

Covenant ZECL

Together towards zero

Zero Emission City
Logistics Rotterdam
December 2020



City of Rotterdam

Table of Contents

1. Introduction	5
2. Zero Emission Zone for city logistics in 2025	7
2.1 City Logistics Implementation Agenda	7
2.2 Covenant ZECL	7
2.3 Size of ZECL zone	8
2.4 ZECL zone access requirements	9
2.5 Enforcement	9
2.6 ZECL time schedule	10
3. Task	11
3.1 City logistics in Rotterdam	11
3.2 Reduction potential	11
3.3 Progress on the joint task	11
3.4 Nine solutions for efficient and emission-free city logistics	12
4. Action Programme	19
5. Agreements for Zero Emission City Logistics in Rotterdam	40



1. Introduction

The 2019 National Climate Agreement¹ sets a clear goal: a 49% reduction in greenhouse gas emissions by 2030 and 95% by 2050 (compared to 1990). One of the measures to achieve this reduction is the introduction of a Zero Emission Zone for city logistics (ZECL zone) in thirty to forty larger Dutch municipalities by 2025. This measure will be developed by the Ministry of Infrastructure and Water Management in cooperation with municipalities and representatives from the logistics sector in the City Logistics Implementation Agenda. In line with the National Climate Agreement, the Executive Board of the Municipality of Rotterdam has committed itself in the current coalition agreement to achieve a total of 49% CO2 reduction by 2030². In addition to the ambition to reduce CO2 emissions, the Executive Board also desires an improvement in the average air quality in the entire city by 2022 compared to 2017. In preparation for the introduction of the ZECL zone in 2025, steps are already being taken towards emission-free city logistics. In the short term, these will also make a positive contribution to cleaner air in the city, as envisaged in the Clean Air Memorandum 2019 - 2022³.

The Roadmap for Zero Emission City Logistics (ZECL)⁴, adopted in July 2019 by the Executive Board of the Municipality of Rotterdam, describes how Rotterdam intends to define and implement this ZECL zone. This sets a clear goal: emission-free city logistics in the Rotterdam ZECL zone by 2025. The Roadmap ZECL plan is an elaboration of the Rotterdam Mobility Approach (RMA)⁵ and the Approach on Zero Emission Mobility (NEM)⁶. One of the goals of the RMA is to reduce the number of freight movements in the city through efficient logistics. The movements that are still necessary to supply the city must be emission-free. For example, in the form of non-motorised vehicles (cargo bikes), battery-electric vehicles or hydrogen-electric vehicles for the heavy goods segment. Making city logistics emission-free has been incorporated in the NEM approach.

The logistics sector has indicated that it wants clarity about the ZECL zone as soon as possible. Considering the impact of this zone, Rotterdam is tackling the process of defining and implementing the zone together with parties from the logistics sector. Other parties who will be affected by the zone are also being involved. In this way, Rotterdam together with the interested parties is working towards a sustainable, accessible and energy-efficient city with clean air. Together towards zero. That is the goal. Zero emissions, zero inefficient trips and zero congestion.

Rotterdam has formalised this collaboration by concluding a covenant as part of the Roadmap ZECL. This covenant includes a professional branch association and various individual organisations for each logistics segment (fresh produce, general cargo, waste, express/parcels, facilities/service and construction). Parties signing the covenant will commit themselves to one or more actions that contribute to the achievement of the ZECL objective. The covenant shall monitor the implementation of the actions in the period from the signing up to 2030, with the entry into force of the ZECL zone in 2025 as the principal result. This covenant is a successor to the Green Deal 010 Zero Emission City Logistics of 2014 which it replaces.

¹ www.klimaataakkoord.nl

² www.rotterdam.nl/bestuur-organisatie/college-van-benw

³ rotterdam.raadsinformatie.nl/document/7830467/1

⁴ www.rotterdam.nl/stappenplanzes

⁵ www.rotterdam.nl/wonen-leven/mobiliteitsaanpak

⁶ www.rotterdam.nl/aanpaknem



2. Zero Emission Zone for city logistics in 2025

2.1 City Logistics Implementation

Agenda

In the National Climate Agreement, more than one hundred parties endorsed the introduction of Zero Emission Zones for city logistics in thirty to forty larger Dutch municipalities by 2025. The starting principles of the National Climate Agreement are leading for the Zero Emission City Logistics Covenant.

The parties involved in the National Climate Agreement have agreed to develop this measure in the implementation agenda for city logistics. The central action point in this implementation agenda is the harmonised introduction of Zero Emission Zones for city logistics in 2025. Uniform national principles will avoid a patchwork of different rules among the various cities.

The implementation agenda will outline the framework for the introduction of the zone and the access requirements per vehicle category. The Ministry of Infrastructure and Water Management will draw up this implementation agenda together with professional branch associations and municipalities, including the Municipality of Rotterdam.

2.2 Covenant ZECL

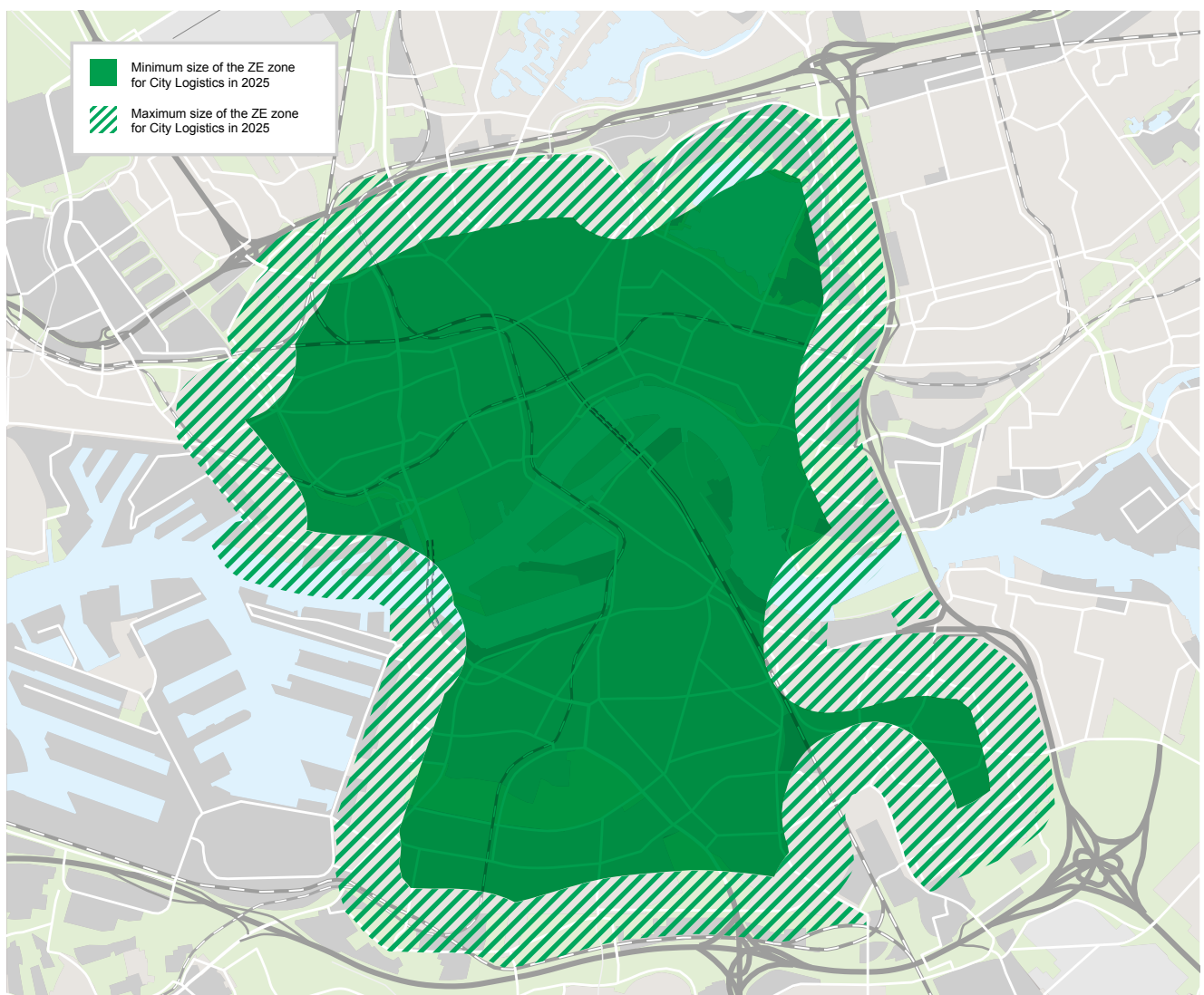
Efficient and emission-free city logistics is a joint task for the government and the business community. The Municipality of Rotterdam and the logistics sector (parties who will be affected by the zone) will conclude a covenant in which they endorse this joint task. The Covenant ZECL is a local implementation of the National Climate Agreement and focuses on the size of the zone and the actions to be carried out in Rotterdam. The participating parties are a reflection of the logistics sector in Rotterdam, in which professional branch associations and companies are represented per logistic segment and per type of transport vehicle.

In the preliminary dialogue phase, the signatories to the covenant participated in defining the boundary of the ZECL zone and the associated policy. They also made an inventory of the actions undertaken by their own organisations to achieve the goal of Zero Emission City Logistics. The sum total of these actions by all the participating parties constitutes the action programme. By signing the covenant, the parties endorse the need to introduce the ZECL zone. The parties also commit themselves to implementing their actions. The signatories are ambassadors for the covenant in general and for their logistic sub-segment in particular. Rotterdam will be responsible for monitoring and coordinating the implementation of the agreements in this covenant.

