Gemeente Utrecht

The Low Emission Zone in Utrecht

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National Covenant on stimulating clean HDV's and LEZ's ("LEZ covenant") (1)

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- Signed by national government, 10 cities, shippers and transporters organisations
- Limited to LEZ's for **HDV's** and **city centres**

- Careful decision making about introducing LEZ's, municipality has to demonstrate successively that:
  - air quality problems (hot spots) occur
  - these are related to freight traffic to / from the city centre
  - A LEZ is an efficient measure, also compared to other measures
  - The chosen zone size is reasonably related to the hot spots it intends to solve / decrease

National Covenant on stimulating clean HDV's and LEZ's ("LEZ covenant") (2)

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- Access criteria and schedule for introduction
- Commitment to put effort in compensating / stimulating city distribution measures (which also have a positive environmental effect)
- Preconditions for the introduction

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Access criteria LEZ

- July 1st, 2007: HDV's at least Euro2; in case of Euro2 and Euro3 provided a certified particulate trap has been fitted
- January 1st, 2010: HDV's at least Euro4; or Euro3 less than 8 years old and provided a certified particulate trap has been fitted

- Exceptions:
  - Special HDV's (permanent)
  - Euro2 / Euro 3 HDV'S for which a certified particulate trap is not yet available or for which a particulate trap has been certified less than 5 months ago.
  - HDV's the municipality wants to give single access

Effect:
Emissions of HDV's within LEZ

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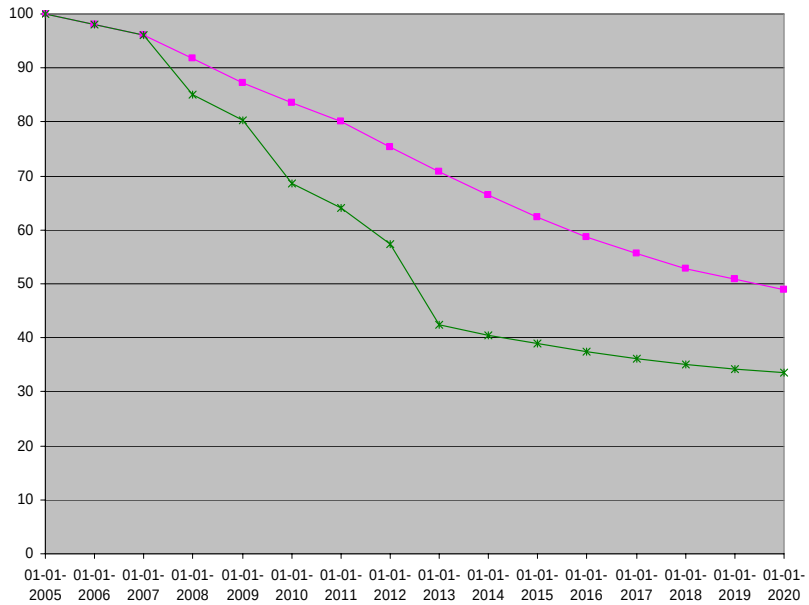
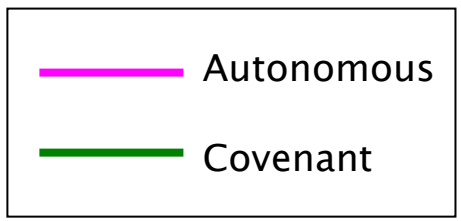
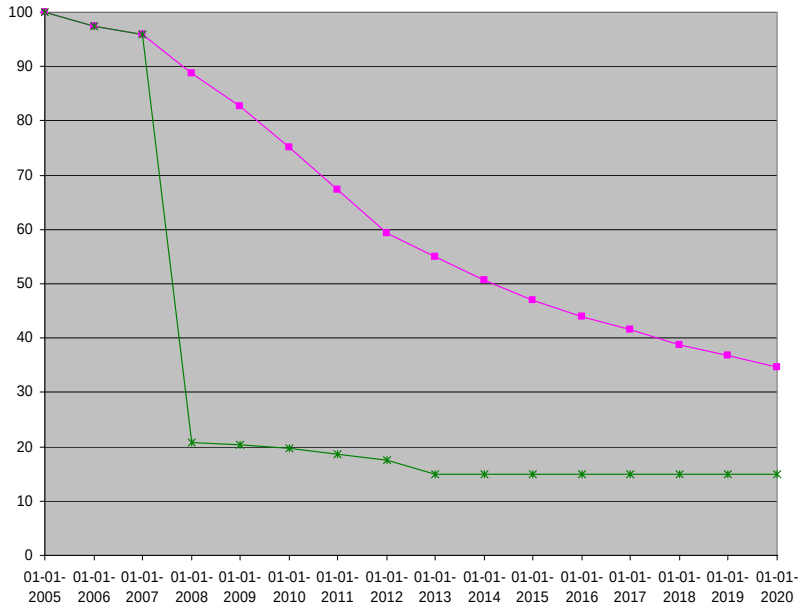
NOx-emissions per year





