milieu	Technisch	Fiscaal
Algemeen			
J	Voertuigcategorie	Personenauto (M1)	
	Speciale doeleinden	Kampeerwagen (SA)	
	Inrichting	kampeerwagen	
D.1	Merk	VOLKSWAGEN	
D.2	Type	Niet geregistreerd	
D.2	Variante	Niet geregistreerd	
D.2	Uitvoering	Niet geregistreerd	
R	Kleur	Wit	
D.3	Handelsbenaming	7DC-AJT2	
K	Typegoedkeuringsnummer	Niet geregistreerd	
	Plaats chassisnummer	Rechts, rechter in watergoot voor voorruit	
	Aantal eigenaren privé / zakelijk	1 / 0	
Vervaldata en historie			
Gewichten			
Tellerstanden			
Status van het voertuig			
Terugroepacties			



Cameras





There are signs to warn when entering the LEZ.



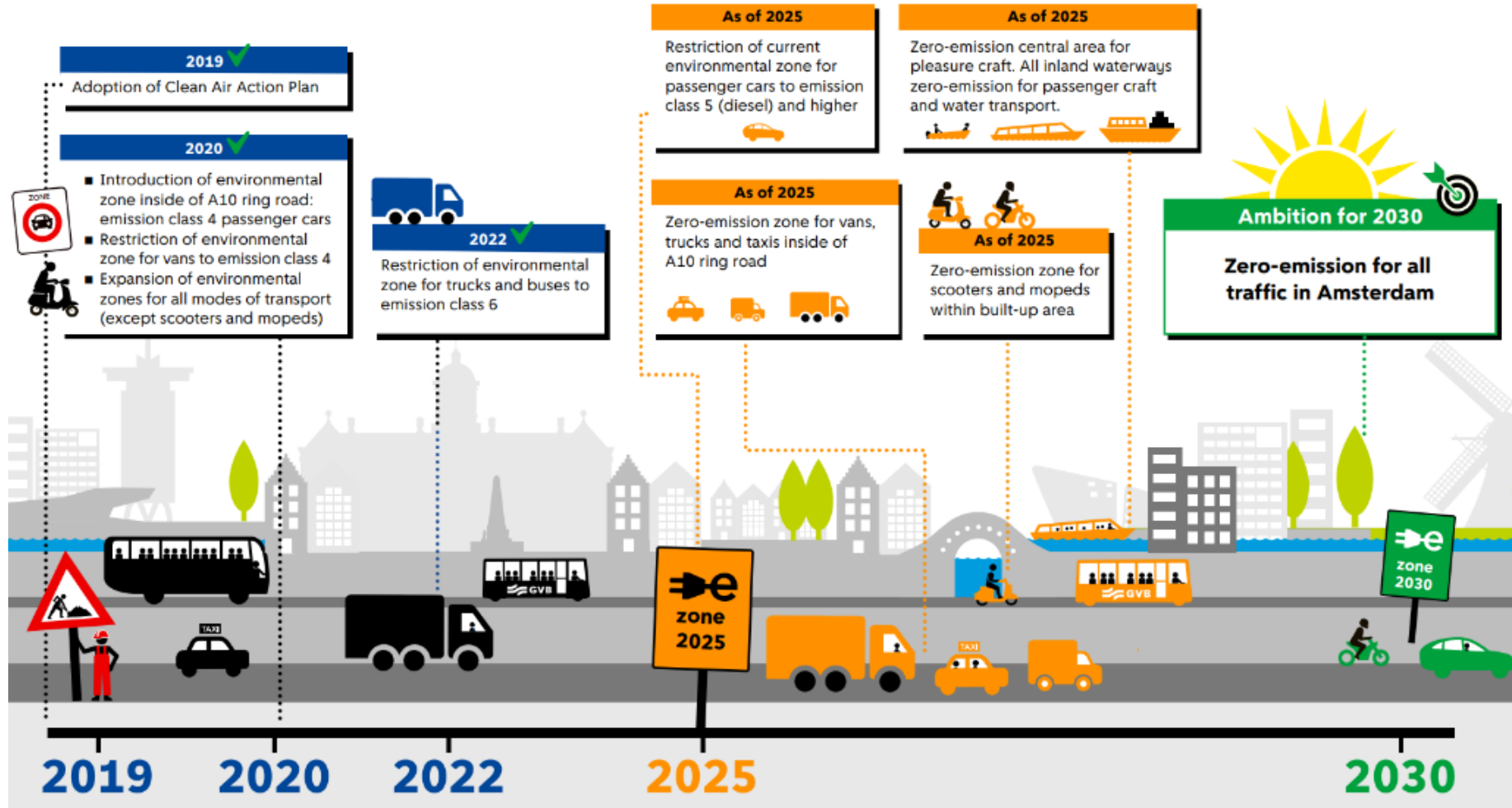


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**Low emission
towards zero
emission**



Course towards a zero-emission Amsterdam



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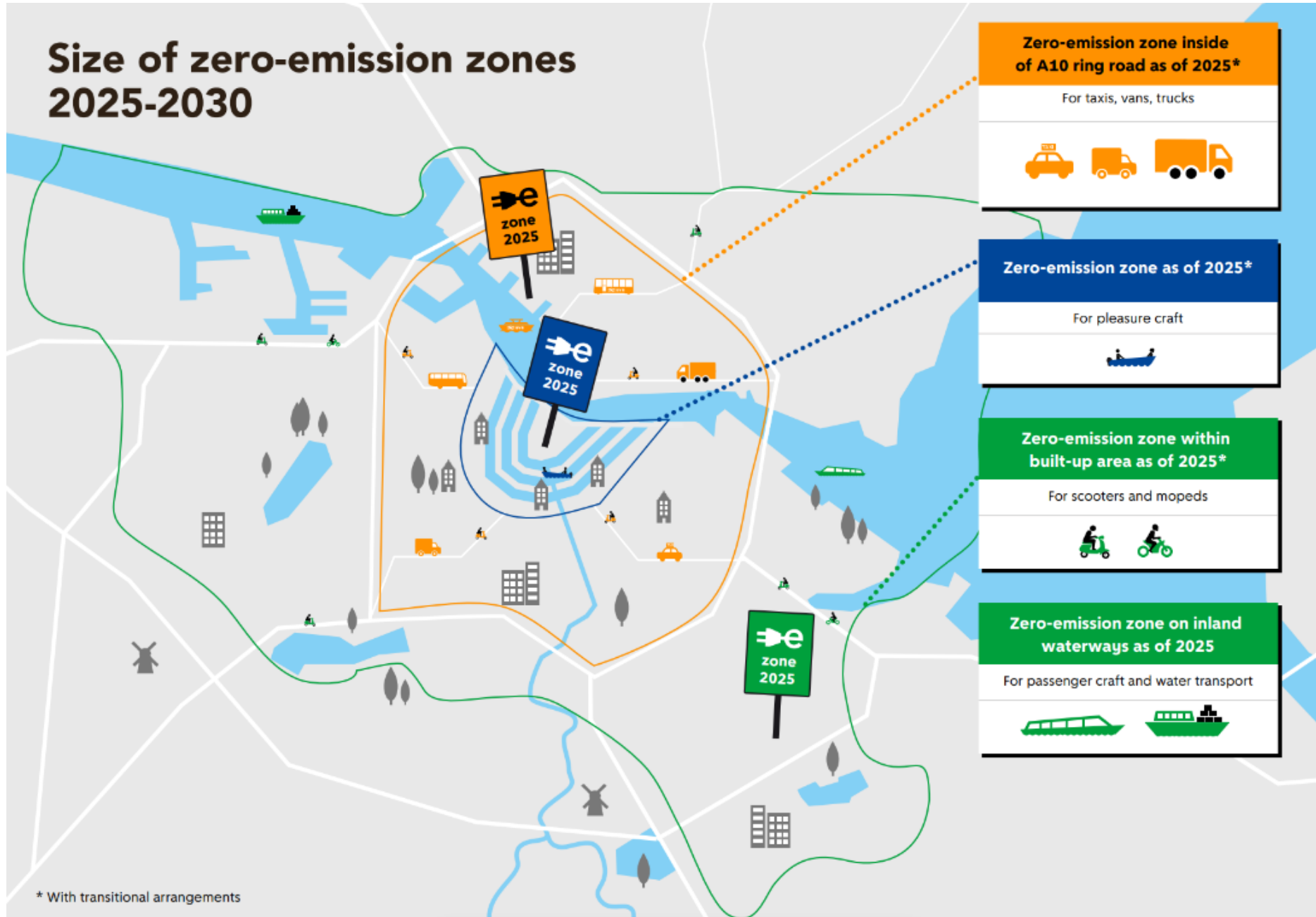


