# Promotion of clean road transport vehicles in support of low-emission mobility

2017/0291(COD) - 18/04/2019 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 458 votes to 107, with 15 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council amending Directive 2009/33/EU on the promotion of clean and energy-efficient road transport vehicles.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amended the Commission proposal as follows:

***Objectives***

Under the amended draft Directive, Member States shall ensure that contracting authorities take into account, when procuring certain road transport vehicles through public procurement, the energy and environmental impacts of such vehicles throughout their life cycle, including energy consumption and emissions of CO2 and certain pollutants.

The objective shall be to promote and stimulate the market for clean and energy-efficient road transport vehicles and to increase the contribution of the transport sector to the Union's environmental, climate and energy policies.

The Directive shall apply to contracts for the purchase, leasing, rental or hire-purchase of road transport vehicles and to public service contracts for the provision of road passenger transport services above a threshold to be defined by Member States. It shall only apply to contracts for which the call for tender was sent two years after the date of entry into force of the amending directive.

***Minimum purchasing targets***

Member States shall ensure that the procurement of vehicles by means of public procurement meets the minimum public procurement targets set out in Table 3 of the Annex for clean light commercial vehicles and in Table 4 of the Annex for clean heavy commercial vehicles.

These targets would be expressed as minimum percentages of clean vehicles in the total number of road transport vehicles covered by the aggregate of all contracts awarded between the period starting two years after the date of entry into force of the amending Directive and 31 December 2025 for the first reference period, and between 1 January 2026 and 31 December 2030 for the second reference period.

For clean light commercial vehicles, the minimum targets shall would vary from 17.6% to 38.5% depending on the Member State. For heavy vehicles, the minimum targets would vary from 24% to 45% (for the first reference period) and from 33% to 65% (for the second reference period).

For the calculation of the minimum public procurement targets, the date of the public procurement to be taken into account is the date of completion of the public procurement procedure, by way of awarding of the contract.

The Commission shall facilitate the exchange of knowledge and best practices between Member States with regard to the promotion of the procurement by contracting authorities of clean and energy-efficient road transport vehicles by means of public procurement.

***Reports and review***

No later than three years after the date of entry into force of the Directive, Member States shall inform the Commission of the measures taken to implement this Directive and of the Member States' intentions regarding future implementation activities, including the timing and possible effort-sharing between different levels of governance, as well as on any other information which the Member State considers relevant.

By 31 December 2027, the Commission shall review the implementation of the Directive and be accompanied, where appropriate, by a legislative proposal to amend that Directive for the period after 2030, including for the setting of new ambitious targets and the extension of the scope to other categories of vehicles.