

EU Directive on the promotion of clean and energy-efficient road transport vehicles: Evaluation

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Overall project lead: Ricardo-AEA

- Polis Working Group meeting – 9:00-13:30
- Wednesday 17th June 2015

Overview of the presentation

- **Directive 2009/33 on the promotion of clean and energy-efficient road transport vehicles**
 - Overview
 - Main articles of importance for the evaluation
- **Overview of the project**
- **Project methodology**
- **Evaluation questions**
 - Presented by criterion
 - Include (possible) questions to you in support of the finalisation of the evaluation
- **Next steps and contact details**
- **Possible questions for discussion**

- **Objectives:** “... promoting and stimulating the market for clean and energy-efficient vehicles and improving the contribution of the transport sector to the environment, climate and energy policies of the Community” (Article 1)
- **Deadline for Member State transposition:** 4 December 2010
- **Covers purchase of:** Cars (M_1 vehicles); buses (M_2, M_3); commercial vehicles (N_1, N_2, N_3); excludes off-road vehicles, those used in: ports; airports; by emergency services
- **Applies to:**
 - Public authorities
 - Entities providing services for public authorities in energy, water, post and transport sectors
 - Public transport authorities providing services on behalf of public authorities
- **Requires that at least following are taken into account in public procurement:**
 - Energy consumption
 - Emissions of carbon dioxide (CO_2)
 - Emissions of oxides of nitrogen (NO_x), non-methane hydrocarbons (NMHC) and particulate matter (PM)

Directive 2009/33: Main articles of importance for the evaluation

- **Environmental/energy impacts: Means of taking these into account set out in Article 5(3):**
 - Setting technical specifications for energy and environmental performance in the documentation for the purchase of the road transport vehicles
 - Including these in award decision by:
 - Using impacts as award criteria (where a procurement procedure is applied)
 - Using monetisation methodology set out in Article 6 of the Directive (where impacts are monetised for inclusion in purchasing decision)

Directive 2009/33: Main articles of importance for the evaluation

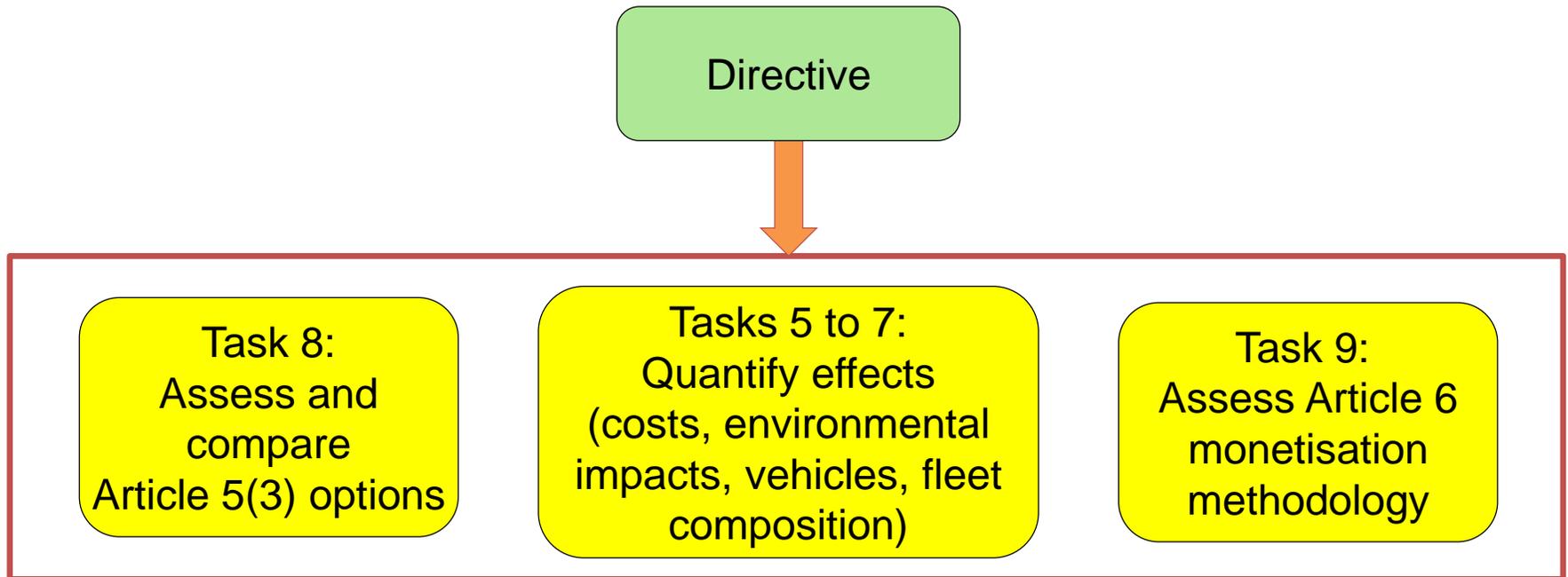
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 - Setting technical specifications for energy and environmental performance in the documentation for the purchase of the road transport vehicles
 - Including these in award decision by:
 - Using impacts as award criteria (where a procurement procedure is applied)
 - Using monetisation methodology set out in Article 6 of the Directive (where impacts are monetised for inclusion in purchasing decision)
- **Reporting and review (Article 10):** Commission required to prepare a report on Directive every two years to cover:
 - Application of the Directive
 - Complementary actions taken by Member States
 - Effects of the Directive, especially Article 5(3) options and how these have affected the market for vehicles (including an evaluation of Article 6 methodology)
 - Nominal/relative numbers of vehicles purchased corresponding to best market alternative
 - Need for further action, and proposals, as appropriate

