



**Gemeente  
Amsterdam**

# **Implementing zero-emission zones in Amsterdam**

**POLIS Conference 2023**

**3C. UVARs: Regulating acces, improving the vehicle fleet?**



# Amsterdam works toward a zero emission city





# Why?

- **To improve the air quality**
  - Air quality is improving in Amsterdam but we have more insight in the negative effects the air quality has on the health
  - Air pollution in Amsterdam equals smoking 4,4 cigarettes a day.
  - Shortens life of the average Amsterdam citizen by 11 months
  - And has a direct impact on the elderly, children and unborn children.
- **To reduce CO<sub>2</sub>-emissions**
  - Amsterdam aims to reduce CO<sub>2</sub>-emissions by 60% in 2030 compared tot 1990.
  - The mobility sector in Amsterdam accounts for 11% of all CO<sub>2</sub>-emissions.
  - Therefore Amsterdam aims to have all traffic emission free by 2030.



# Growing city



- **Predictions for 2050**

+250.000 citizens. Currently ~925.000.  
Built more houses, streets will get busier

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 from the citizens of Amsterdam.





- We working on **reducing** the number of road traffic kilometres.
- And we are also **transforming** the way we travel into sustainable forms of mobility: promoting public transportation and the use of the bicycle, instead of the car.
- The mobility that will remain, we will have to put in more effort to further **cleaning up** this mobility.

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



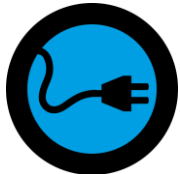
**Communicate:** Multiple communication campaigns (on- and offline).



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



**Regulate:** Environmental and zero-emission zones.



**Facilitate:** >6.000 public charging points.



# ✖ ✖ ✖ Recharging infrastructure

## Strategic lines:

- Most charging points should be private and semi-public
- Where necessary, Amsterdam will install public charging infrastructure, spread evenly across the districts
- The placement of public charging points is strategic and data-driven based on the use of existing points, gradual growth in the number of EV and growing demand for recharging facilities.
- At various locations across the city, we will facilitate the construction of fast charging points



# XXX Recharging points

- According to our forecast, the number of recharging points need to rise to **82.000** by 2030,
- from which **18.000** will be public points - green
- and **800** will be high-power recharging points –orange