2.3 Size of ZECL zone

Figure 1 shows - in green - the Zero Emission Zone for city logistics in Rotterdam. The boundary of the zone was determined on the basis of the following considerations and starting principles:

- The zone was created in consultation with the signatories of this covenant.
- The zone contains the most significant bottlenecks in terms of air quality.
- The zone covers an area that is larger than Rotterdam's city centre, so that the residential areas and centres around the city centre can also benefit from cleaner air, a better living environment and greater accessibility.
- Rotterdam is fulfilling its responsibility as part of the national CO₂ challenge, of which the emissions from freight movements in Rotterdam are a part. The indicated size of the zone contributes significantly to this⁷.
- The main road network around Rotterdam (the Rotterdam Ring) falls outside the zone, so that traffic not destined for Rotterdam is not affected.
- Business parks and industrial zones with a (potential) logistic hub along the Rotterdam Ring are outside the zone. This allows these areas to remain accessible to all vehicles. These areas shall therefore remain promising for the realisation of new logistic hubs and the operation of existing hubs and the optimal bundling of zero emission transports to the ZECL zone.
- The zone is large enough for businesses to be able to adequately utilise investments in zero-emission transport.
- The Social Cost-Benefit analysis shows that with the introduction of this zone, the social benefits (such as improved air quality and climate) are proportional to the investment costs incurred by the business community and the Municipality of Rotterdam⁸.



⁷ Figure 1: The Zero Emission Zone for city logistics by road in Rotterdam from 2025.

The effect of the Zero Emission Zone for city logistics within the Rotterdam Ring Road is estimated to be a 186 kilotonne reduction in CO₂ emissions. Source: Rotterdam Climate Agreement, November 2019.

Figure 1 shows the minimum and maximum size of the ZECL zone. The final boundary of the ZECL zone will be located within the shaded area, between the minimum and maximum size. In the coming year, Rotterdam will work out the boundary in detail (at street level) in consultation with the covenant partners and other stakeholders. A clear and safe transition from the main road network to the secondary network is an important point of attention.

Rotterdam will publish the detailed ZECL zone at street level no later than 1 January 2022. This will be the starting principle for a traffic decision (*Verkeersbesluit*) that will introduce the ZECL zone in 2025. The ZECL zone will replace the current Rotterdam environmental zone in 2025.

2.4 ZECL zone access requirements

For the rules regarding access to the ZECL zone, as shown in figure 1, Rotterdam shall follow the starting principles of the National Climate Agreement and the implementation agenda for city logistics that follows from this. This creates a uniform access regulation for all ZECL zones in the Netherlands. On 5 October 2020, State Secretary Van Veldhoven of the Ministry of Infrastructure and Water Management informed the House of Representatives about the starting principles for the City Logistics Implementation Agenda as described below⁸:

- Municipalities shall announce the location and extent of the ZECL zone at least four years before its introduction. This is important in order to provide clarity to everyone at an early stage.
- All new delivery vans and lorries¹⁰ registered after 1 January 2025 must be emission-free in the ZECL zone.
- Plug-in hybrid lorries will have temporary access to the ZECL zone, until 1 January 2030, if their driving emission-free within the ZECL zone can be demonstrated and enforced.
- All delivery vans and lorries must be emission-free in the ZECL zone by 1 January 2030.
- The municipality can grant an exemption based on a hardship clause. This can be used for cases where an early investment is not proportionate and businesses, contrary to the national access requirements, need more time to make the switch to emission-free vans and lorries.

- The ZECL zone is intended for urban logistics and not for private individuals. Private individuals can therefore apply to the municipality for an exemption for their delivery vans, provided they can demonstrate that the vehicle is not used for business purposes.

To ensure that the introduction of the ZECL zone will not lead to disproportionate investments for both small and large companies and is feasible for every business, the State Secretary has announced a transitional scheme for delivery vans and lorries registered before 1 January 2025. This transitional scheme is based on depreciation periods and natural investment moments:

- Euro-VI box trucks registered after 1 January 2020 and Euro-VI tractors registered after 1 January 2017 have access to the ZECL zone until 1 January 2030.
- Euro Class 5 delivery vans will have access to the ZECL zone until 1 January 2027.
- Euro Class 6 delivery vans will have access to the ZECL zone until 1 January 2028.

The State Secretary has also announced a subsidy scheme for the purchase of emission-free delivery vans and lorries from 2021.

In addition to these access requirements, the Municipality of Rotterdam is making efforts to accelerate the transition to emission-free vans and lorries (earlier than 2025) on the basis of the Rotterdam Mobility Approach (RMA), the Rotterdam Climate Agreement¹¹, the Clean Air Memorandum and the Approach on Zero Emission Mobility (NEM). Also for the vehicle categories covered by the transitional scheme. For example by means of measures that give clean logistics more priority in the urban traffic network and subsidy scheme(s) for trip reduction and emission free transport. The Municipality of Rotterdam will involve the signatories of this covenant as a sounding board in the further development of these measures.

2.5 Enforcement

As the responsible party, the Municipality of Rotterdam will present an Action Plan for the enforcement of the ZECL zone by 1 January 2024 at the latest. The technical implementation of the enforcement system (e.g. cameras) and the accompanying back office for the ZECL zone will largely be taken over from the current technical systems of the Rotterdam environmental zone. The enforcement will be supplemented with the developed technical possibilities of e.g. geofencing for plug-in hybrid lorries.

⁸ Source: MKBA impact study Zero Emission Zone City Logistics 2025 Rotterdam, Buck Consultants International, September 2020.

⁹ Source: Letter to the House of Representatives on zero-emission urban logistics agreements, State Secretary Van Veldhoven, 5 October 2020.

¹⁰ Vans and lorries as referred to in the Vehicles Regulations under vehicle category N: motor vehicles designed and built for the transport of goods, with at least four wheels.

¹¹ www.energieswitch010.nl

2.6 ZECL time schedule

1 December 2020

Signing of Covenant ZECL and start of implementation of action programme.

No later than 1 January 2022

Publication of the developed size of the ZECL zone at street level.

By 1 January 2024

Action Plan for enforcement.

1 January 2025

ZECL zone in force for new vans and lorries, with transitional scheme for existing vans and lorries.

1 January 2030

ZECL zone in force for all vans and lorries.



3. Task

3.1 City logistics in Rotterdam

The term 'city logistics' refers to all vehicle movements for the transport of goods or services that have an origin or destination within the city. The Zero Emission City Logistics (ZECL) Roadmap describes how this transport is divided into six logistics sub-segments: fresh produce, general cargo, waste, express/parcel delivery, facilities/service and construction.

Each sub-segment has specific characteristics and conditions that require the use of appropriate vehicle types; from cargo bikes to the heaviest tractor-trailer combinations. It is expected that in 2025 about 23,000 unique delivery vans and 3,500 unique lorries will enter the ZECL zone (as shown in Figure 1) every day¹². Together, these vehicles will drive about 336,000 kilometres (delivery vans) and 52,000 kilometres (lorries) within this zone. With the arrival of the ZECL zone, they must cover these kilometres emission-free. This can be done by one-to-one replacement of the vehicles, but in Rotterdam we are also looking for a solution through efficient city logistics. The reduction in trips will also make a positive contribution to the quality of life and accessibility of the city. The optimally loaded vehicles that then enter the city must be emission-free within the ZECL zone.

3.2 Reduction potential

Figure 2 is shown on the next page. This figure shows the reduction potential of the nine most important solutions for more efficient and emission-free city logistics. These solutions are outlined in the left part of the figure. The right-hand section of the figure shows the ratio of vehicle kilometres travelled per logistics segment, broken down into delivery vans and lorries. The figure shows which solutions apply to each sub-segment and vehicle type and the reduction potential they offer. This is based on a maximum realistic reduction potential achievable by 2025. The presented reduction in delivery vans and lorries is partly achieved by bundling goods, which results in fewer vehicles entering the city and eliminating vehicle kilometres.

Another part of the reduction in delivery van and truck kilometres will be achieved by the shift to other clean modes, such as light electric vehicles (LEVVs) and freight bicycles. These trips will not disappear, but will be carried

out in a different and sustainable way that is appropriate to the urban environment. Although the most important and best known solutions are listed, the list is not exhaustive. Later in this chapter the reduction potentials and the most relevant solutions for each logistics segment are explained in more detail.

The delivery vans and lorries that still have to enter the city will be emission-free within the ZECL zone. For delivery vans, this means that they will be fully battery- or hydrogen-electric. For lorries, plug-in hybrid variants are also possible in addition to the fully emission-free alternatives. The use of plug-in hybrid lorries in the ZECL zone is permitted on condition that they are demonstrably emission-free within the zone boundaries. The availability, affordability and technical specifications of emission-free vehicles must improve to make the ZECL zone feasible. The covenant involves vehicle manufacturers, vehicle dealers and financial service providers, among others, who are making efforts to lower these thresholds.

3.3 Progress on the joint task

The logistics system as we know it now will have to change. This requires efforts from both the logistics sector and the government. The parties to this covenant have endorsed this task and have indicated that they will tackle it together. In order to achieve zero-emission city logistics in 2025 (lorries in 2030), action is needed now. The Municipality of Rotterdam is monitoring whether the municipality and the logistics sector are on their way to achieving zero emissions and more efficient trips. Part of this is an annual progress report describing the progress of the partner actions in the covenant and the developments in the traffic composition. Where possible, these progress reports will be supplemented with the national monitor and responses from the branch organisations involved in this covenant. The progress report will also contain an analysis of the observations and recommendations for any necessary adjustments to be made.

