



Netherlands Enterprise Agency



# Zero emission road freight transport

Introduction to the Dutch  
targets and instruments

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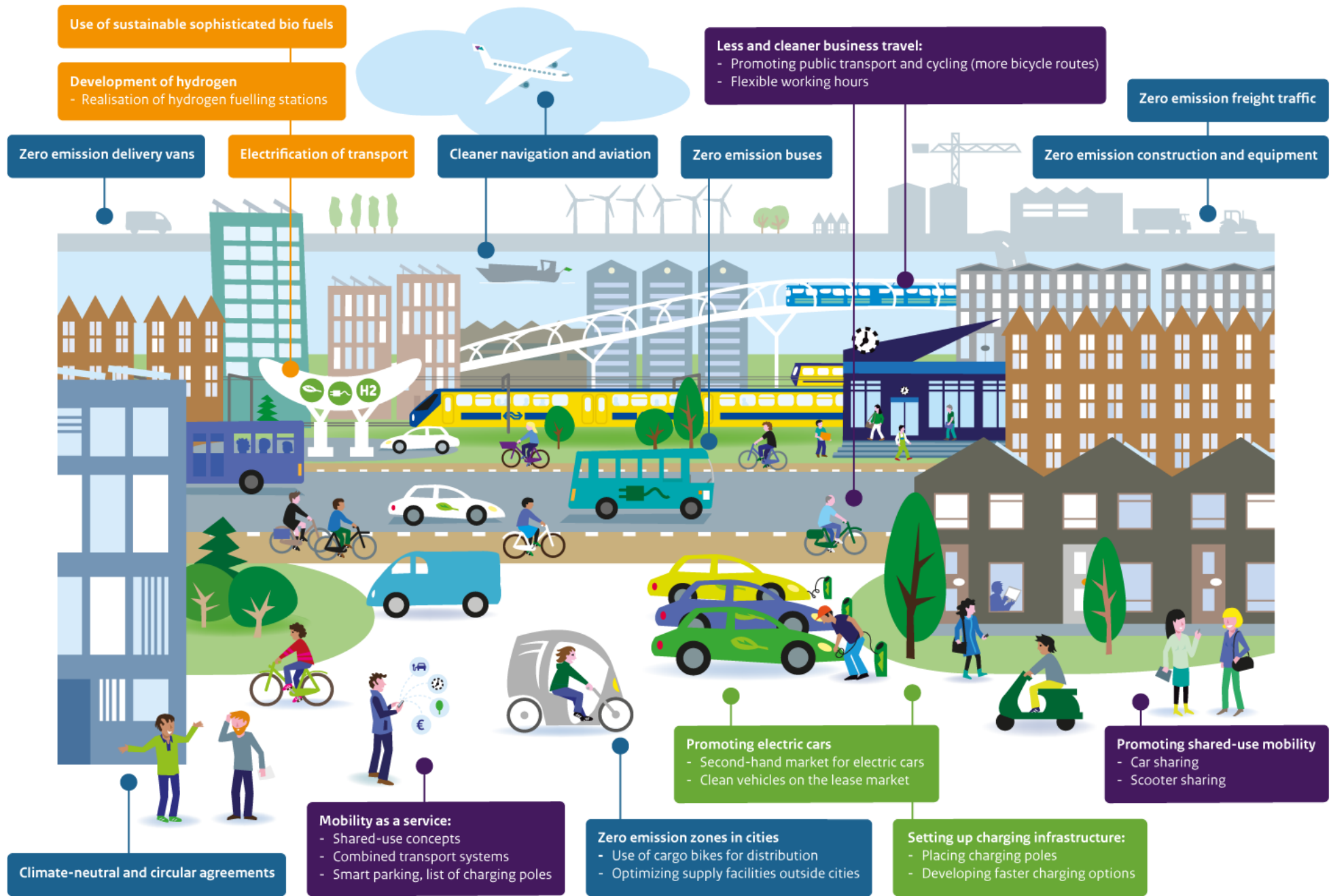


# Agenda

- > National Climate agreement
  - Zero emission zones
- > European/international framework
  - Global MOU on ZE-MHDVs
- > Instruments
  - Innovation support
  - Purchase subsidies



# National Climate Agreement





# National strategy - Climate Agreement - transport

## **Passenger**

- › All new passenger cars zero-emission by 2030
- › All public transport zero-emission by 2030

