



Ministry of Infrastructure  
and Water Management

# Energy efficiency transport policies in the Netherlands

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ACEEE conference 07 April 2022



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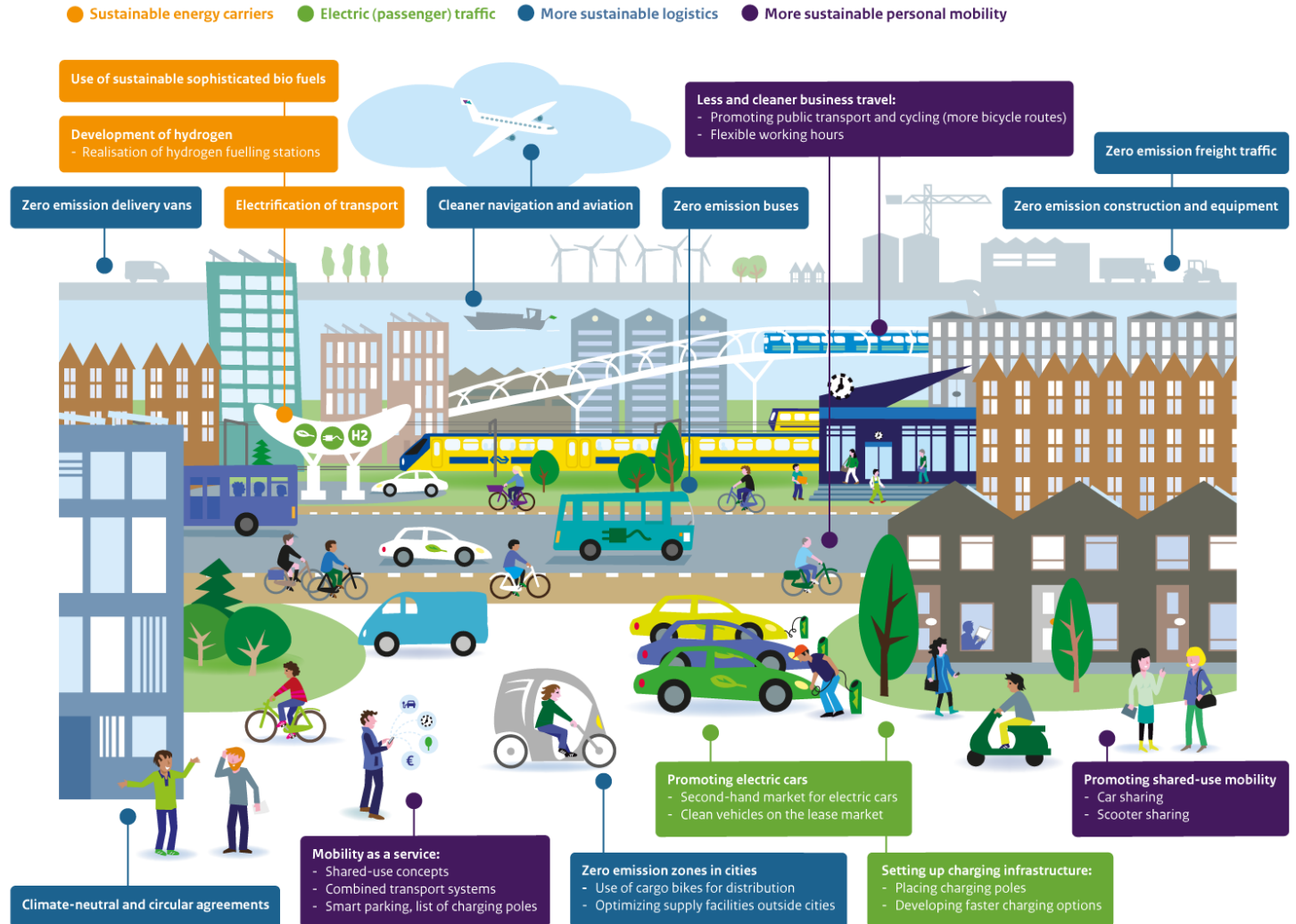
Improve



# Overview National Climate Agreement

## National Climate Agreement in 2019:

- 49% or 48.7 Mton CO<sub>2</sub> reduction by 2030
- 5 sectoral agreements
- Mobility one of them, 7.3 Mton CO<sub>2</sub> reduction
- Electric mobility as part of mobility





# Avoid policies - Climate Agreement - transport

## **Passenger**

- > Urban planning policies
- > Bike infrastructure (within cities and inter-city)
- > Car sharing schemes (number of users tripled 2017-2021)

## **Freight**

- > Bike delivery increasingly common
- > Less business travel (big jump via COVID)





# Shift policies - Climate Agreement - transport

## **Passenger**

- › Investments in public transport (National Growth Fund)
- › Mobility as a service