¹² DecaMod: determining the effects of a ZECL Zone in practice (reference TNO 2020 R11245), TNO, August 2020.

3.4 Nine solutions to achieve efficient and emission-free city logistics ZECL zone Rotterdam 2025

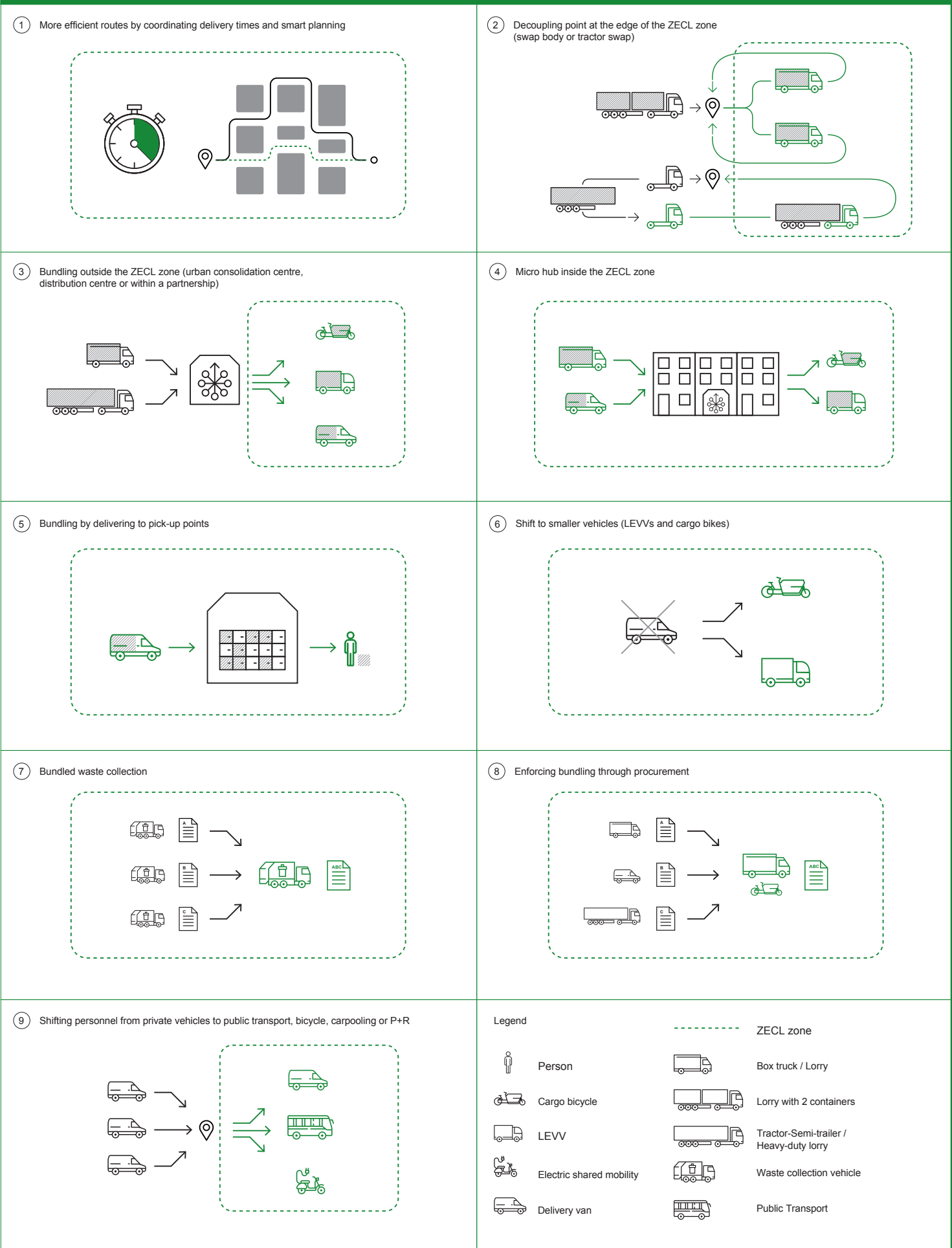
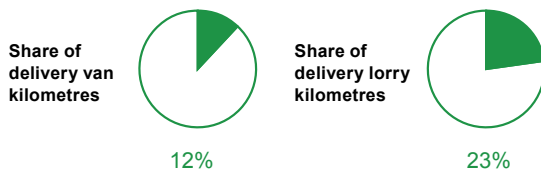


Figure 2: Nine solutions to achieve efficient and emission-free city logistics with a breakdown of reduction potentials into vans and lorries, and into logistic sub-segments in the ZECL zone Rotterdam in 2025.

Segments	Sub segments	Share of delivery van kilometres		Share of delivery lorry kilometres	
		Share of total and reduction potential	Promising solutions for efficient and emission-free city logistics	Share of total and reduction potential	Promising solutions for efficient and emission-free city logistics
Perishable / refrigerated goods	Retail (fresh)		② ③ ⑥		② ③
	Hospitality and specialists		① ⑥		① ③
	Fresh home deliveries (groceries and meals)		① ⑥		①
General cargo	Retail chains (non-fresh)		③ ⑥		② ③
	Specialists (including fashion, hanging garments)		③ ⑥		② ③
	Two-man home delivery (furniture, white goods)		①		①
Waste	Waste collection domestic		①		①
	Waste collection businesses		① ⑥ ⑦		① ⑦
Express and parcels	Express and parcels		① ④ ⑤ ⑥		① ③ ④ ⑤
Facilities and Services	Maintenance and service		⑥ ⑨		⑥
	Office supply, hospital and municipal services		③ ⑥ ⑧		② ③ ⑧
Construction	Public space, infrastructure and site preparation				
	Building shells				
	Building completion		③ ⑥		② ③ ⑧
	Personnel		⑥ ⑨		

Perishable/refrigerated goods



The delivery of Fresh Goods (often thermally conditioned) to the retail and hospitality industry, and now increasingly also to consumers, is a characteristic of the Fresh segment. The ZECL zone focuses primarily on emissions from vehicle engines, but in this segment this is an integral task with the energy supply to the vehicle's cooling units. In the action programme, various covenant parties have included concrete actions to take steps in this direction.

The lorries that supply supermarkets and large catering establishments (chains) are generally full. Due to the large volumes and high density of the branch network, this logistic process is already highly optimised. The opportunity for emission-free transport therefore lies mainly with uncoupling points (swap body or tractor swap) or the plug-in hybrid lorries.

For local and national suppliers of specialist products,

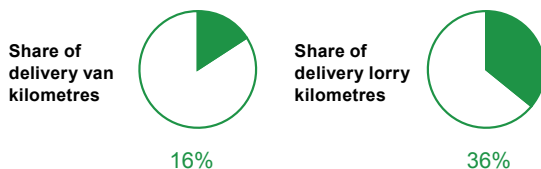
Promising solutions for efficient and emission-free city logistics

- ① More efficient routes by coordinating delivery times and smart planning
- ② Decoupling point at the edge of the ZECL zone (swap body or tractor swap)
- ③ Bundling outside the ZECL zone (urban consolidation centre, distribution centre or within a partnership)
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)

the stop density is lower and the logistics are not (always) optimised. This concerns both delivery vans and lorries. More efficient routes by coordinating delivery times and - especially for national specialists - the use of a hub and deployment of LEVVs (e.g. a local wine merchant delivering to a number of restaurants) can lead to fewer kilometres being driven in the city.

Finally, there is a strong growth in fresh home deliveries, especially groceries. Home delivery of groceries is often done from distribution centres close to the city. Various vehicles are used for this, from LEVVs to small lorries. Despite targeted planning with time slots for consumers, the reduction potential here lies mainly in better coordination of delivery times and more use of LEVVs.

General cargo



Most of the lorry movements in the city fall within the segment of general cargo. Like supermarkets, retail chains often have an optimised logistics process. Decoupling points (swap body or tractor swap) or plug-in hybrid trucks are the most obvious options for this sub-segment. Within this segment, various covenant parties have already gained experience with such solutions and can thereby inspire other companies.

Greater efficiency gains are possible in supplying the more specialised shops as logistic flows are often thinner than is the case with retail chains. Bundling goods in hubs at the edge of the ZECL zone and using LEVVs are promising options in this sub-segment. Together with the

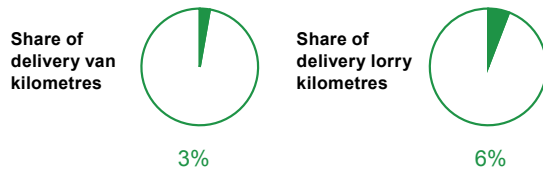
Promising solutions for efficient and emission-free city logistics

- ① More efficient routes by coordinating delivery times and smart planning
- ② Decoupling point at the edge of the ZECL zone (swap body or tractor swap)
- ③ Bundling outside the ZECL zone (urban consolidation centre, distribution centre or within a partnership)
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)

relevant logistics service providers from this covenant, the municipality will take up the challenge of creating space for logistic hubs and decoupling points.

In the two-man home delivery sub-segment - which includes both delivery vans and lorries - only a small reduction is anticipated through more efficient routes and coordination of delivery times.

Waste



This segment is concerned with waste collection and is perhaps the most visible to the people of Rotterdam despite its relatively small share in the total logistic movements in the city. These vehicles are literally on every street corner.