Zero-Emission Mobility in Amsterdam

Implementation Agenda 2023-2026



Size of zero-emission zones 2025-2030



VANS

Every day, lots of vans can be seen on the streets of Amsterdam. They transport goods and construction materials, deliver parcels and supply shops and hospitality outlets, or they are used by window cleaners or cable, gas or water network engineers. These logistics constitute Amsterdam's blood circulation, but in relative terms they are taking up more and more space and making a big impact on traffic safety, quality of life and accessibility.

The transition to downsizing, modifying and cleaning up this considerable fleet was initiated at the local and national level some time ago already. At the start of 2021, the Municipal Executive signed the National Implementation Agenda for Urban Logistics (UAS), together with central government, various municipalities and parties representing the business community.

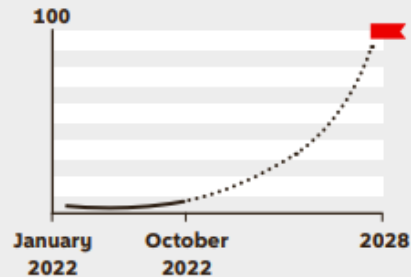
The UAS is an elaboration of the national Climate Agreement that includes the introduction of zero-emission zones for vans and trucks. We expect 25 to 40 other large municipalities to introduce a zero-emission zone for urban logistics.



Share of vans

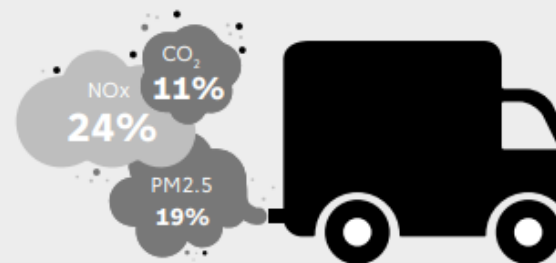
Vans account for **13 percent** of all traffic in the city.

In the **January to October 2022** period, **3 percent** of all journeys by van within the current environmental zone were zero-emission.



Emissions

The share of van emissions relative to total Amsterdam road traffic emissions is:



Measure

Zero-emission zone for vans inside of the A10 ring road in 2025

The exact geographic size of the zero-emission zone will be stipulated in the traffic order to be adopted.

