



EUROPEAN CITIES AND REGIONS NETWORKING
FOR INNOVATIVE TRANSPORT SOLUTIONS

Urban mobility breakfast Lessons from Dieselgate - what is next for cities?

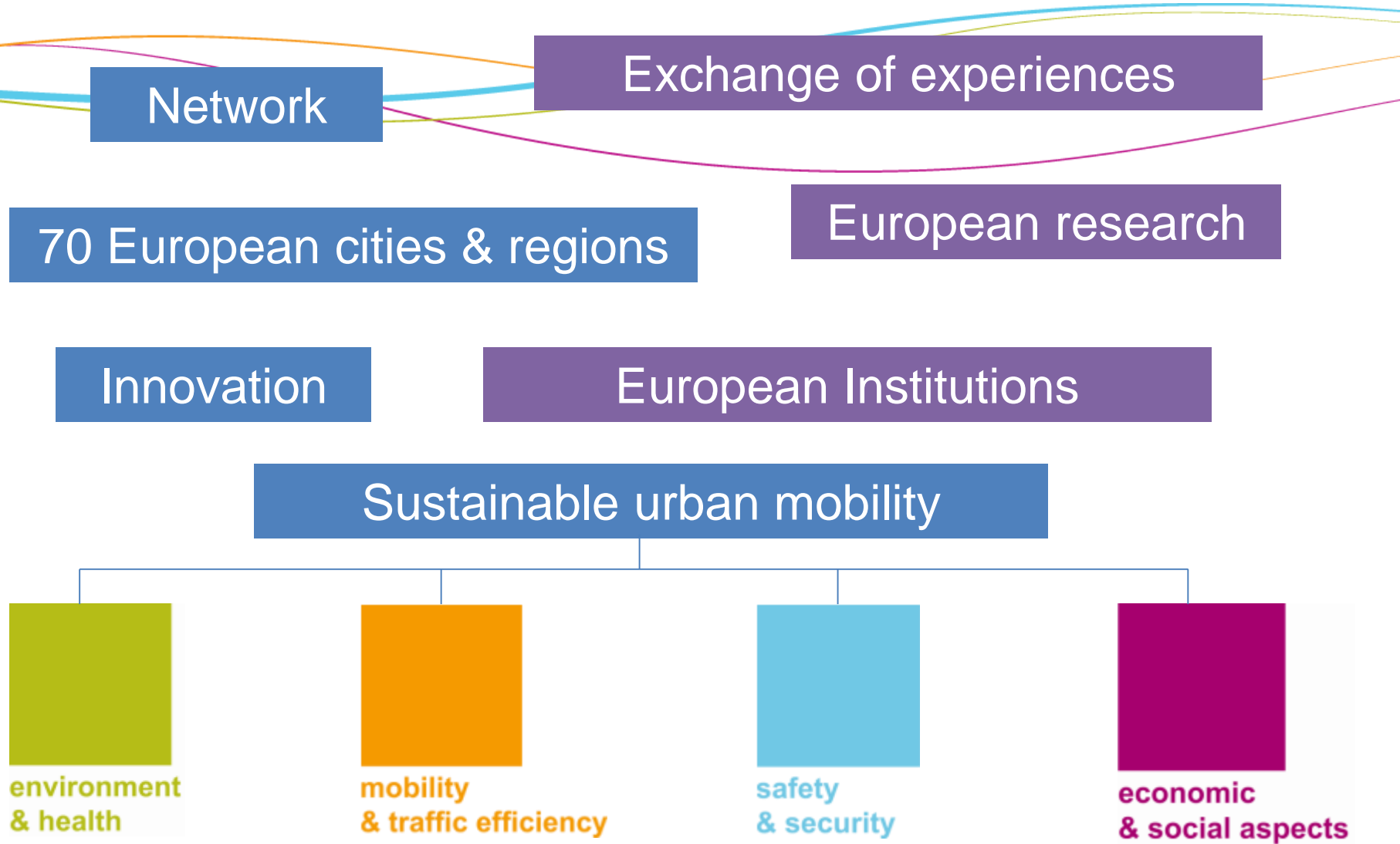
Brussels, 6 June 2017

Karen Vancluysen, Secretary General, Polis

Lessons from Dieselgate - what is next for cities?