PM10-emissions per year



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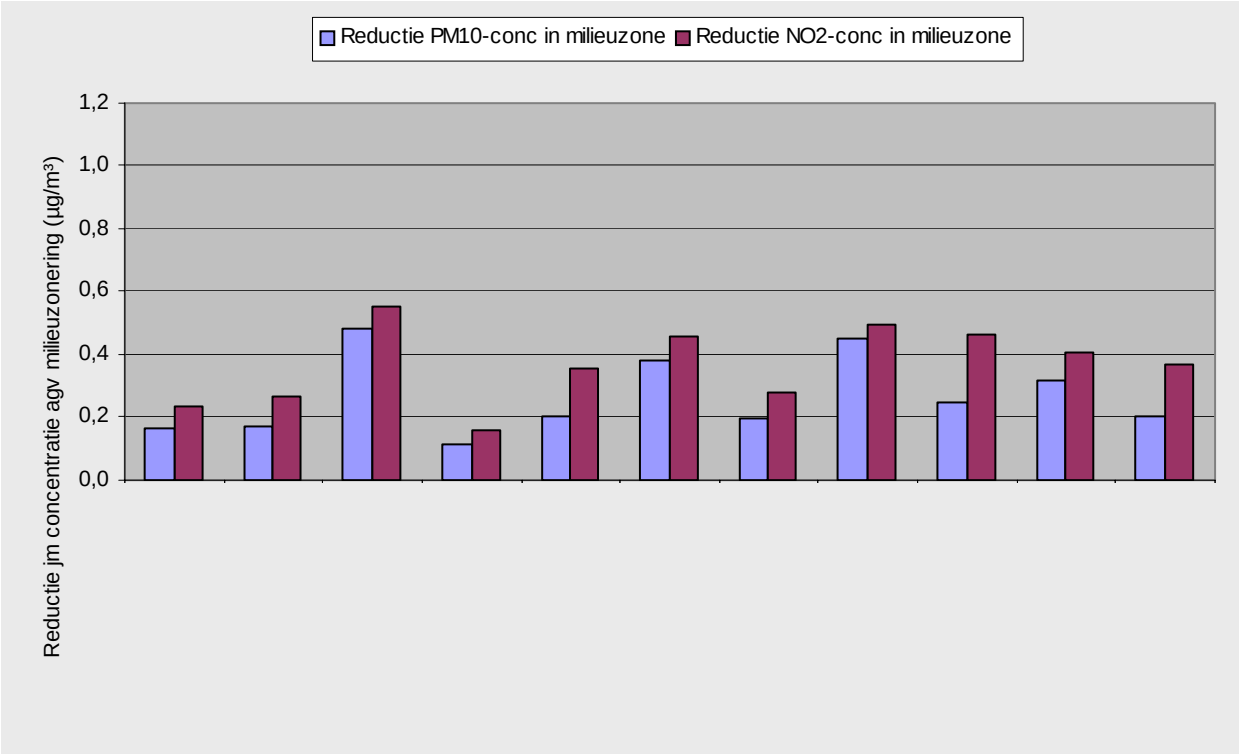
Environmental effects (1)