Transitional arrangements

Emission class 5 will have access until 1 January 2027

Emission class 6 will have access until 1 January 2028

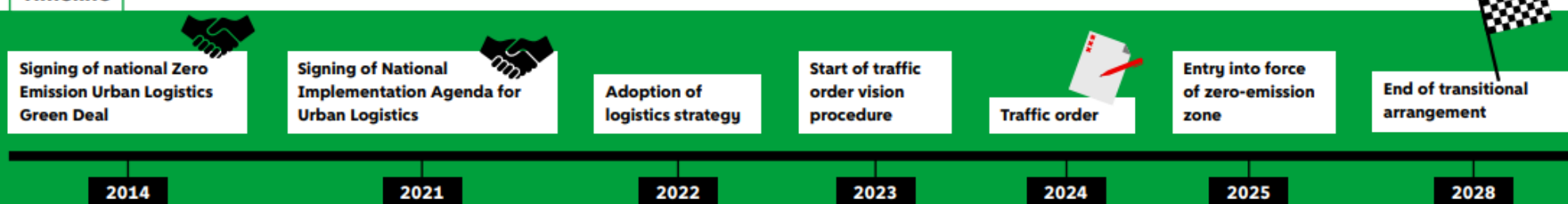


Effect of measure

These measures are expected to result in the following reductions for van emissions inside of the A10 ring road as of 2028:

	NOx	PM10	PM2.5	EC	CO ₂
Van emissions to drop by	97%	11%	44%	97%	95%
Share of emission reductions in total road traffic	14%	1.1%	5%	38%	11%

Timeline





TRUCKS



Every day, lots of trucks can be seen on the streets of Amsterdam. They transport heavy materials needed to build houses, they supply shops and hospitality outlets and they are required to set up for events. These logistics constitute Amsterdam's blood circulation, but in relative terms they are taking up more and more space and making a big impact on traffic safety, quality of life and accessibility.

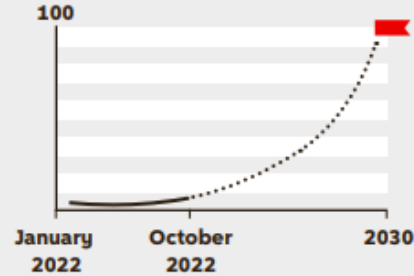
The transition to downsizing, modifying and cleaning up this considerable fleet was initiated at the local and national level some time ago already. At the start of 2021, the Municipal Executive signed the National Implementation Agenda for Urban Logistics (UAS), together with central government, various municipalities and parties representing the business community.

The UAS is an elaboration of the national Climate Agreement that includes the introduction of zero-emission zones for vans and trucks. We expect 25 to 40 other large municipalities to introduce a zero-emission zone for urban logistics.

Share of trucks

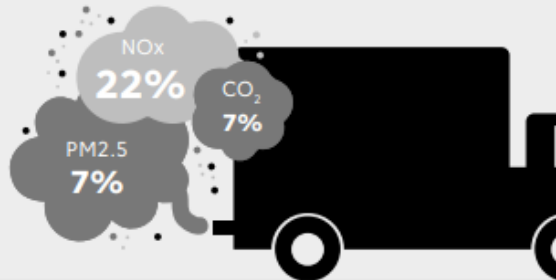
Trucks account for **1 percent** of all traffic in the city.

In the **January to October 2022** period, **3 percent** of all journeys by truck within the current environmental zone were zero-emission.



Emissions

The share of truck emissions relative to total Amsterdam road traffic emissions is:



Measure

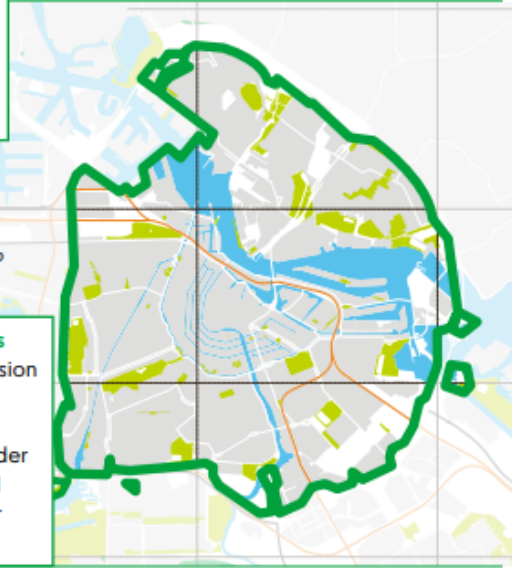
Zero-emission zone for trucks inside of the A10 ring road in 2025

The exact geographic size of the zero-emission zone will be stipulated in the traffic order to be adopted.

