

# Promotion of clean and energy-efficient road transport vehicles

2005/0283(COD) - 18/04/2013 - Follow-up document

This is the first report on the application of Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles, and on supporting actions taken by Member States, as required by the Directive's Article 10. This so-called Clean Vehicle Directive aims at stimulating the market for clean and energy-efficient vehicles, thus contributing in the transport sector to the energy, climate and environment policies of the EU. The deadline for transposition was set for 4 December 2010.

The report's main conclusions are as follows:

- **Late transposition:** Directive 2009/33/EC has only been in force for a short period of time, with implementation in a number of Member States being delayed considerably. The late transposition of the Clean Vehicle Directive by most Member States has limited the experience with this Directive to date and has therefore provided challenges for the assessment of its impacts within the scope of this monitoring report.
- **Lack of reporting obligations on Member States:** the absence of reporting obligations for Member States and the inconsistencies in the data available have made the analysis difficult.
- **Procurement:** additional guidance appears necessary for the application of the different options of the Directive in order to take into account energy consumption, CO<sub>2</sub> and pollutant emissions when procuring vehicles.
- **Monetisation approach:** there is also the need to support the still novel monetisation approach - a methodology defined in the Directive for calculating lifetime operational costs for energy consumption, CO<sub>2</sub> emissions, and pollutant emissions of vehicles. Member States should provide this guidance, paying particular attention to their relevant national legislation. Dedicated training for staff responsible for implementing the relevant national legislation should also be taken into account.
- **Clean Vehicle Portal:** this portal, created by the Commission in 2009, is considered a **useful tool** in assisting public authorities with the procurement of clean and energy efficient vehicles, and concerning the prevalence of the experience acquired under this Directive. The Commission will upgrade the Portal to respond to the expectations of public and private procurers. Additionally, the functionality in relation to the stimulation of joint procurement of clean and energy efficient vehicles on the Portal will be improved, including the better facilitation of close contacts between the relevant national and regional authorities in the EU Member States and beyond.
- **Private customers:** according to the report, more attention to **private customers** could also enhance the impact of Directive 2009/33/EC, following the original objective of initially addressing the public sector directly, and subsequently reaching out to professional and private procurement.
- **Increase awareness:** various stakeholders, such as the EU industry associations, could develop **guidance**, as the International Association of Public Transport (UITP) has done, for their respective members in order to increase awareness of this Directive.
- **European Electro-mobility Observatory (EEO):** this observatory, launched by the Commission in December 2012, ensures the collection and dissemination of key statistical data on electromobility (battery electric and fuel cell electric vehicles) in a consistent manner by regional and local authorities. The EEO should become the **main information platform of European regions on electromobility**, as well as provide information on how public procurement at the local level influences the development of electric vehicles or fuel cell electric vehicles market in Europe.

**2014 review of the Directive:** in the next review of the Directive, scheduled for 2014, the Commission is planning to assess thoroughly the value added of the Directive. In this context, it may consider the

possibility of simplifying the application of the Directive by streamlining it. This could be done by narrowing choices on Member State level, for example, by focussing on the simplest approach with regard to calculations to be carried out. This would **prevent a possible fragmentation of the internal market** through different technological selections. It could then provide **better conditions for economies of scale for innovative vehicle technologies** through bundling demand within the internal market. Clear reporting obligations could also be imposed upon the Member States.