



clean fleets

purchasing clean public vehicles



GUIDANCE AND TOOLS ON CVD IMPLEMENTATION

Review of European and national support materials available

September 2013

1. Introduction

As indicated in the Commission report¹ on the application of the Clean Vehicles Directive (2009/33/EC – hereafter CVD), although it has now been transposed by all EU member states there remains relatively little detailed guidance on its implementation – either at the national or European level.

The Clean Fleets project will be producing a CVD implementation toolkit, which will include a straightforward procurement guide for public authorities and transport operators, together with a life cycle costing tool, which integrates the lifetime emissions cost calculation prescribed by the CVD.

This document reviews any existing guidance and support tools available at the European and national levels which may help in the development of the CVD toolkit.

Section 2 assesses guidance and support available at the European level, whilst section 3 addresses national guidance available in the eight countries covered by the Clean Fleets consortium.

¹ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2013:0214:FIN:EN:PDF>



2. European guidance and support

The table below provides a summary of the different support material available at the European level

Name	Type of support provided	Link
Clean Vehicle Portal	<p>The Clean Vehicle Portal is the European Commission's main web-based support tool to facilitate the implementation of the CVD in the European Member States.</p> <p>It provides both information and tools designed to assist procurers in applying the CVD, including:</p> <ul style="list-style-type: none"> • An exhaustive database of up-to-date data on the fuel consumption, CO₂, NO_x, NMHC and particulate emissions of vehicle models available on the EU market – data required when applying the CVD in procurement • A lifetime cost calculator, which calculates the lifetime emission and fuel consumption costs of each vehicle, based on the monetised method outlined in the CVD (methodology 2b) • Information on relevant policies, national information sources, and other support on clean vehicle procurement at the EU and Member State level <p>Further developments of the portal are planned in 2013/2014.</p>	<p>www.cleanvehicle.eu</p>
EU green public purchasing (GPP) criteria for transport	<p>The European Commission provides procurement criteria for 21 product and service categories – including transport.</p> <p>The guidance for transport covers the following product groups:</p> <ul style="list-style-type: none"> • Passenger cars directly purchased or contracted under leasing/renting systems • Public transport vehicles and services • Waste collection trucks and services <p>Criteria are divided into basic “core” criteria, and more advanced “comprehensive” criteria. The proposed approach uses a combination of minimum technical specifications and award criteria to reward better performance (CVD methodologies 1 and 2b). In addition to considering CO₂ and exhaust gas emissions, other aspects related to eco-driving and reducing energy consumption (such as gear shift indicators and fuel consumption displays) are recommended, especially for the comprehensive criteria set. Tyres and lubricant oils are also considered.</p>	<p>http://ec.europa.eu/environment/gpp/eu_gpp_criteria_en.htm</p>



