



MODULE 2: THE CLEAN VEHICLES DIRECTIVE (CVD)





2.2: NOTES ON THE CVD: UNDERSTANDING THE DETAIL



STICKY BITS

Points of clarification/ reiteration:

- Although fuel consumption and CO₂ emissions are very closely linked, they need to be addressed separately to ensure full compliance with the Directive.



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Points of clarification/ reiteration:

- Specifying minimum Euro Emissions Standards (for LDVs or HDVs) does not in itself constitute compliance with the CVD, as neither CO₂ emissions nor energy consumption levels are considered.



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Points of clarification/ reiteration:

- If an authority specifically requests a zero or very low tailpipe emissions technology (e.g. full electric or hydrogen), then emissions of CO₂ 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.



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Points of clarification/ reiteration:

- 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 CO₂ emissions level (or fuel consumption level, or Euro standard) as an average for the whole purchase



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Most commonly cited issues with the CVD:

- There are no minimum values stipulated, these factors just have to be “taken into account“ therefore
 - reluctant authorities can remain unambitious
 - procurers are sometimes unclear on what is acceptable and what is not in terms of thresholds for technical specifications or award criteria.