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Committee on the Environment, Public Health and Food Safety

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DRAFT REPORT

on the revised proposal for a directive of the European Parliament and of the Council on the promotion of clean and energy efficient road transport vehicles (COM(2007)0817 – C6-0008/2008 – 2005/0283(COD))

Committee on the Environment, Public Health and Food Safety

Rapporteur: Dan Jørgensen,

Symbols for procedures

- * Consultation procedure
majority of the votes cast
- **I Cooperation procedure (first reading)
majority of the votes cast
- **II Cooperation procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- *** Assent procedure
*majority of Parliament's component Members except in cases
covered by Articles 105, 107, 161 and 300 of the EC Treaty and
Article 7 of the EU Treaty*
- ***I Codecision procedure (first reading)
majority of the votes cast
- ***II Codecision procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- ***III Codecision procedure (third reading)
majority of the votes cast, to approve the joint text

(The type of procedure depends on the legal basis proposed by the Commission.)

Amendments to a legislative text

In amendments by Parliament, amended text is highlighted in ***bold italics***. In the case of amending acts, passages in an existing provision that the Commission has left unchanged, but that Parliament wishes to amend, are highlighted in **bold**. Any deletions that Parliament wishes to make in passages of this kind are indicated thus: [...]. Highlighting in *normal italics* is an indication for the relevant departments showing parts of the legislative text for which a correction is proposed, to assist preparation of the final text (for instance, obvious errors or omissions in a given language version). Suggested corrections of this kind are subject to the agreement of the departments concerned.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the revised proposal for a directive of the European Parliament and of the Council on the promotion of clean and energy efficient road transport vehicles (COM(2007)0817 – C6-0008/2008 – 2005/0283(COD))

(Codecision procedure: first reading)

The European Parliament,

- having regard to the revised Commission proposal to the European Parliament and the Council (COM(2007)0817),
 - having regard to Articles 251(2) and 175(1) of the EC Treaty, pursuant to which the Commission submitted the proposal to Parliament (C6-0008/2008),
 - having regard to Rule 51 of its Rules of Procedure,
 - having regard to the report of the Committee on the Environment, Public Health and Food Safety and the opinions of the Committee on Industry, Research and Energy, the Committee on the Internal Market and Consumer Protection and the Committee on Transport and Tourism (A6-0000/2008),
1. Approves the Commission proposal as amended;
 2. Calls on the Commission to refer the matter to Parliament again if it intends to amend the proposal substantially or replace it with another text;
 3. Instructs its President to forward its position to the Council and Commission.

Amendment 1

Proposal for a directive

Recital 4

Text proposed by the Commission

(4) The Commission Communication “An energy policy for Europe” proposed an EU commitment to achieve at least a 20% reduction of greenhouse gases by 2020 compared to 1990. Binding targets for further improvement of energy efficiency by 20%, a level of 20% of renewable energy and a 10% biofuels *share* in the motor fuel market in the Community by 2020 have been proposed, i.a. to improve security of energy supply by diversifying

Amendment

(4) The Commission Communication “An energy policy for Europe” proposed an EU commitment to achieve at least a 20% reduction of greenhouse gases by 2020 compared to 1990. Binding targets for further improvement of energy efficiency by 20%, a level of 20% of renewable energy and a 10% *share of sustainably produced and certified* biofuels in the motor fuel market in the Community by 2020 have been proposed, i.a. to improve

the fuel mix.

security of energy supply by diversifying the fuel mix.

Or. en

Amendment 2

Proposal for a directive Recital 11 a (new)

Text proposed by the Commission

Amendment

(11a) The broader application of certain technologies, such as vehicles powered by hydrogen, LPG (Liquefied Petroleum Gas) or CNG (Compressed Natural Gas), may require high initial investment costs related inter alia to infrastructure, and hence the Commission should consider how transparent and non-discriminatory rules for the provision of national and Community aid for such investments could be established and maintained to the benefit of the environment.

Or. en

Amendment 3

Proposal for a directive Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) According to the Commission impact assessment, 50% of vehicles purchased will correspond to the best market alternative in terms of overall lifetime costs, including external costs, when this Directive comes into force.

Or. en

Amendment 4

Proposal for a directive Recital 17 a (new)

Text proposed by the Commission

Amendment

(17a) Different cities wishing to brand themselves as environmentally conscious should be encouraged to do so and be offered branding opportunities through transparent and systematic disclosure on the Internet of information, calculations, decisions and benchmarking on public procurement pursuant to this Directive.