## **Freight**

- › City hubs
- › Investments in rail and inland shipping



# Improve policies - Climate Agreement - transport

## **Passenger**

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

## **Freight**

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



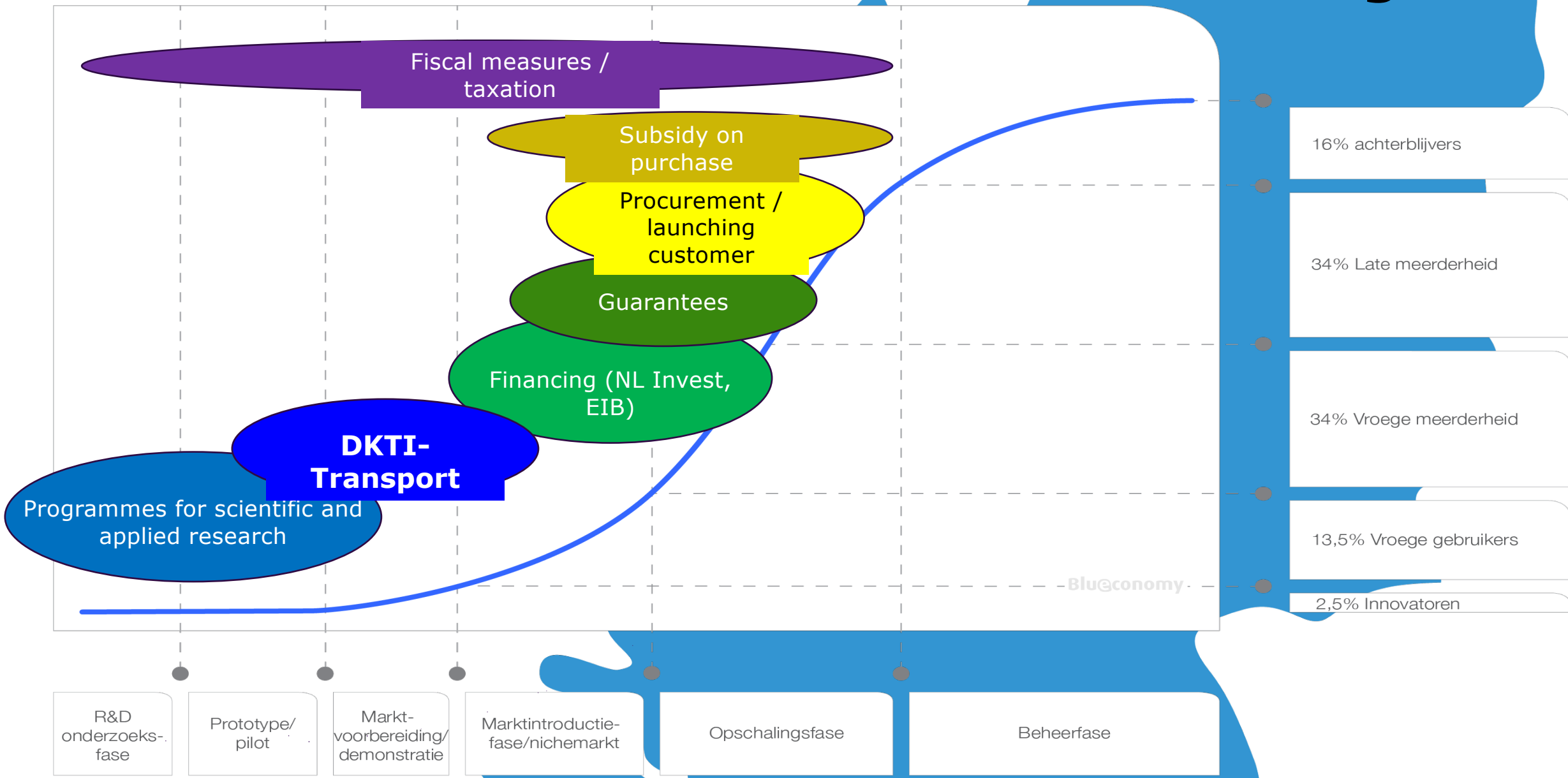
## Dutch approach to electric mobility

- Government leadership
  - strong ambitions
  - e-mobility action plans since 2011
- Fiscal incentives
- Attention to charging infrastructure
  - local & regional participation
  - interoperability from the start
  - open protocols
- Public private cooperation

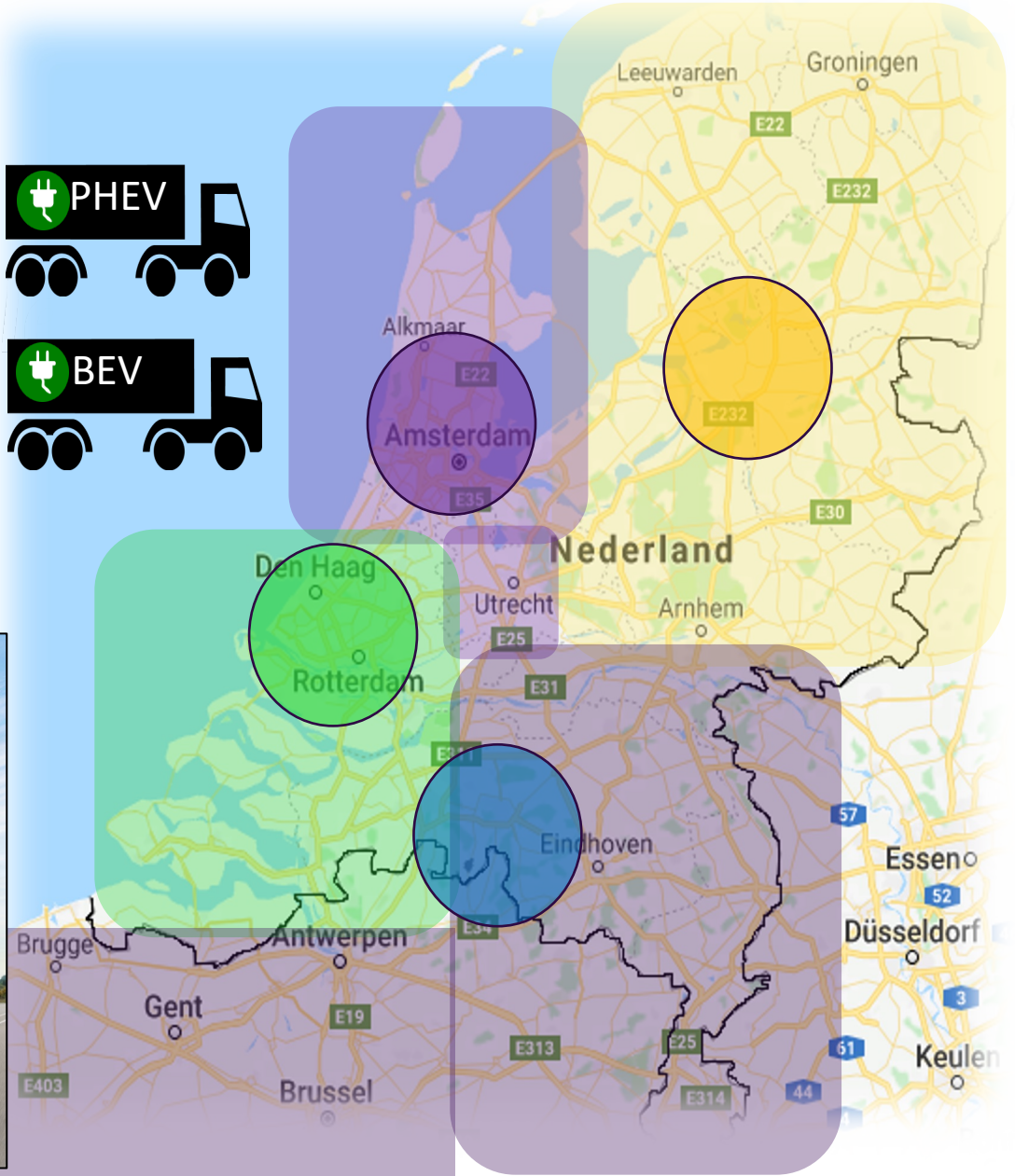
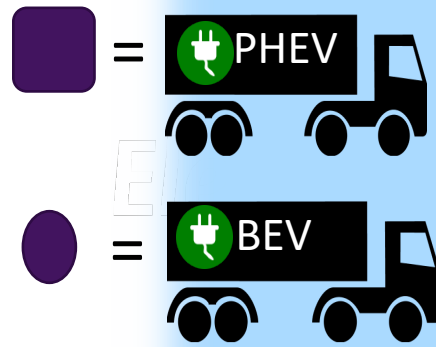