Overview of the Project

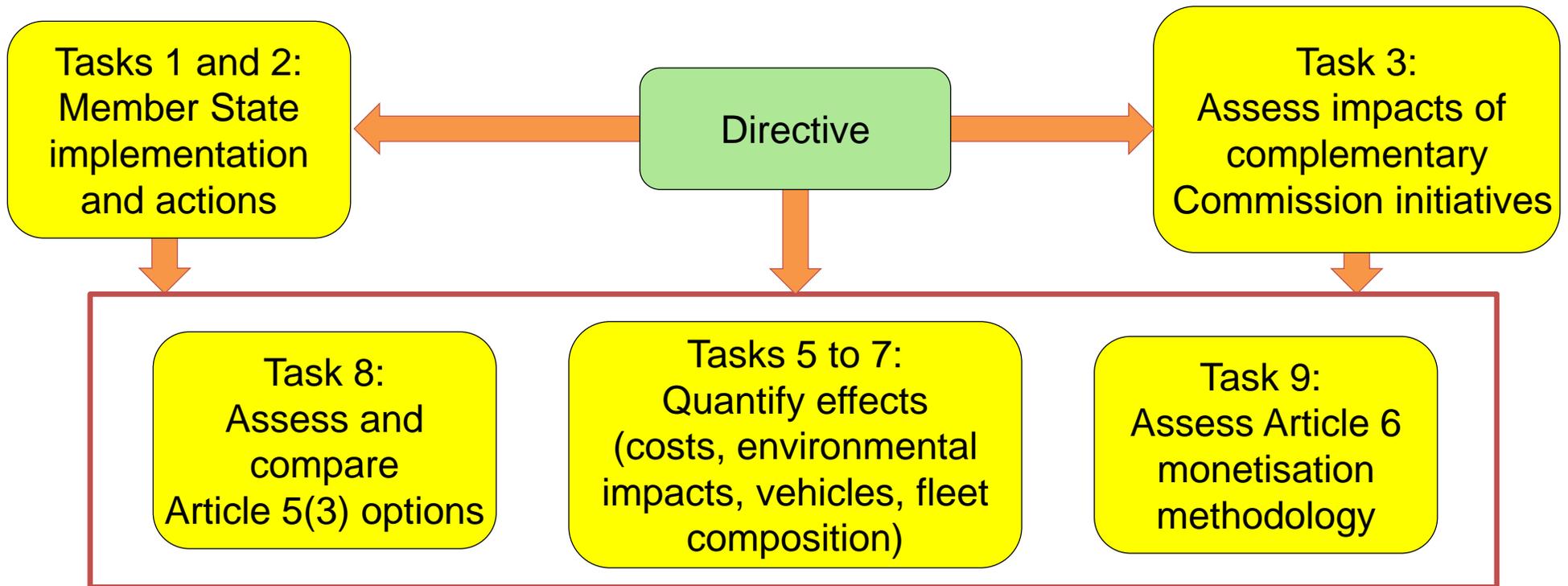
- **Aim:** To undertake an ex-post evaluation of Directive 2009/33 on the promotion of clean and energy-efficient transport vehicles (the ‘Clean Vehicle Directive’)
- **Undertaken for:** European Commission’s DG MOVE
- **Timescales:** December 2014 to July 2015 (so not yet finalised)
- **Build upon:** Previous report, also undertaken by Ricardo-AEA and TEPR (2012)