Transitional arrangements

All trucks have to be emission class 6 or higher

Box trucks must not be older than five years of age and tractors must not be older than eight years of age



Effect of measure

These measures are expected to result in the following reductions for truck emissions inside of the A10 ring road as of 2030:

	NOx	PM10	PM2.5	EC	CO ₂
Effect on medium-weight trucks	95%	6%	32%	95%	95%
Effect on heavy trucks	95%	16%	54%	95%	95%
Effect on total road traffic	38%	2%	8%	19%	15%

Timeline

Signing of national Zero Emission Urban Logistics Green Deal

2014

Signing of National Implementation Agenda for Urban Logistics

2021

Adoption of logistics strategy

2022

Start of traffic order vision procedure

2023

Traffic order

2024

Entry into force of zero-emission zone

2025

End of transitional arrangement

2030



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Zero emission zone for mopeds





Definition



- 'Light' mopeds, in Dutch called *snorfiets* ("snorting bike") & mopeds, in Dutch called *bromfiets*.

Around **53.000** registered in Amsterdam

	License plate	Max. Speed	Min. Age		
 Heavy					
 Light					

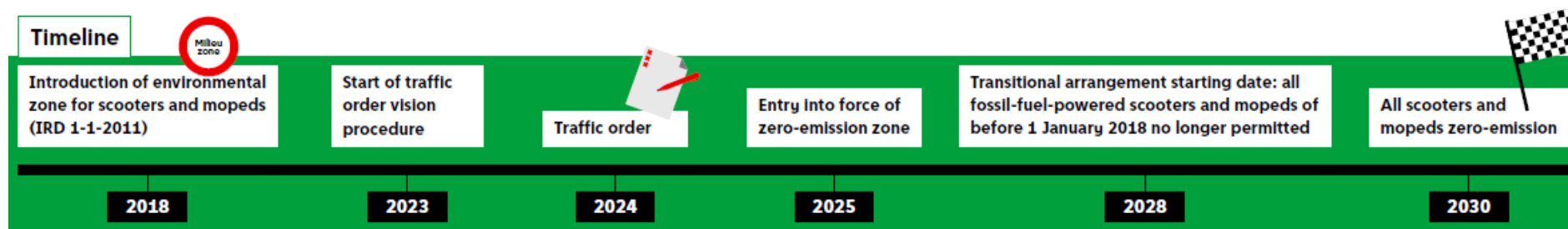


Regulation

Implementation Agenda zero-emission mobility in Amsterdam, adopted by the Municipal Executive June 2023. Including:



- Zero emission zone for (light-)mopeds within the built-up area as of 2025 with transitional arrangements for existing vehicles:
 - 1st of Jan 2025: **new** mopeds need to be zero-emission to have access.
 - 1st of Jan 2028: mopeds older than ten years (before 1 January 2018) no longer permitted.
 - 1st of Jan 2030: only zero emission mopeds will be permitted in the zone.
- Autumn 2023: start formal reaction procedure, including public evenings in each city district.





