



More traction, more action

Leading Countries, Cities/Regions Companies (3Cs)

- Generate **Traction** during international high-level events and increase the level of **Ambition** around transport decarbonisation
- **Demonstrate** ways in which decarbonisation can be achieved and the benefits it offers.
- Provide a platform for **Action** and interaction between key actors in each domain



Members collaborate in Communities of Interest (CoIs) TOGETHER with relevant network partners to raise ambition and action:

Country Planning: NDC's with concrete transport targets and associated strategy

City charging infrastructure: Urban planning, interoperability, smart grids



Freight

**Urban Freight
+
Availability of ZE
Freight vehicles**



People Mobility/eBusses

**Innovative business
models, financial
solutions and
tendering**

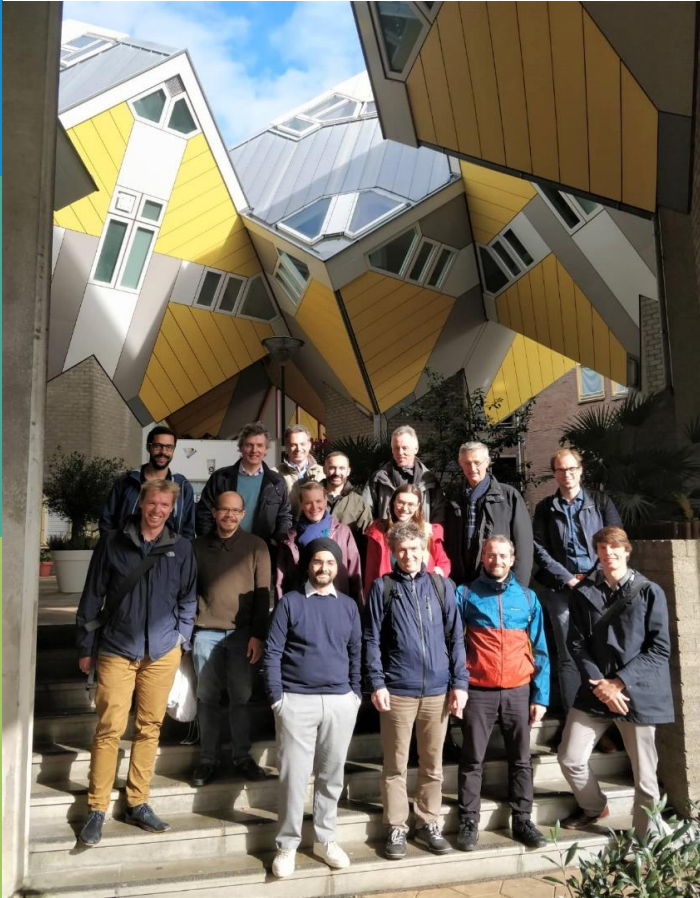


Hydrogen



Active Mobility

Col Zero Emission Urban Freight



White paper



- 56 examples
- The reasons why
- Methodology
- Challenges & solutions

Zero emission Urban Freight: **it can be done, start today**

Get your copy!

www.tda-mobility.org/urban-freight-whitepaper/



Call for Zero Emission Freight Vehicles

More zero emission freight vehicles. Faster please!



TRANSPORT
DECARBONISATION
ALLIANCE

*Sign the call and support the
transition to clean freight!*

tda-mobility.org

www.tda-mobility.org/zero-emission-freight-vehicles

Spin-off projects

Zero Emissions Last Mile Delivery in Portugal



- Zero Emissions Last Mile Delivery in Portugal: a co-created project with the members Matosinhos, Porto, DPDHL, CEIIA

- Zero Emission Zone modelling system and data sharing in Rotterdam: a co-created project with the members Rotterdam, WBCSD, DPDHL

- Rotterdam: considered Pilot project on ZE deliveries with Tevva trucks

What is freight in a city?