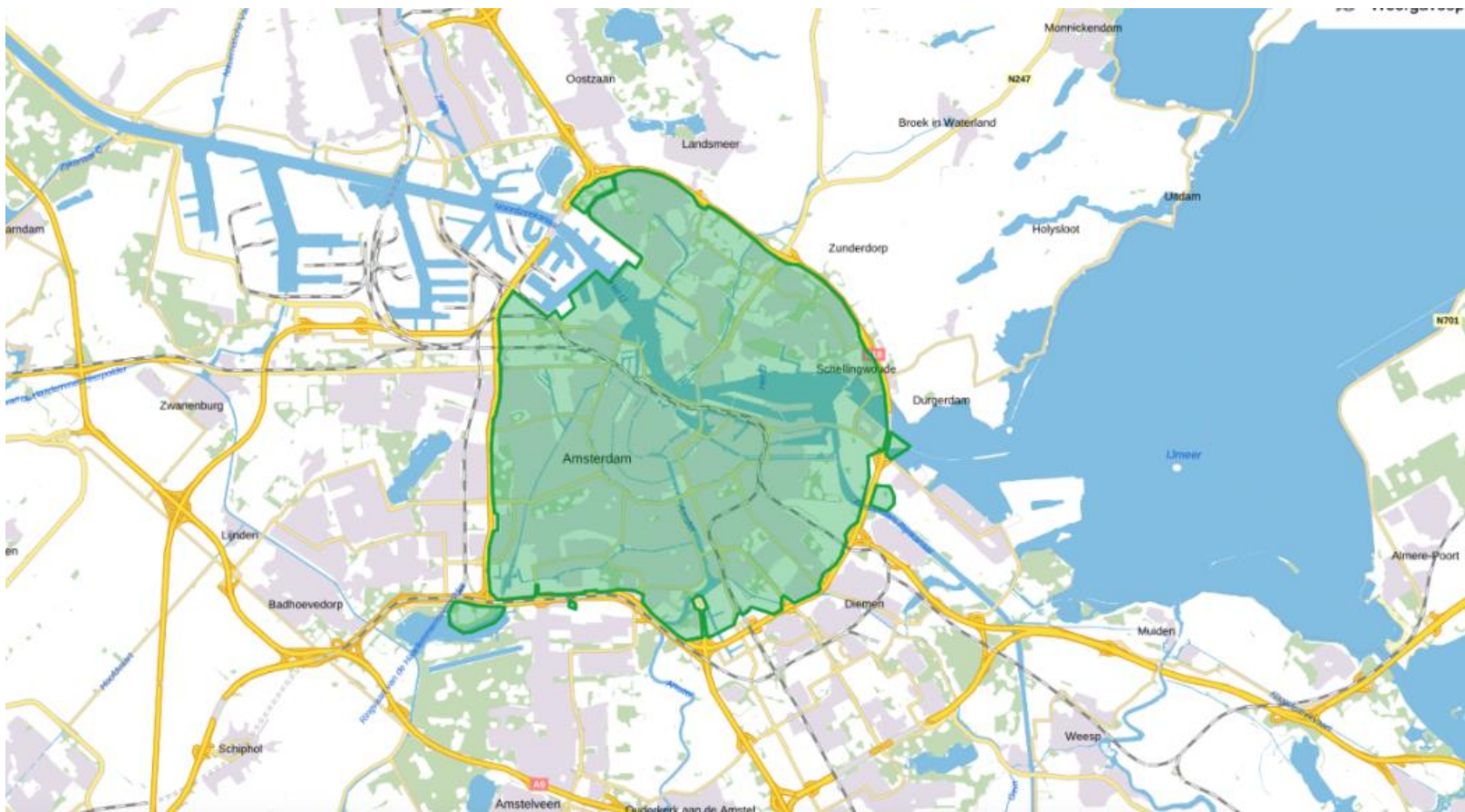
# XXX 6 environmental zones

**Environmental zones in the city of Amsterdam ban:**

1. Passenger Cars on diesel and emission class 3 or lower.
2. Vans on diesel and emission class 3 or lower.
3. Trucks on diesel and emission class 5 or lower.
4. Touringcar on diesel and emission class 5 or lower.
5. Taxi's on diesel and with Date of first registration of 2008 or older.
6. Scooters and mopeds with a Date of first registration of 2010 or older.



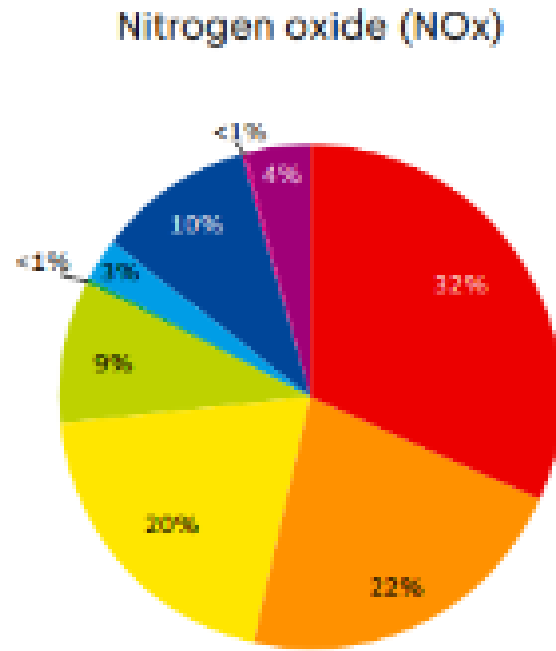
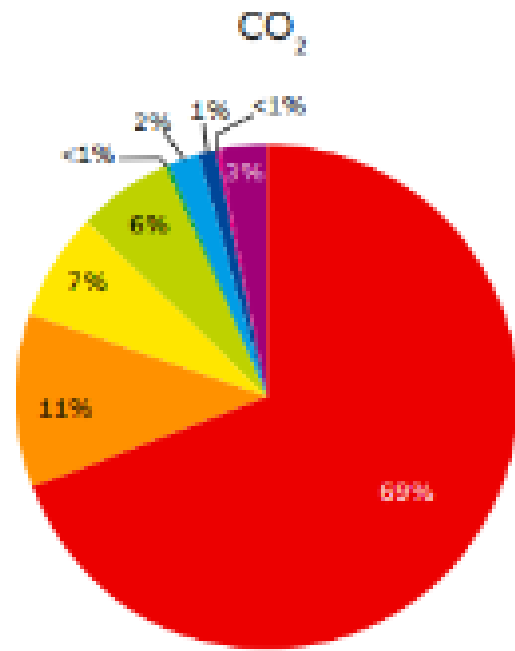
# Current zones