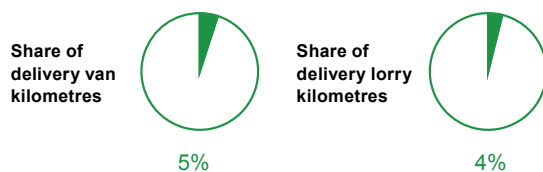
The collection of consumer waste in Rotterdam is done with vehicles of the municipal Transport and Equipment department. The waste collection vehicles used for this purpose are being systematically replaced by emission-free alternatives, as part of the long-term plan 'Towards an emission-free fleet.' The aim is to replace all municipal vehicles, from light delivery vans to heavy waste collection vehicles, with zero-emission vehicles as soon as possible.

Promising solutions for efficient and emission-free city logistics

- ① More efficient routes by coordinating delivery times and smart planning
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)
- ⑦ Bundled waste collection

Commercial waste is collected by private parties. Each business makes its own agreements with its own waste collection company. As a result, dozens of waste collection companies are active in Rotterdam, resulting in unnecessary kilometres being driven around the city. By collectively handling the waste of various businesses within an area, a significant reduction can be achieved. With this so-called white label concept, waste would be bundled and collected by a joint vehicle. Based on weight and type of waste, the right distribution can be made so that all collection companies receive their own share back. On a smaller scale, other solutions for efficient and emission-free logistics in this sub-segment are also conceivable, such as the use of LEVVs.

Express and parcels



Despite its relatively low share, the express and parcel segment is very prominent in Rotterdam, as goods are mainly delivered to consumers' homes. The number of inhabitants and online shopping are increasing and therefore it is expected that the share of this segment in city logistics will also increase. This segment is characterised by finely-meshed networks; deliveries are made to many different addresses. As a result, the logistics process is already efficient. There is an existing network of logistic hubs on the outskirts of the city and the vehicles that drive around the city are optimally loaded. The expansion of micro hubs and collection points in the ZECL zone can further optimise the logistics process. Increased use of LEVVs and cargo bikes can provide the greatest reduction potential. These trips will not disappear, but will be carried out by other emission-free means of

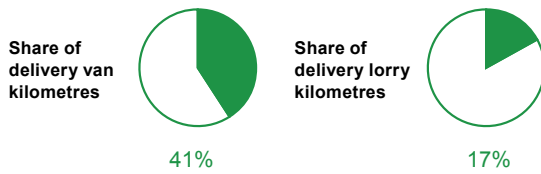
Promising solutions for efficient and emission-free city logistics

- ① More efficient routes by coordinating delivery times and smart planning
- ③ Bundling outside the ZECL zone (urban consolidation centre, distribution centre or within a partnership)
- ④ Micro hub within the zone
- ⑤ Bundling by delivering to pick-up points
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)

transport. A sustainable development that the city of Rotterdam would like to stimulate is to create suitable space for LEVVs and cargo bikes on the road, so that traffic safety, traffic flow and bicycle use are not hindered.

The parties active in this segment in Rotterdam are the front runners in the transition to efficient and emission-free city logistics. Various parcel services are already delivering completely emission-free in Rotterdam and are experimenting with micro hubs, parcel lockers and LEVVs. These initiatives are making a valuable contribution. Such front runners can inspire parties in the other logistics segments and possibly take over part of their ZECL task. This means that parties from the express and parcel segment may be more prominent in the city, but will remove inefficient trips from other segments.

Facilities and Services



The facilities and services segment is very diverse. The vast majority of all delivery vans (about 41%) fall under this segment. Here are a few examples: IT companies, care providers, media companies, financial institutions, educational institutions, cultural institutions, laundries, funeral homes, etc.

In addition to its great diversity, this sub-segment is characterised by trips (particularly by delivery vans) that are not primarily for the delivery of goods, but rather for service purposes. The reduction potential in this sub-segment is limited, so that the solution will have to be found mainly by one-to-one replacement of the (fossil) fuel-driven vehicle by a zero-emission vehicle. This segment is, therefore, one of the greatest challenges. Parties in

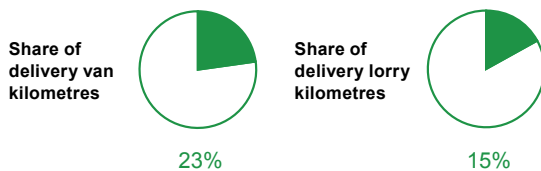
Promising solutions for efficient and emission-free city logistics

- ② Decoupling point at the edge of the ZECL zone (swap body or tractor swap)
- ③ Bundling outside the ZECL zone (urban consolidation centre, distribution centre or within a partnership)
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)
- ⑧ Enforcing bundling through procurement
- ⑨ Shift of personnel from private vehicles to public transport, bicycle, carpooling or P+R

this segment are, nevertheless, already taking steps. For example, research is being done into how innovative concepts can reduce trips in the city and how emission-free vehicles can systematically replace fuel-driven vehicles.

In the sub-segment of office supply, hospitals and municipal services, the reduction potential is greater. Solutions such as logistic hubs and decoupling points at the edge of the city are possible here. By setting requirements for logistics when procuring goods and services, efficient and emission-free logistics can be enforced.

Construction



Due to the many building projects in Rotterdam, construction traffic is increasing. This offers opportunities to bundle building materials at the edge of the city or at the supplier's premises. This way, lorries can enter the city fully loaded and fewer trips will be necessary. In the long term, this is a win-win situation for contractors (cost reduction) and for Rotterdammers (fewer lorries and emissions in the city). A challenge is to make the vehicles that still need to get to the construction sites emission-free. A number of covenant parties in Rotterdam have shown that electric transport in the heavy-duty segment is possible.

Another challenge is in the infrastructural works sub-segment, such as the construction and maintenance of roads and sewers. As the main client, the Municipality of Rotterdam has an important role in making this

Promising solutions for efficient and emission-free city logistics

- ② Decoupling point at the edge of the ZECL zone (swap body or tractor swap)
- ③ Bundling outside the ZECL zone (urban consolidation centre, distribution centre or within a partnership)
- ⑥ Shift to smaller vehicles (LEVVs and cargo bikes)
- ⑧ Enforcing bundling through procurement
- ⑨ Shift of personnel from private vehicles to public transport, bicycle, carpooling or P+R

sub-segment more sustainable. The Municipality, as the client, encourages efficient and emission-free transport of materials and the use of emission-free equipment and machinery.

Construction workers, such as plasterers, painters, glaziers, bricklayers, carpenters, etc. generally move around in commercial vans in which they transport tools and small building materials. This transport therefore falls under city logistics. By supplying the building site with tools and building materials in an alternative way, it is no longer always necessary to travel to the building site with one's own van. Personnel can also travel by public transport or carpool with colleagues.





4. Action programme

Each party has its own role in contributing to the achievement of the Zero Emission City Logistics target in Rotterdam. This chapter lists the actions of each party. The parties are not responsible for the implementation of the actions of other parties.

1. Municipality of Rotterdam



Implementation of the Zero Emission City Logistics Covenant (ZECL)

1. Coordinates the implementation of the agreements in this covenant and the accompanying action programme.
2. The secretary is responsible for this. See explanation in Chapter 5, Article 5.
3. Involves the signatories to this covenant as a sounding board in the action points to be developed in more detail by the Municipality of Rotterdam.
4. Puts joint bottlenecks before the introduction of the Rotterdam ZECL zone that cannot be solved locally on the agenda of the City Logistics Implementation Agenda project group.

Traffic measures

5. Announces the detailed ZECL zone at street level at the latest on 1 January 2022. This elaboration is the starting principle for the traffic decision to be taken.
6. Will have implemented an enforcement system by 1 January 2025, to check the emission class of delivery vans and lorries entering the zone.
7. Stimulates via the Rotterdam Mobility Approach (RMA), the Rotterdam Climate Agreement and the Approach on Zero Emission Mobility (NEM), emission-free and efficient city logistics for all categories of freight vehicles used for this purpose. This involves, for example, measures that give clean logistics greater priority in the urban transport network.
8. Works on improving the representation of freight transport in traffic modelling in order to be able to analyse, evaluate and apply measures to promote efficient and emission-free city logistics.
9. Investigates whether and how the design of bicycle/LEVV infrastructure and the development of (traffic) rules for LEVVs can contribute to emission-free and efficient city logistics.

Logistiek 010 community

10. Facilitates the Logistiek 010 community. Where possible, Rotterdam will expand and strengthen the Logistiek 010 community.
11. Shares knowledge, experience and example cases of parties connected to the covenant in the field of emission-free urban logistics with the sector via the Logistiek 010 community.
12. Communicates its own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

Procurement and commissioning

13. When tendering, applies an assessment framework for the inclusion of minimum requirements and award criteria relating to emission-free and efficient delivery. Where possible, tailors this framework to the introduction of the ZECL zone in 2025. Guides the achievement of zero emission transport obligations during the contract.
14. Executes an action plan with regard to making its own fleet emission-free. This approach assumes that all light municipal commercial vehicles (such as delivery vans) will be emission-free by 2025 and that the heavier vehicles (such as sweepers and refuse trucks) will be emission-free by 2030. This target applies to the entire municipal fleet, i.e. also to vehicles that operate on municipal territory outside the ZECL zone.
15. Shares its experience (via Logistiek 010, among others) in making its own fleet emission-free with parties who want to make the transport part of their operations emission-free.
16. Encourages efficient and emission-free transport of materials and the use of emission-free equipment in projects in its capacity as commissioner or client.