GHG emissions per city logistics activity (segment), 2015/NL



Total GHG emissions (2015) 3.6 Mtonne



Parcel and express | 4%-9%



Temperature-controlled | 13%-19%



General cargo and retail | 39%



Waste logistics | 6%



Facility logistics | 11%



Construction logistics | 27%

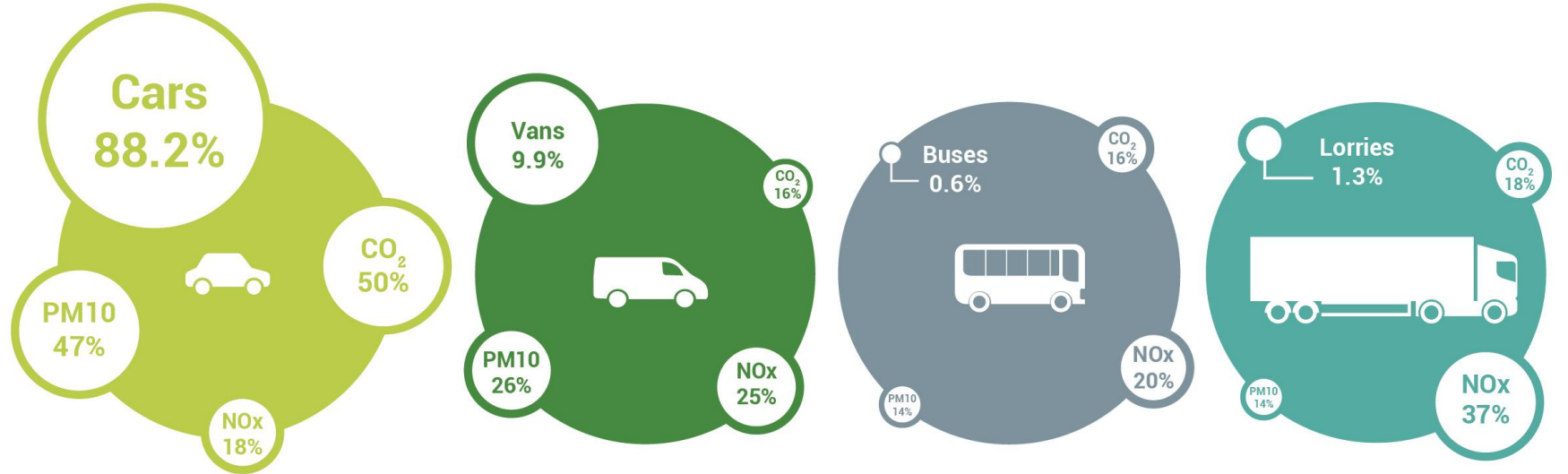
Why create a zone for ze-freight?

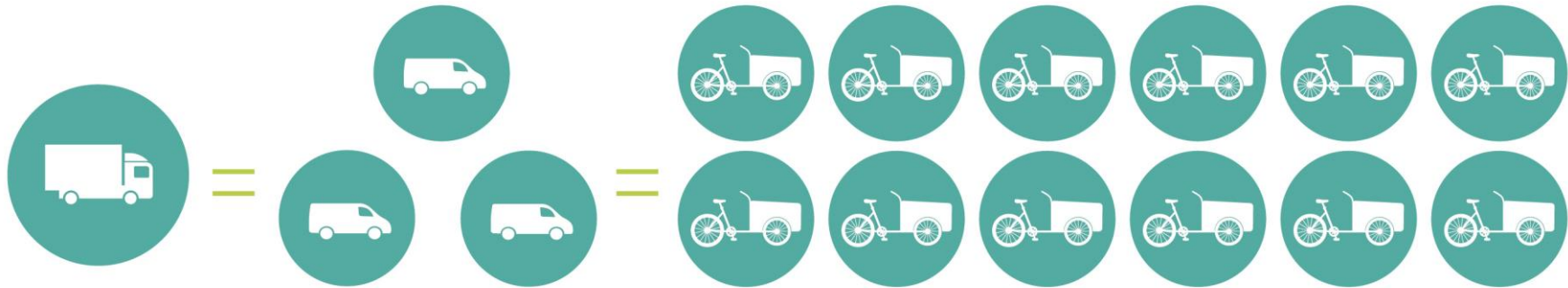


Why start with freight?

- Disproportionally large chunk of emissions comes from freight
- Relatively small amount of vehicles can make a huge impact= efficient to start with freight
- Different ballgame systemic approach, charging infrastructure, stakeholders (counterpart is a company), ect
- Set targets for freight now: Companies need time to plan efficiently, avoid disinvestments

Proportion of vehicles in traffic and emissions





Vehicle replacement isn't everything



Reduce freight traffic by increasing the efficiency of freight logistics



Choose the best vehicle type or the right mix of transport services to reach the end goal, including transport as a service, (shared) cargo bikes, light electric vehicles and other smart solutions



Transition the trucks left on the road to **zero emission**

How to guide:

- Set a **target** for a zero emission freight zone by 2030 at the latest
- **Communicate** this target and vision to industry and the public
- Collect and analyse freight **data** to inform the size, scope and approach for the zero emission zone
- Collaborate with **stakeholders** to design, refine and implement the ZEZ framework
- Define the **policies and incentives** for the ZEZ's implementation and enforcement
- Charging **infrastructure** for freight
- Perform a **pilot** to gain support and get practical information on how it works
- **Monitoring** and evaluation
- Best practices + **Case studies** (Countries, Cities, Companies)



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Thank you for your attention!



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**Transport Decarbonisation
Alliance**

