



European
Commission

Revision of EU GPP criteria for Transport

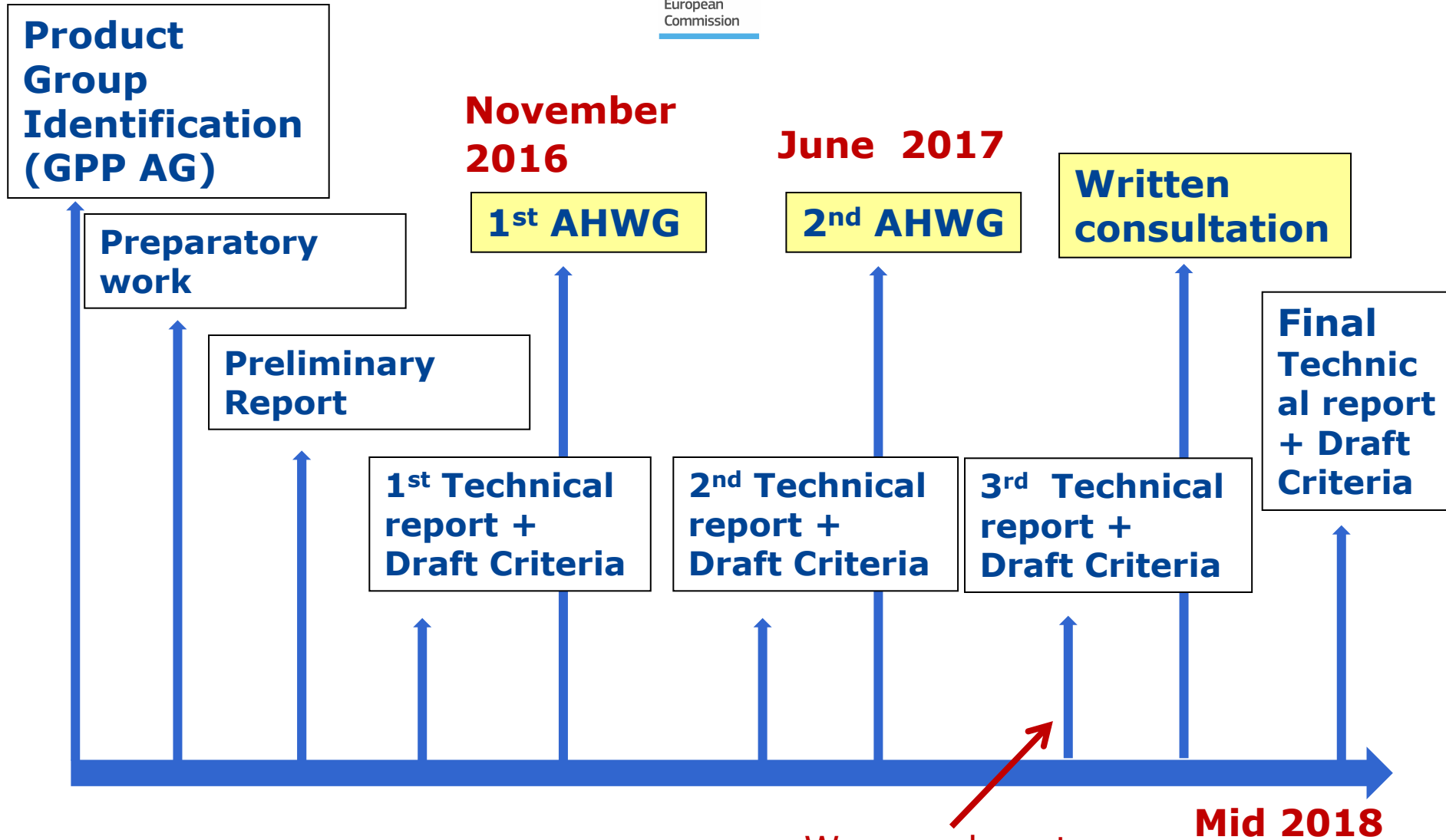
Progress update

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Joint Research Centre
the European Commission's
in-house science service



JRC Science Hub: ec.europa.eu/jrc



EU GPP – quick reminder

- **Subject matter:** product (good or service) that is to be bought
- **Technical specifications (TS):** mandatory requirements to be fulfilled by all products offered by the tenderers
- **Award criteria (AC):** voluntary requirements that give points to tenderers whose products meet them
- **Selection criteria:** mandatory requirements that the tenderers (not the products) shall meet.
- **Contract performance clauses:** they set requirement on how the contract must be carried out by the contractor.
- **Core criteria:** basic level of EU GPP criteria
- **Comprehensive criteria:** advanced level of EU GPP criteria (more ambitious and/or covering more environmental issues)

EU GPP criteria for Transport Scope

- Category 1: Purchase, lease or rental of cars, LCVs and L-category vehicles
- Category 2: Mobility services (New category)
- Category 3: Purchase or lease of buses
- Category 4: Provision of public bus services
- Category 5: Purchase or lease of waste collection vehicles
- Category 6: Provision of waste collection services
- Category 7: Post, courier and moving services (New category)

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EU GPP criteria for Transport – today's focus

