clean fleets
purchasing clean public vehicles

INTRODUCING CLEAN VEHICLES INTO PUBLIC FLEETS

RECOMMENDATIONS FOR EUROPEAN AND NATIONAL POLICY MAKERS

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CLEAN FLEETS – STARTING POINT

- European public sector is potentially very powerful demand side actor in creating a market for alternative fuel vehicles (AFVs)

- Clean Vehicles Directive (CVD) published to try and harness this demand

- However – uptake of AFVs by European public authorities remains slow

CLEAN FLEETS – PURPOSE AND ACTIVITIES

Project aim:

- To support public authorities in the purchase of clean and energy efficient vehicles, within the framework of the Clean Vehicles Directive (CVD)

How?

- Provision of guidance, support tools, training and helpdesk

- Promotion of European, national and regional exchange

- Presentation of good practice examples

CLEAN FLEETS – OUTPUTS

Guidance and support tools:

- Procuring clean and efficient road vehicles - Clean Fleets Guide

- Clean Buses – Experiences with Fuel and Technology Options

- Life Cycle Cost (LCC) Calculation Tool

- Factsheets on the CVD, the operational lifetime costing methodology of the CVD, vehicle test cycles, European clean vehicle legislation.

- 9 Case studies

- Training materials/videos

CLEAN FLEETS – CONSORTIUM

Lead cities:

- Bremen
- London (TfL)
- Rotterdam
- Stockholm

Technical partners:

- ISIS
- TTR
- TÜV Nord

"Learners":

- Freiburg
- Palencia
- Sofia
- URTP (Union of Romanian Public Transport Operators)
- Zagreb

Co-ordination:

- ICLEI – Local Governments for Sustainability

CLEAN FLEETS – OUTPUTS

Exchange & capacity building:

- 4 European workshops: Bremen (Dec 2013), London (Mar 2014), Stockholm (May 2014), Rotterdam (Oct 2014)
- 16 national workshops
- Discussion group on clean vehicle procurement on the Procurement Forum – over 160 participants
- Interest group – over 700 participants
- 2 train the trainer workshops

CLEAN FLEETS – HURDLES IDENTIFIED

- Cost/price

- Lack of technical & market knowledge and expertise in choosing the right option

- Getting reliable data on consumption and emissions

- Awareness of, and weaknesses with, the CVD

CLEAN FLEETS RECOMMENDATIONS

FOR EUROPEAN AND NATIONAL POLICY MAKERS

CLEAN VEHICLE DEFINITION

Recommendation 1:

- *Introduce a Europe wide definition of a clean vehicle for all public vehicle purchases, with a maximum CO_2 emission value per vehicle category. This maximum value should be progressively tightened, with future values clearly mapped out for the coming years.*

CLEAN VEHICLE DEFINITION

Recommendation 2

• *Introduce a Europe wide definition of an advanced clean vehicle that may optionally be used by public authorities in procurement. This definition should be progressively tightened, with future values clearly mapped out for the coming years.*

CLEAN VEHICLE DEFINITION

Recommendation 3

- *Set minimum percentage of vehicles owned or leased by public authorities to meet the advanced clean vehicle definition by a certain date following the introduction of legislation.*

KNOWLEDGE/CAPACITY GAP

Recommendation 4

- *Oblige member states to establish capacity building programmes for fleet managers and vehicle procurers within public authorities.*

KNOWLEDGE/CAPACITY GAP

Recommendation 5

- *Oblige/encourage member states to establish national/regional centres of excellence on AFVs and fleet management, to promote and provide free direct advice to public authorities and other large fleet operators on sustainable mobility choices in general, and on potential AFV options, and act as a focal point for the collection of usage data and AFV market/technical knowledge.*

APPLICABILITY

Recommendation 6

- *Extend the applicability of the CVD to all operators of public services which involve the use of vehicles as a major component of the contract. This should also extend to cover companies who are subcontracted to the main contractor.*

APPLICABILITY

Recommendation 7

- *Require Member States to set a timetable for the gradual replacement/retrofitting of old, heavily polluting vehicles public authorities and public service operators to at least achieve the Euro 4/IV standard, accompanied by a subsidy scheme.*

- *An additional option for a certain percentage of vehicles in a service operator's fleet to meet the basic or advanced clean vehicle definition by the end of the contract could be included.*

WELL TO WHEEL EMISSIONS

Recommendation 8

- *For CO_2 emission limits and/or a clean vehicle definition, allow these emissions to be assessed at the WTW level, by taking into account emissions related to the production of electricity for EVs and PHEVs, and reducing the emissions of biofuels by a defined percentage.*

MONETISING EXTERNAL ENVIRONMENTAL IMPACTS

Recommendation 9

- *(If the OLC methodology is maintained) Only CO_2 emissions should be included in the OLC methodology. The minimum value given to CO_2 emissions as a default should be considerably increased, and, ideally, flexible.*

(COST)

Recommendation 10

- *Vehicle and fuel taxation schemes should be modified to encourage the use of AFVs and be more consistent across the EU*

Recommendation 11

- *Multiple measures aimed at increasing the financial attractiveness of AFVs should be applied in all levels of government.*

(TEST CYCLES AND EMISSIONS DATA)

Recommendation 12

- *Ensure the rapid introduction of realistic test cycles for both light and heavy duty vehicles as a matter of the highest priority, and that the CVD (or any replacement legislation) be reviewed in detail once this is in place.*

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