Spatial policy and permits

17. Endorses the importance of reserving space in its spatial policy (environmental vision) for the realisation of logistic facilities such as logistic hubs.
18. Investigates the possibility of imposing requirements on logistics facilities in area developments that promote emission-free and efficient logistics.
19. Works to regulate construction logistics, based on knowledge gained from the construction logistics subsidy scheme.

Ecostars

20. Provides support and advice on making company fleets more sustainable, helps to increase the number of members and helps existing members to gain an extra star.
21. Evaluates biannually in order to update the criteria in line with the introduction of the ZECL zone in Rotterdam and regional municipalities.

Logistic hubs

22. Commits itself, in support of the initiative of evofenedex and TLN for logistic decoupling points (LOPs), to make suitable sites available for this purpose, insofar as the Municipality's own operations allow.
23. Works together with other authorities, de Verkeersonderneming and knowledge institutions on instruments to upscale a hub network.

Plug-in hybrid vehicles

24. Participates in the relevant working group of the City Logistics Implementation Agenda that is investigating whether and how plug-in hybrid vehicles can gain access to the ZECL zone.
25. Will participate in evaluations from an enforcement point of view in the case of trials to monitor plug-in hybrid vehicles in real time within the ZECL zone.

Zero emission pilots

26. Supports pilot projects in the field of Zero Emission City Logistics focusing on trip reduction, on the use of zero-emission transport and on infrastructure for energy supply, where possible and appropriate to municipal policy. For example, as a partner in projects (such as launching customer).

Grants

27. Carries out the subsidy scheme for trip reduction and emission-free transport for residential and non-residential building logistics.
28. Uses financial resources (as co-financing or in the form of subsidies) to stimulate trip reduction, emission-free transport and infrastructure for energy supply.
29. Makes capacity available to support companies in applying for national and/or European subsidies, such as the Government's Demonstration Scheme for Climate Technologies and Innovations in Transport (DKTI).

Infrastructure for energy supply

30. Provides input for the National Charging Infrastructure Agenda and for pilot projects with the charging infrastructure for city logistics.

31. Draws up a Rotterdam charging strategy for the provision of the energy supply infrastructure (through charging infrastructure or otherwise) required to at least meet the ZECL target in 2025. This charging strategy addresses the charging of battery-electric vehicles and hydrogen-electric vehicles for the heavier segment.

2. ABB BV



1. Together with the municipality of Rotterdam and other covenant partners, ABB organises an event once a year in which it presents the state of the E-mobility industry to companies established or active in the Rotterdam region and specifically discusses themes related to charging infrastructure and electrical energy in the broadest sense of the word.
2. Can help with funding to facilitate the realisation of charging Infrastructure.
3. Plays an active role in the realisation of multi-modal or cross-docking solutions so that the ZECL infrastructure is used optimally and benefits both the businesses and the residents of Rotterdam.
4. Acts as contact person towards EV-manufacturers and realises plug-and-play vehicle-charging infrastructure combinations in cooperation with those manufacturers.
5. Can provide access to consultancy and design services for the realisation of city & mobility hubs and logistic decoupling points, specifically on the themes of smart building, smart energy and e-mobility for the logistics sector.
6. Has knowledge and products to optimise the impact of ZECL on the local electricity network.
7. Has knowledge and products in its portfolio to realise access to the flexible electricity markets for logistics companies and hubs.
8. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
9. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

3. ABN AMRO Bank N.V.



1. Actively stimulates the sustainable transition to an emission-free fleet by developing suitable financing propositions. ABN AMRO Bank N.V. does this by engaging with relevant stakeholders who have signed up to the covenant (users and producers). In concrete terms, this means analysing business cases for emission-free vehicles and making proposals that lead to a sustainable and profitable business case.
2. Actively engages with covenant partners to create opportunities for new transport concepts with the aim of optimising the total transport chain. In concrete terms, this means organising/participating in Round Tables.
3. Supplements financial instruments with financing products that are combined with Groenbank, subsidies or supplier partnerships (of ZECL vehicles).
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

4. AS Watson



1. Together with Cornelissen Transport, investigates the possibilities of “zero emission” provisioning of the A.S. Watson shops in Rotterdam. Here, knowledge and insight will be gained of the possible solutions for sustainable urban distribution that are needed to make the solution ‘feasible’. One of the possible solutions that will in any case be investigated further is the emission-free supply of the branches in the last mile by making use of a ‘transition point’ in the vicinity of the ZECL zone. The possibility of supplying The Hague as well as Rotterdam will also be investigated. In all solutions, it remains important to supply as effectively as possible, at the desired times, at the lowest possible cost and with the best possible service.
2. Together with Cornelissen Transport, is investigating the possibility of also reducing emissions in the first mile between the distribution centre in Heteren and the transition point and improving the load factor.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

5. BAM Infra



1. Participates in the BAM foundation on Civil Engineering with Rotterdam.
2. Will use the electric roller as much as possible.
3. Invests in electrically powered asphalt spreading machines and deploys them as much as possible.
4. Will return as much milled asphalt as possible during asphaltting if there is sufficient working space.
5. Where possible, sets up hubs to transport people and materials to the projects using electric vehicles.
6. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
7. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

6. Berser



1. Delivers goods in Rotterdam bundled from the logistic hub in the Spaanse Polder.
2. Makes use of emission-free or plug-in hybrid lorries for transports in Rotterdam earlier than 2030. Provided this does not lead to disproportionate costs.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

7. Bouwend Nederland



1. Participates in the organisation of the Rotterdam event Logistiek 010. Invites members and looks for speakers.
2. Communicates to members about (Rotterdam) developments in the field of emission-free city logistics, about its own actions, the progress of the covenant and the Zero Emission City Logistics Roadmap.

8. Breur IJzerhandel



1. Encourages low-emission commuting by its employees.
2. Works together in the chain with, among others, construction companies in providing smarter delivery of goods to locations in Rotterdam.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

9. Breytner



1. Shows from a technical point of view what is possible in the heavy segment, searches for and shares associated business cases.
2. If requested, makes the vehicle fleet available to companies that want to try them out themselves in order to prevent them from getting cold feet.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

10. Cityhub



1. Realises a logistic hub from which bundled and zero-emission goods are delivered in Rotterdam.
2. Actively seeks collaborations with other parties to realise efficient and emission-free last mile concepts in Rotterdam.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

11. Cornelissen



1. Together with A.S. Watson, investigates the possibilities of “zero emission” provisioning of the A.S. Watson shops in Rotterdam. Here, knowledge and insight will be gained of the possible solutions for sustainable urban distribution that are needed to make the solution ‘feasible.’ One of the possible solutions that will in any case be investigated further is the emission-free supply of the branches in the last mile by making use of a ‘transition point’ in the vicinity of the ZECL zone. The possibility of supplying The Hague as well as Rotterdam will also be investigated. In all solutions, it remains important to supply as effectively as possible, at the desired times, at the lowest possible cost and with the best possible service.
2. Together with A.S. Watson, is investigating the possibility of also reducing emissions in the first mile between the distribution centre in Heteren and the transition point and improving the load factor.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

12. Cycloon



1. Continues and expands the activities in the field of sustainable city distribution in Rotterdam, whereby a city hub with cargo bicycles delivers and picks up parcels in Rotterdam.
2. Actively seeks collaborations with other parties to realise efficient and zero emission last mile concepts in Rotterdam.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

13. De Buren



1. Works with parties to make small-scale unmanned service lockers “minihubs” available for general use in Rotterdam, in supporting their desire to make urban (last mile) delivery more efficient and emission-free.
2. Investigates with other logistic service providers (covenant partners) whether the service locker concept can be extended to other logistic sectors and contributes to pilots to test these concepts.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

14. DHL Express



1. Carries out 100% of the first and last mile deliveries in Rotterdam with emission free vehicles from 2020.
2. Develops one or more city hubs.
3. Encourages other DPDHL group companies to work on initiatives within the scope of this covenant.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

15. Dixi Sanitary Services B.V.



1. Investigates whether it is possible to discharge waste water from portable toilets at a designated location in the city centre of Rotterdam, in order to reduce the number of kilometres driven. The same applies to the use of groundwater/clean water to fill the portable toilets.
2. Investigates the possibilities and limitations of running electric service vehicles.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

16. DLG Distribution



1. As soon as there are more vehicle suppliers offering emission-free alternatives with an acceptable TCO, investigates whether DLG Distribution can invest in them.
2. Strive to reduce emissions also in the first mile (long distance transport to the distribution centre on the outskirts of the city, outside the ZECL zone) by using (BIO) LNG vehicles.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

17. DPD



1. Develops and evaluates the City Store Rotterdam. The City Store is a mini hub in the city that reduces the number of trips in the city and uses smaller emission free vehicles.
2. Places Parcel lockers in Rotterdam for trip reductions.

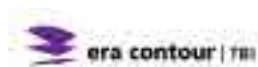
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

18. Dura Vermeer Bouw Zuid West BV



1. Presents examples of efficient construction logistics and zero-emission transport by Dura Vermeer Bouw Zuid West BV at various meetings.
2. Investigates the possibilities of using emission-free equipment on the building site.
3. Carries out research into reducing the number of transport movements to the building site.
4. Stimulates and carries out research into the use of logistical construction hubs and the use of emission-free transport.
5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

19. ERA Contour



1. Reduces logistical transport movements and coordinates them with other city logistics. It does this by researching, designing and organising a logistic hub for (construction) transport.
2. Investigates the possibility of using other (emission-free) means of transport for (construction) transport.
3. Investigates and organises alternative emission-free means of transport/movements on the building site.
4. Investigates and applies alternative products/construction methods: waste reduction, more energy-efficient development and construction.
5. Researches and organises mobility of (building site) personnel: reducing parking problems in the city, reducing traditional transport movements in the city.
6. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
7. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

20. Erasmus MC



1. Investigates whether its own means of transport and the transport from the Barendrecht distribution centre to the Erasmus MC can be converted into emission-free vehicles.
2. Challenges suppliers, existing and new contractors and maintenance companies with their own transport facilities (over which Erasmus MC has influence through tenders) to make their deliveries emission free.