Communication



2023

- Letter to all moped owners + moped shops in and around Amsterdam
- Stakeholder sessions
- Communication campaign (together with other modalities)
- Online warning banners on sale sites of 2nd hand mopeds

2024 (selection)

- Flyers for moped shops, driving school etc.
- Electric mopeds try-out event

Campaign 2023





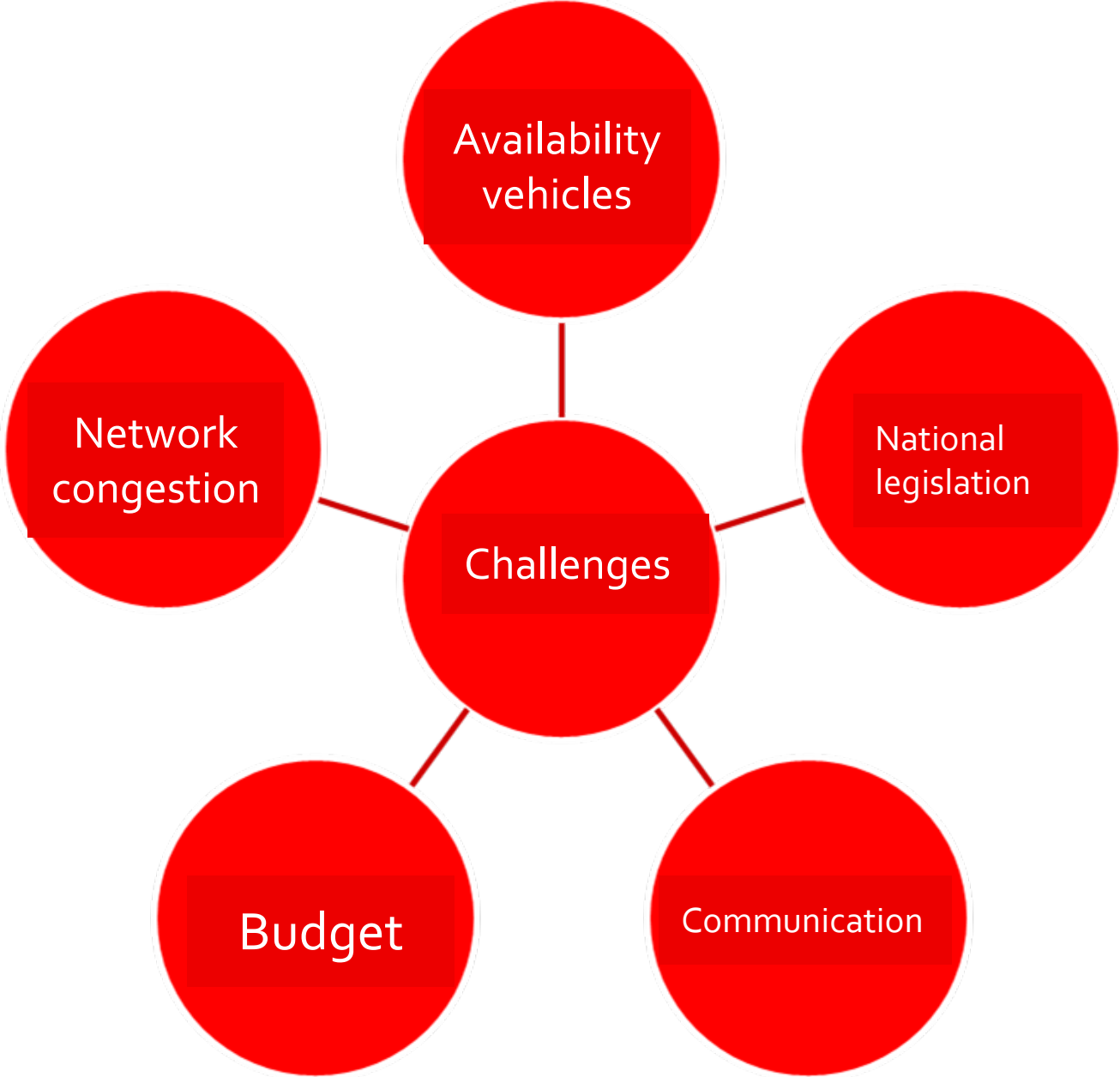
Stimulation



- A support measure for moped owners with a low income (holders of a so-called *Stadspas*).
- They will receive financial compensation if they wish to part with their old fossil fuel moped.
- Still in preparation, expected to announce further information Q4 2024.



