



European NGO Network on **Green Public Procurement**

Clean Vehicles Directive: Update on revision

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EU Clean Mobility Package - proposals



Proposals launched: November 2017, to help achieve target of 40% CO₂ emissions reduction by 2030.

- CO₂ limits for passenger cars and LDVs Regulation
- Deployment of alternative fuels infrastructure Action plan
- Combined Transport Directive (Shift from road freight to lower emission modes)
- Passenger Coach Services Directive
- **Clean Vehicles Directive**

https://ec.europa.eu/transport/modes/road/news/2017-11-08-driving-clean-mobility_en

Post-2020 CO₂ limits – Proposed regulation



- For passenger cars and light vans
- Maintains existing targets for 2021 – sets new targets for 2025 & 2030
- 2025 targets – 15% lower emissions than 2021
- 2030 targets – 30% lower
- After 2021 emissions to be tested according to new Worldwide Harmonised Light Vehicle Test Procedure (WLTP) – Tank to Wheel (TTW)
- Mechanism to promote a greater share of zero/low-emission vehicles (less than 50g CO₂/km) in manufacturers fleets, based on EU benchmark
- Surveillance mechanisms included

Clean Vehicles Directive – Current Directive



- Obliges public authorities to take sustainability aspects into account when purchasing road vehicles
- Applies to purchases above the EU procurement thresholds
- Also applies to companies carrying out public transport services
- Must take account of: energy efficiency, CO2 emissions, emissions of NOx, PM and NMHC
- Either in specifications, as award criteria or using monetised methodology (which established cost for emissions)
- No minimum standard set
- Will remain in force until new Directive replaces it

Clean Vehicles Directive – Proposed revision



- Sets a definition of a „clean vehicle“ for LDVs:
 - 2025:
 - M1 (Car, up to 8 seats): 25g CO₂/km (TTW) & max. 80% of current Euro standards for other pollutants (PM, NOx)
 - M2 (Car, over 8 seats) : Same
 - N1 (Van, up to 3.5t): 40g CO₂/km & max. 80% of current Euro standards for other pollutants
 - 2030: 0 emissions for all categories
- For HDVs (M3, N2 & 3), definition is technology based, until appropriate CO₂ emissions standards have been developed:
 - A „clean“ HDV = EV, PHEV, Hydrogen, CNG (including biogas), LNG

Clean Vehicles Directive – Proposed revision



- Targets set at the Member State level for the proportion of public fleets owned or leased which meet the clean vehicle standard by 2025 & 2030 – no requirements on individual purchases
- Different target per MS:
 - LDVs – 2025 & 2030: 16-35%
 - Buses (M3) – 2025: 29-50%; 2030: 43-75%
 - Trucks (N2, N3) – 2025: 6-10%; 2030: 7-15%
 - Qualification – these targets are effectively doubled, unless the target is over 50%!

Clean Vehicles Directive – Proposed revision



- Applicability widened:
 - Includes rental/lease contracts
 - Also covers vehicles used for a number of defined services: *Public road transport services, special-purpose road passenger-transport services, non-scheduled passenger transport, hire of buses and coaches with driver, refuse collection services, mail transport by road, parcel transport services*
- MS to deliver an interim report on implementation by 2023, and then full reports every 3 years following this

Clean Vehicles Directive – Proposed revision



- Next steps:
 - Review by European Council and European Parliament
 - Comments from CoR (Committee of the Regions) and EESC (European Economic and Social Committee)
 - Potential response in Spring



Thank you

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