Environmental effects centre zone

- Border of centre zone: 0,2 – 0,6 µg/m³ reduction
  - Disappearing through traffic not taken into account

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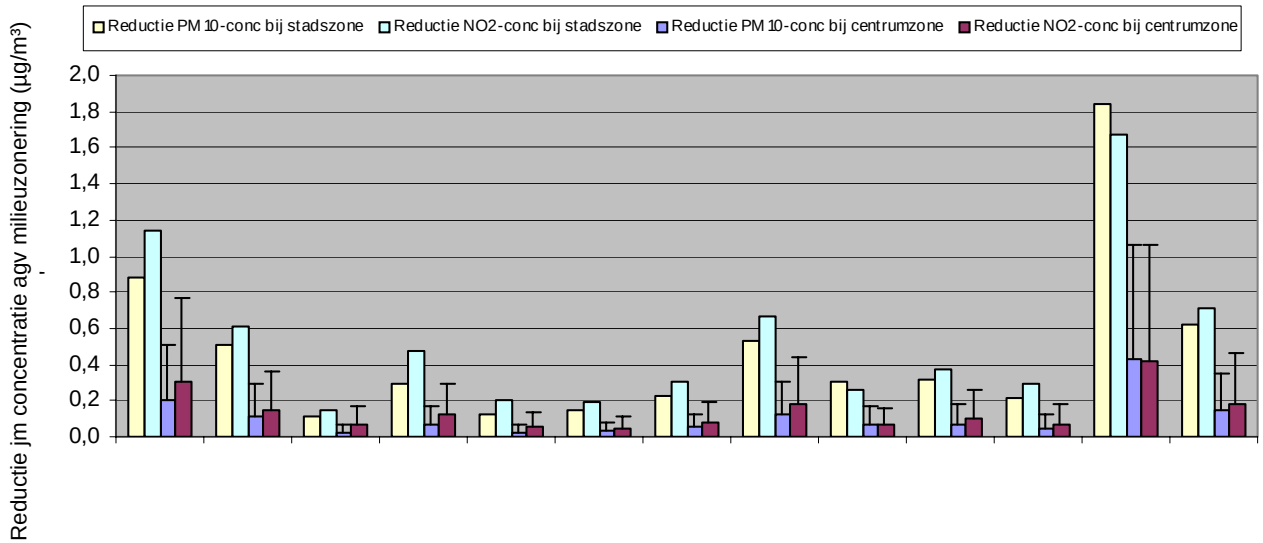
Environmental effects (2)



Environmental effects bigger zone

- Border town zone: 0,2 – 1,8 µg/m³ reduction
  - Disappearing through traffic not taken into account
- 25% – 60% already achieved with centre zone

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Economy (1)

Economic effects centre zone

- 6500 HDV's on a regular basis (≥ 1x/week)
- 99% needs to be adapted or replaced
- Costs for private enterpises (sophisticated variant): €69 mln
  - € 10.000 per vehicle

- No disproportionately affected companies (companies owning HDV's, based within the LEZ)

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Economy (2)

Economic effects bigger zone

- 4000 HDV's extra adapted or replaced
- € 46 mln extra (total € 115 mln)

- Many disproportionately affected companies (companies owning HDV's, based within the LEZ), amongst which big transporters and DC's
- Many small and medium enterprises with a small number of HDV's, for which adaptation costs are a relatively heavy burden

