

The Cargo Bike

in Dutch Zero Emission Zones



In 2025, at least 18 Dutch cities will see the introduction of zero emission zones for logistics which aim to clean up the urban freight distribution sector. The Dutch Cycling Embassy (DCE) outlines current problems and opportunities for cargo bikes to provide an effective solution in these zones.

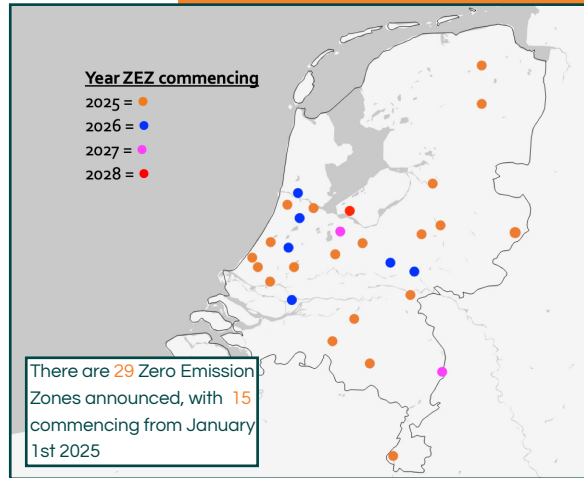
Urban freight distribution

The system, process and movements by which goods are collected and transported within the urban area. Accounts for:

- >○ 20 -25% of all road traffic
- >○ 30 - 50% of all road transport related air pollution

Zero Emission Zones for logistics

Aim to achieve emission free deliveries by gradually phasing out access to polluting vehicles that transport freight in particular city centre zones. Promotes modal shift to clean alternatives such as the cargo bike.



Cargo bike facts



In current law cargo bikes are not defined as different from bicycles



Load capacity 50-350 kg



Will be defined in the Dutch Framework for Light Electric Vehicle (LEV), due 2025

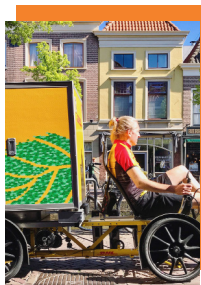


More than 9,500 in the Netherlands by 2025

Cargo bike users



Fresh produce



Express delivery



Retail



Service & construction



Problem 1: Uncertain durability

Despite low price compared to van, costs are uncertain due to poor durability and riders being the highest cost for users.

Opportunity 1: Benefits being realised

Benefits in speed & efficiency have been realised, but success stories and data can be shared as the market is forming.

Problem 3: Fragmented governance

Lack of clearly defined roles in administration and other actors led to poor communication & knowledge sharing.

Opportunity 3: Need integrated

Cities need to better understand logistics and how the cargo bike can help a broad range of policy goals across departments.

Problem 4: Inconsistent administration

Inconsistent administrations have decreased ZEZ clarity for users as a variety of start dates, sizes and exemptions exist.

Opportunity 4: Zones are effective

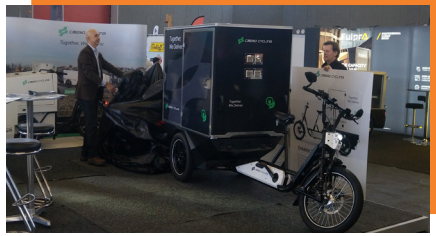
Environmental zones such as ZEZ's have been proven to effectively push users to change but awareness needs to be raised.

Problem 6: Safety concerns & uncertainty

The cargo bike has a negative impact on the perception of safety, due to its greater mass and inadequate infrastructure. Yet clear data is lacking, creating uncertainty.

Opportunity 6: Improve network

Infrastructure needs adapting, develop rider training, and add clarity by publishing LEV framework & researching safety.



Problem 2: Difficult to change processes

A cargo bike cannot replace a van like for like. It requires new processes to be learnt and many users are reluctant to change.

Opportunity 2: More than technology fix

Mixed fleets of zero emission vehicles should be promoted as part of a larger strategic level and operational change.



Problem 5: Lack network facilities

Cities lack infrastructure suitable for cargo bikes because the behaviours & movement of users was not understood.

Opportunity 5: Develop hubs

Distribution hubs are needed closer to city centres to sort goods, provide facilities for riders & link to other transport modes.



Like to learn more? Read out full report [Cargo Bikes in Zero Emission Zones](#)

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