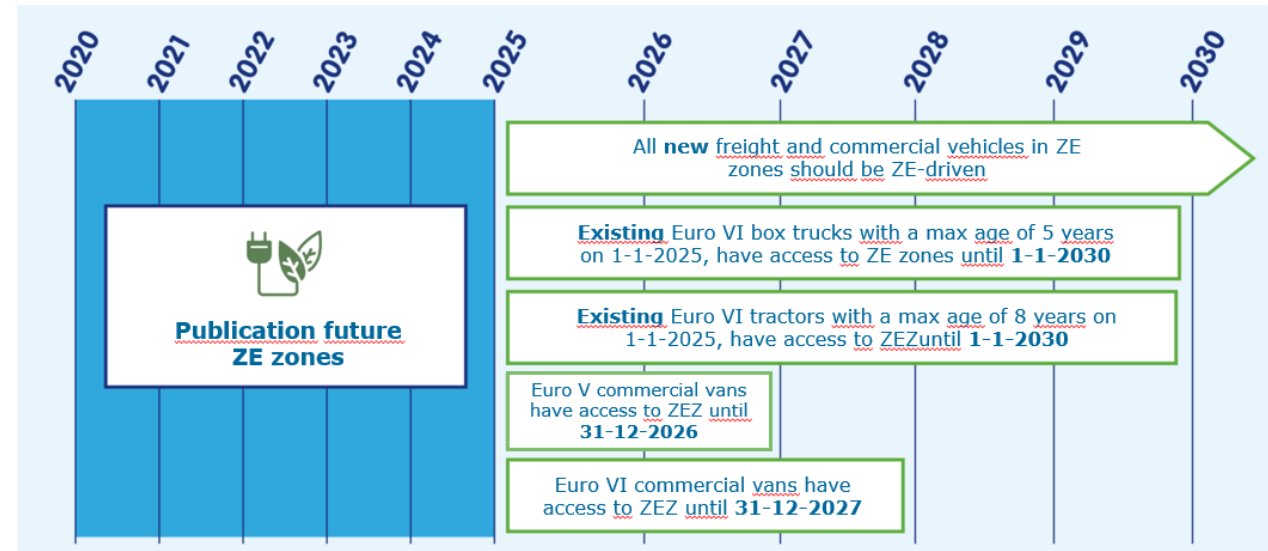
## **Freight**

- › Zero-emission construction logistics and mobile machinery
- › Climate neutral and circular soil, road and water construction
- › 30% CO<sub>2</sub> reduction of regional and international long-haul transport 2030
- › More sustainable inland shipping
- › City logistics zero-emission by 2030



# Zero emission zones for city logistics

- > In 2025 30-40 cities will have a zero-emission zone for all logistical vehicles
- > 28 cities have already announced the boundaries
- > Ministry of Infrastructure and Water Management is taking the lead on national coordination and harmonizing, together with municipalities and industry
- > Transition period for freight vehicles





# Refueling and charging infrastructure

- > Hydrogen:
  - 50 hydrogen refueling stations by 2025 which comply with AFIR
  - Focus on heavy duty purposes
  - Subsidy scheme prepared towards 2024 (refueling stations including vehicles)
- > Charging infrastructure:
  - National Agenda on Charging Infrastructure → Pieter van Kerkhof



# European/international framework

- > EU proposal for revised CO<sub>2</sub> HDV standards for trucks
  - CO<sub>2</sub> reduction target for 2030 is -45% (vs -30% in the previous regulation)
  - a new CO<sub>2</sub> reduction target for 2035 is -65%
  - a new CO<sub>2</sub> reduction target for 2040 is -90%
- > Alternative Fuels Infrastructure Regulation (AFIR)
  - Minimum requirements for the rollout of the charging and hydrogen refueling infrastructure across the core and comprehensive Trans-European Network for Transport (TEN-T)
- > Global MOU on ZE-MHDVs