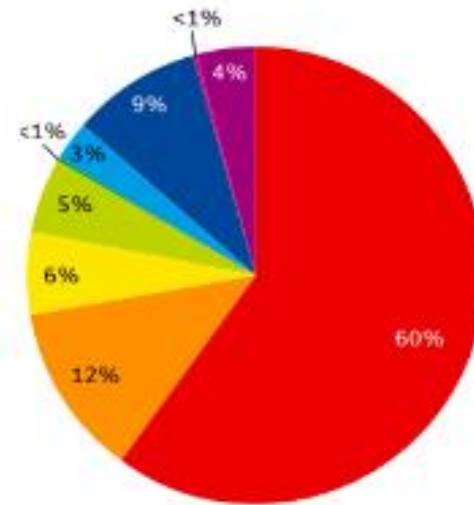
*All current zones cover area within the Ring Road, except for scooters which zone covers the whole of Amsterdam.*

# ✘✘✘ Emissions per vehicle category

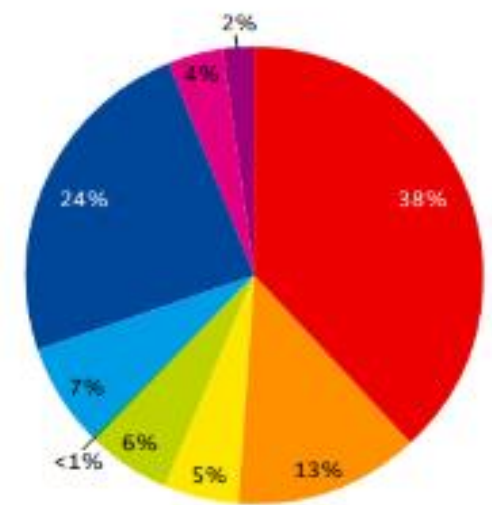
Emissions per mode of transport in Amsterdam 2020



Particulate matter (PM10)

