



Revision of Directive 2009/33/EC on the promotion of clean and energy-efficient road vehicles

Presentation
SPICE webinar
24 January 2018



Procurement as part of the Mobility Package II: value added of EU level action

- EU should become a **world leader on decarbonisation** (2017 State of the Union address)
- **Market push & pull**: Revised Clean Vehicles Directive / CO2 emission performance standards for cars and vans
- **Security about minimum demand**: long-term alignment of public procurement helps market development, particularly HDV
- Helps build a **European market** for alternative fuels, vehicles and infrastructures - key for transport competitiveness and growth
- Considerable **benefits for citizens**.



Directive 2009/33/EC – "Clean Vehicles Directive"

- Introduced **TTW operational costs approach** (energy, CO₂, pollutants) into procurement law
- Contracting authorities and certain operators **must take into account energy and environmental impacts** when purchasing road vehicles (above a threshold, as indicated by horizontal procurement law).
- Two basic options:
 - Set **technical specifications** for energy and environmental performance.
 - Include energy and environmental impacts as **award criteria** in the purchasing procedure (when these are monetised, the monetisation methodology of the Directive must be used)



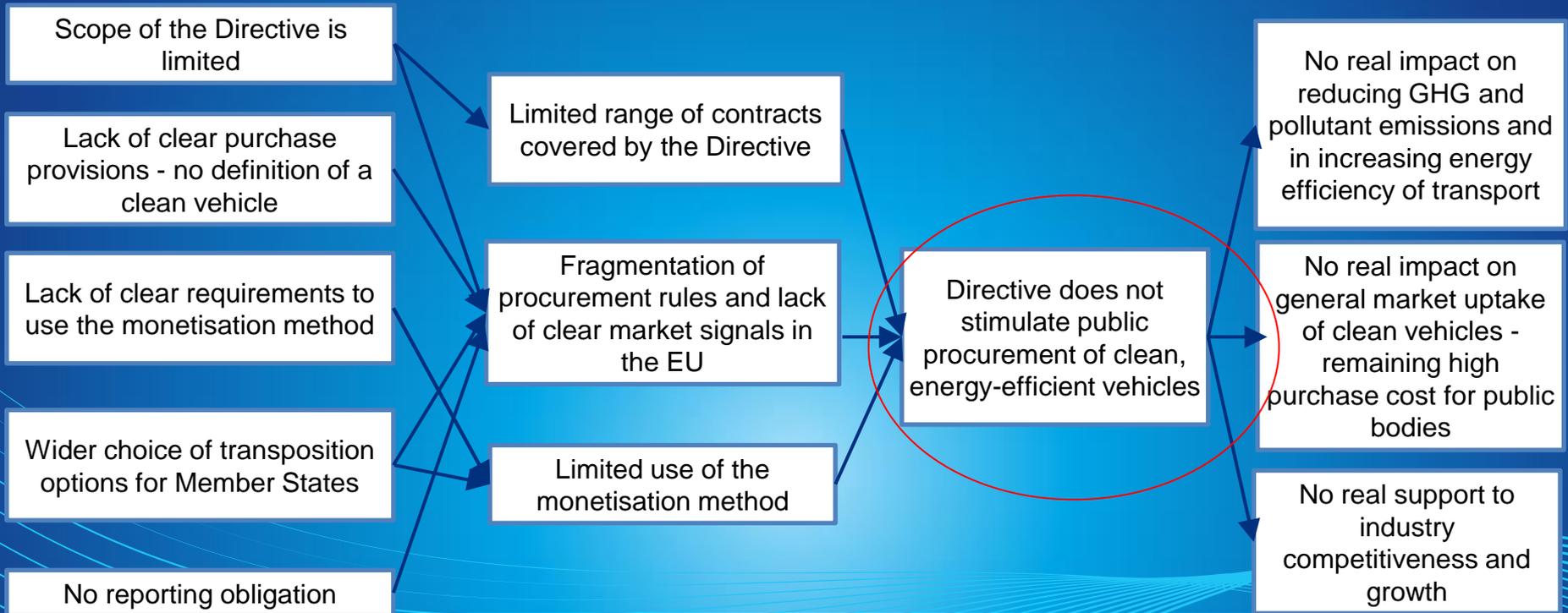
Main problem analysis

Root causes

Drivers

Problems

Outcomes



Main objectives

- General objective: accelerate the public procurement of clean vehicles in the Union (i.e. low- and zero-emission or other alternatively fuelled vehicles).
- Specific objectives:
 - SO1: Ensure that the Directive covers all relevant procurement practices
 - SO2: Ensure that the Directive supports clear, long-term market signals
 - SO3: Ensure that the Directive provisions are simplified and effective to use

Impact assessment

Following pre-screening, five different policy options were analysed in detail:

- PO1: Repeal of the Directive
- PO2: no changes to scope; Member States have to make a binding choice to either transpose an slightly updated monetisation methodology or a clean vehicles definition. In case of latter, they have to set a target for procurement in 2030.
- PO3 (a/b): extension of scope to vehicles rented, leased, hire purchased. Introduction of a definition based on emission thresholds for light-duty vehicles, and related minimum procurement targets at Member State level. Establishment of a reporting obligation. Monetisation methodology is abolished.