Challenges





Preguntas?

✘ ✘ Taxis ✘

In two weeks time, about a third of the Dutch taxis is detected in Amsterdam.

About a quarter of these active taxis in Amsterdam, are electric.

Of the vehicles (#4.000) purchased or changed of ownership since 01-01-2023:

- 25% electric
- 60% fossil
- 15% hybrid

Of the newly purchased vehicles (#600) almost 90% of the vehicles are electric.



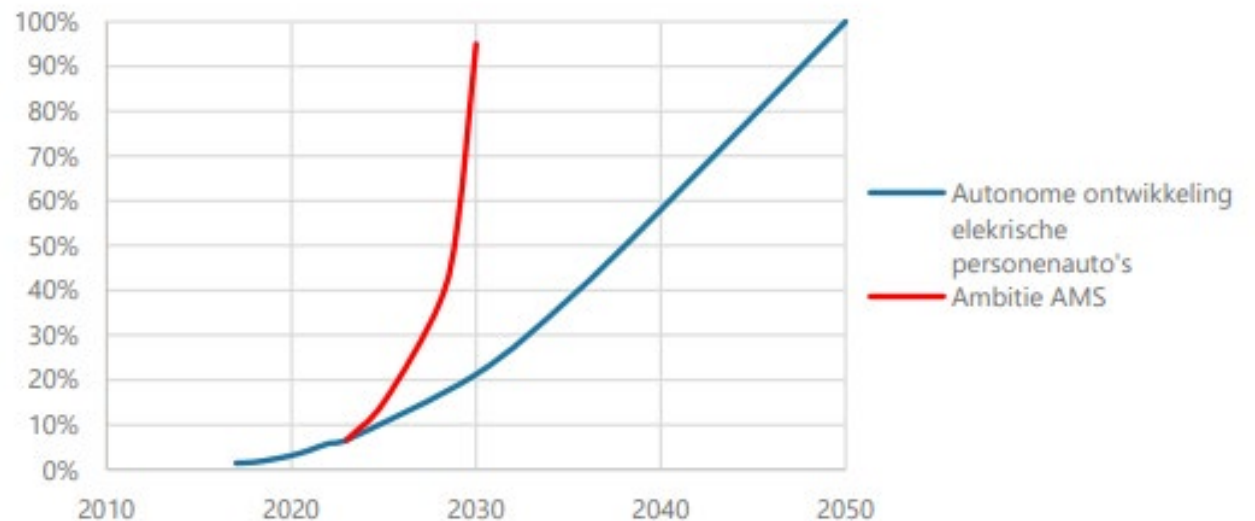
Passenger cars

In two weeks time, about 810.133 unique vehicles were detected in Amsterdam.

About 8% of these vehicles in Amsterdam, are electric.

Prognosis is that in **2030 only 20%** of the passenger cars will be electric.

So measures will be needed to fill the cap and new ambitions need to be set





Automatic exemptions

- **Day exemption** - lorries: 12 x per year
- vans: 6 x per year
- **Oldtimer exemption**
 - cars / vans: 40 years and older
 - mopeds : weekend exemption for mopeds 30 years and older
- **Special vehicles** have national exemption (e.g. crane truck, moving van) with a special code by the Netherlands Vehicle Authority (RDW)



Manual granted exemptions

- **Special circumstances**
 - expected bankruptcy (max 3 x 1 year)
 - investment is out of proportion (e.g. special vehicles)
- **Hardship clause** → when not foreseen in the LEZ policy
 - e.g. applicant is close to retirement
- **Long delivery time** (lorry, touringcar, vans and cars)
 - signed order for replacement vehicle and expected delivery date
 - exemption for time of delivery + one month
- **Adapted vehicle for medical reasons** (for cars and vans)
 - show invoice of adaptations of at least Eur 500 and photo of vehicle.
 - for 3 years