# Instruments for introduction new technologies







Simon Loos  
PETER APPEL  
Transport



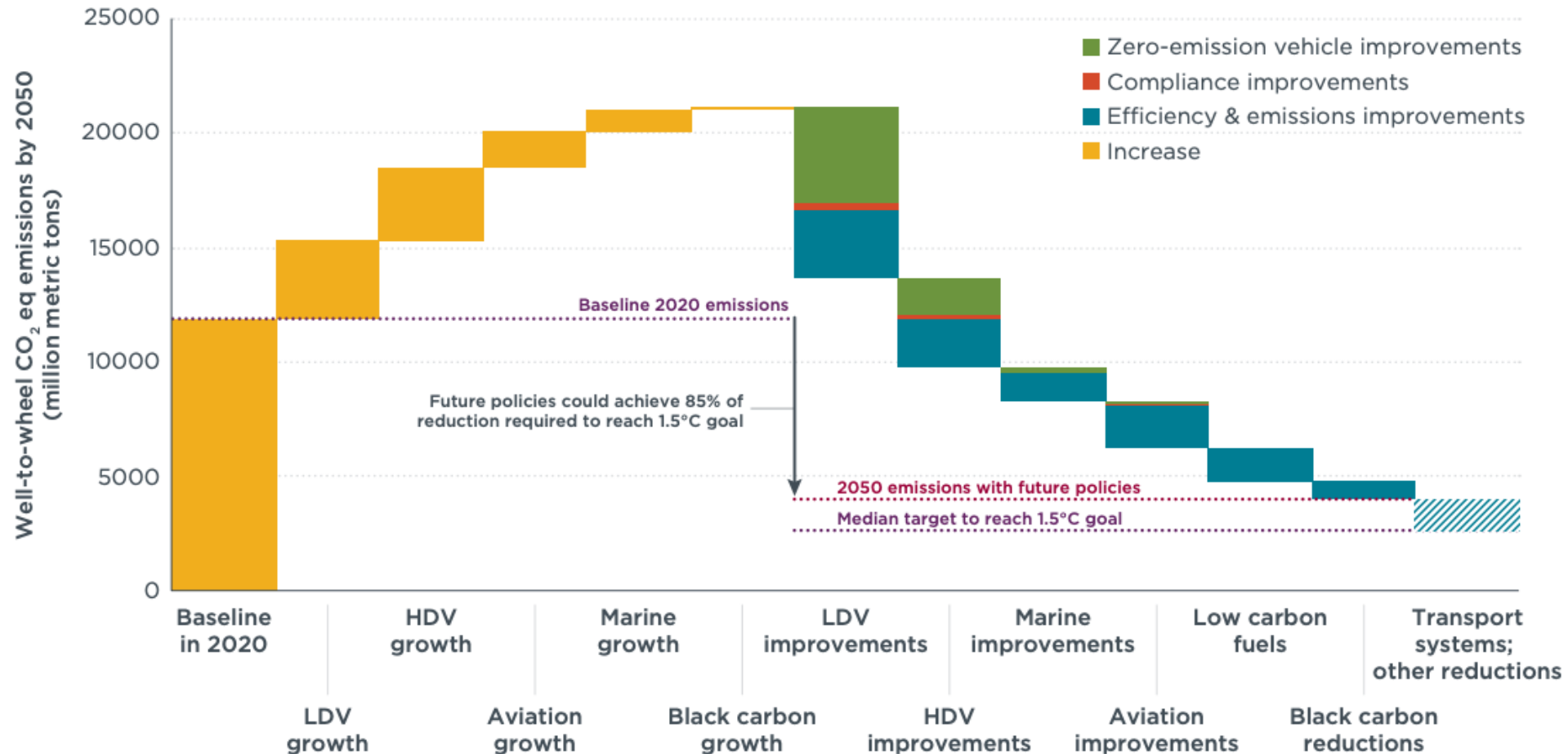
# Overview of global fuel efficiency and CO<sub>2</sub> emission standards

Zifei Yang

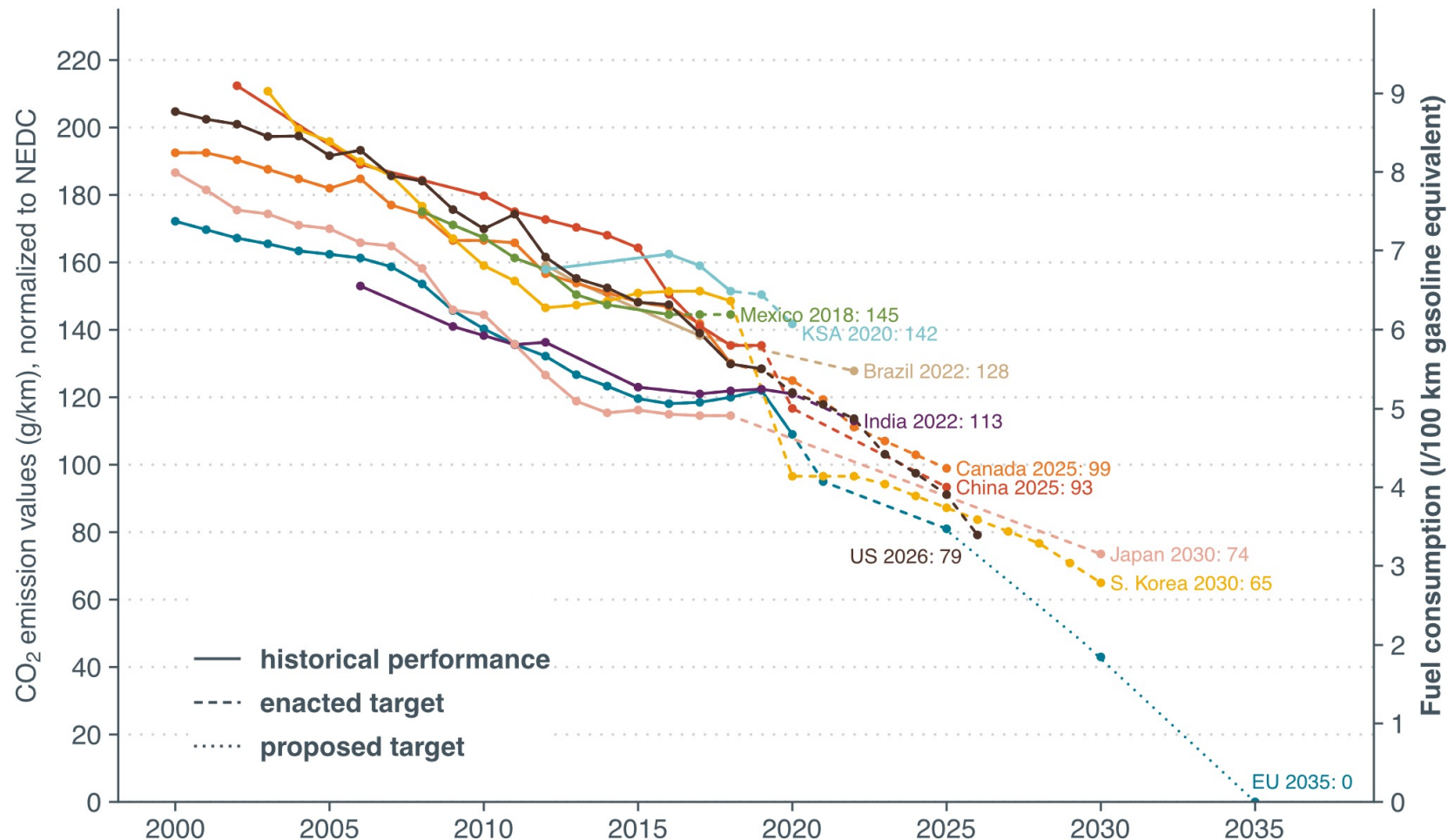
2022 International Symposium on Energy Efficiency VIRTUAL

