

Overview of ongoing study

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Ex-Post Evaluation of Directive 2009/33/EC – Clean Vehicle Directive

- Clean Fleets Final Workshop – 9:00-13:00
- Wednesday 21st May 2015

- **Aim:** To undertake an ex-post evaluation of Directive 2009/33 on the promotion of clean and energy-efficient transport vehicles (the ‘Clean Vehicle Directive’)
- **Undertaken for:** European Commission’s DG MOVE
- **Timescales:** December 2014 to July 2015
- **Build upon:** Previous report, also undertaken by Ricardo-AEA and TEPR (2012)

- **Methods:**
 - Review of relevant literature and policies
 - Engagement with Member States and stakeholders, including interviews, Expert Group meeting and workshop
 - Online survey of procurers to identify quantitative data on implementation
 - Case studies to illustrative particular points and to provide relevant examples
 - Use information gathered to:
 - Answer evaluation questions posed by the Commission
 - Assess the need for further action; recommend possible changes to Directive

Directive 2009/33: Introduction

- **Objectives:** “... promoting and stimulating the market for clean and energy-efficient vehicles and improving the contribution of the transport sector to the environment, climate and energy policies of the Community” (Article 1)
- **Deadline for Member State transposition:** 4 December 2010
- **Covers purchase of:** Cars (M_1 vehicles); buses (M_2, M_3); commercial vehicles (N_1, N_2, N_3); excludes off-road vehicles, those used in: ports; airports; by emergency services
- **Applies to:**
 - Public authorities
 - Entities providing services for public authorities in energy, water, post and transport sectors
 - Public transport authorities providing services on behalf of public authorities
- **Requires that at least following are taken into account in public procurement:**
 - Energy consumption
 - Emissions of carbon dioxide (CO_2)
 - Emissions of oxides of nitrogen (NO_x), non-methane hydrocarbons (NMHC) and particulate matter (PM)

Directive 2009/33: Important articles for the evaluation

- **Environmental/energy impacts: Means of taking these into account set out in Article 5(3)):**
 - Setting technical specifications for energy and environmental performance in the documentation for the purchase of the road transport vehicles
 - Including these in purchasing decision by:
 - Using impacts as award criteria (where a procurement procedure is applied)
 - Using monetisation methodology set out in Article 6 of the Directive (where impacts are monetised for inclusion in purchasing decision)

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- **Reporting and review (Article 10):** Commission required to prepare a report on Directive every two years to cover:
 - Application of the Directive
 - Complementary actions taken by Member States
 - Effects of the Directive, especially Article 5(3) options and how these have affected the market for vehicles (including an evaluation of Article 6 methodology)
 - Nominal/relative numbers of vehicles purchased corresponding to best market alternative
 - Need for further action, and proposals, as appropriate

Evaluation Questions: Relevance and Effectiveness

Relevance

1. To what extent is increasing the market share of clean vehicles...
2. To what extent is stimulating the public procurement of clean vehicles...
... an adequate means to contribute to the overall effectiveness of increasing energy efficiency and competitiveness and decreasing CO₂ and pollutant emissions of transport?

Effectiveness

3. To what extent has the mandatory inclusion of operational lifetime environmental and energy impacts in the procurement decision led to an increased market share of clean vehicles and contributed to reducing CO₂ and pollutant emissions from the transport sector?
4. To what extent has the provision of different options to include operational lifetime environmental and energy impacts stimulated the internalisation of operational costs in procurement decisions, and contributed to the harmonisation in determining these costs?
5. To what extent has the Directive promoted an increased awareness among the different stakeholders of the operational lifetime environmental and energy impacts of transport?

Efficiency

6. To what extent has the Directive generated benefits and costs for different stakeholders (e.g. national administrations, contracting authorities, transport operators, manufacturers)?
7. Could the effects have been achieved in a more efficient way (e.g. through other or additional legislative measures)?

European Added Value

8. Would it have been possible to obtain similar or better results in terms of the market share of clean vehicles without EU intervention, i.e. the Clean Vehicles Directive?
9. To what extent have the Directive and other associated Commission initiatives (e.g. Clean Vehicle Portal, Clean Fleets Project) integrated and/or supported a recognised exchange of good practices between contracting authorities in different Member States?