3. Reduces (solo) car use to a minimum in the coming years by having employees travel on the basis of a mobility plan (action holder: Directorate of Human Resources).
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

21. Euser



1. Carries out a pilot with a thermally conditioned zero-emission box truck for supplying a service area in the centre of Rotterdam from a distribution point near the city outskirts/ZE zone.
2. Together with HAVI logistics, investigates the possibility of carrying out a pilot project from Barendrecht to supply KFC, Taco Bell, VALK, Vapiano & Five Guys in Rotterdam using a fully electric box truck (OEM) (tailpipe & cooling units) from 2022 onwards.
3. Demonstrates in workshops how you, together with partners, can develop a vision for a scalable solution to make a transport fleet emission free. Aspects: energy supply financing vehicle operations. Intended cooperation with partners (e.g. Sligro or HAVI), financial service provider (e.g. ABN AMRO), OEM (e.g. MAN).
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

22. Evofenedex



1. Gathers from members what opportunities and obstacles there are in the field of emission-free city logistics.
2. Participates in the organisation of the Rotterdam event Logistiek 010. Invites members and looks for speakers.
3. Carries out a national survey on emission free city logistics, aimed at the transition of company fleets and the requirements of companies with respect to emission free city logistics. Evofenedex will make the results available of those respondents who are active in Rotterdam.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

23. Groencollect



1. Reduces heavy goods traffic within the future Zero Emission Zone by smart use of electric logistics for waste collection. Among other things, by removing barriers, cross-docking facilities to keep large traffic out of the city, efficiently combining deliveries and the collection of residual flows.
2. Reaches out to delivery parties to reduce the number of trips by delivery van. By taking goods from other parties into the city and waste out of the city in the same return trip.
3. Investigates the realisation of a logistic hub in the Vierhaven area in combination with large nationwide players.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

24. HAVI logistics



1. Is committed to carrying out a trial in Rotterdam in 2020 with an electrically cooled, emission-free city-trailer to test the effects on the noise perception and fully electric cooling.
2. From 2020, will equip all new trailers with battery-powered cooling units so that uncoupled trailers can run for up to 4 hours in complete silence and without, therefore, producing emissions in Rotterdam.
3. Will introduce a plug-in hybrid into the HAVI fleet from Q3 2021 that can operate fully electrically for 20 km in the city centres. Is already working with the Municipality of Rotterdam on a system for the enforcement of plug-in hybrid lorries with geofencing by means of Scania Zone.
4. Together with Euser, investigates the possibility of carrying out a pilot project from Barendrecht to supply KFC, Taco Bell, VALK, Vapiano & Five Guys in Rotterdam using a fully electric box truck (OEM) (tailpipe & cooling units) from 2022 onwards.
5. Is prepared for a pilot in Rotterdam using alternative delivery windows for clean and quiet vehicles in order to be able to deploy them efficiently (such as night deliveries, very early morning deliveries or late evening deliveries).
6. Investigates whether it is feasible in the long term, together with Scania, to test a pilot with a hydrogen-powered truck in distribution in Rotterdam.
7. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
8. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

25. HEMA DC



1. Actively seeks out possible cooperation with transporters for last-mile city distribution to its 31 branches in the Greater Rotterdam Area.
2. Is committed to using its own existing fleet of vehicles to reduce emissions even in the first mile (long-distance transport to the edge of the city, outside the ZECL zone) by using Bio-fuel.
3. Investigates how planning software can contribute to the calculation and implementation of new logistic solutions.

4. Wants to play an active role in the field of swap bodies and use of item packaging within the sub-segments 'Retail chains' and 'Retail (fresh)'.
5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

26. HIBIN



1. Organises expert tables to take stock of requirements and wishes for the transition to emission-free logistics.
2. Organises expert tables for cargo pooling and preconditions for logistics cooperation.
3. Offers a serious game Bouwlogistiek@work, co-developed by Hibin, within their own membership's learning circle.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via its own website and digital newsletter, and via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

27. Hogeschool Rotterdam



1. Uses the relevant parts of its education and research programme to increase and deepen knowledge of Rotterdam's city logistics.
2. Strives, in cooperation with covenant partners, for example through Living Labs and pilots, to gain experience with concepts for making logistics chains more efficient and emission-free.
3. Strives in its own operational management to make an optimum contribution to the covenant objective, for example by encouraging suppliers to make efficient and emission-free deliveries.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

28. J.P. van Eesteren B.V.



1. Investigates and applies the best possible construction methods that reduce energy consumption, logistical flows and the supply and removal of waste.
2. Explores the possibilities of using a logistic hub for inner-city projects to better organise logistic flows and reduce the number of freight trips.
3. Experiments with emission-free means of transport such as electric trucks.
4. Aims for full electric solutions on building sites.

5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

29. LessGo



1. Realises a logistic hub from which bundled and emission-free goods can be delivered in Rotterdam / last mile.
2. Realises a logistic hub where the first mile of shipments from Rotterdam with destinations outside Rotterdam can be guaranteed to be carried out emission-free.
3. Achieves emission-free transport of goods within the municipal boundaries of Rotterdam.
4. Actively seeks cooperation with other parties to realise efficient and emission-free last mile / first mile / city mile and reciprocal concepts in Rotterdam.
5. Shares knowledge, experience and example cases in the field of Zero Emission City Logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

30. MAN Truck & Bus



1. Stimulates the sale of the electric vans by means of an attractive introductory bonus.
2. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
3. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

31. MKB Rotterdam Rijnmond



1. Organises information meetings for SMEs in the Rotterdam Rijnmond region.
2. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
3. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

32. Mondial Movers



1. Offers both the private customer (household removals) and the business market (project removals) a 100% emission-free removal service in the city of Rotterdam. Performs 25% of its removals in Rotterdam using 100% electric transport by 2021. From 2022 onwards, the percentage will increase (nominally) by 10% annually (2022: 35%, 2023: 45%, 2024: 55%). Mondial Movers monitors progress, shares its experiences and reports annually to the Municipality of Rotterdam.
2. Mondial Movers actively participates in the development of a logistic hub for emission-free provisioning of the inner city and has several electric box trucks that are equipped for removals or moving fragile inventory.
3. Actively seeks (with the support of the Municipality of Rotterdam) cooperation with other parties to develop and implement an efficient and emission-free last mile concept for the benefit of the City of Rotterdam.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via its own website and digital newsletter and via the Logistiek 010 community.
5. Communicates to supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

33. P. van der Velden e-mobility



1. Develops and markets zero-emission heavy-duty vehicles for the construction industry, such as cement trucks and skip trucks.
2. Shares knowledge on solutions for the energy requirements of such electric vehicles.
3. Shares experience regarding the maintenance of such vehicles.
4. Participates in publicising the use of such vehicles.
5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

34. Parcls



1. Intends to open a city hub / superstore in Rotterdam in 2020. The Parcls city hub is a neighbourhood point to which up to 50,000 households can be connected, who can have all their parcels delivered there for later collection, or delivered to their homes emission-free (by electric bicycle / minibus). This can achieve a trip reduction of approximately 30%. This allows a third of the users to have parcels bundled which further reduces traffic movements.
2. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
3. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

35. Picnic



1. Has the intention to combine delivery flows, for example by taking return parcels when delivering groceries in Rotterdam.
2. Investigates the possibility of creating cross-docking hubs where Picnic can share certain infrastructure, such as charging infrastructure for electric lorries, it is also considering whether this could be an enabler for combining delivery flows.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

36. Plus



1. Optimises delivery schedules in the current decentralised DC set-up to eliminate empty kilometres from the chain.
2. Reduces the number of trips to the PLUS shops in Rotterdam by deploying Twindeck trailers, which can carry more roll containers simultaneously.
3. Develops delivery schedules for the central DC in Oss. The starting principle here is that as few kilometres as possible are driven per roll container, possibly with more twindecks being deployed.
4. From the first quarter of 2021, use LNG trucks for the first mile (long-distance transport to the edge of the city, outside the ZECL zone) with the intention of switching to BIO-LNG at a later stage in order to also reduce emissions outside the city.
5. In 2021, start a study with hauliers on the best option for emission-free city centre deliveries.
6. Intensifies "backhauling" by investigating how to deal with returnable packaging from shops without adding extra kilometres.
7. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via its own website and digital newsletter and via the Logistiek 010 community.
8. Communicates to supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

37. PostNL



1. Investigates how it can reduce nuisance in Rotterdam by, among other things, reducing transport movements in consumer logistics. For example, by deploying various sustainable solutions; including various types of (Light) Electric Transport, Parcel Post Machines, deliveries at safe places. The learnings from pilots in various cities are leading for the logistics design in Rotterdam.
2. Is willing to carry out pilots with regard to emission free city logistics and the reduction of nuisance in Rotterdam in the run up to 2025.
3. Investigates how PostNL can work together with other logistic service providers in Rotterdam.
4. Is willing to actively support the municipality in implementing the ZECL zone.
5. Investigates how it can contribute to reducing the transport movements of other (non-postal/parcel) flows in Rotterdam.