April 6, 2022

# Emissions reductions are dominated by efficiency and electrification in light and heavy-duty vehicles

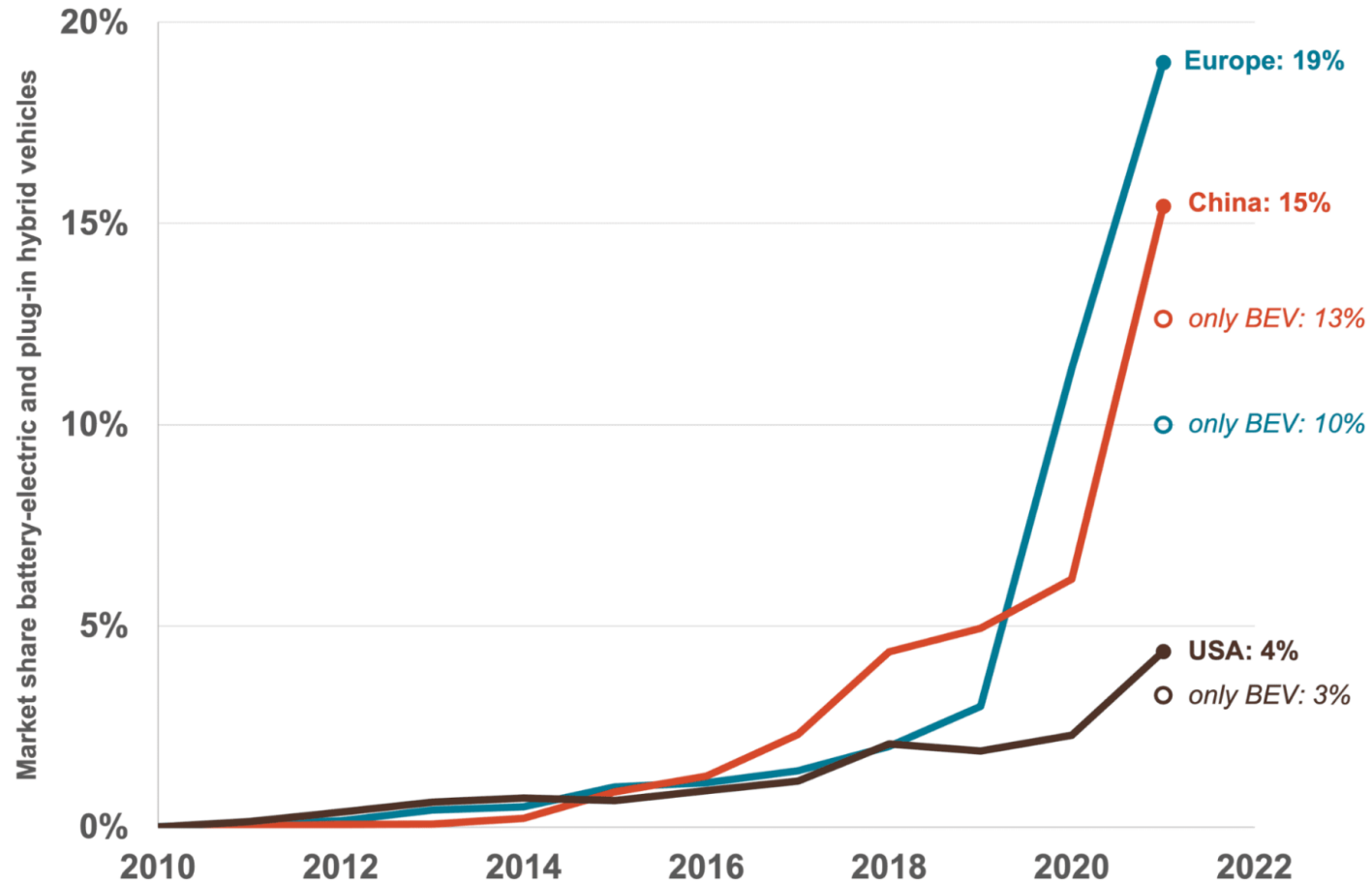


# Fuel efficiency/CO<sub>2</sub> emission standards have evolved in the past five years

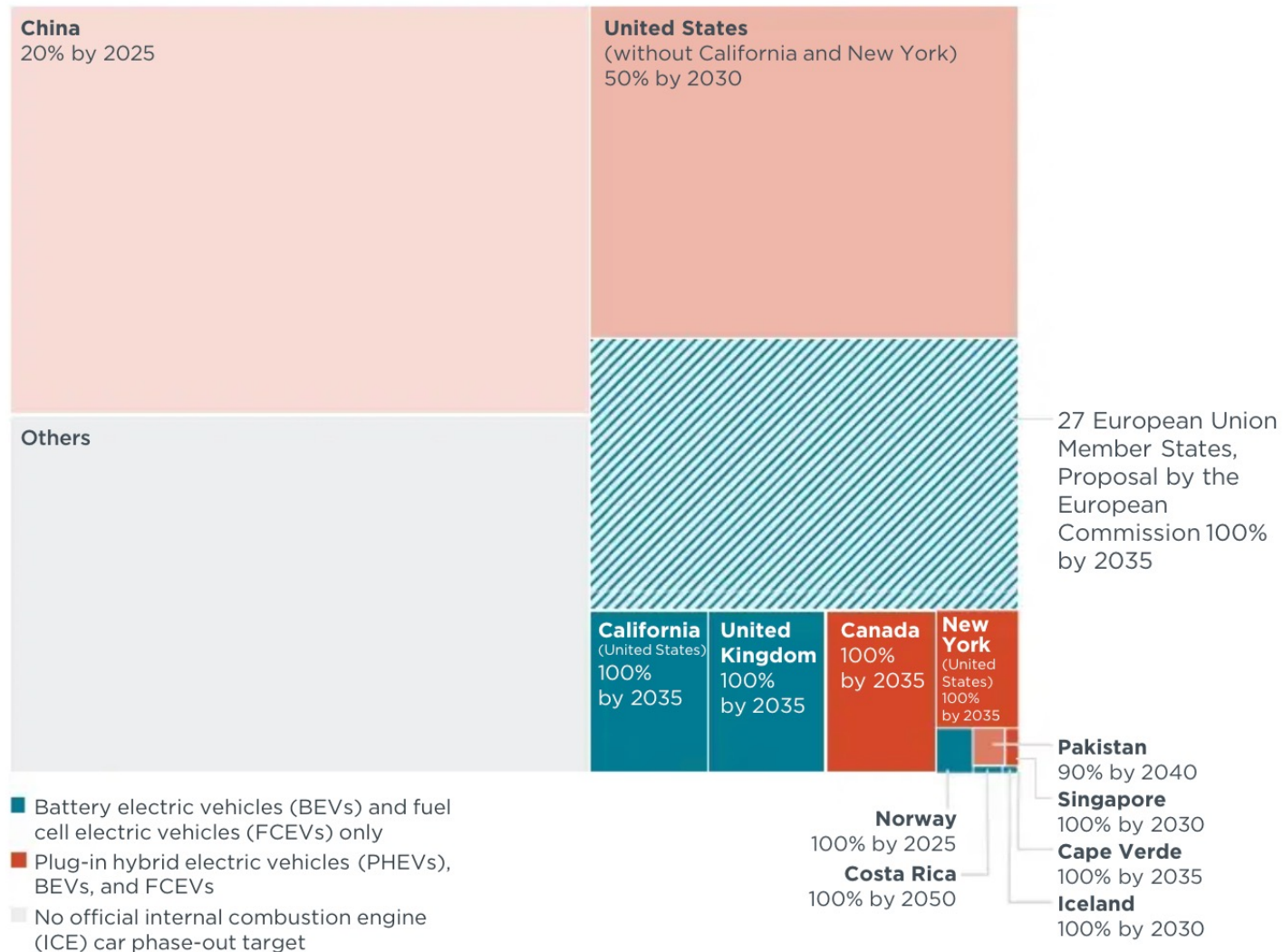




# There is a global race toward electrification

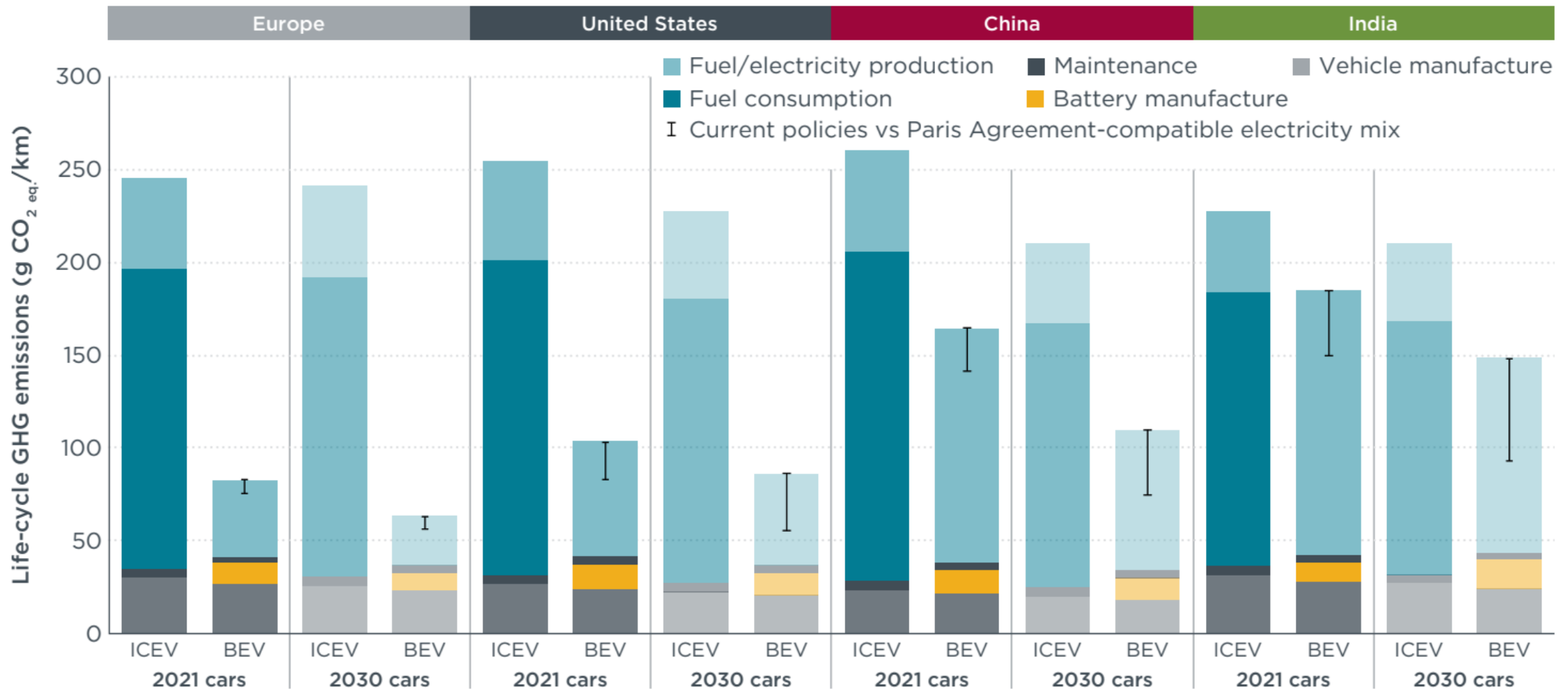


