

Successfully Implementing Zero Emission Zones for freight delivery

31st of March – 2nd of April 2020

Cities need to improve quality of life and attract people and business. Policies addressing air pollution, congestion and safety directly affect the delivery of goods and services in urban areas worldwide.

Within Europe, the 2011 White Paper on Transport of the European Commission has established the target to reach CO2-free city logistics in major urban environments by 2030¹. From a local perspective, transport-related pollution is raising concern due to health implications and several cities have taken fast action and implemented Low or Zero Emissions Zones (ZEZ)². To speed up transition, they have established a local dialogue with the private stakeholders concerned.

Among other solutions, electrification of vehicles is emerging as a leading technology to achieve these objectives. Battery size, efficiency and fuel consumption, Greenhouse Gas regulations and ZEZ are the main parameters for the optimization of the Total Cost of Ownership (TCO) and driving the demand and supply of the Heavy-Duty and Medium-Duty vehicles³. However, market uptake of ZE vehicles with current logistics models is not yet matching Return on Investment and Cost-Benefit criteria, hence these new solutions are only competitive under very specific circumstances⁴.

Why are ZEZ for freight a priority? What problems do they solve and what benefits do they bring? What is the Cities, Companies and Countries perspective on the implementation of ZEZ schemes that fosters a sustainable transition from an economic, environmental and social point of view?

¹ https://ec.europa.eu/transport/themes/strategies/2011_white_paper_en

² "A zero-emission zone is an area where only zero-emission vehicles (ZEVs) are allowed". From: [Oxford Zero Emission Zone \(ZEZ\) frequently asked questions](#)

³ ASSURED D 2.1 – [Specification of city & PT stakeholders strategies and needs](#)

⁴ Roadmap towards zero emissions logistics 2050. ALICE (2019): <https://www.etp-logistics.eu/?p=3152>

Webinar (31 March, 10:00-11:30)

Strategic initiatives on ZEZ for urban freight. Presentations by [Polis](#), [ETP-Alice](#), [Transport Decarbonization Alliance](#), [C40](#), [Transport & Environment](#).

From the identification of common targets for ZE city logistics by 2025-2030 to sharing principles agreed between the public and private sector, setting direction and guidelines including potential European legislation: the webinar will present initiatives that involve cities, industry and European institutions. The goal is to provide a complete and coherent overview, to encourage the spread of smart ZEZ as a tool to achieve the target set by the 2011 White Paper on Transport of the European Commission: to reach CO2-free city logistics in major urban environments by 2030.

Who: all interested audience.

Presentations:

- **Zero Emission Zones: don't be afraid to start with freight** – Sita Holtslag, RVO-Transport Decarbonisation Alliance
- **Zero Emission city logistics: the role of EU Regulation** – Pauline Fournols, Transport & Environment
- **C40 Green and Healthy Streets Declaration: ensuring a major area of our city is zero emission by 2030** – Cristina Miclea, C40
- **Polis-ALICE strategic dialogue: public-private cooperation on sustainable city logistics** – Giacomo Lozzi, Polis Network & Fernando Liesa, ALICE

Q&A

Web-meetings

The aim of these small-scale web-meetings is to share knowledge and build consensus around areas of interventions to successfully implement ZEZs for freight delivery. No presentations, lots of interaction between informed stakeholders, also to provide input for the Polis-ALICE dialogue, the C40-TDA guidelines on ZEZ for freight and the ASSURED deployment strategies for e-mobility. There will be a maximum of 15 participants per slot to ensure fruitful and confidential exchanges.

Who: Stakeholders who have activities/plans or practical experiences related to Zero/Low emission zones for freight are encouraged to participate.

1 April, 10:00-12:00	A. The right mix of measures to support ZEZ schemes. Leading organization: Polis & TDA (Giacomo Lozzi, Sita Holtslag). Complementary measures to boost adoption of ZE vehicles, such as incentives and subsidies schemes, fleet recognition/labelling systems, clean energy hubs. What are the experiences so far, what works and what doesn't as planned?
1 April, 15:00-17:00	B. Logistics operations and space management with ZEZ. Leading organization: ALICE (Charlotte Migne, FM Logistic and ALICE Urban Logistics Chair). How to achieve successful and sustainable implementation of ZEZs supporting consolidation and consistent with the planning of dedicated spaces for freight operations? A logistics perspective.
2 April, 15:00-17:00	C. The role of (fast) e-charging infrastructure for ZEZ. Leading project: ASSURED (Henning Günter, Rupprecht Consult). Impact of ZEZ regulation and design on the usage and location of e-charging infrastructure. How can cities develop ZEZ schemes while simultaneously considering the different charging needs of operators when advancing the electrification of fleets? How to integrate this with SUMPs?