- **Following Dieselgate, the European Parliament established a Committee of Inquiry into Emission Measurements in the Automotive Sector (EMIS). On 4 April, the final report of this committee was discussed and recommendations were voted during the EP's plenary session in Strasbourg.**
- **Today, EMIS chair Ms Kathleen van Brempt will look back at the enquiry and explain the potential of the EP recommendations to improve air quality in cities.**
- **Experiences from Polis members Gent & London**
 - Filip Watteeuw, Executive Councillor Mobility & Public Works, City of Ghent
 - Anna-Maria Spyriouni, Senior EU Policy Officer, Greater London Authority

What is Polis ?



Urban mobility – key challenges & policies

■ Congestion

- Costs Europe about 1% of Gross Domestic Product (GDP) every year

■ Journey time reliability (all modes)

■ Road safety

- In urban areas, 68% road fatalities are VRUs (2011/12)

■ Air pollution and climate change

- 70% of pollutant emissions caused by urban traffic

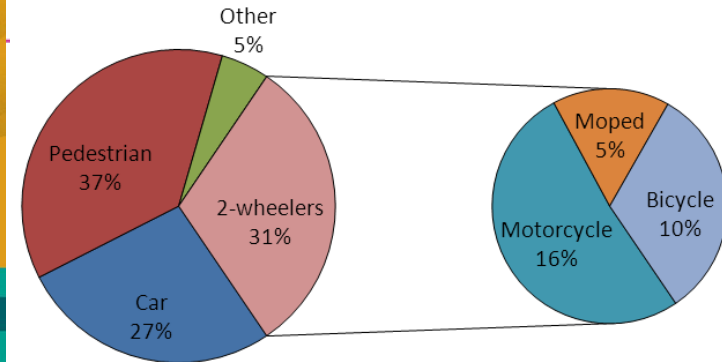
■ Physical inactivity



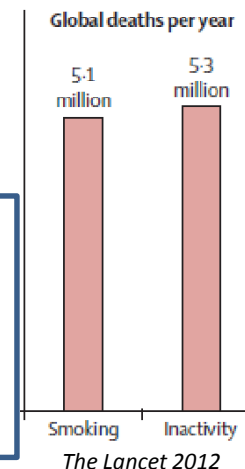
Around 600.000 EU citizens die prematurely every year, hundreds of thousands of other people suffer from illness due to preventable causes, such as pollution from exhausts of diesel vehicles, and nitrogen dioxide (WHO 2015)

Physical inactivity was responsible for twice as many deaths in Europe (676 000) than obesity (337 000) in 2008 (according to medical research project EPIC)

The Guardian, 16/1/15



In urban areas, 68% road fatalities are vulnerable road users (VRUs) (2011/12) - EC Road Safety Vademecum