6. As a leader and ambassador, shares knowledge, experience and case studies in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community and theme sessions in Rotterdam.
7. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

38. RAI vereniging



1. Identifies opportunities and barriers among members to increase the availability and affordability of zero-emission vans and lorries.
2. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community. They invite members and look for speakers.
3. Communicates to members about (Rotterdam) developments in the field of emission-free city logistics, about its own actions and progress as part of the Zero Emission City Logistics Roadmap.

39. Renault Nederland



1. Depending on the actions listed below, will work with the dealer organisation on its action points and the starting principles of the covenant.
2. Will share its vision of technical developments and opportunities for battery-electric and hydrogen-electric vehicles with covenant partners.
3. Shares its vision with covenant partners on the preconditions for EVs, charging infrastructure, FCEVs for LCVs and certain Product Market Combinations that also have common ground with the MaaS concepts (e.g. LCVs as shared vehicles).
4. Participates in consultations on available zero-emission (delivery) vehicles and their specifications, the I&W subsidy and other financial incentives to encourage the switch to electric delivery vans.
5. Supports strategic processes for the switch to electric delivery vans.
6. Guides customers/car fleet manager with advice on the realisation of the right (future-proof) charging infrastructure.
7. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
8. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

40. Renewi



1. Together with SUEZ, investigate the possibility of a pilot project for the bundled collection of waste in Rotterdam, which would reduce the number of trips in the city. To this end, Renewi shall investigate for the relevant sub-areas which sector colleagues are active, make an exploratory calculation of the waste flows and determine on this basis the 'minimum required area'. If necessary, Renewi indicates which adjacent area should be added to reach the break-even point for a profitable system.

2. As a parallel activity, investigate the business case for a zero-emission variant of bundled waste collection in Rotterdam.
3. Indicates when input/action is needed from other parties (sector colleagues, municipality, businesses in the BIZ area/ MaHo quarter) for the development and implementation of bundled waste collection in Rotterdam.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

41. Roadrunner



1. Further expands the activities of the mini-hub on the city outskirts, in combination with electric transport.
2. Replaces a < 3.5 tonne box truck with loading lift by an electrically powered one. This will be used for courier work, mainly regionally.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

42. SNEL Shared Logistics



1. Consolidates its Randstad-hub shipments from 600 suppliers to retail and B2B into composite shipments. This means that garden centres, DIY shops and department stores, for example, do not have dozens of lorries but only one or more SNEL lorries.
2. Prepare deliveries with electric and/or hybrid lorries, which contain consolidated shipments from multiple suppliers.
3. Deploys its fleet of box trucks, citytrailers and trailers, which consist for a major part of doublestock versions. This means that in the case of small pallets, twice as many are simultaneously carried.
4. Deploys an electric truck for various clients in order to experience what it is like and how the ZECL fleet can be built up in the future.
5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

43. Snelweg Transport



1. Investigates how “out of the box” logistics solutions with zero-emission vehicles can contribute to a better living environment.
2. Together with clients, researches how emission-free transport with heavy vehicles can be made financially viable.

3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

44. Stedin



1. Contributes to the accelerated roll-out of public charging infrastructure through cooperative regions.
2. Within the context of the Zero Emission City Logistics Roadmap, organises knowledge sessions on charging infrastructure in cooperation with the Municipality of Rotterdam.
3. Makes its own mobility sustainable with the aim of achieving zero-emissions by 2030. Shares knowledge and experience about this in collaboration with the Transport and Equipment Department of the Municipality of Rotterdam.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

45. Suez



1. Together with Renewi, investigates the possibility of a pilot project for the bundled collection of waste in Rotterdam, which would reduce the number of trips in the city. Suez shall investigate for the relevant sub-areas which sector colleagues are active, make an exploratory calculation of the waste flows and determine on this basis the 'minimum required area'. If necessary, Suez indicates which adjacent area should be added to reach the break-even point for a profitable system.
2. As a parallel activity, investigates the business case for a zero-emission variant of bundled waste collection in Rotterdam.
3. Indicates when input/action is needed from other parties (sector colleagues, municipality, businesses in the BIZ area/ MaHo quarter) for the development and implementation of bundled waste collection in Rotterdam.
4. Shares knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

46. Techniek Nederland



1. Participates in the organisation of the Rotterdam event Logistiek 010. Techniek Nederland invites members and looks for speakers.
2. Communicates to members about (Rotterdam) developments in the field of emission-free city logistics, about its own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

3. Participates in the research that evofenedex is carrying out in 2020 within their own Techniek Nederland membership.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap via their own media channels.

47. Tevva



1. Sets up an initiative with a transport company operating in Rotterdam and the surrounding area to gain practical experience in operating zero-emission vehicles, as part of their roadmap towards zero-emission transport.
2. Develop an arrangement, together with one or more covenant partners from the financial services sector, that eliminates the largest risk elements from the TCO for electric lorries.
3. Cooperate in the development and testing of a system that can transparently demonstrate that plug-in hybrid vehicles can operate emission-free within the Zero Emission City Logistics Zone.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

48. Thermo King



1. Actively identifies all transporters with a Thermo King unit operating in the Rotterdam region. On the basis of this data, carries out an analysis of the potential for reducing emissions through more efficient use (e.g. by using new software).
2. Stimulates awareness among drivers by means of the Code95 training, which provides drivers with more knowledge in the field of loading, cooling and use of fuel-saving possibilities of the units.
3. Deploys telematics to increase insight into the use of all cooling units installed on trailers since 2017 and brings to the attention of customers the possibility of reducing the energy consumption of the cooling units by remotely controlling them.
4. Stimulates, together with a number of users of Thermo King cooling units, the use of electrically driven units resulting in emission-free conditioned transport.
5. Actively promotes the possibilities of emission-free cooling to coachbuilders, so that the possibilities of fully emission-free conditioned transport become more widely known.
6. Initiates and contributes to research into the combination of PIEK (noise during loading and unloading) and emission-free conditioned transport, and the general sharing of knowledge in this area.
7. Shares knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via its own website and digital newsletter and via the Logistics 010 community.
8. Communicates to supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

49. TLN



1. Participates in the organisation of the Rotterdam event Logistiek 010. Invites members and looks for speakers.
2. Communicates to members about (Rotterdam) developments in the field of emission-free city logistics, about its own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

50. Urban Department Store



1. Participates in identifying the logistic-emissions footprint of the business operations of participating companies.
2. Focuses on running the inner-city transport required for the business operations of the participating businesses as efficiently as possible and with minimal impact on the environment (air pollution and noise). This includes, for example:
 - Bundling supply and waste flows. This should at least include participation in a white label system for bundled collection of commercial waste.
 - Asking suppliers to make emission-free deliveries to them.
3. Cooperates in studies and pilots aimed at increasing transport efficiency and reducing the logistic emission footprint.
4. Where possible and appropriate, provides co-financing for provisions (whether or not in a BIZ context).
5. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

51. Van Dorp



1. Sets up a service hub inside the ZECL area for maintenance and service work.
2. Establishes a building materials hub outside the ZECL area for renovation and new building works.
3. Organises the emission-free transport of personnel and tools from the service hub to work sites.
4. Carries out the transport of building materials from the hub to the work sites and vice versa efficiently and without emissions. Takes other measures such as remote monitoring & management and using prefab installations to reduce the number of trips.
5. Makes the entire fleet of vehicles of Van Dorp in the Rotterdam region sustainable, at least at the rate required for access to the ZECL zone, but faster where possible.
6. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
7. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

52. Van Leeuwen Truckservice



1. Actively offers electric vehicles to customers in the Rotterdam region.
2. Invests in training, tools and equipment for the servicing of electric vehicles at the Waddinxveen branch.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

53. Van Mossel

Van Mossel

1. Actively informs customers about available zero-emission delivery vehicles and their specifications and about the subsidy from the Ministry of Infrastructure & Public Works and other financial incentives to encourage the switch to electric vehicles.
2. Conducts an active dialogue with customers on the barriers to switching to electric delivery vehicles.
Establishes a (set of) comparative TCO(s) between electric and diesel delivery vehicles, based on their customer base.
4. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
5. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

54. Van Wijnen West



1. Stimulates and carries out research into the use of logistical construction hubs, and the use of emission-free equipment and transport.
2. If possible and appropriate, conducts pilot projects on the use of logistical construction hubs and emission-free equipment and transport.
3. Shares their knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
4. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

55. VDL



1. Offers active support to initiatives of covenant partners in the field of sustainable electrical energy supply, such as AC-, DC- or mobile chargers. Offers, if desired, energy storage (batteries) or a hydrogen fuel cell (generator), for areas where the grid is not available or not adequate.
2. Actively supports the activities of covenant partners in the field of emission-free waste/raw material collection and transport vehicles, and/or separated waste/raw material collection systems such as underground and above-ground containers/bins.
3. Offers active support to initiatives of covenant partners in the field pick-up and drop-off points (preferably shared, especially if they have to be placed in public spaces).
4. If there is interest in an emission-free distribution vehicle (to be agreed), investigates the possibility of 'relieving' covenant partners of the burden of testing/using this vehicle for a period (to be agreed). This will be done on market terms.
5. Shares knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
6. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

56. VNO-NCW Rotterdam & regio Rijnmond



1. Organises a knowledge session in 2020 on relevant zero-emission topics for members.
2. Shares knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community. They invite members and looks for speakers.
3. Communicates to members about (Rotterdam) developments in the field of emission-free city logistics and about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

57. VolkerWessels Bouwmaterieel



1. Intends to set up and facilitate a logistical construction hub in Rotterdam, involving an integrated approach to organising and controlling the supply and removal flows on construction projects.
2. Shares knowledge, experience and example cases in the field of emission-free city logistics with the sector, e.g. via the Logistiek 010 community.
3. Communicates to members/supporters/partners about their own actions and progress as part of the covenant and the Zero Emission City Logistics Roadmap.