Government of  
the Netherlands



# Global Memorandum of Understanding on Zero-Emission Medium and Heavy-Duty Vehicles

**2030: 30% zero emission sales**  
**2040: 100% zero emission sales**





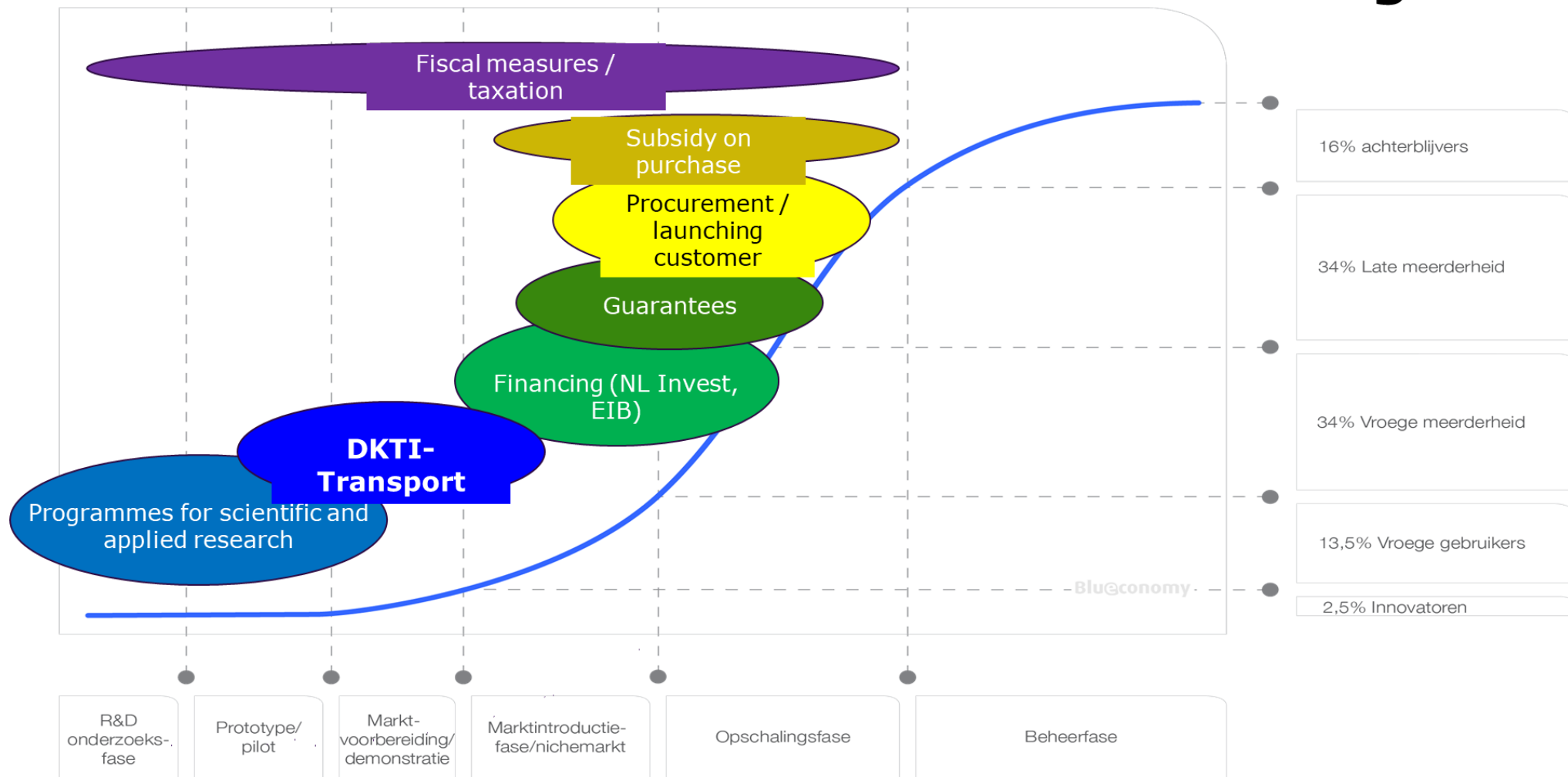
For the first time 27 leading countries aligned on a common ambition toward 100% zero-emission trucks and buses, in line with the goals of the Paris agreement.



 MOU signatories



# Instruments for introduction new technologies





# DKTI Transport – general info

- > Demonstration programme for climate related innovations in transport – 3 rounds
- > Stimulate transition to innovative and sustainable energy carriers
- > Innovation and development in all transport modes and all energy carriers
- > Support deployment of refueling and charging infrastructure
- > Targeted at collaboration between private companies, knowledge institutions and NGOs





# DKTI Transport - results

- > € 115 million of subsidies & € 127 million private sector investments
- > Major boost to the innovation-ecosystem around sustainable transport
- > Several developed concepts were introduced in the market





# Purchase subsidies

- > SEPP: Subsidy for cars
- > SEBA: Subsidy for medium freight/vans
- > SSEB: Subsidy for construction vehicles > in 2022 exhausted in 1 day
- > AanZET: Subsidy for trucks > in 2022 exhausted in 1 day



# Results AanZET 2022

- > Companies receive a % of the surcharge (40%-50%-60%)
- > N2 (> 4,250 kg) & N3
- > Budget 2022: € 25 million
- > 463 requests, of which 371 granted
- > An average of € 67.385,-- per ZE truck

Sector	Percentage (%)
OEM, dealer, lease	32%
Construction, waste, movers, care	27%
Supermarkets, wholesale, retail	23%
General transport	17%

Type of vehicle	Percentage (%)
N3 puller	47%
N3 truck >18t	38%
N3 truck <=18t	14%
N2 truck	1%

Type of fuel	Percentage (%)
BEV	97%
FCEV	3%



Thank you for your attention!

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