<p>UITP tender structure for the tendering of buses and related services</p>	<p>Detailed guide, published in 2009 by the International Association of Public Transport (UITP) on bus and services procurement. In addition to providing detailed advice on the different stages of the procurement procedure, the guide also includes a model for the implementation of the whole life costing method for monetising environmental emissions from the CVD.</p>	<p>www.uitp.org/publications/index2.cfm?id=6</p>
<p>Topten</p>	<p>Provides procurement criteria for cars and vans. These are aimed at the highest performing vehicles available on the European market.</p> <p>The guidance provides minimum specifications (CVD methodology 1), based on the calculation of Eco Points (an approach for assessing environmental performance of vehicles developed by the Swiss Association for Traffic and Environment (ATE), which considers CO₂ emissions, noise emissions and the Euro standards for other emissions.</p> <p>Template tender documents are also available for use.</p>	<p>www.topten.eu/professional.html</p>
<p>SMART SPP LCC and emissions calculator</p>	<p>The SMART SPP project outputs included a tool (available as either an Excel sheet, or an html tool) for calculating life cycle costs (LCC) and important emissions (CO₂, CO₂eq, NO_x, SO₂, NMHC and PM) of different products, work and services within procurement decision making. It may be used at different stages of the procurement process, from the planning phase, to the actual tender evaluation stage, and monitoring.</p> <p>The tool is intended to be flexible enough for all possible energy consuming product/service categories, but is perhaps too sophisticated and complex for a simpler vehicle purchase.</p>	<p>http://tool.smart-spp.eu/smartspp-tool/registration/login.php</p>
<p>Buy Smart</p>	<p>The Buy Smart project has developed a guidance document on the procurement of clean vehicles. The guide provides a useful overview of the requirements of the CVD and the EC GPP criteria, as well as information on the Euro standards and EU labelling requirements. It also includes advice on other aspects connected to vehicle use such as eco-driving, oil, tyres and maintenance. An accompanying training module is available, and a simple life cycle costing tool is also available for download.</p>	<p>www.buy-smart.inf www.buy-smart.info/media/file/1305.110408_BuySmart_Guideline_Vehicles.pdf</p>
<p>COMPRO Project</p>	<p>The COMPRO project (2007 – 2009) was aimed at implementing large scale joint procurement actions between European public authorities to help drive the market for clean vehicles. Although no cross-border joint procurement took place, several successful national joint tenders were launched.</p> <p>The project produced a report on different approaches to joint procurement, and provided some</p>	<p>www.compro-eu.org</p>



	recommendations for cross-border joint procurement . However, the project made clear the significant challenges which exist in organising such actions across national boundaries.	
PROCURA	Like COMPRO The PROCURA project was aimed at facilitating large scale procurement of alternative fuel vehicles, but with a focus mainly on private fleets. The project produced a guide which covers all aspects in the procurement of AFVs, including reference to and case studies on public procurement.	http://ec.europa.eu/transport/themes/urban/vehicles/doc/procura_handbook.pdf
European platforms	Two major European platforms, although not specifically focused on procurement, provide a major source of information and resources on sustainable transport and mobility: ELTIS - The European Urban Mobility Portal is designed to facilitate exchange on issues related to urban mobility in Europe with a strong focus on reducing energy and emissions. The website provides relevant news, case studies, events, tools, studies and other relevant downloads. CIVITAS - a European platform which aims to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The overall goal is to achieve a significant shift in the modal split towards sustainable transport. It provides information on the initiatives taken by the cities in the network, together with regular news and events.	www.eltis.org www.civitas-initiative.eu



3. National guidance and support

Country	Type of guidance/support	Publishing organisation	Description	Link
Bulgaria	<i>No guidance identified</i>			
Germany	Newsletter/briefing note	Verband Deutscher Verkehrsunternehmen (VDV - Association of German Transport Companies)	Short briefing note on the implementation of the CVD into German law and the consequences for German transport companies. The note contains also a further briefing note provided by the Deutsche Städte- und Gemeindebund (DStGB).	www.dstgb.de/dstgb/Home/Schwerpunkte/Energiewende%20und%20kommunaler%20Klimaschutz/Energieeffizienz/%C3%84nderung%20der%20Vergabeverordnung%20%28VgV%29-%20Praxishilfe%20zur%20Fahrzeugbeschaffung/
	Report from the Alliance for Sustainable Procurement (Allianz für eine nachhaltige Beschaffung)	Bundesministerium für Wirtschaft und Technologie (BMWi - Federal Ministry of Economics and Technology)	The report contains a detailed section on procurement considerations for local public transport, covering the relevant German legislation and developments. It also includes a useful description of the monetising emissions methodology from the CVD.	www.bmwi.de/BMWi/Redaktion/PDF/Gesetz/verdingungsordnung-fuer-leistungen-vol-a-2009.property=pdf,bereich=bmwi2012,sprache=de,rwb=true.pdf
	Website	Umweltbundesamt (UBA – German Environment Agency)	The website provides general information on environmental considerations related to vehicles, including a reference to relevant legislation, and an overview of different fuel/technology options	www.umweltbundesamt.de/verkehr/index.htm