5. Agreements for Zero Emission City Logistics in Rotterdam

Parties:

1. The Municipal Executive of Rotterdam, acting as the administrative body, on behalf of the Vice Mayor for Mobility, Youth and Language, Ms J. Bokhove.

En

- | | |
|------------------------------------|----------------------------------|
| 2. ABB BV | 31. MKB Rotterdam - Rijnmond |
| 3. ABN Amro | 32. Mondial Movers |
| 4. AS Watson | 33. P. van der Velden e-mobility |
| 5. BAM infra | 34. Parcls |
| 6. Berser | 35. Picnic |
| 7. Bouwend Nederland | 36. Plus b.v. |
| 8. Breur IJzerhandel | 37. PostNL |
| 9. Breytner | 38. RAI Vereniging |
| 10. CityHub | 39. Renault Nederland |
| 11. Cornelissen | 40. Renewi |
| 12. Cycloon | 41. Roadrunner |
| 13. De Buren | 42. SNEL Shared Logistics |
| 14. DHL Express | 43. Snelweg Transport |
| 15. Dixi Sanitary Services B.V. | 44. Stedin |
| 16. DLG Distribution | 45. Suez |
| 17. DPD | 46. Techniek Nederland |
| 18. Dura Vermeer Bouw Zuid West BV | 47. Tevva |
| 19. ERA Contour | 48. Thermo King |
| 20. Erasmus MC | 49. TLN |
| 21. Euser | 50. Urban Department Store |
| 22. Evofenedex | 51. Van Dorp |
| 23. GroenCollect | 52. Van Leeuwen Truckservice |
| 24. HAVI logistics | 53. Van Mossel VKV |
| 25. HEMA DC | 54. Van Wijnen West |
| 26. Hibern | 55. VDL |
| 27. Hogeschool Rotterdam | 56. VNO NCW Rotterdam |
| 28. J.P. van Eesteren | & regio Rijnmond |
| 29. LessGo | 57. VolkerWessels Bouwmaterieel |
| 30. MAN Truck & Bus | |

Hereinafter jointly referred to as 'Parties' or each separately as 'Party'.

Definitions:

Delivery van

Delivery van as referred to in Article 1.1 of the Regulations governing vehicles, with a maximum permitted mass not exceeding 3,500 kg (Road Traffic and Traffic Signals Regulations (RVV) 1990, vehicle category N1) Emission-free (or zero-emission) vehicle

In the current amendment of the RVV 1990 (in connection with the harmonisation of environmental zones), the following definition has been included: 'Vehicle without exhaust emissions of greenhouse gases, polluting gases and particulates.' These vehicles have been assigned emission class Z in the vehicle registration.

Plug-in hybrid vehicle (PHEV)

A vehicle equipped with both an electric and a combustion engine, where the vehicle is recharged by connecting it to an external energy source through a plug.

City logistics

City logistics encompasses all transport of materials, equipment and goods in the city. This includes, for example, the supply of shops, offices and construction sites, the delivery of packages to consumers and businesses, delivery vehicles of service and removal companies, but also local shops, caterers and florists supplying their customers.

City logistic hub (or city hub)

A location in a distribution network on the outskirts of the city aimed at transshipping goods and bundling flows of goods, in order to transport goods in the city more efficiently and sustainably.

Delivery truck or lorry

Vehicle of vehicle category N2 or N3: vehicle as referred to in Annex II, Part A, Section 1.2 of Directive 2007/46/EG of the RVV (supplemented for weights over 3,500 kg).

Zero Emission City Logistics

City logistics carried out with zero-emission vehicles.

Zero Emission Zone for city logistics (ZECL zone)

The declaration of closure pursuant to traffic sign C22c of Annex 1 RVV 1990 which applies to commercial vehicles and lorries with the exception of zero-emission vehicles from 1 January 2025 onwards. The Zero Emission Zone is the geographical area in a city in which this closure notice applies and certain vehicles are not allowed to drive.

Given that:

1. The National Climate Agreement sets a goal to reduce greenhouse gas emissions by 49% in 2030 compared to 1990 and by 95% in 2050. This includes the measure to introduce a Zero Emission Zone for city logistics in thirty to forty larger Dutch municipalities by 2025.
2. With the Zero Emission City Logistics Roadmap, the Executive Board of the Municipality of Rotterdam has decided, together with the logistics sector, to define and implement a Zero Emission City Logistics Zone from 2025 onwards and an action programme.
3. Parties wish to establish cooperation with the logistics sector in delivering efficient and emission-free city logistics in Rotterdam by concluding a covenant.

Agree as follows:

Article 1: Objective

1. The parties shall jointly work towards efficient and emission-free city logistics in Rotterdam, in order to improve health, accessibility, quality of life, economic vitality and safety, and to contribute to limiting climate change. The parties shall strive for zero-emission city logistics for delivery vans from 1 January 2025 and for delivery lorries from 1 January 2030, or much earlier where possible, as described in chapter 2 and in the area as shown on the map in chapter 2.3 under Figure 1.

Article 2: Principle of cooperation

1. The parties endorse that (mutual) cooperation in the following areas has added value within the framework of the stated joint objective.
2. Ambassadorship: The parties are leaders in the field of efficient and emission-free city logistics. Due to their knowledge, experience and network, they are the point of contact for parties wishing to cooperate in achieving the Covenant's objectives. Moreover, they shall encourage third parties to join the Covenant.
3. Knowledge development and sharing: developing and sharing knowledge and experience will accelerate the transition to efficient and emission-free city logistics. Parties will therefore share their knowledge and experience as much as possible through, and in coordination, with each other. This also includes information for monitoring progress in achieving the Covenant's objective.
4. Transition management: The parties identify important steps in the transition to efficient and emission-free city logistics and make every effort to achieve them.
5. Responsibility: The parties shall ensure the progress of their action points and contribute to monitoring the progress made in achieving the objective of the Covenant.

Article 3: Contributions and activities

1. Each party contributes from its own role to achieving the objective stated in Article 1. Chapter 4 lists the contributions of each party. The parties are not responsible for the implementation of the actions of other parties.

Article 4: Data exchange

1. Each party respects the other party's request to keep data confidential or not, a party's invocation of a legal requirement to keep data confidential, and pays attention to the provisions of the laws and regulations concerning the protection of personal data and freedom of information.
2. The knowledge generated during development may be used by all parties, provided it does not harm the interests of any of the participants.
3. The knowledge generated during development will remain the property of the parties who created or contributed to it, without owing any compensation to or demanding any compensation from the other parties.
4. The parties will not discuss any subjects, make any arrangements or perform any actions that are in breach of competition law.

Article 5: Organisation

1. In order to achieve the objective laid down in Article 1, coordinated action is required. Coordination shall take place through the principle of network management. This is further explained in paragraphs 2 to 4.
2. Coordination will take place through the annual network meeting of the parties to the Covenant.

3. In addition, Logistiek 010, in which the government and industry join forces to promote sustainable solutions, will function as a platform and channel.
4. The Municipality of Rotterdam will provide funding for a secretary. The secretary will be responsible for the process management of the Covenant and duties will include, among other things:
 - a. Providing a first point of contact. The secretary can be contacted by email at logistiek010@rotterdam.nl.
 - b. Coordinating with the signatories to the Covenant regarding bottlenecks and activities to be undertaken in the transition to Zero Emission City Logistics.
 - c. Maintaining an overview of the bottlenecks and the activities to be undertaken and pushing these activities forward.
 - d. Reporting progress in relation to the objective.
 - e. Where necessary, coordinating with other initiatives and trajectories in the field of city logistics.

Article 6: Monitoring

1. Progress towards the target will be monitored annually under the direction of the secretary. The results shall be made publicly available. The exact form of monitoring is still to be decided upon by Parties.

Article 7: Final provisions

1. The agreements of the Covenant shall enter into force on the day after the signing by all parties on 1 December 2020 and end on 1 January 2030.
2. The parties agree that agreements made in this Covenant will not be legally enforceable.
3. New parties may accede to this Covenant. To this end:
 - a. a party wishing to accede shall notify the 'secretary' in writing of its request. In this request, the new party undertakes to join one or more contributions or activities, or to formulate an additional contribution or activity of its own;
 - b. the 'secretary' shall forward the request to parties that have already signed the Covenant, with a request to consent to their accession. If parties do not respond within 10 working days of the request for assent being sent, they will be deemed to have given their tacit approval;
 - c. after formal ratification during the annual network meeting, the acceding party will have the status of a party to this Covenant and the agreements of this Covenant will apply to it; and
 - d. the acceding party will be listed in an annex to this Covenant, including any comments on the accession.
4. Any Party may apply in writing to the secretary to amend this Covenant. The amendment shall require the written consent of all Parties. A copy of the amendment and the declarations of consent shall be annexed to the Covenant.
5. If any of the parties wish to terminate the agreements in this Covenant, it may terminate its participation by giving written notice. The starting principle is that the other parties will continue with the Covenant in that case.
6. This covenant is a successor to the Green Deal 010 Zero Emission City Logistics of 2014 which it replaces.
7. The Covenant will be made public.

Article 8: Naming

This Covenant may be referred to as the Covenant ZECL Rotterdam.

As agreed, drawn up and signed in two originals in Rotterdam on 1 December 2020

Together we are committed to Zero Emission City Logistics in Rotterdam.



City of Rotterdam