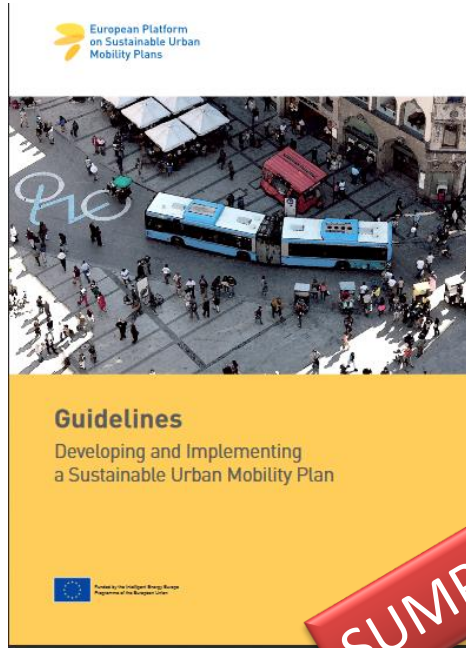


**Multimodal – Intermodal – Clean – Safe – Flexible – Affordable –
Connected - User-centric – Inclusive - Shared...**

Air quality policy is a key driver



1 euro: 3 impacts



SUMP



SEAP



Air Quality Action Plan

Rotterdam
elektrisch



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www.polisnetwork.eu

EV-transition is multi-faceted and multimodal

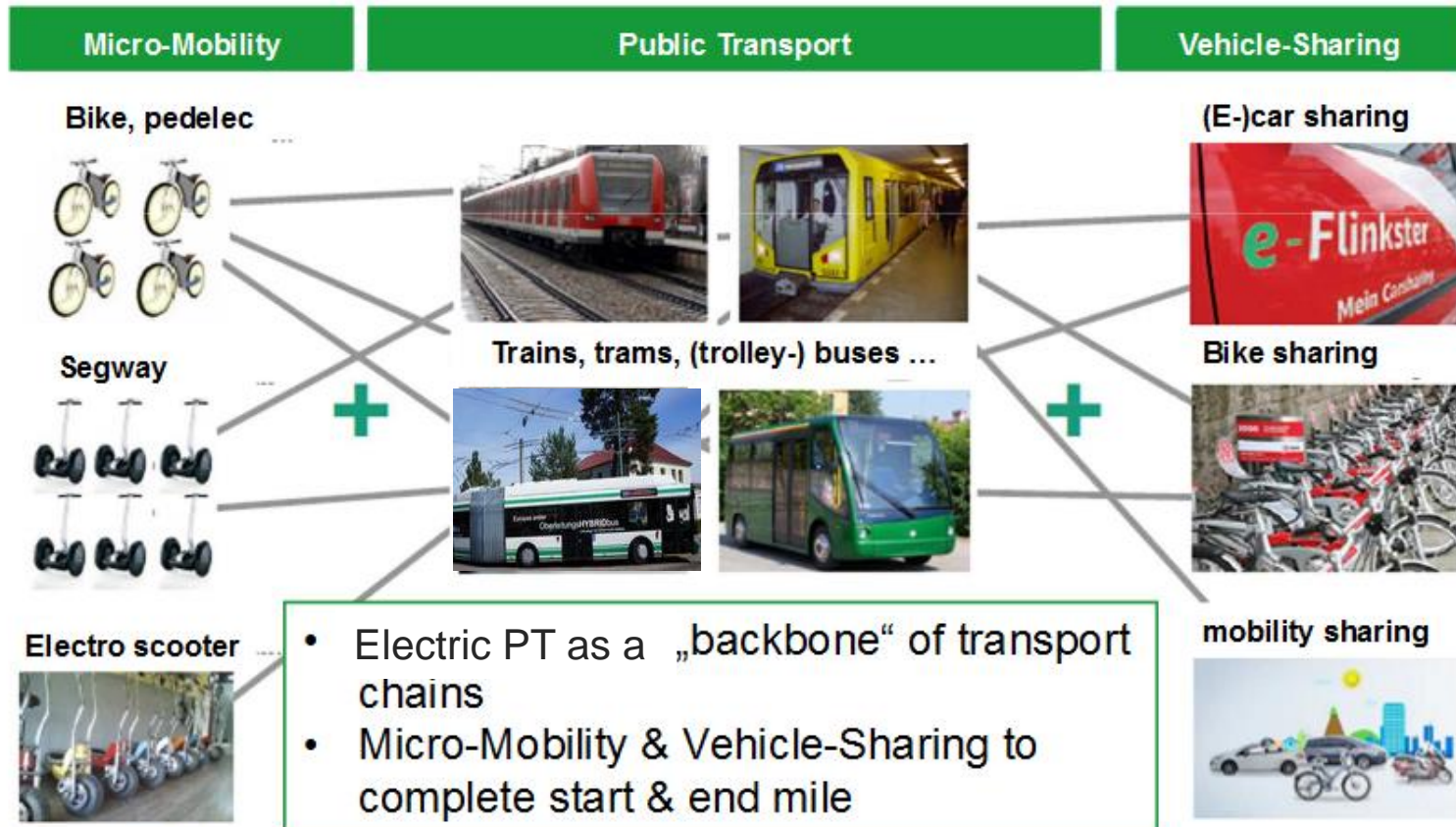




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**Cities know how to
manage energy**

