



Directive 2009/33

Procurement of Clean and Energy-Efficient Road Transport Vehicles Clean Fleets Workshop

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Extract of the Policy Context

2020 Climate and Energy package

- 20 % reduction of GHG by 2020
- improvement of energy efficiency by 20 %
- 10 % share of renewable energy in transport

2030 policy framework for climate and energy

- 40% reduction of greenhouse gases
- 27% share of renewable energy
- 30% increase of energy efficiency by 2030

Extract of the Policy Context

Transport White Paper mid-term review

The Union will stimulate environmentally-friendly innovation in particular by:

- successive European emission standards and
- promotion of clean vehicles on the basis of public procurement.

Clean Air Policy Package

- revised National Emission Ceilings Directive with stricter national emission ceilings
- air quality objectives depend to a very large extent on the implementation of Euro 6 real world emission standards.

The European alternative fuels strategy

→ *What are the main policy drivers?*

- **Reduce** the EU transport systems **oil dependence** in order to diversify and secure energy supply
- **Reduce** EU **GHG emissions** in line with the 20-20-20 Climate and Energy Package and the 2011 White Paper on Transport
- **Improve** the **air quality** in urban areas in order to meet EU air quality obligations
- **Enhance** the **competitiveness of the European industry**, boost innovation and generate economic growth



The European alternative fuels strategy

→ *What are the most important aims?*

- **Establish a coherent policy framework** that meets the long-term energy needs of all transport modes by building on a comprehensive mix of alternative fuels
- **Support the market development of alternative fuels** in a technologically neutral way by removing technical and regulatory barriers
- **Guide technological development and private investments** in the deployment of alternative fuels vehicles, vessels and infrastructure **and give confidence to consumers**

Closure of the Missing Link

Infrastructure
Common standards

**Sustainable
Market**

**RTD
Projects**

Green Car Initiative
Green eMotion
Hyfleet cute

**Market
incentives**

Subsidies
Fiscal advantages
EIB loans

**Regulatory
measures**

CO2 and pollutants
Fuel Quality and Renewable
Energy Directives
Green procurement

Elements of Directive 2009/33

Lifetime impacts have to be taken into account on a mandatory basis in purchase decisions on public transport vehicles:

- Energy consumption
- CO₂ emissions
- Pollutant emissions (NO_x, NMHC, PM)

Directive 2009/33

The "Clean Vehicles Directive" introduced the LCC approach into procurement law, monetization via a harmonized methodology

Applying to both public service providers and private entities providing public services, it provides for two basic options:

- The first one is to set **technical specifications for energy and environmental performance**.
- The second one is to include **energy and environmental impacts as award criteria** in the purchasing procedure.

Logic: Introducing environmentally-friendly vehicles to the market via public procurement.

Directive 2009/33

- If the impacts are monetised for inclusion in the purchasing decision, common rules shall be followed, as defined in the Directive.
- The lifetime impacts of vehicles include at least energy consumption, CO₂ emissions and emissions of the regulated pollutants of NO_x, NMHC and particulate matter.
- Purchasers may also consider other environmental impacts.

Directive 2009/33 Monitoring

- The Commission monitors the application of the Directive via reports to be issued every two years.
- The first report on the application of the Directive was published on 18 April 2013.
- Directive 2009/33 is being **evaluated externally at the moment** with a view to produce policy recommendations on its further handling by Q3 2015.
- The Energy Union Package announces a possible review for 2017. All further steps depend on the outcome of the evaluation.

Thank you for your attention!

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