



Public procurement of clean vehicles: the revision of the Clean Vehicles Directive

BuyZET Final event
Brussels 14/5/2019

“Firmly on the path towards zero emissions by mid-century”

- EU 2050 Long-term climate strategy: need for substantial reductions across the transport sector in all scenarios
- More efficient mobility system: better planning & logistics, multimodality, public transport
- Shift towards more efficient modes (rail, waterborne transport) and active modes (cycling, walking)
- Make all transport modes cleaner:
 - More efficient conventional vehicles
 - Roll-out of low- and zero-emission vehicles



Directive 2009/33 - The “old” Clean Vehicles Directive (CVD)

- Requires public authorities to take into account energy and environmental impacts when purchasing vehicles. This can be done through:
 - technical specifications
 - award criteria (including monetisation)
- Sets procedural rules for all purchases – but not e.g. lease, hire-purchase, services
- Does not define a “clean vehicle”
- Does not set quantified targets
- Has had limited impacts



Revision of the CVD – main elements

- Extend the **scope** to cover all types of procurement (including services, lease, hire-purchase, etc.)
- Introduce a **definition** of clean vehicle
- Set minimum **targets** for their procurement
- Leave **flexibility** in how the targets are reached
- Provisional agreement reached between co-legislators on 11/2/2019 and endorsed by COREPER (20/2) and EP Plenary (18/4).
- Publication expected by summer 2019



http://www.europarl.europa.eu/doceo/document/TA-8-2019-0427_EN.pdf

Revised CVD – Scope



- **Cars, vans, trucks, buses** Vehicles of category M1, M2, M3 (Class I and A only, i.e. buses, not coaches), N1, N2 and N3
- **Procured through:**
 - **Purchase, lease, rent or hire-purchase contracts** under obligations by EU public procurement rules (Dir. 2014/24/EU and 2014/25/EU)
 - **Public service contracts** for the provision of passenger road transport services (Reg. 1370/2007)
 - **Services contracts listed in Annex 1** of the CVD (Public road transport services, Special-purpose road passenger-transport services, non-scheduled passenger transport, refuse collection services, mail and parcel transport and delivery)

Revised CVD – scope and exemptions

Out of Scope

- Coaches (vehicles of category M3 other than Class I and Class A)
- Agricultural and forestry vehicles
- Two- and three-wheeled vehicles and quadricycles (cat. L)
- Track-laying vehicles
- Mobile machinery



Can be exempted at national level

- Vehicles designed&constructed/adapted for use by armed services, civil protection, fire services, forces responsible for maintaining public order
- Vehicles designed&constructed for use on construction sites, quarries, ports, airports
- Armoured vehicles, ambulances, hearses, wheelchair accessible cars, mobile cranes



Revised CVD – “Clean Vehicle” definition

- **Light-duty vehicles:** based on tail-pipe emission-thresholds:
 - Until 2025: 50gCO₂/km, 80% of RDE air pollutant emission limits;
 - From 2026: 0gCO₂/km
- **Heavy-duty vehicles:** based on alternative fuels, with separate “zero-emission” definition:
 - All AFID fuels (electricity including plug-in hybrids, hydrogen, CNG/LNG, biofuels, synthetic and paraffinic fuels, LPG);
 - “**Zero-emission HDV**” = zero-emission at tailpipe





Revised CVD – targets

Minimum national targets for clean vehicles' procurement

- **Minimum % of clean vehicles** in aggregate public procurement across a Member State
- For each Member State, specific targets for LDVs, trucks and buses for periods **2021-2025** and **2026-2030**. Ranges:
 - **Cars/vans:** between 17,5–38,5% both periods (2026-2030 = ZEV)
 - **Trucks:** between 6-10% 2021-2025, 7-15% in 2026-2030
 - **Buses:** 24-45% 2021-2025, 33-65% in 2026-2030; half to be met through ZEV
- Flexibility in the distribution of effort within a Member State

NB: first period assumed to start in 2021 based on expected publication by summer 2019 (2-year transposition); exact starting date of the first period will depend on date of publication

National targets – practical clarifications

- The targets relate to the aggregate of all public procurement within the scope, at national level, during the reference period

• E.g.:

Procured buses by year / city	2021	2022	2023	2024	2025	Total reference period
City 1	5	10	10	20	10	55
City 2	0	20	0	5	5	30
City 3	20	10	5	5	10	50
Total MS	25	40	15	30	25	135

- Full flexibility in the distribution of effort between cities as well as between years (within the same reference period)



Revised CVD – Monitoring and Reporting

- **National reports** by Member State – aligned with reporting under Public Procurement Directive
- **Tender Electronic Daily (TED) Database** to be used as the main tool for monitoring and reporting number of vehicles procured
- Commission to collate and publish TED data, to facilitate national reporting
- Addition of specific fields in TED eForms under discussion. Information needed **at the time of awarding the contract**:
 - Number of procured vehicles
 - Number of clean vehicles
 - Number of zero-emission vehicles

Targets and reporting – practical clarifications

- Calculation of the vehicles for different types of procurement:
 - **Purchase, lease, rent or hire-purchase contracts:** all vehicles procured are counted
 - E.g.: during the reporting period, a municipality buys 10 buses. All 10 buses are counted for the purpose of the target
 - **Public service contracts** and **Services contracts listed in Annex 1:** the vehicles to be used for the provision of the services covered by the contract are counted
 - E.g.: during the reporting period, a municipality awards a contract to run its bus network; the contract foresees that this will require the use of 10 buses. All those 10 buses count for the purposes of the target (*irrespective of whether the service provider buys new buses or uses existing ones*)



Revised CVD – other elements

- Two-year **transposition period**
- **Review clause** in 2027 to:
 - Set targets post-2030 – if no new target set, those for the second period remain in force after 2030
 - Consider expanding the scope, e.g. to L-category vehicles
 - Consider possible need to adapt to updated legal framework post-2030

Further support to clean vehicle procurement

- Clean Bus Deployment Initiative
- Technical assistance and light twinning to help more cities learn from trailblazers
- CEF Blending Facility – financial support
- Standardisation of electric bus charging – ongoing work with CEN/CENELEC





Thank you for your attention!

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