Country	Type of guidance/support	Publishing organisation	Description	Link
	Procurement guidance and criteria	Buy Smart project	<p>An adapted and expanded version of the Buy Smart procurement guidance on vehicles is available in Germany, which includes detailed information on fuel/technology options, together with details of relevant German subsidies, taxes and regulations.</p> <p>The original Excel version of the CVD LCC calculator is also available here for download. However, this older version doesn't allow for electric or hybrid vehicles to be taken into account.</p>	www.buy-smart.info/media/file/2262.D2_5_BuySmart+Leitfaden_Fahrzeuge.pdf
Italy	National GPP criteria	Italian Ministry of Environment	The national GPP guidance for vehicles provides recommended criteria for different vehicle categories, covering cars, vans, buses, and trucks. The criteria cover maximum CO2 emissions, as well a calculation method for other pollutants, noise emissions and lubricants.	www.minambiente.it/export/sites/default/archivio/allegati/GPP/CAM_acquisizione_veicoli_Aprile2012_DEF.pdf
	Presentation	Italian Ministry of Environment	A presentation which introduces the CVD and the Italian GPP criteria given at the main national GPP event in Italy – Forum CompraVerde.	www.forumcompraverde.it/images/stories/AZ11/2012/T_Trasporti.pdf
Netherlands	GPP criteria	PIANOo	PIANOo, the Dutch Public Procurement Expertise Centre, has a considerable amount of information on sustainable procurement on it's website. This includes GPP criteria for a number of different vehicle/transport categories: passenger cars, heavy vehicles, public transport services, and transportation services.	http://www.pianoo.nl/duurzaaminkopen/productgroepen
	Website	Fuel Switch (supported by the Province of Gelderland)	<p>Informative website on clean vehicles, including detailed information on different fuels and technologies, lists of vehicle models, and a map of refuelling stations in the Netherlands.</p> <p>A life cycle cost calculator is also available, though this is aimed at private consumers, and does not allow for the monetisation of</p>	www.fuelswitch.nl



Country	Type of guidance/support	Publishing organisation	Description	Link
			emissions as laid out in the CVD methodology.	
Romania	National Strategy	The Romanian Ministry of Environment and Climate Changes (MECC)	<p>The national Strategy for climate changes 2013 – 2020 outlines the basic obligations for public authorities under the CVD.</p> <p>The CVD was adopted in 2011, however the finer details of national application are still awaiting approval from the Commission of the Chamber of Deputies.</p> <p>As such, no detailed guidance on implementation is currently available.</p> <p>However</p> <p>the importance of EC Directive 33 implementation in Romania, including 443/209/EC and 510/2011/EC regulations regarding CO₂ emissions limits.</p>	http://www.mmediu.ro/beta/wp-content/uploads/2013/04/2013-04-Strategia-Nationala-Schimbarile-Climatice.doc
	Maximum emission levels	The Official Monitor (OM) no. 17/2012, Part I	A new law (no. 9/Jan. 2012) sets the tax bands for CO ₂ and pollutant emissions. These emission values may be used directly in setting procurement criteria.	http://www.dreptonline.ro/legislatie/legea_9_2012_taxa_pentru_emisiile_poluante_autovehicule.php
Spain	GPP criteria	IHOBE (Basque Environment Agency)	<p>IHOBE provides recommended GPP criteria for a wide range of product and service groups. The criteria are split into three ambition levels – basic, advanced and excellence.</p> <p>Although not explicitly mentioned, the guidance covers the requirements of the CVD, applying both technical specifications and (non-monetised) award criteria.</p>	www.ihobe.net/Paginas/Ficha.aspx?IdMenu=1f4ec000-9729-4520-b960-7ece1f86cd01