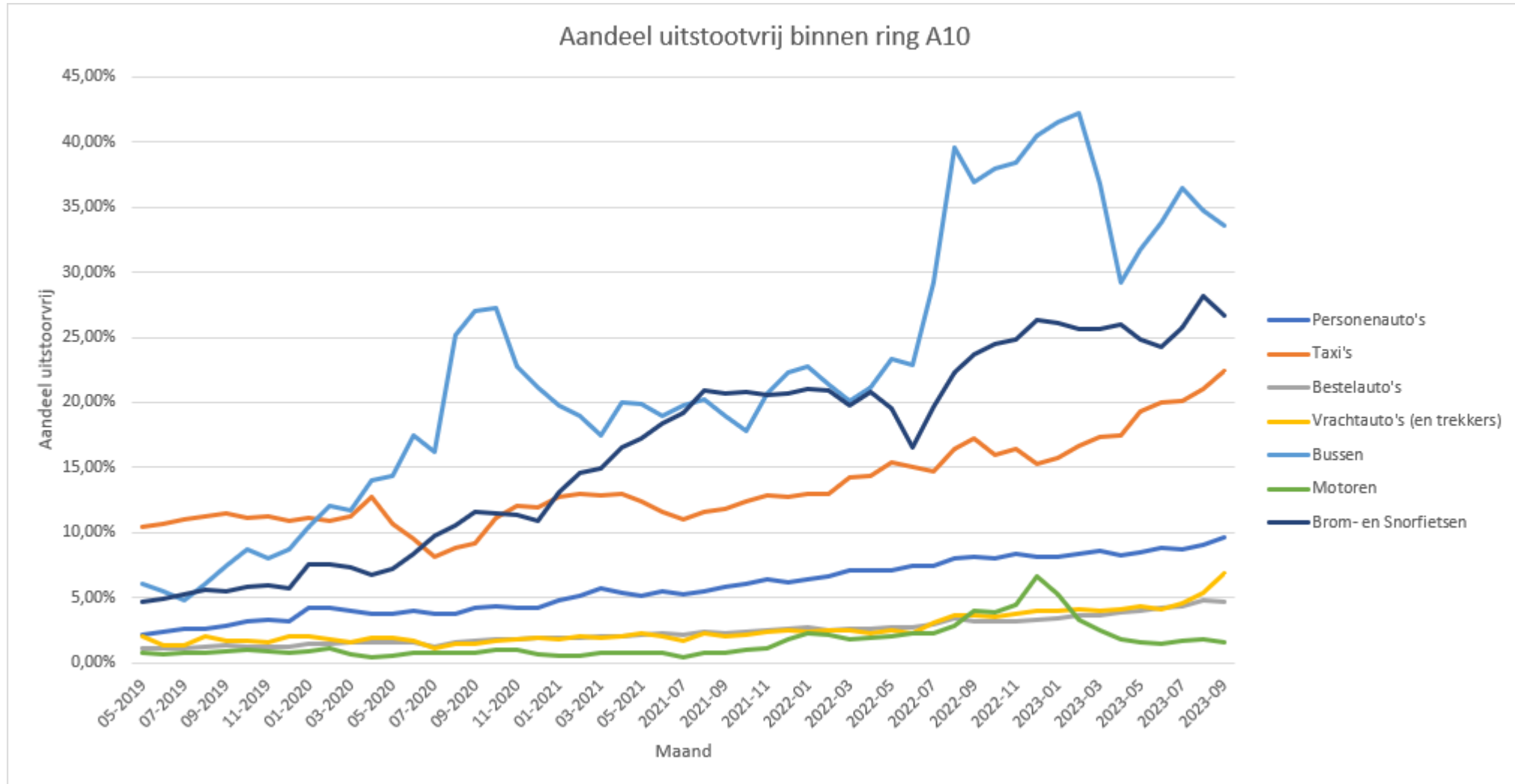


Particulate matter (PM2.5)





