

Clean Vehicles Directive Etat des lieux de la révision

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Clean Mobility Package

Mobility Package II (08/11/2017)

- **Post 2020 new CO₂ standards** for cars and vans.
- An **action plan** and investment solutions for the trans-European deployment of **alternative fuels infrastructure**.
- The revision of the **Combined Transport Directive**.
- The Directive on **Passenger Coach Services**.
- The **battery initiative**.
- The **Clean Vehicles Directive** to promote clean mobility solutions in public procurement tenders and thereby provide a solid boost to the demand and the further deployment of clean mobility solution.

Objectives

The general objective of this initiative is to accelerate the public procurement of clean, i.e. low- and zero-emission or other alternatively fueled vehicles in the Union.

Specific objectives concern:

- SO1: Ensure that the Directive covers all relevant procurement practices
- SO2: Ensure that the Directive supports clear, long-term market signals
- SO3: Ensure that the Directive provisions are simplified and effective to use

Main problems of the Directive 2009/33/EC

- Scope of the Directive is limited
- No definition of a clean vehicle
- Wider choice of transposition options for MS
- Lack of clear criteria to monetize externalities
- ...

Impact Assessment

5 options

- PO1-PO5
- PO6 (preferred): extension of scope to vehicles rented, leased, hire purchased. Introduction of a definition based **on emission thresholds for light-duty vehicles**, and related minimum procurement targets at Member State level. Establishment of a **reporting obligation**. Commission is **entitled to adopt a delegated act to set the same approach for heavy-duty vehicles** once standards have been adopted at EU level. **Until then**, minimum procurement targets for heavy duty vehicles are set for **alternative fuels**.

Clean Vehicles Directive

Draft proposal

- **Scope:** extension of scope to vehicles rented, leased, hire purchased
- **Reporting:** every three years since 2026 with an intermediate report by 1 January 2023.

Clean Vehicles Directive

Draft proposal

- Clean Vehicle definition

Vehicle categories	2025		2030	
	CO ₂ g/km	RDE (% of NTE* limits)	CO ₂ g/km	RDE (% of NTE limits)
M1	25	80 %	0	n.a
M2	25	80 %	0	n.a
N1	40	80 %	0	n.a
M3, N2, N3	Electricity (<i>used for a relevant part of the operational use of the vehicle</i>), hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG))			

* update for M3, N2, N3 to come with delegated act after adoption of CO₂ standards for HDV (3rd Mobility package)

Clean Vehicles Directive

Draft proposal

- Minimum procurement targets:

Belgium	2025	2030	remarks
LDV	35 %	35 %	BEV = 1 (P)HEV, FC, CNG = 0,5
Trucks	10 %	15 %	BEV + bio-methane = 1 (P)HEV, FC, C(L)NG = 0,5 except target > 50 %
Buses	50 %	75 %	

Milestones

- 08/11/2017: publication of the draft proposal (*Clean mobility package*)
- 27/11/2017: presentation by the Commission (*Intermodal Working Party - Council*)
- 12/12/2017: first meeting with BE authorities representatives
- 09/03/2018: second working group meeting (*Council*): discussion on the *impact assessment*
- 14/03/2018: second meeting with BE authorities representatives
- 16/03/2018: third working group meeting (*Council*): first discussion on the *draft proposal*

Open Issues

- Which impact on local authorities?
- Which additional administrative burden regarding the reporting?
- What about WTE (*well-to-wheel*) emissions (on the way to LCA)?
- How to take into account real driving CO₂ emissions?
- What about TCO (*total cost of ownership*)?
 - Circular 307sexies: Purchasing Criterion (C) = $Q (\geq 50 \% \text{ Ecoscore}) * f / \text{TCO}$
- Scrutiny reserve regarding procurement targets dispositions
- ...