Cars, LCV and L-category vehicles

	Proposed criterion	Core	Compr
TS	1 CO ₂ emissions and energy efficiency	X	X
	2 Air pollutant emissions	X	X
	3 Gear shift indicators (GSI)	X	
	4 Energy consumption displays	X	X
	5 Vehicle specific eco-driving information	X	X
	6 Traffic information and route optimisation		X
	7 Minimum warranty of the battery	X	X
AC	1 Lower CO ₂ emissions	X	X
	2 Energy efficiency		X
	3 Improved air pollutant emissions performance	X	X
	4 Zero tailpipe emission capability	X	X
	5 Speed limiter		X
	6 Extended warranty	X	X

Category 1: Purchase, lease or rental of cars, LCVs and L-category vehicles

CO2 EMISSIONS

- **Well-to-Wheel analysis** → Identification of best technologies:
 - **Best ICEVs** → Cost-effective → **COREL LEVEL**
 - **Electric and semi-electric vehicles** → still not cost-effective, but purchase costs are expected to go down → **COMPREHENSIVE LEVEL**
- From **Well-to-Wheel analysis** to **Tank-to-Wheel criteria** by means of TS on type approval CO2 emissions
 - **Decreasing tiers from 2018 to 2021** → towards EU targets
 - **Comprehensive TS type approval CO2 emissions = 45 g/km**
- Fuels produced under specific pathways (e.g. biomethane, advanced biofuels) → **no dedicated fuel supply systems** → production **pathway usually unknown** and out of the control of contracting authorities

Category 1: Purchase, lease or rental of cars, LCVs and L-category vehicles

AIR POLLUTANT EMISSIONS – NO_x and PN

- RDE performance mandatory :
 - **2.1 Euro 6 limit in September 2019 for all new cars**
 - **1 (+ margin) Euro 6 limit in January 2020/21**
- EU GPP TS core
 - **1 (+ margin) Euro 6 limit in September 2019**
 - **0.8 (+ margin) Euro 6 limit in January 2021**
- AC on zero tailpipe emissions capability → expressed as distance with no emissions
 - TS (mandatory) if poor air quality → aligned with low emission zones
- AC to promote technologies with better performance
→ **points proportional to absolute mg/km or #/km**

Category 3 and 5: Purchase or lease of buses and waste collection vehicles

- **WTW analysis** → Identification of best technologies showing a WTW GHG emissions reduction potential compared to conventional diesel vehicles
- **Criteria based on metrics?** → *VECTO has just been approved and data not available → technology-neutral criteria not possible now*
- **Technology-specific approach as interim solution** → list of eligible technologies for each duty cycle (city buses, intercity buses and coaches, and waste collection trucks)

Category 3 and 5: Purchase or lease of buses and waste collection vehicles

CORE LEVEL

Eligible technologies:

Hybridisation (city and intercity)

Aerodynamics (coach)

Electric and semi-electric

Hydrogen fuel cell

Dedicated natural gas vehicles using biomethane (min. 10%)

High pressure direct injection natural gas and OEM dual-fuel natural gas vehicle with min. 50% gas-energy ratios

COMPREHENSIVE LEVEL

Eligible technologies:

Electric and semi-electric

Hydrogen fuel cell using renewable hydrogen (min. 5%)

High pressure direct injection natural gas

OEM dual-fuel natural gas vehicle with min. 50% gas-energy ratios and dedicated Natural gas vehicles using biomethane (min. 15%)

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Service categories

- **Criteria based on fleet composition and fleet performance**
 - **CO2 emissions and minimum Euro 6/VI**
 - **The percentages of the fleet → set tiers that increment yearly.**
- **Selection criteria on **competence of the tenderer** → a minimum experience on identifying, evaluating and implementing technologies and measures to reduce GHG and air pollutant emissions**
- **Contract performance clause on **staff training** → eco-driving measures, which include proper feedback to drivers to reduce fuel consumption**
- **Technical specification on **Environmental management measures** → monitoring of indicators, emissions reduction plan and evaluation and correction of deviations.**
 - **+ Contract performance clause which sets bonuses for those outperforming the targets**

Category 2: Mobility services

Scope

- **Special-purpose bus services**
 - **Non-scheduled bus services**
 - **Hire of buses and coaches with driver**
 - **Taxi services**
 - **Car sharing**
- +
- *Emerging ways of mobility* → **combined mobility services**

Category 2: Mobility services

Mobility service vs vehicle

- Moving away from vehicles ownership → Category 2 criteria are less demanding than Categories 1 and 3 criteria → aimed at **promoting the purchase of services**
 - **AC on average type approval CO2 emissions / share of eligible technologies of the fleet**
- Urban areas with air quality issues → zero tailpipe emissions vehicles as TS at comprehensive level

Category 4 and 6: Provision of public bus services and waste collection services

- **GHG emissions criteria based on fleet composition**
 - **Option 1:** contracting authority sets the **routes** to be operated with vehicles equipped with the ***eligible technologies***
 - **For vehicles that require special infrastructure**
 - **Option 2:** contracting authority sets **% of the fleet** to be equipped with the ***eligible technologies***
 - **% increase 8% yearly**
 - **TS on fuels** → if **biomethane supply** is needed for the technology to be eligible → *tenderer will have to **ensure the fuel supply.***

Category 7: Post, courier and moving services

- **Technical specification on Cyclelogistics**
 - **Service fleet includes cycles and cycle trailers, which may be electrically power assisted cycles.**
 - **Minimising the use of motorised vehicles and addressing last mile issues.**
 - **Partnership with an urban consolidation centre whose fleet is composed by bikes and cargo bikes.**

Thank you very much

http://susproc.jrc.ec.europa.eu/product_bureau/

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