- **Methods:**
 - Review of relevant literature and policies
 - Engagement with Member States and stakeholders, including interviews, Member State representatives’ meeting and stakeholder workshop
 - Online survey of procurers to identify quantitative data on implementation
 - Case studies to illustrative particular points and to provide relevant examples
 - Use information gathered to:
 - Answer evaluation questions posed by the Commission
 - Assess the need for further action; recommend possible changes to Directive

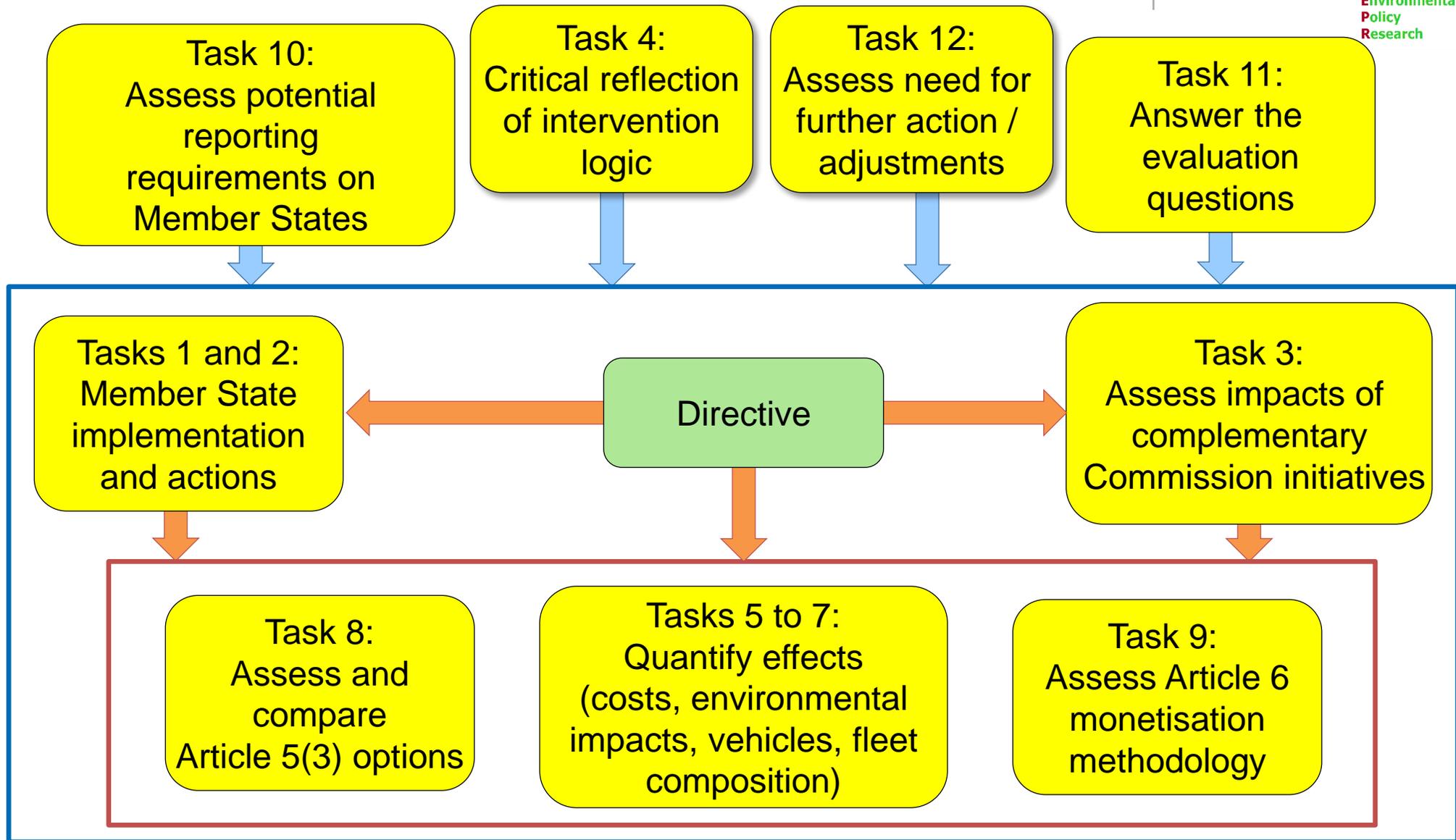
Project methodology



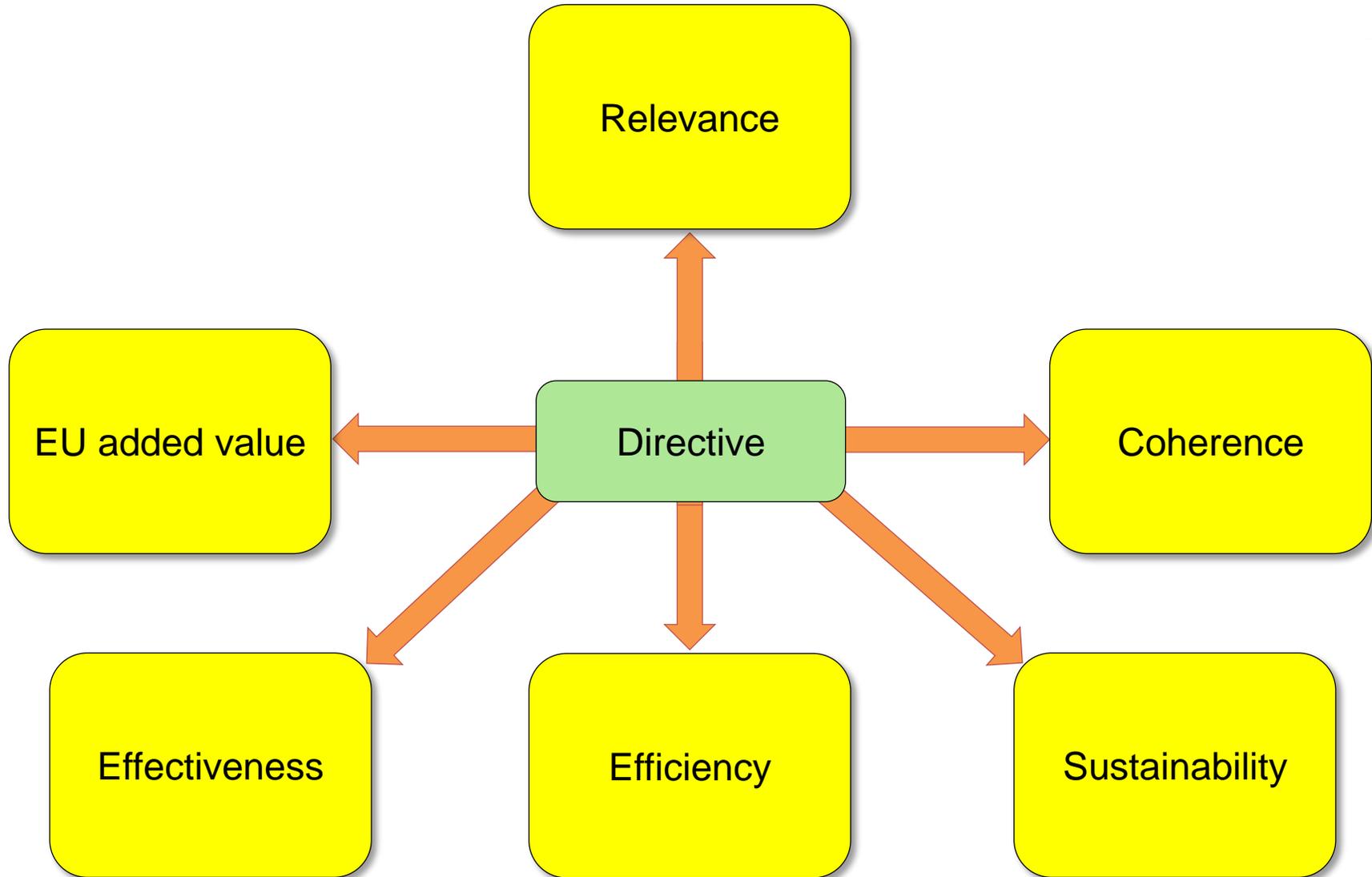
Project methodology



Project methodology



Evaluation Questions (Task 11): Overview



Evaluation Questions: Relevance

1. To what extent is increasing the market share of clean vehicles...
2. To what extent is stimulating the public procurement of clean vehicles...
... an adequate means to contribute to the overall objectives of increasing energy efficiency and competitiveness and decreasing CO₂ and pollutant emissions of transport?