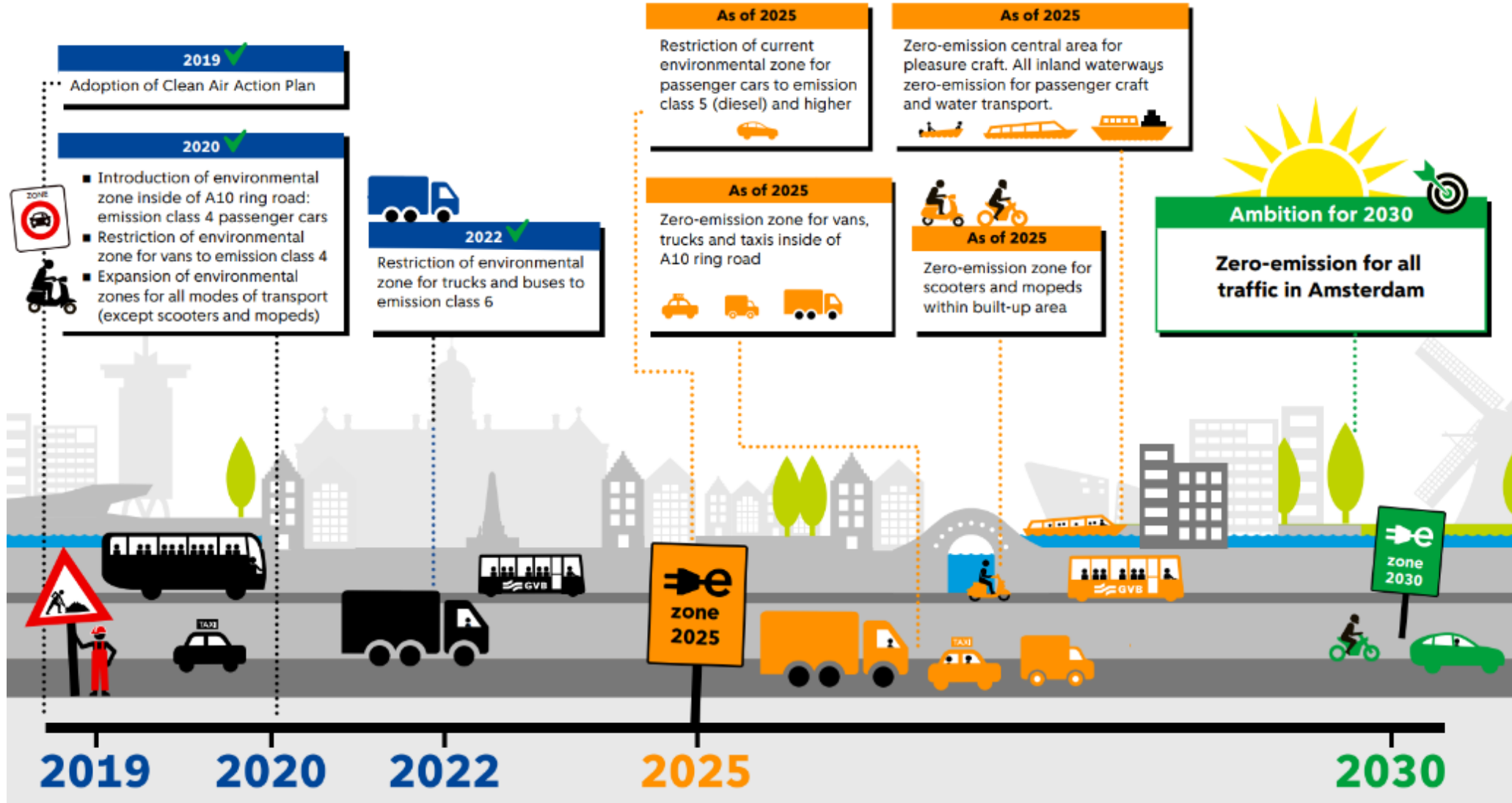
# Part per category that is emission free