Country	Type of guidance/support	Publishing organisation	Description	Link
	GPP criteria	Catalan Government (Generalidad)	The Catalan Provincial Government also provides a set of recommended criteria for the procurement of vehicles and transport services, including reference to the transposition of the CVD.	www20.gencat.cat/docs/economia/70_Contractacio_JCCA/documents/Informes%20i%20altra%20documentaci%C3%B3/GUIA_vehicles_IF%20PLE%2020072012_cast.pdf
Sweden	Online database of clean vehicles	City of Stockholm, City of Malmo with financial support from Swedish Energy Agency	Miljofordon, the Swedish Clean Vehicle Portal provides a database of over 3,000 vehicles which meet the national definition of a clean vehicle – covering cars, vans and trucks. It provides information on fuel consumption CO ₂ tailpipe and well to wheel emissions, NO _x , particulates and noise.	www.miljofordon.se
	National GPP criteria	Swedish Environment Management Council (MSR/SEMCo)	MSR/SEMCo develop national GPP criteria for a large range of products and services – including light and heavy duty vehicles, and transportation services. Criteria are presented in three ambition levels - basic, advanced and spearhead. Currently available only in Swedish, though criteria are regularly translated into English.	http://www.msr.se/Upphandling/Kriterier/Fordon-och-transport/
UK	Guidance document	UK National Government (Dept. for Transport)	The UK Department for Transport has produced a detailed guidance document on the implementation of the CVD. The guide sets out the options available to procuring organisations, and provides additional guidance on vehicle types, alternative fuels and technologies, and other means of reducing	http://assets.dft.gov.uk/publications/guidelines-clean-energy-efficient-vehicles/guidelines.pdf



Country	Type of guidance/ support	Publishing organisation	Description	Link
			energy consumption and polluting emissions.	
	Online clean vehicle database	UK National Government (Dept. for Transport)	The VCA (UK national agency responsible for type approval for new vehicles) maintains the New Car and Van Fuel Consumption and CO ₂ database. Here you can search for information on new (and used) vehicles concerning CO ₂ emissions, fuel consumption, and use of alternative fuels.	http://carfueldata.dft.gov.uk/
	Guide on low carbon bus procurement & Cost calculator for buses	LowCVP	<p>A guide prepared by TTR for the LowCVP (Carbon Vehicles Partnership) on how local transport authorities can influence the deregulated bus market towards greater take up of low carbon bus.</p> <p>The guide is accompanied by a calculator that allows users to compare the additional cost and payback time when buying a low carbon emission bus in place of its conventional diesel equivalent.</p>	www.lowcvp.org.uk/lceb/docs/LTA_ToolKit_For_Low_Carbon_Buses.pdf www.lowcvp.org.uk/lceb/ltp/calculator.asp



4. Implication for CVD toolkit development

As indicated in the tables above, although some support and assistance is available at the European and national level, there is a clear need for additional implementation guidance. The database and lifetime cost calculator provided by the Clean Vehicle Portal provides a helpful resource for public authorities and transport operators, and some countries, such as Sweden, the UK and the Netherlands also have significant support available in identifying and selecting green vehicles, though this does not always relate directly to the CVD itself. Guidance that is available often tends to be relatively theoretical, with a lack of illustrative examples to help guide and inspire procurers when making decisions.

The findings of the Clean Fleets Needs Assessment provide a strong indication that clear guidance on how to implement the different methodologies offered by the CVD would be very welcome in most countries. In addition, given the profusion of options related to fuel and technology now available on the market, guidance, but also practical experiences would also be very valuable for purchasers – particularly in countries and authorities with less experience in clean vehicle procurement.

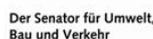
Several of the above publications provide a useful starting point in the development of the CVD guide, which can also be expanded to include the practical experiences of public authorities and fleet operators from different European countries.

5. Clean Fleets project

The Clean Fleets project (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.

For more information on the project please email procurement@iclei.org

Clean Fleets project partners



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