Using existing electric public transport infrastructure as backbone for EV strategies





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Cities manage access to their road networks

A key incentive for EVs

Low Emission Zones

- areas where the most polluting vehicles are regulated
- often the most effective measure that towns and cities can take to improve air pollution
- vehicles with higher emissions cannot enter the area or more polluting vehicles have to pay more to enter the low emission zone
- reduce emissions of fine particles, nitrogen dioxide and (indirectly) ozone, the three main air pollutants of concern in Europe

Milano
I varchi della Cerchia dei Bastioni

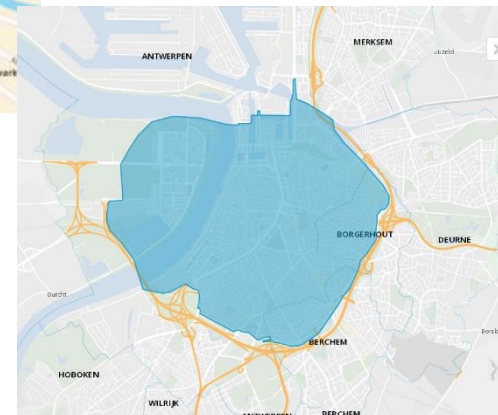
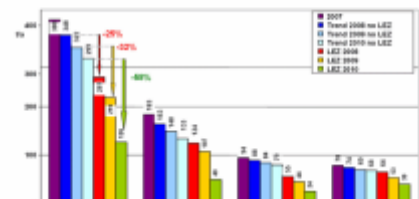


Legenda
● varchi riservati ai mezzi pubblici



Berlin
Senatsverwaltung für Gesundheit, Umwelt und Verbraucherschutz
Berlin

Reduction of diesel particle emission*



City to industry dialogue on urban vehicle access regulations

- **5 December, Brussels**
- **In cooperation with ERTRAC**
- **Urban vehicle access regulations**
 - Measures taken by cities: timeline, scope, acceptance
 - Impacts on fleets
 - Technology options for information, enforcement, geo-fencing etc.



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Cities are genuine innovators

And lead by example

Clean city fleets

- Cleaning up own municipal fleets
- Provide incentives for others to do so
- EV joint procurement in Stockholm (2011-2015)
 - Framework agreement
 - 3000 buying organisations
 - 900 vehicles in operation
 - If not = many small municipalities no EVs
 - Important: vehicle policy with requirements for energy efficiency or fuel





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But... Challenges remain

Vehicle supply: the case of urban freight

- Lack of vehicle supply: particularly in medium goods category and above (> 3.5t)
- Warranty/maintenance issues
- Financing: higher costs vehicles, infrastructure
- Electricity supply: increasing constraints on grid capacity
- Declaration of intent



Joint Statement of Intent: Electric Urban Logistics

Declaration of intent:

As an organisation active in urban logistics we express our intent to switch to zero emission capable road transport in urban areas using (hybrid) electric trucks. Traditional urban freight transport contributes to air pollution and its associated health risks. As a responsible organisation we want to play our part in addressing this important issue.

