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Forward plan Joint statement of demand zero emission urban delivery

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Objectives

- Raising awareness on mobility footprint of purchasing behaviour (method: visualise and quantify this footprint: survey of suppliers, analysis of ERP data system)
- Activating all shackles of the urban delivery supply chain required to make the urban delivery zero emission (suppliers, transporters and end consumers)
- Boosting the market for Zero Emission transport by mobilizing demand for Zero Emission Delivery
- Organising a political support framework in which local interests and obligations (public health, accessibility) meet national interests and obligations (*EU white paper target: Zero Emission Urban Transport 2050, EU Air Quality directive, EU Alternative Fuel Directive*)



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Progress to date

- Local Green Deal in Rotterdam (Zero Emission Urban Delivery 2020)
- Two FREVUE demonstrator Cities (Rotterdam and Amsterdam) have started to quantify and visualise their delivery footprint)
- They have entered in a dialogue with suppliers and logistical service providers to make the (urban part of the) supply chain zero emission
- National Green Deal in Netherlands ((Zero Emission Urban Delivery 2025)
- Further deployment in FREVUE demonstrator cities starting at the forthcoming international partner meeting in Lisbon
- Possible expansion of the network with Clean Fleets cities



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Key issues

- Consolidation of urban freight does not have to be left to logistical service providers alone. When public authorities bundle their spending power they have an active tool to minimize the mobility footprint of their own purchasing;
- Combined action of inner city organisations can help to accelerate zero emission delivery, by simply mobilizing demand volume and synchronization order merchandise
- This can be organized in a productive dialogue with
 - a) providers of logistical services and transport services and
 - b) suppliers and producers who hire them to have their goods delivered

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Forward plan

- Set up Local Green Deals, with FREVUE cities as seed crystals (thus: a local appeal to other cities to follow suit)
- Appealing to national governments to develop their alternative fuel strategy in such a way that it supports the zero emission urban delivery goal
- Appealing to EU to judge national implementation plans for alternative fuel strategy specifically on this issue
- The business case for Zero Emission vehicles may be positive, but the upfront investment required is a barrier. The EIB could set up a low or no rent fund, creating a level financial playing field for EFV. This would also support local authorities in planning no emission zones, and create a market prospect for OEMs.