# More and more countries show strong electrification commitment

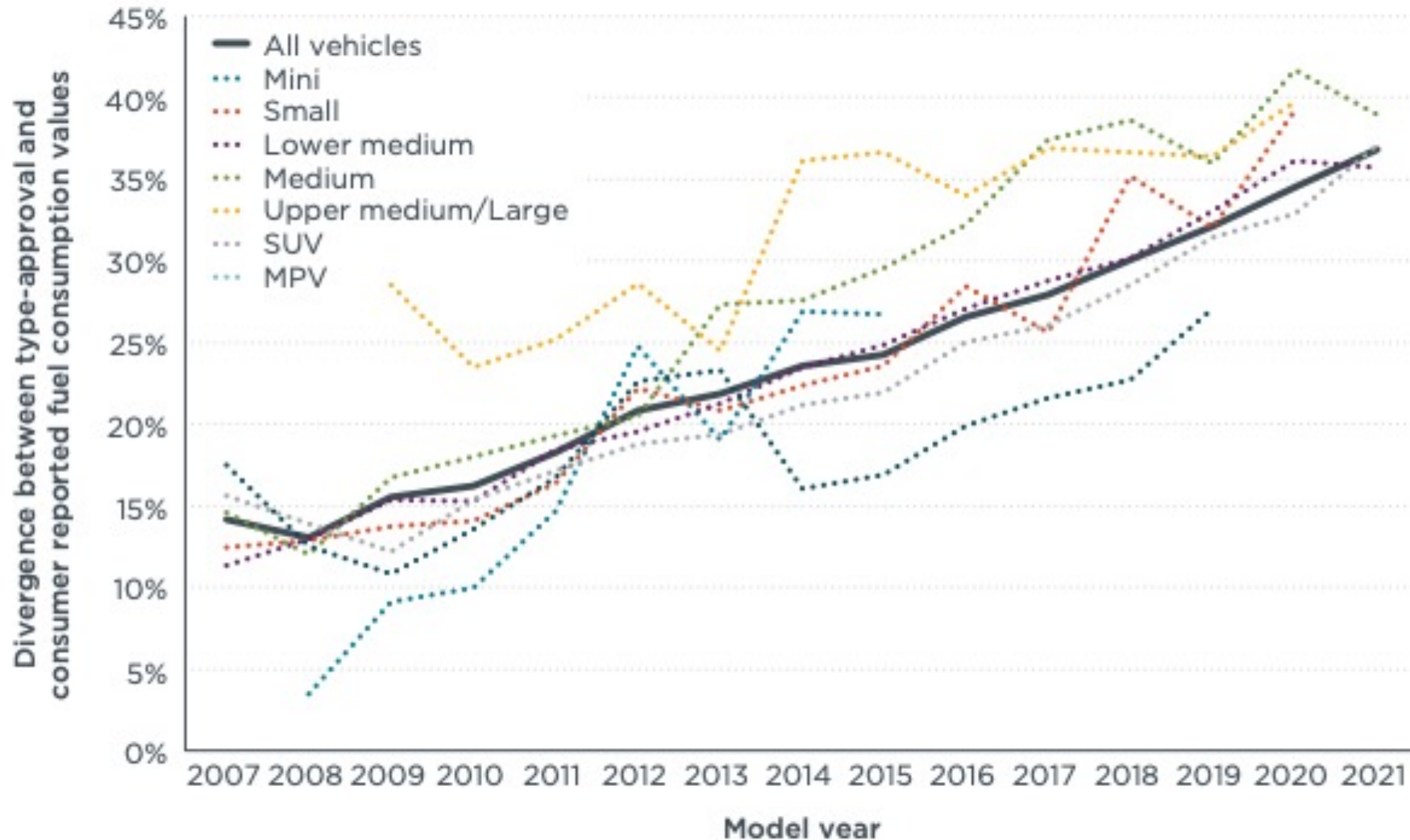


Source: Global passenger car marketshare of countries planning to phase out new sales of internal combustion engine vehicles  
<https://theicct.org/publication/global-passenger-car-market-share-of-countries-planning-to-phase-out-new-sales-of-internal-combustion-engine-vehicles/>