As an organisation active in urban logistics we agree that:

- The ambition to reach zero emission urban freight logistics is achievable
- At present, electric (including fuel cell) drivetrains are the only ones that do not produce tailpipe emissions
- There is only a very limited number of (hybrid) electric trucks on the market for which a business case can be made

As individual organisations active in urban logistics we cannot on our own create the conditions to make this business case feasible. Therefore we call and count on other parties to contribute:

- Local authorities: Coherent privileges for zero emission capable trucks, e.g. priority loading
- Regional, national and/or European authorities: Financial support to procure and deploy (hybrid) electric trucks to stimulate the market
- Government to implement a concession on payload regulations for vehicles where an electric drivetrain contributes to taking gross vehicle weight over 3.5 tonnes
- Producers-CEMs: development and production of (hybrid) electric trucks that meet the requirements of urban logistics operators

Name of organisation:

Name of contact person:

Permission to publish your organisation's name:

Date:

What is the approximate number of commercial vehicles in your organisation's fleet that you could replace with zero emission capable alternatives:

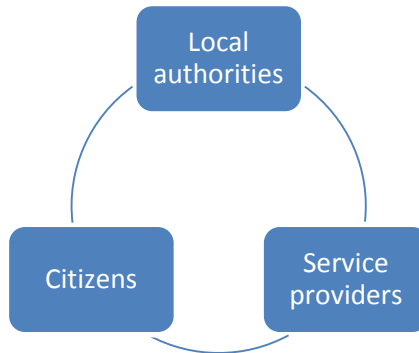
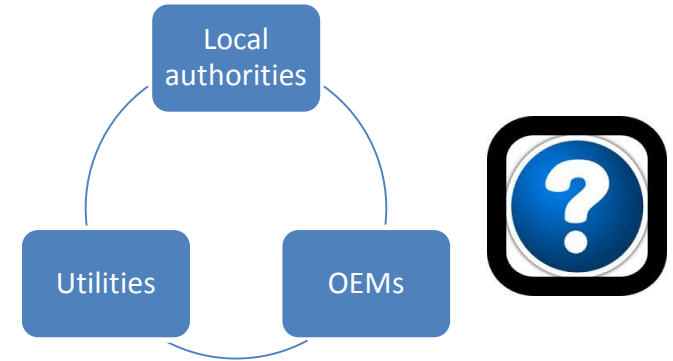
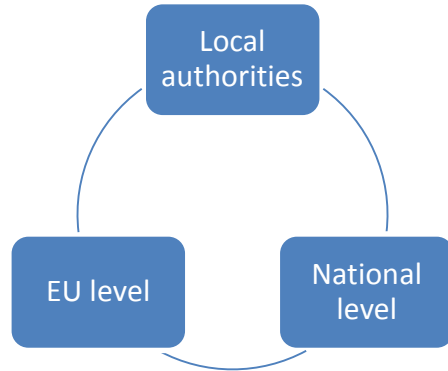
Number of trucks between 3.5t and 7.5t:

Number of trucks over 7.5t:

Additional comments:



Complex stakeholder configurations



PLATFORM
FOR
electromobility

Charging infrastructure

- **Charging infrastructure in public space means:**

- conflicts with other fast growing demands in public space (parking of private cars and bikes, car and bike sharing, delivery zones, ;.)
- conflicts with the targets of urban planning (to reduce technical installations and to limit commercialization of public space)
- conflicts with conservation of cultural heritage
- intensive parking enforcement needed

- **Location policy**

- **Business models**

- **Public-private partnerships**

- **Integration with parking policy and management**

Nearly all (95%) EV users would like to see more public charge points in London

Mainly at supermarkets, shopping centres, in public car parks and on residential streets



Learn more?



**2017 ANNUAL POLIS
CONFERENCE**
6-7 December 2017, Brussels
Innovation in Transport for Sustainable Cities and Regions



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Join Polis?

- **Peer to peer exchange on common challenges and solutions in urban transport**
 - Thematic working groups, capacity building
- **The voice of cities and regions on sustainable urban mobility policy towards the European institutions**
 - Political group, position papers
- **Cities & regions as living labs**
 - Gateway to funding for urban transport innovation
 - Learn about and engage in European-funded transport and innovation projects

Lessons from Dieselgate - what is next for cities?

Kathleen van Brempt, MEP and Chair of the Committee of Inquiry into Emission Measurements in the Automotive Sector,

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