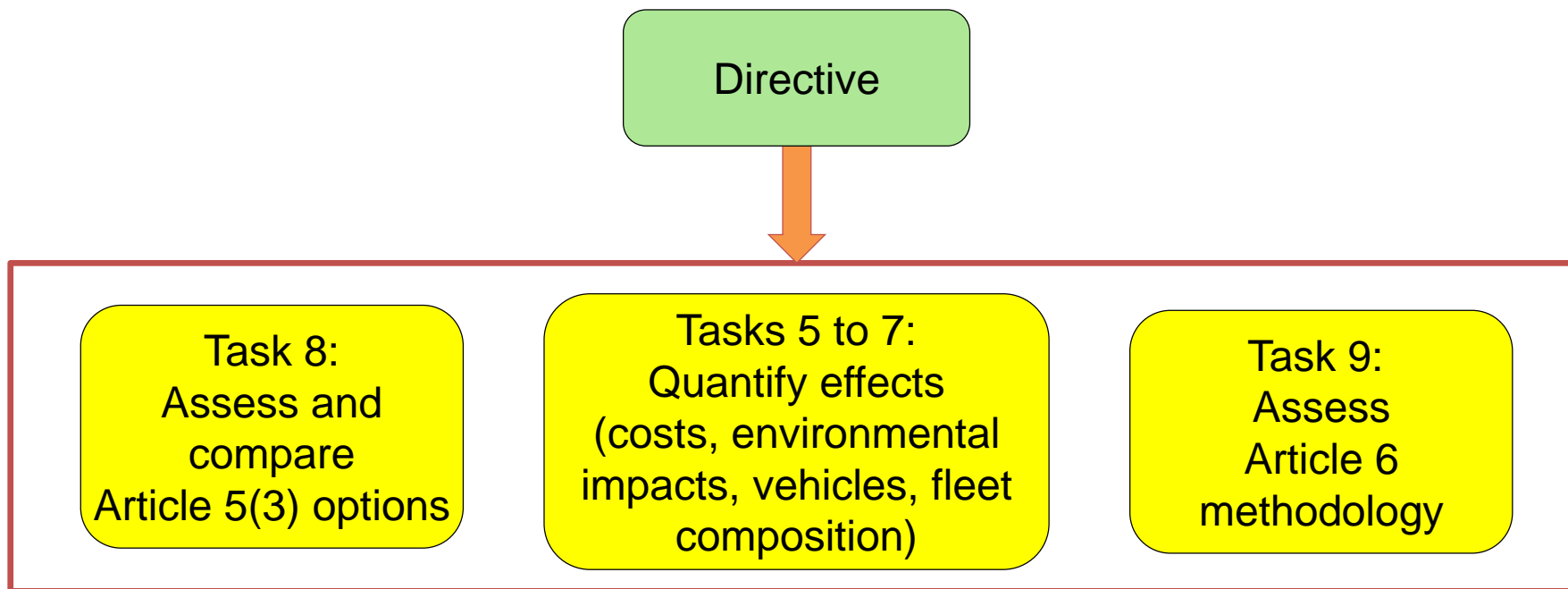
Coherence

10. How well does this legislation interact with other EU policies with similar objectives, in particular the general transport policy framework as laid down in the 20-20-20 Strategy, the 2030 framework for climate and energy policies, the 2011 Transport White Paper, the conclusions from CARS2020, pollutant emissions limits (EURO standards for light and heavy duty vehicles) and CO₂ limits for cars, the Clean Power for Transport Strategy, including Directive 2014/94 on the deployment of alternative fuel infrastructure?
11. To what extent is the provision of multiple options to include operational lifetime environmental and energy impacts coherent with the objective of harmonising the determination of these impacts?
12. To what extent are the provisions of the Clean Vehicle Directive coherent, complementary and/or redundant with the horizontal EU procurement legislation (in particular 2014/24/EU and 2014/25/EU)?