# Transitioning to zero tailpipe emission vehicle technology is the only effective approach to decarbonization of the on-road transport sector



# There is a need to close the real-world and laboratory gap



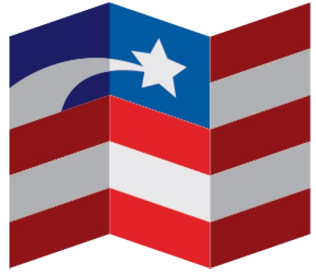
Divergence between real-world and type approval fuel consumption of new passenger car fleet by year in China

Source:  
Evaluation of real-world fuel consumption of light-duty vehicles in China: A 2021 update  
<https://theicct.org/wp-content/uploads/2021/12/fuel-consumption-lvs-china-update-sept21.pdf>

Thank you!  
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**icct**

THE INTERNATIONAL COUNCIL  
ON CLEAN TRANSPORTATION



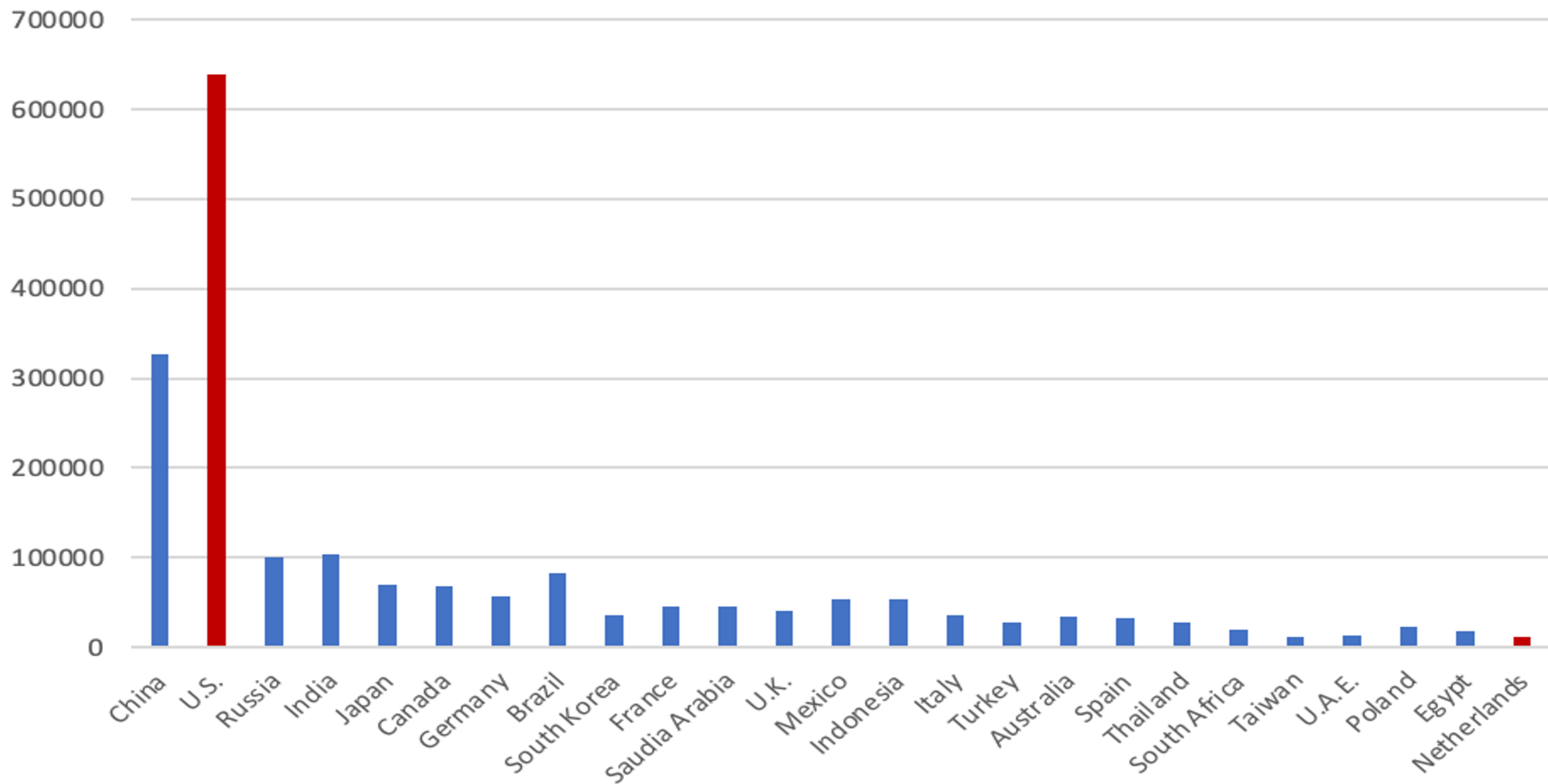
**Transportation**  
for America

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# United States' Transportation Emissions Challenge