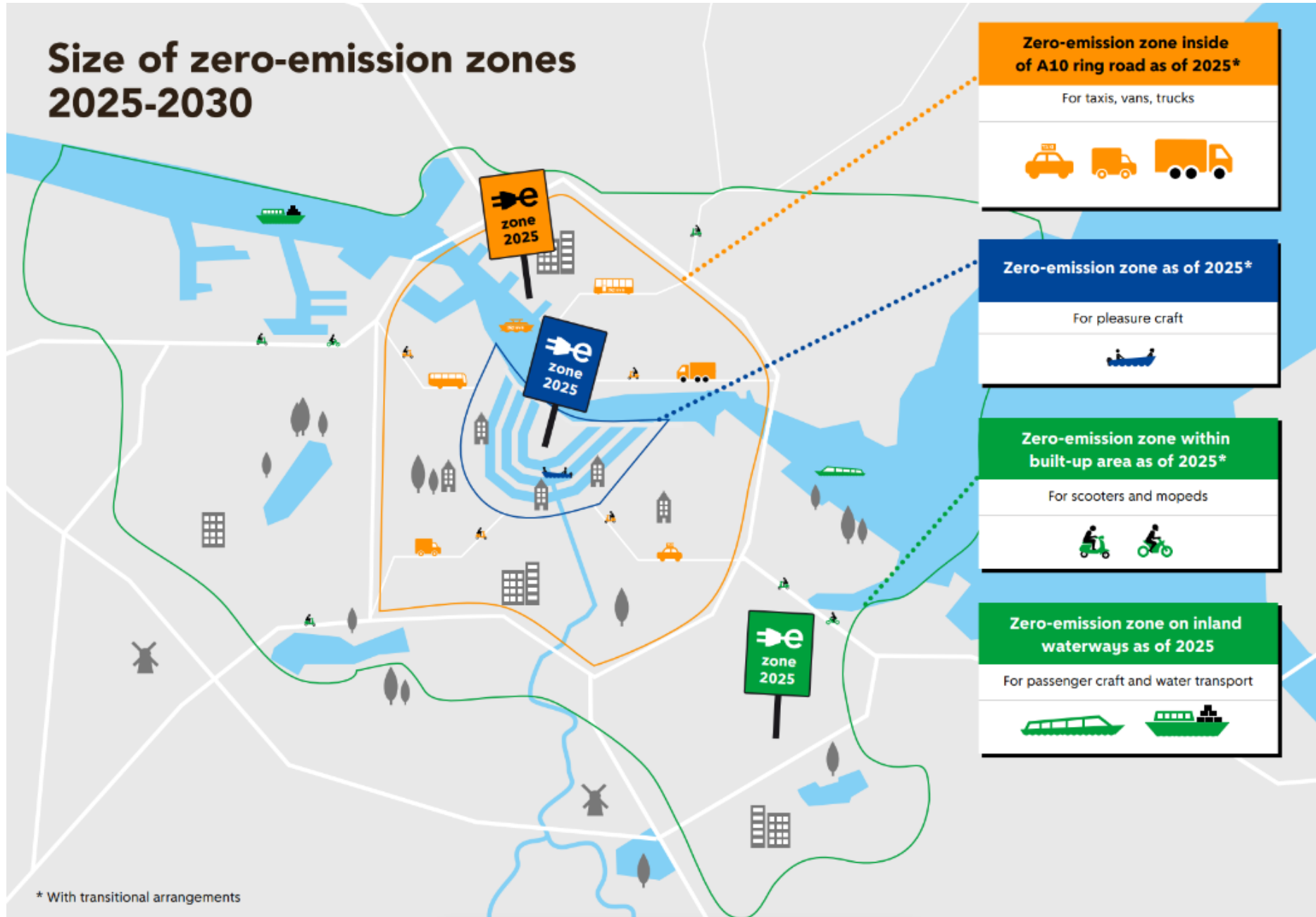


# Course towards a zero-emission Amsterdam





# Size of zero-emission zones 2025-2030





## A closer look: taxi

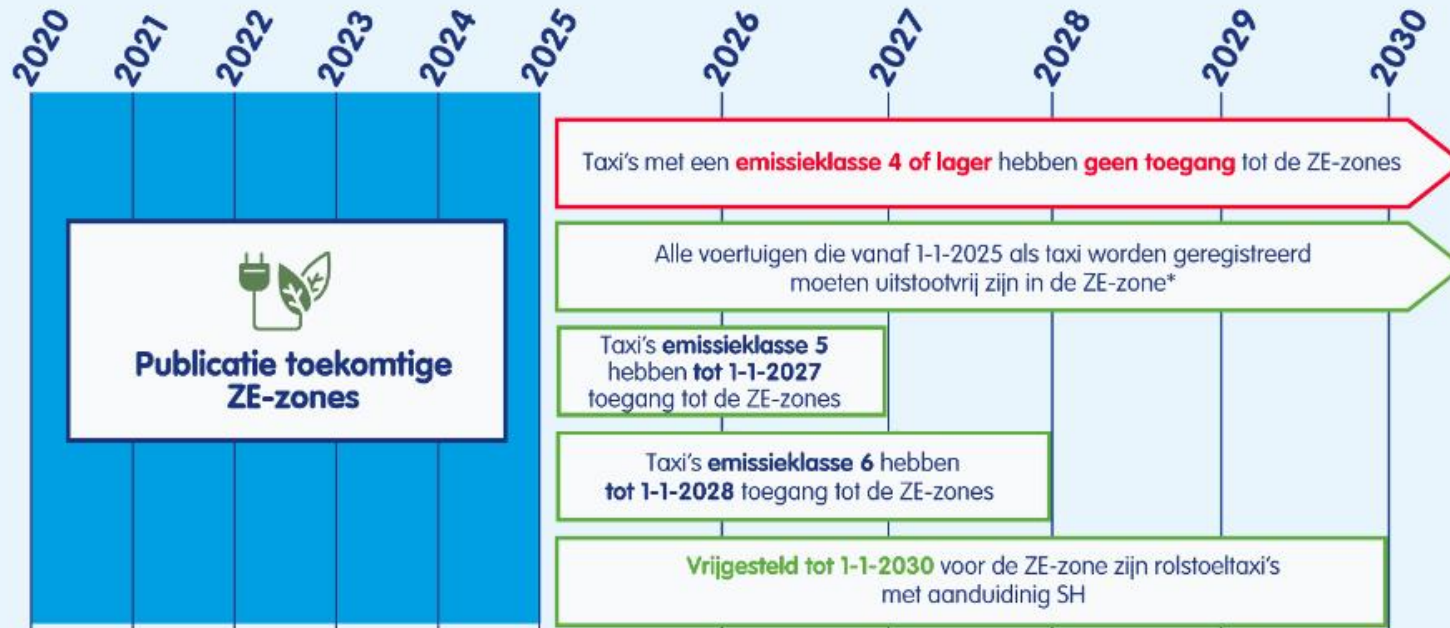


- ❖ Covenant with the taxi-sector in 2016 to reach zero-emission in 2025.
  - ❖ Covenant was signed by multiple taxi organisations and Amsterdam.
  - ❖ So we have the support of the taxi sector
  
  - ❖ Renewed covenant with platforms Uber and Bolt (see picture) in 2022.
  
  - ❖ Agreements on how to reach zero-emission
- For example: the municipality should make sure there were enough charging points.