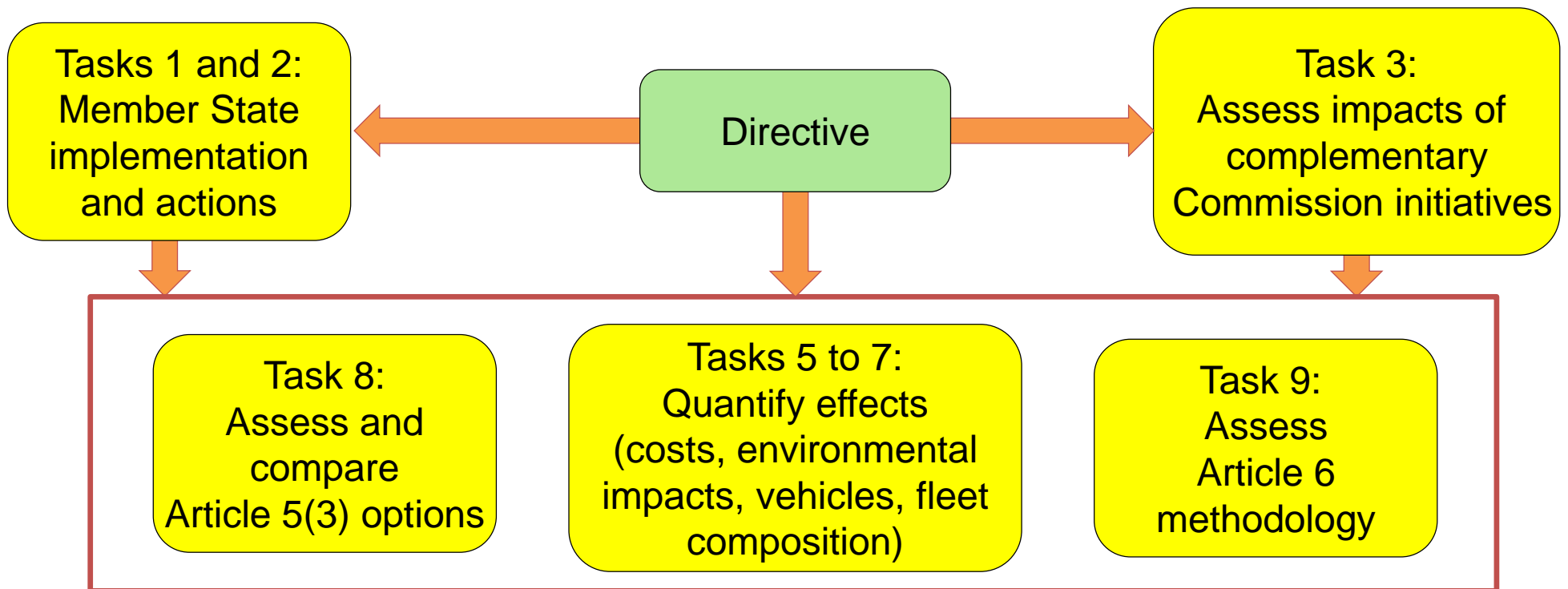
Sustainability

13. To what extent would the market develop differently should the intervention be ceased partially or completely at European level?

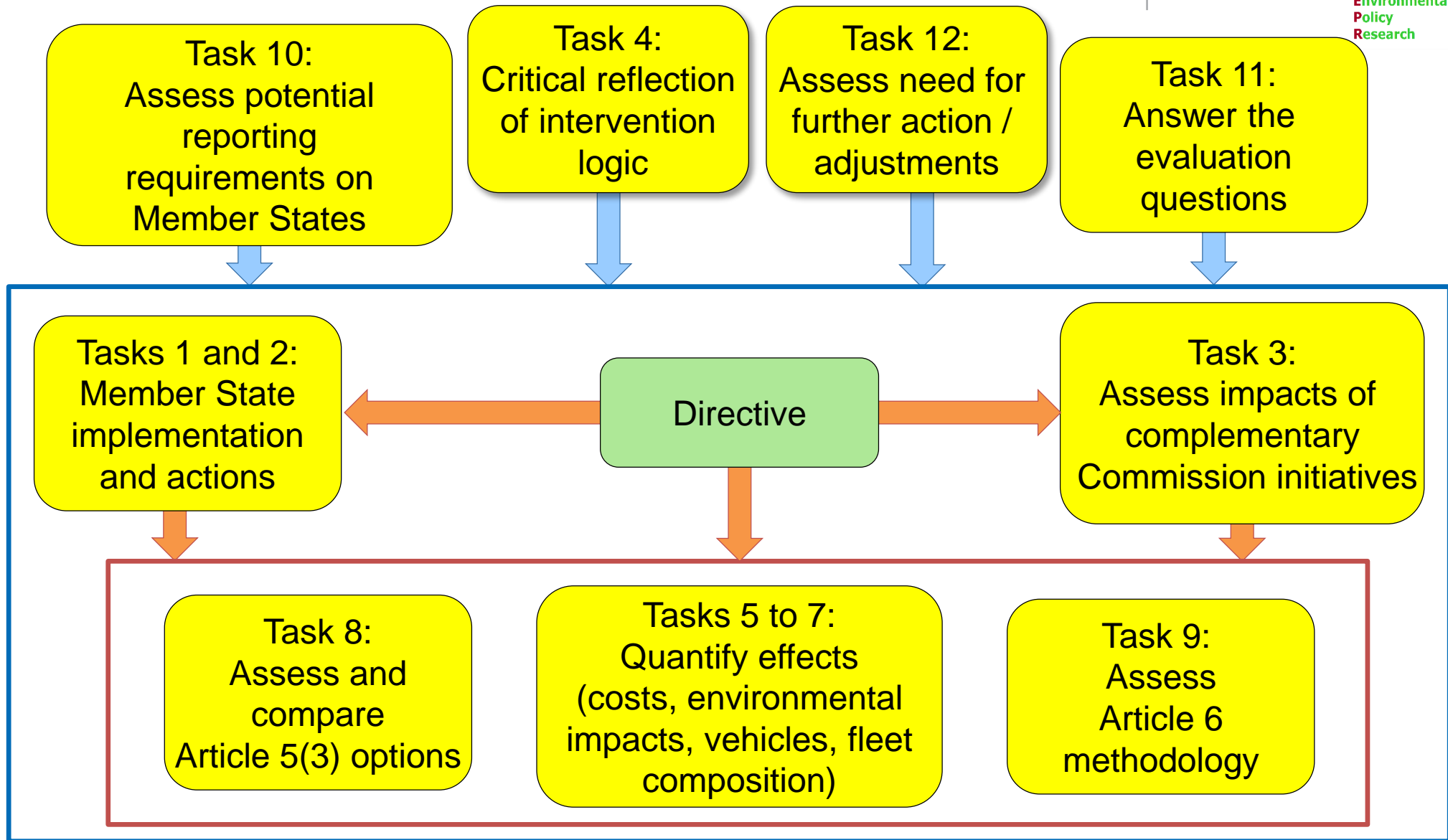
Project methodology: Overview



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