ACEEE International Symposium on Energy Efficiency  
Wednesday, April 6, 2022

# Transportation total final energy consumption (ktoe)





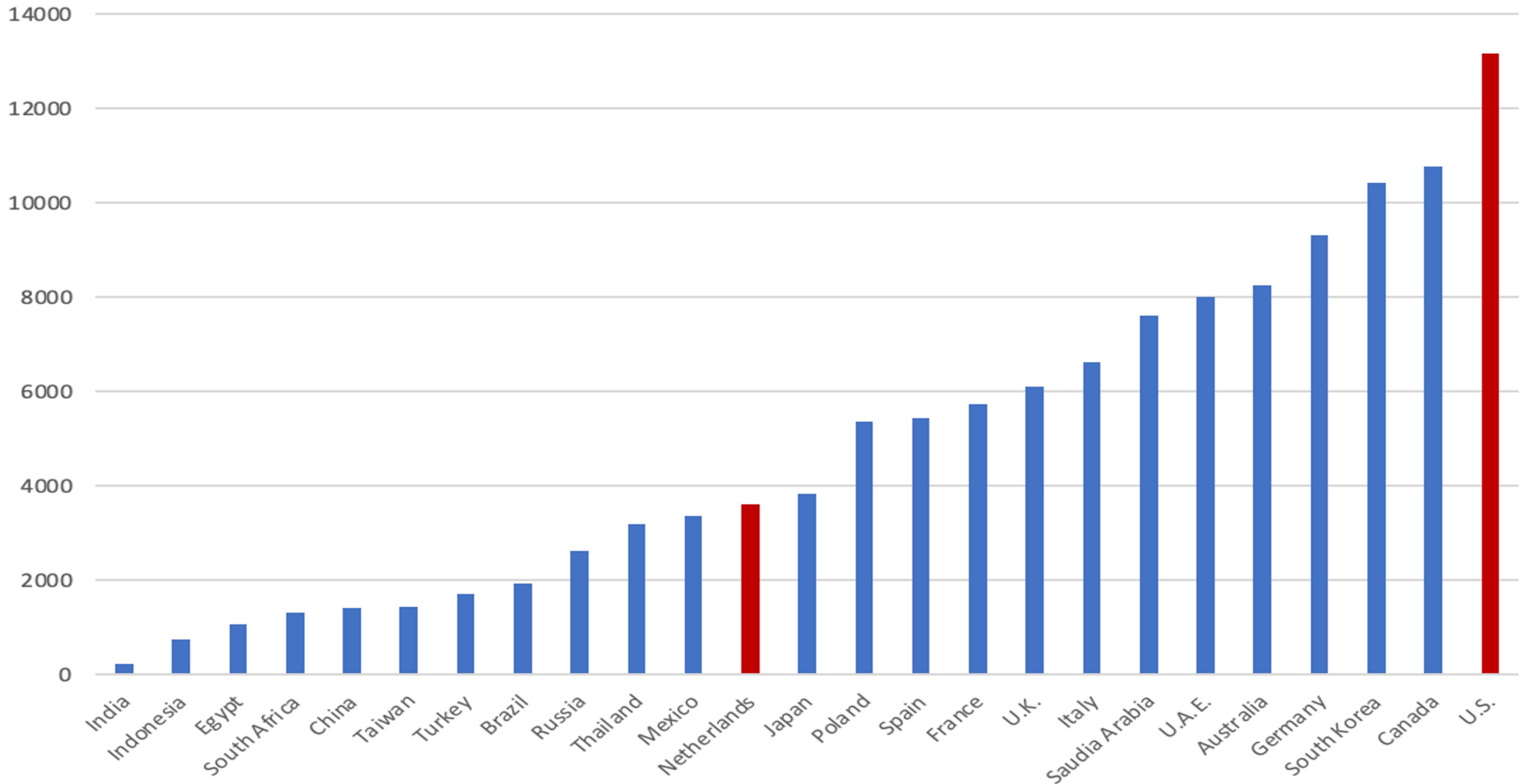








# VKT per capita (2019)



PRINCIPLE #1

## Prioritize maintenance

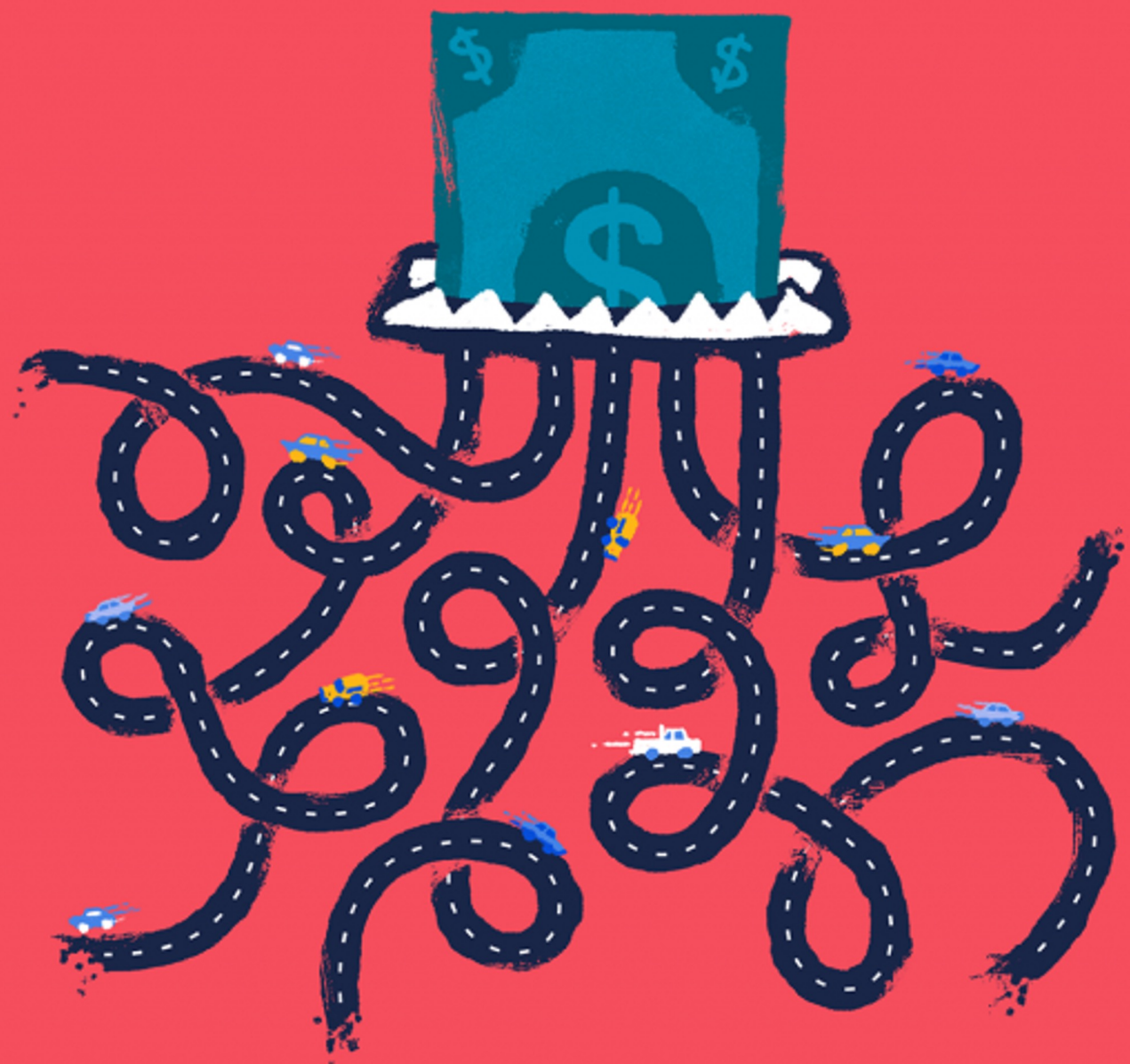
Cut the road, bridge, and transit maintenance backlog in half by dedicating formula highway funds to maintenance.

**Did you know:** States are permitted to neglect their basic maintenance needs in order to expand their roadway systems—and then rewarded with more funding.



**Transportation**  
for America

[www.t4america.org/platform](http://www.t4america.org/platform)



PRINCIPLE #2

## Design for safety over speed

A serious effort to reduce deaths on our roadways requires slower speeds on local and arterial roads. The federal program should require designs and approaches that put safety first.



[www.t4america.org/platform](http://www.t4america.org/platform)



PRINCIPLE #3

## Connect people to jobs and services

Don't focus on speed. Instead, determine how well the transportation system connects people to jobs and services, and prioritize the projects that will improve those connections.