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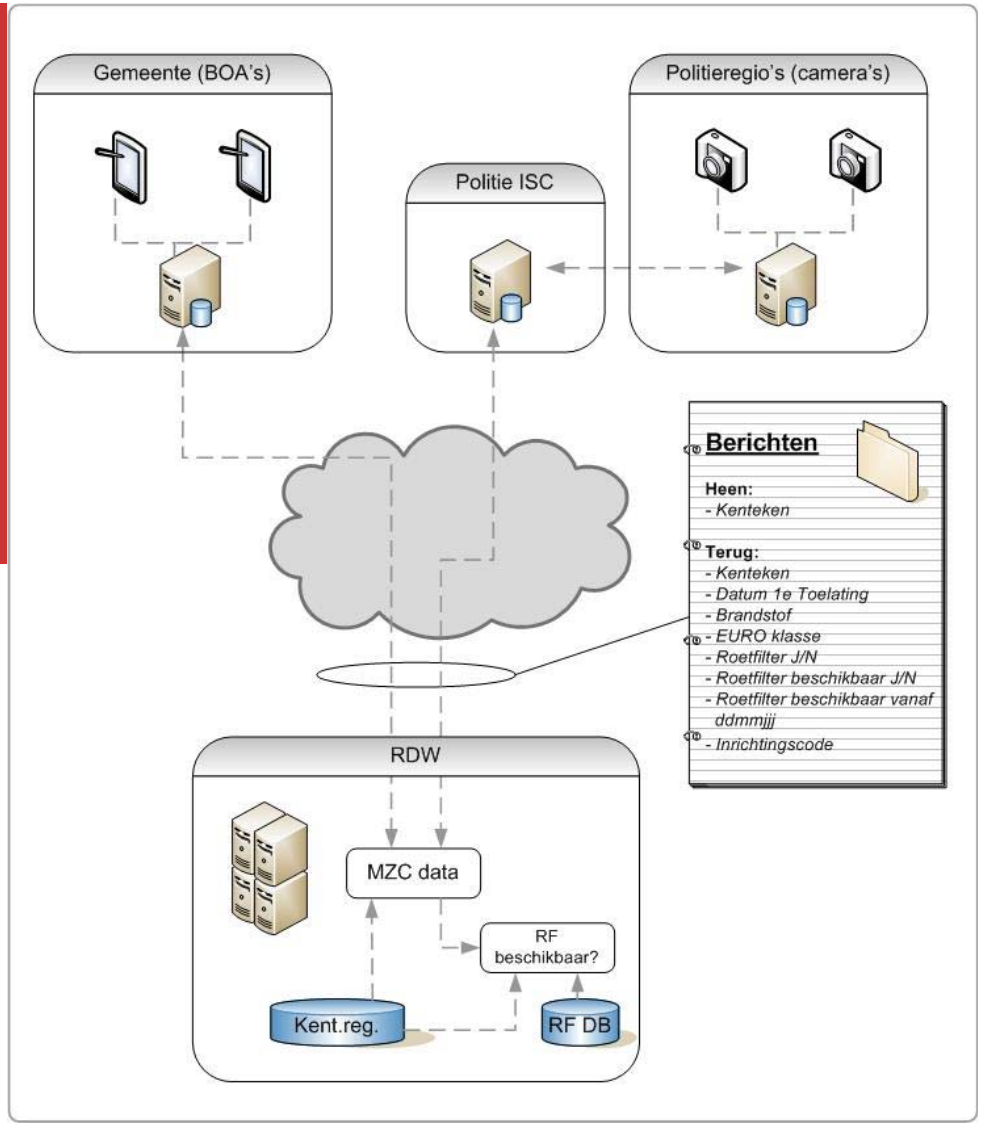
Enforcement



1. Filtered observations sent from camera to police
2. Police automatically asks vehicle data (engine, particulate trap, etc) at RDW (national vehicle register)
3. RDW gives result

4A (violation) camera requested to send photo data

4B (no violation) camera requested to delete photo data

5. after 4A: photo data to police
6. Order sent to fine handling system

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Future

Measures on vans

- Almost not affected by current air quality action plan (only partially, by higherparking fees)
- 10% of total traffic emissions in Utrecht
- LEZ for HDV'S: HDV's replaced by dirty vans?

Linking real time air quality information on route information

- (Freight) traffic guided to the most desirable routes of thst moment