Impact assessment

- PO4 (a/b): extension of scope to vehicles rented, leased, hire purchased. Introduction of a definition based on alternative fuels for light- and heavy-duty vehicles, and related minimum procurement targets at Member State level. Establishment of a reporting obligation. Monetisation methodology is abolished.
- PO5: Regulation to use an amended monetisation methodology as basis for vehicle procurement, based on extended scope.
- PO6: extension of scope to vehicles rented, leased, hire purchased. Introduction of a definition based on emission-thresholds for light-duty vehicles, and minimum procurement targets at Member State level. Commission is entitled to adopt a delegated act to set the same approach for heavy-duty vehicles once standards have been adopted at EU level. Until then, minimum procurement targets for heavy duty vehicles are set for alternative fuels. Establishment of a reporting obligation. Monetisation methodology is abolished.

➤ **PO6 is the preferred policy option**



Provisions on scope

- This Directive shall apply to contracts for the purchase, lease, rent or hire-purchase of road transport vehicles by:
 - (a) contracting authorities or contracting entities in so far as they are under an obligation to apply the procurement procedures set out in Directives 2014/24/EU and 2014/25/EU;
 - (b) operators for the discharge of public service obligations under a public service contract within the meaning of Regulation (EC) No 1370/2007 of the European Parliament and of the Council;
 - (c) to public service contracts covering transport services as set out in Table 1 of the Annex in excess of a threshold which shall be defined by Member States not exceeding the threshold values as set out in Article 4 of Directive 2014/24/EU and Article 15 of Directive 2014/25/EU".

Clean Vehicle Definition (1) LDV

A light-duty vehicle (M1, M2, N1) with a maximum tail-pipe emission expressed in CO₂g/km and real driving pollutant emissions in line with table 2 in the Annex:

Vehicle categories	2025		2030	
	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits**	CO ₂ g/km	RDE air pollutant emissions* as percentage of emission limits
M1 vehicles	25	80%	0	n.a.
M2 vehicles	25	80%	0	n.a.
N1 vehicles	40	80%	0	n.a.

* Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NO_x) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

** The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.

Clean Vehicle Definition (2) HDV

A heavy-duty vehicle (M3, N2, N3) as defined in Table 3 in the Annex:

Vehicle categories	Alternative fuels
M3, N2, N3 vehicles	Electricity*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))

*For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, provided that electricity is used for a relevant part of the operational use of the vehicle.

Delegation of powers

- The Commission shall be empowered to adopt delegated acts in accordance with Article 8a in order to update Table 3 in the Annex with CO₂ tail-pipe emission and air pollutants thresholds for heavy duty vehicles once the related heavy-duty CO₂ emission performance standards are in force at Union level".

Minimum procurement targets

- Member States shall ensure that purchase, lease, rent or hire-purchase of road transport vehicles, and public service contracts on public passenger transport by road and rail and public service contracts as referred to in Article 3 of this Directive comply with the minimum procurement targets for light-duty vehicles referred to in table 4 of the Annex and for heavy-duty vehicles referred to in Table 5 in the Annex .
- Member State authorities may apply higher minimum mandates than those referred to in the Annex of this Directive.
- Member State targets differentiated by GDP per capita and population density.
- Share of clean vehicles in the total procurement of vehicles at Member State level
- Targets for LDV, trucks, buses in 2025 and 2030

Preferential counting

- **Light-duty vehicles:**

- Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate.
- All other vehicles that meet the requirements of table 2 shall be counted as 0.5 vehicle

- **Heavy-duty vehicles:**

- Vehicles with zero-emissions at tailpipe or natural gas vehicles fully operated on biomethane shall be counted as 1 vehicle contributing to the mandate.
- All other vehicles that meet the requirements of table 3 shall be counted as 0.5 vehicle
- The preferential counting does not apply for MS where the minimum procurement target exceeds 50%



Reporting

- Member States report to the Commission on the implementation of the Directive:
 - By 1 January 2026 and every three years thereafter
 - Intermediate report by 1 January 2023
 - That report shall contain information on the steps undertaken to implement this Directive, including on the number and the categories of vehicles procured by authorities and entities, on the dialogue carried out between the different levels of governance, information on Member States' intentions regarding the above reporting activities, as well as any other valuable information.
- Commission report to the European Parliament and to the Council:
 - on the application of the Directive and on the actions taken by Member States
 - every three years starting on 1 January 2027, following the reporting from Member States





Thank you for your attention

Directorate General for Mobility and Transport
Unit B.4 Sustainable and Intelligent Transport

Head of Unit: Claire Depré

Policy officers: Axel Volkery

Dario Dubolino

MOVE-B4-CVD@ec.europa.eu