



Air quality and noise: today and tomorrow

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Bestufs
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- What is EVO?
- What is the role of the shipper?
- The challenge
- The solutions
- The conclusions



EVO-ESC

30.000 companies: all kinds
of industry and trade
large and small



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Supplying urban areas

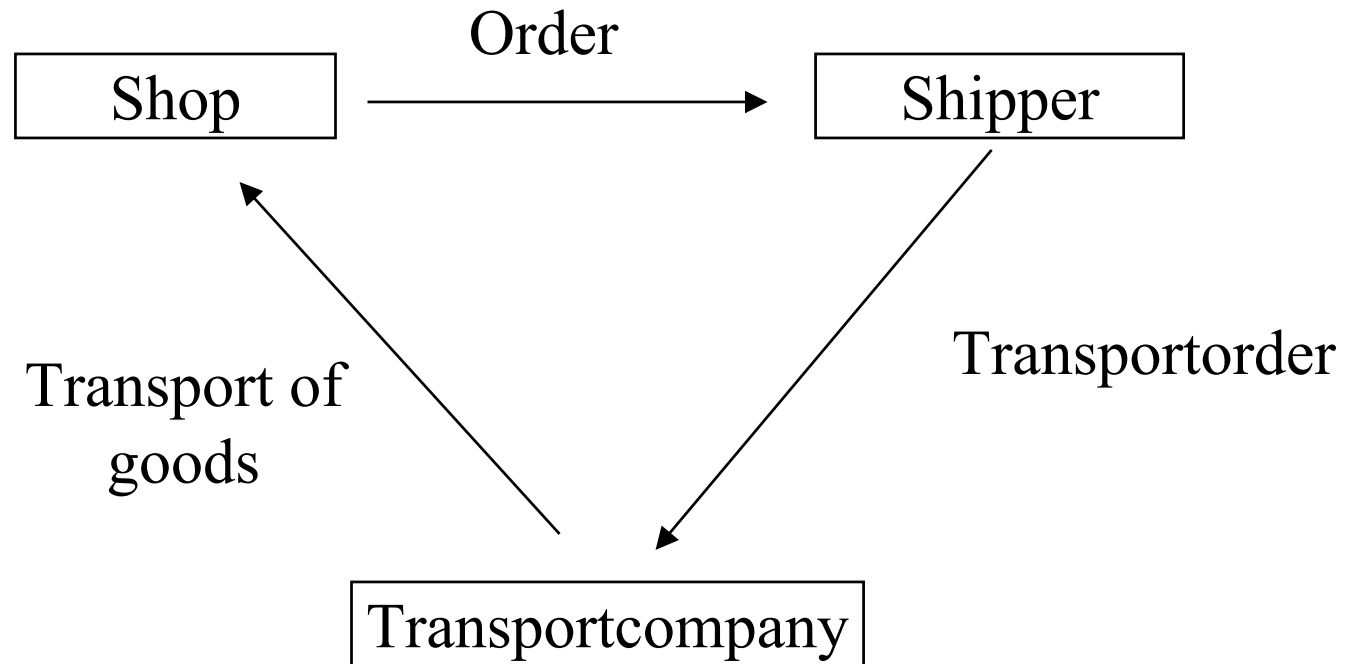
- Shops
- Pubs
- Restaurants

But also

- Maintenance
- Contracting of works
- Services



The supply chain





Two kinds of shippers

Transport contracted out to transport company

Less influence on kind of
trucks used

Large company: determine
logistics

Small company:
influence logistics

Transport on own account

Owners of trucks/vans
Determine kind of trucks
used

Determine logistics



Impacts of European Emission directives

- Nobody expected the huge impact of European legislation on spatial planning, transport of goods and people
- Car/truck manufacturers: trucks are more silent and less air polluting,
- Clean and silent trucks are still very expensive
- Other solutions?



Noise

- Problem is sometimes forgotten
- NL is very strict
- NL PIEK subsidy
- Positive sanctions missing: silent truck exemptions time windows



City-car industry-supplier

- City or government is problem owner
- Industry has (partly) solutions
- Retrofit or access limitations: shippers and transport companies pay the bill
- Consumer prices low, so shipper can not pass on the price increase to customer



Same interests

- Shipper's interest is city's interest
- Shipper: $\text{transport} = \text{costs}$
- Amount of trucks/kilometers as little as possible
- As short as possible in the city
- Isn't that the same interest as cities?



Balancing between balances

- Nox, Co2, PM10, noise, congestion
- PM10, Nox especially: diesel
- CO2, Nox especially petrol
- If diesel engines are not allowed in cities, PM10 decreases, but CO2 increases



Solution requirements

- **DON'T PANIC**, solutions are on their way
- Cost effective
- Integral
- Sustainable



Shippers want cooperate

Short term

- emissionfilters and subsidy for Euro IV/V and PIEK
- if traffic goes more fluently: less pollution
- trucks on buslane
- exemption night delivery for silent trucks

Long term: Euro VI, biodiesel, natural gas stimulate on European level



80 km/h ONLY during peak hours

- 80% (?) of wanted impact is achieved during peak hours
- Much more support



Watch out for retrofit

- If you buy a (new) truck it fulfils all legislation, so retrofit is always delicate
- Safety: blind angle mirror
- Noise: PIEK-measures
- Air quality: emission filter
- Investments just for a few years/months
- During manufacturing: much cheaper
- Retrofit is often solution for one problem



Tuning between municipalities

- Solutions tuned between cities are better for national government

If not, consequences

- More vehicles than necessary
- More truck kilometers because of time windows, length limitations and so on
- Different lorries needed for different cities: costs get higher



Example Amsterdam

- Air problem
- Consultation shippers, transport companies
- Dirty trucks not allowed, based on depreciation period
- But: if every city makes its own policy, companies cannot adapt



Conclusions

- Local problems: look for practical solutions
- Local: tune with neighbours and companies
- National/European level: stimulate manufacturers to innovate, all memberstates same legislation + interpretation