Transportation  
for America

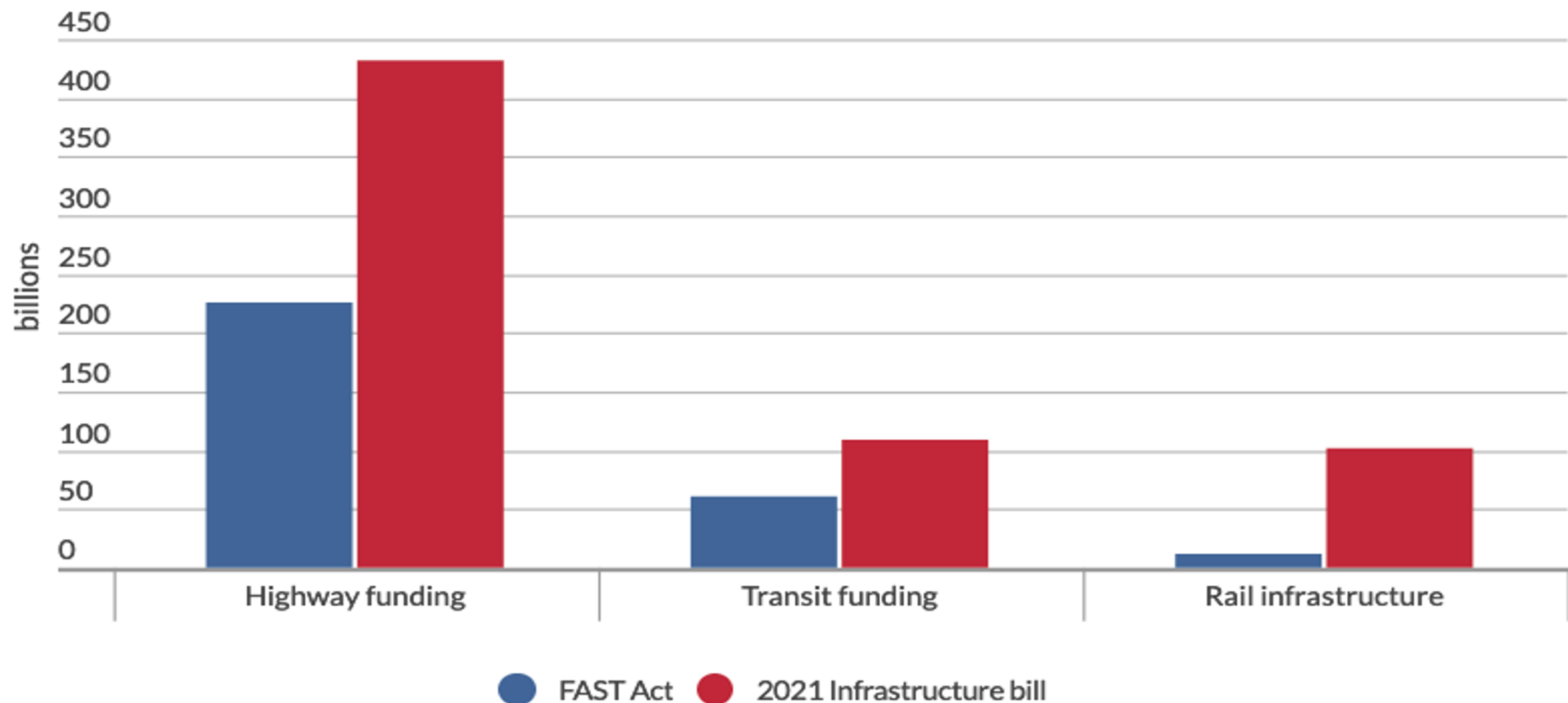
[www.t4america.org/platform](http://www.t4america.org/platform)



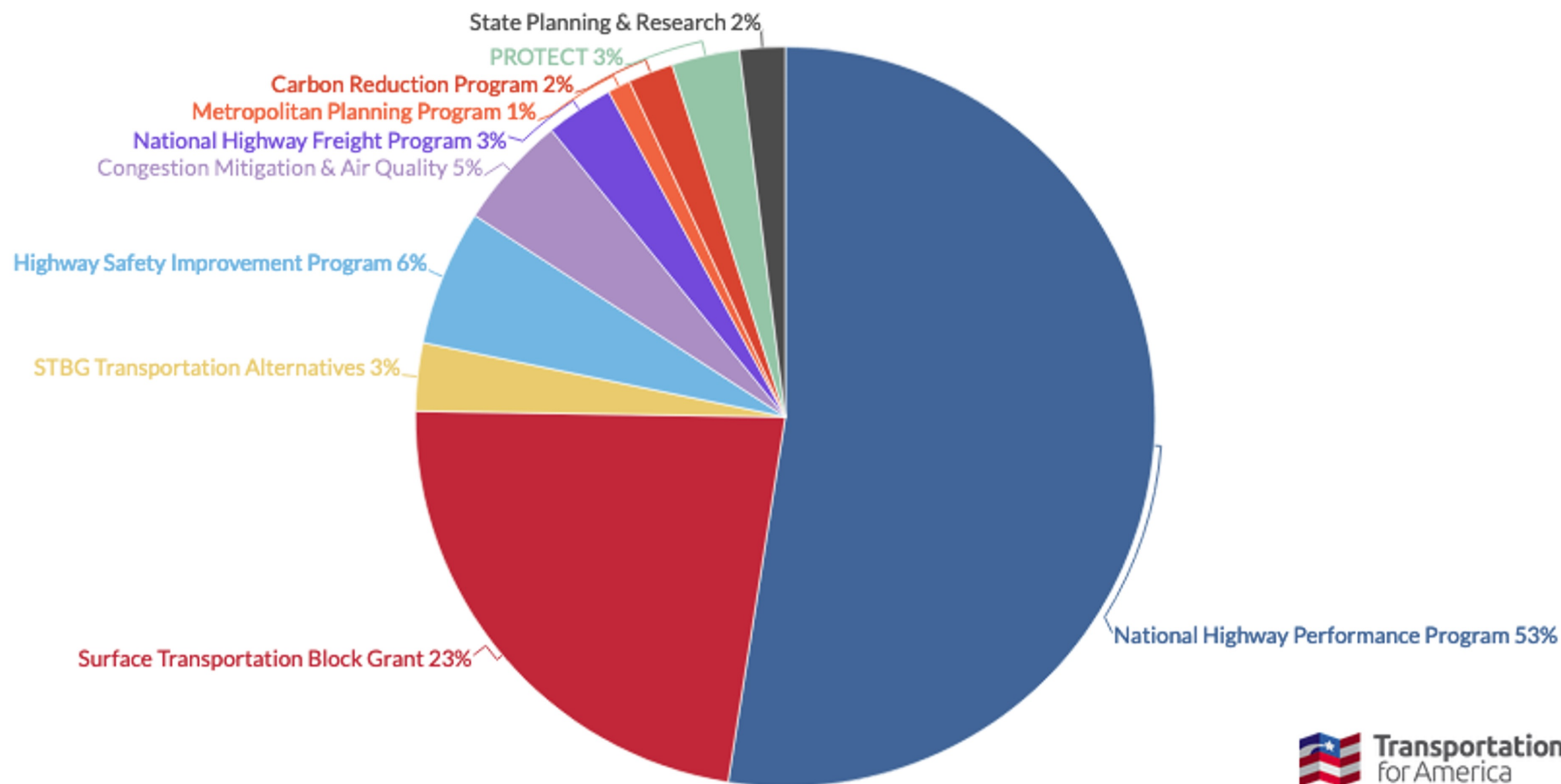
# CHARGE



# FAST Act vs the 2021 infrastructure bill



# Highway trust fund formula programs (by percentage)





A close-up photograph of Senator James Inhofe. He is wearing a dark suit, a white shirt, and a red patterned tie. He is holding a snowball in his right hand. The background is a blue patterned wall. A wooden railing is visible behind him. A microphone is positioned in front of him.

S. SENATE


SEN. JAMES INHOFE



# Future of Transportation Caucus



# Significant progress in House's 2020 INVEST Act

 <b>Transportation</b> for America	House bill	Senate bill
<b>Maintenance</b> Does it cut the maintenance backlog in half?	✓	X
<b>Speed</b> Does it address speed as a major cause of roadway crashes?	✓	X
<b>Access</b> Is it organized around connecting people to jobs and services?	✓	X

# Thank you

T4America.org

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