# Course towards zero emission taxi



## Toegang tot zero-emissie zones voor taxi's



\* dit geldt niet voor vrijgestelde voertuigen



- ❖ 2025: ban all taxis with emission class 4 or lower
- ❖ 2025: ban all taxis that are newly registered and not emission free
- ❖ 2027: ban all taxis with emission class 5 or lower
- ❖ 2028: ban all taxis with emission class 6 or lower

So from 2028 taxis have to be emission free

- ❖ National transition periods
- ❖ Every city needs to follow these periods.





## There are exceptions per vehicle category



Day Exemption



Wheelchair  
adjusted



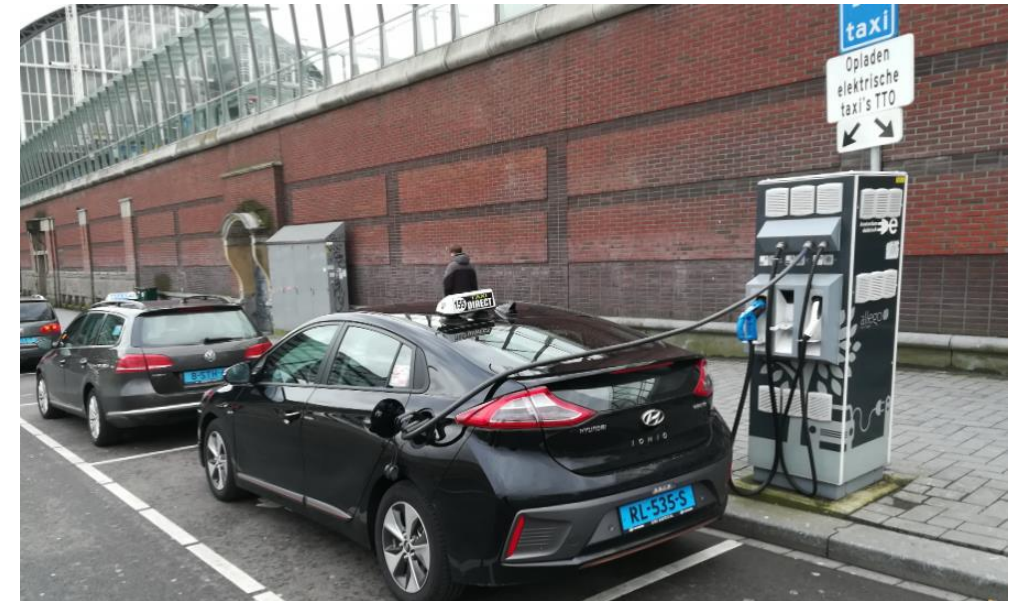
Bankruptcy



Long Delivery  
Time



Old timer



National decided exemptions

Every city that has a zero emission zone  
gives the same exemptions

National loket



# Challenges



- Availability vehicles: not a lot of electric trucks
- National legislation: municipalities need to follow the national legislation. We are dependent on what the national government decides.
- Network congestion: growth of the city and transformation to cleaner mobility has an impact on the electricity grid. Could cause a problem for the heavier vehicles.





Questions?

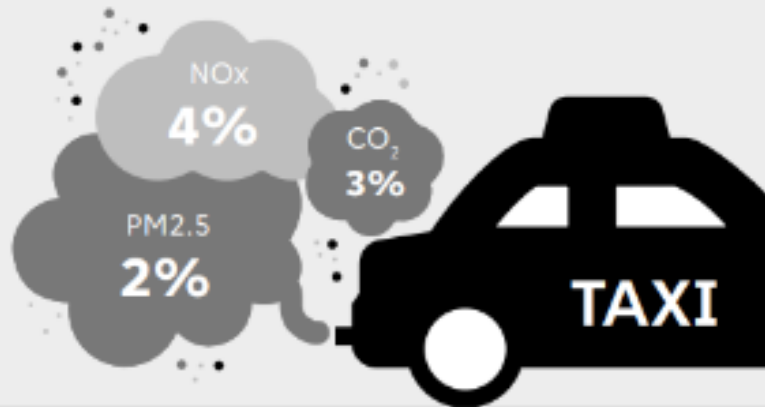
Noortje Labrujere  
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## Emissions

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



## Effect of measures

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

|  | NOx | PM10 | PM2.5 | EC  | CO <sub>2</sub> |
|--|-----|------|-------|-----|-----------------|
| Taxi emissions to drop by                          | 95% | 2%   | 13%   | 95% | 95%             |
| Share of emission reductions in total road traffic | 5%  | 0.2% | 0.7%  | 3%  | 4%              |

## Timeline

