



# The Clean Vehicles Directive

## Clean Fleets Factsheet (July 2014)

The [Clean Vehicles Directive](#) (CVD)<sup>1</sup> requires public purchasers and private companies operating public transport services to consider energy consumption and environmental impacts when purchasing and leasing road vehicles. The Directive is transcribed into the national legislation of all EU member states.

To comply with the Directive purchasers must take the all of following aspects into account as part of their purchasing decision<sup>2</sup>:

- Energy consumption
- CO<sub>2</sub> emissions
- NO<sub>x</sub><sup>3</sup>
- NMHC (non-methane hydrocarbons)
- Particulate matter (PM)

### 1. Scope of application

The Directive applies to contracts for the purchase of road transport vehicles by:

- a) contracting authorities or contracting entities obliged to follow the procurement procedures set out in the old Public Procurement Directives ([2004/17/EC](#) and [2004/18/EC](#)<sup>4</sup>), and
- b) private operators of public transport services, which are performing public service obligations under a public service contract (as those terms are defined in Regulation (EC) No [1370/2007](#)) (“public service operators”). This group will primarily be bus

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<sup>1</sup> [Directive 2009/33/EC on the Promotion of Clean and Energy Efficient Road Transport Vehicles](#)

<sup>2</sup> Emissions of CO<sub>2</sub>, NO<sub>x</sub>, NMHC and PM are considered in relation to the operation of the vehicle only – i.e. emissions from fuel combustion in the vehicle (“tank to wheel”). The origin of the fuel (for example biogas or biodiesel rather than natural gas or diesel) is not considered (as it would be in a “well to wheel” approach), see section 2.4.

<sup>3</sup> Mono-nitrogen oxides, which includes both NO (nitric oxide), NO<sub>2</sub> (nitrogen dioxide) and NO<sub>3</sub> (nitrogen trioxide)

<sup>4</sup> In January 2014, the European Parliament adopted new public procurement directives:

- Directive 2014/24/EU (which replaces the 'Classic' Procurement Directive 2004/18/EC)
- Directive 2014/25/EU (which replaces the 'Utilities' Procurement Directive 2004/17/EC)
- Directive 2014/23/EU on the award of concession contracts



operators purchasing vehicles to provide a service under contract with a public authority.

“Road transport vehicles” include cars and light commercial vehicles, buses, and heavy vehicles such as trucks or refuse trucks. Vehicles running on tracks (such as trams and trains) are excluded.

Certain specialist road vehicles are excluded from the Directive. The precise vehicles excluded will vary according to Member State, and so national legislation implementing the CVD should be checked. This may include for example vehicles designed for use by the armed services, civil defence, or fire services, vehicles designed for use on construction sites, or mobile machinery.

Whilst not specifically covered by the Directive, public authorities may wish to additionally apply a similar approach where vehicles will be operated on behalf of the purchasing authority by a third party under a contract for services other than public transport – for example highway maintenance or transport for vulnerable groups such as the elderly.

## 2. Options for implementation

Organisations required to take energy and environmental impacts into account under the CVD can do so in three ways<sup>5</sup>. They can either use:

- **Option 1** – Set **technical specifications** for energy and environmental performance in the documentation for the procurement of road transport vehicles;
- **Option 2** – Include energy and environmental impacts in the purchasing decision by using these impacts as **award criteria** as part of a procurement procedure;
- **Option 3** – Include energy and environmental impacts in the purchasing decision by monetising them and calculating an “**operational lifetime cost**” (OLC) in accordance with set methodology provided within the Directive (also known as the “harmonised methodology”).
- A combination of these options

When using option 1 or 2, the CVD does not set any specific minimum specifications for environmental performance, or minimum weighting for the award criteria – these may be determined by the individual purchasing organisation. When using option 3, the precise methodology of the CVD must be followed.

For more detailed information on the practical application of the CVD, please see the Clean Fleets Guide: [\*Procuring Clean and Efficient Vehicles\*](#).

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<sup>5</sup> Some EU countries have restricted which of the above methodologies may be used - Sweden allows only options 1 and 3, the Czech Republic allows only options 1 and 2, Slovenia only allows option 2.



### 3. Notes on CVD application:

- Although fuel consumption and CO<sub>2</sub> emissions are very closely linked, they need to be addressed separately to ensure full compliance with the Directive.
- If an authority specifically requests a zero or very low tailpipe emissions technology (e.g. full electric or hydrogen), then emissions of CO<sub>2</sub> and other harmful emissions would not need to be assessed again when tendering, as these are implicitly being considered. Energy consumption would still need to be addressed however. Furthermore, although not necessary for compliance with the Directive, when purchasing an electric or hydrogen vehicle the purchasing authority must also take into account how the electricity or hydrogen is produced to be sure of the full well to wheel CO<sub>2</sub> benefits.
- It is possible to consider the environmental aspects in the CVD either at the individual vehicle level or as an average for the whole number of vehicles being purchased. If, for example, an authority is replacing a large number of fleet vehicles, it may set a maximum CO<sub>2</sub> emissions level (or fuel consumption level, or Euro standard) as an average for the whole purchase – i.e. some vehicles may have higher emissions, and some lower, but the average does not exceed the maximum level set.
- Specifying minimum Euro Emissions Standards (for Light Duty Vehicles<sup>6</sup> or Heavy Duty Vehicles<sup>7</sup>) does not in itself constitute compliance with the CVD, as neither CO<sub>2</sub> emissions nor energy consumption levels are considered.

If you have questions about the applicability of the Directive or options for implementation in your case, please send an email to [info@clean-fleets.eu](mailto:info@clean-fleets.eu).

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<sup>6</sup> [www.dieselnet.com/standards/eu/ld.php](http://www.dieselnet.com/standards/eu/ld.php)

<sup>7</sup> [www.dieselnet.com/standards/eu/hd.php](http://www.dieselnet.com/standards/eu/hd.php)



## 4. Clean Fleets Factsheet series

The Clean Fleets project ([www.clean-fleets.eu](http://www.clean-fleets.eu)) assists public authorities and fleet operators with the implementation of the Clean Vehicles Directive and the procurement or leasing of clean and energy-efficient vehicles.

The Factsheet series aims to provide concise information on topics of relevance to clean vehicle procurement. If you wish to propose a topic for a new factsheet please email [procurement@iclei.org](mailto:procurement@iclei.org)

### Clean Fleets project partners



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