### Low emission zone Rotterdam

**KeyWords:**
- Low emission zone city centre Rotterdam

**Benefits:**
- Reduced emissions
- Reduced climate change

**Success Factors:**
- High level of acceptance of solution / practice
- Involvement of all relevant stakeholders

**Starting Point/Objectives/Motivation:**

The city of Rotterdam installed the low emission zone in 2007. In the centre of the city, the concentrations of particulate matter and nitrogen dioxide in the air are high. These substances are of bad influence to the health of the people living and working in the city. In order to meet European standards for air quality the city had to take steps to improve air quality in the city centre (focussed around lowering NOx and PM10).

A major cause of air pollution emissions comes from freight traffic. That is why Rotterdam chose to set guidelines for that particular group first, so that with minimal effort, maximum result could be achieved. Therefore, only trucks that comply to certain environmental requirements (engines equal to or better than EURO IV norm) can enter downtown Rotterdam.

**Description:**

Only trucks with engines compliant to the EURO IV norm or better can enter the city centre (which is where the low emission zone is now). This helps greatly in lowering small particle emissions (NOx, NO2 and PM10) so the air in the city gets cleaner. This benefits all users and residents of the area.

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**Supported Strategic Targets:**
- Efficient public spending
- Ideal utilisation of infrastructure
- Balanced provision of goods and services
- Limited climate change
- Reduced emissions
- Conservation of resources
Case Description (Cont.): One year after introducing the low emission zone Rotterdam conducted an evaluation. That evaluation proved that emissions were indeed lower than the years before, proving that the low emission zone contributed to decreasing NOx and PM10 levels.

Several actors are involved in the process of installing the low emission zone, amongst these are: VROM (ministry of Traffic, Spatial Planning and Environment), VNG (collaboration of all Dutch city councils), KvK (Chamber of Commerce), EVO (organisation that represents suppliers of products), TLN (Transport and Logistics Netherlands)

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Transport mode or supply chain elements:
• Road/delivery van

Main actors involved
• Transport companies
• City authorities
• Residents
• SME's