Questions to you:

- Is stimulating the public procurement of clean vehicles useful in meeting the objectives of:
 - Increasing energy efficiency of transport?
 - Increasing competitiveness of transport?
 - Decreasing CO₂ emissions of transport?
 - Decreasing pollutant emissions of transport?

Evaluation Questions: Effectiveness

3. To what extent has the mandatory inclusion of operational lifetime environmental and energy impacts in the procurement decision led to an increased market share of clean vehicles and contributed to reducing CO₂ and pollutant emissions from the transport sector?
4. To what extent has the provision of different options to include operational lifetime environmental and energy impacts stimulated the internalisation of operational costs in procurement decisions, and contributed to the harmonisation in determining these costs?
5. To what extent has the Directive promoted an increased awareness among the different stakeholders of the operational lifetime environmental and energy impacts of transport?

Questions to you:

In order to increase the market share of clean vehicles and to reduce transport's CO₂ and pollutant emissions, to what extent is EU action to deliver the following important:

- Internalising the operational costs in procurement decisions?
- Harmonising (across the EU) the determination of operational costs in procurement decisions?

Evaluation Questions: Efficiency

6. To what extent has the Directive generated benefits and costs for different stakeholders (e.g. national administrations, contracting authorities, transport operators, manufacturers)?
7. Could the effects have been achieved in a more efficient way (e.g. through other or additional legislative measures)?

Questions to you:

Considering the Directive, the Clean Vehicle Portal and the Clean Fleets project:

- Could anything have been done differently that would have increased the efficiency (increased impacts or reduced costs) of the Directive?
- Would an additional Commission measure have helped in this respect? If 'Yes', what?
- What is needed (amendments to the Directive/additional Commission initiatives) moving forward in order to increase the efficiency (increase the impacts or reduce the costs) of the Directive?

Evaluation Questions: European added value

8. Would it have been possible to obtain similar or better results in terms of the market share of clean vehicles without EU intervention, i.e. the Clean Vehicles Directive?
9. To what extent have the Directive and other associated Commission initiatives (e.g. Clean Vehicle Portal, Clean Fleets Project) initiated and/or supported a recognised exchange of good practices between contracting authorities in different Member States?

Questions to you:

- Is there still a need for EU action to stimulate the public procurement of clean vehicles? Why?
- Is there a continued need for good practice exchange?
- What other ongoing barriers could be addressed through EU intervention? What form might this intervention take?

Evaluation Questions: Coherence and Sustainability

10. How well does this legislation interact with other EU policies with similar objectives...?
11. To what extent is the provision of multiple options to include operational lifetime environmental and energy impacts coherent with the objective of harmonising the determination of these impacts?
12. To what extent are the provisions of the Clean Vehicle Directive coherent, complementary and/or redundant with the horizontal EU procurement legislation (in particular 2014/24/EU and 2014/25/EU)?
13. To what extent would the market develop differently should the intervention be ceased partially or completely at European level?

Questions to you:

- Are there any examples of where the Directive contradicts other EU level policies?
- Is there a need to amend the Directive to better complement other EU level policies?
- Is there still a need for EU action to stimulate the public procurement of clean vehicles? Why?

Next steps and contact details

Publishable results are envisaged for Q3 2015.

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Possible questions for discussion

Effectiveness:

In order to increase the market share of clean vehicles and to reduce transport's CO₂ and pollutant emissions, to what extent is EU action to deliver the following important:

- Internalising the operational costs in procurement decisions?
- Harmonising (across the EU) the determination of operational costs in procurement decisions?

Efficiency:

Considering the Directive, the Clean Vehicle Portal and the Clean Fleets project:

- Within these three measures, could anything have been done differently that would have increased the efficiency (increased impacts or reduced costs) of the Directive?
- Would an additional Commission measure have helped in this respect?
- What is needed (amendments to the Directive/additional Commission initiatives) moving forward in order to increase the efficiency (increase the impacts or reduce the costs) of the Directive?

EU added value:

- What other ongoing barriers could be addressed through EU intervention? What form might this intervention take?