Or. en

Amendment 5

Proposal for a directive Article 1

Text proposed by the Commission

Amendment

Subject matter

This Directive requires the inclusion of operational lifetime costs of energy consumption, CO₂ emissions, and pollutant emissions as award criteria in the procurement of road transport vehicles, by contracting authorities or contracting entities within the meaning of Directives 2004/17/EC and 2004/18/EC or as criteria for the purchase of such vehicles by operators under contract, licence, permit or authorisation granted by public authorities, ***in order to promote clean and energy efficient vehicles.***

Subject matter ***and objective***

This Directive ***seeks to promote and drive the market for environmentally friendly and energy efficient vehicles, by using public procurement based on the inclusion of real operational lifetime costs, including the environmental costs, as an active tool.*** The Directive requires the inclusion of operational lifetime costs of energy consumption, CO₂ emissions, and pollutant emissions as award criteria in the procurement of road transport vehicles, by contracting authorities or contracting entities within the meaning of Directives 2004/17/EC and 2004/18/EC or as criteria for the purchase of such vehicles by operators under contract, licence, permit or authorisation granted by public authorities.
The objective of this Directive is to ensure a certain demand for clean and energy

efficient road transport vehicles, which is sufficiently substantial to encourage manufacturers and the industry to invest in and further develop vehicles with low costs for energy consumption, CO₂ emissions, and pollutant emissions.

Or. en

Amendment 6

Proposal for a directive Article 2 - paragraph 2

Text proposed by the Commission

2. Member States shall ensure that, no later than from **1 January 2012**, all public procurement of road transport vehicles by contracting authorities or contracting entities within the meaning of Directives 2004/17/EC and 2004/18/EC includes operational lifetime costs for energy consumption, CO₂ emissions, and pollutant emissions of road transport vehicles as award criteria, following the methodology defined in Article 3.

Amendment

2. Member States shall ensure that, no later than from **1 January 2010**, all public procurement of road transport vehicles by contracting authorities or contracting entities within the meaning of Directives 2004/17/EC and 2004/18/EC includes operational lifetime costs for energy consumption, CO₂ emissions, and pollutant emissions of road transport vehicles as award criteria, following the methodology defined in Article 3.

Or. en

Amendment 7

Proposal for a directive Article 2 - paragraph 3

Text proposed by the Commission

3. Member States shall ensure that, no later than from **1 January 2012**, all purchase of road transport vehicles for the provision of public passenger transport services under licence, permit or authorisation granted by public authorities includes operational lifetime costs for energy consumption, CO₂

Amendment

3. Member States shall ensure that, no later than from **1 January 2010**, all purchase of road transport vehicles for the provision of public passenger transport services under licence, permit or authorisation granted by public authorities includes operational lifetime costs for energy consumption, CO₂

emissions, and pollutant emissions of road transport vehicles as criteria, following the methodology defined in Article 3.

emissions, and pollutant emissions of road transport vehicles as criteria, following the methodology defined in Article 3.

Or. en

Amendment 8

Proposal for a directive Article 2 - paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Local, regional or national authorities which procure clean and energy efficient vehicles for at least 50% of their annual specific procurement may use the label 'clean and energy efficient urban road transport'. The Commission shall establish a uniform design for this label.

Or. en

Amendment 9

Proposal for a directive Article 3 - paragraph 1 - point a - indent 1

Text proposed by the Commission

Amendment

- the fuel consumption per kilometre of a vehicle according to paragraph 2 of this Article shall be converted into energy consumption per kilometre, using the conversion factors of Table 1 in the Annex for the energy content of the different fuels;

- the fuel consumption per kilometre of a vehicle according to paragraph 2 of this Article shall be ***counted in units of energy consumption per kilometre whether this is given directly, which is the case for instance for electrical cars, or not. Where the fuel consumption is given in different units, it shall be*** converted into energy consumption per kilometre, using the conversion factors of Table 1 in the Annex for the energy content of the different fuels;

Or. en

Amendment 10

Proposal for a directive Article 3 a (new)

Text proposed by the Commission

Amendment

Article 3a

Transparency

In order to encourage public debate and political deliberation on the lifetime costs related to public procurement, and without prejudice to any requirements laid down in Directives 2004/17/EC and 2004/18/EC, Member States shall ensure that all the actors mentioned in Article 2 make the information about energy and environmental costs referred to in Article 3 available to the public on the Internet with regard to each of the offers received.

To further stimulate the public political debate the Commission shall establish a scoreboard, based on the reporting pursuant to Article 6 and made available on the Internet, by which relatively similar cities and regions can be benchmarked and compared on their environmentally friendly procurement.

Or. en

Amendment 11

Proposal for a directive Article 6

Text proposed by the Commission

Amendment

1. Every *two years*, with effect from the date referred to in Article 8, *the Commission shall prepare a report on the application of this Directive and on the actions taken by individual Member States*

1. Every *year*, with effect from the date referred to in Article 8, *Member States shall compile, for the calendar year concerned, statistics on the numbers of vehicles purchased by the actors*

to promote the procurement of clean and energy efficient road transport vehicles.

2. The report shall assess the effects of this Directive and the need for further action, and include proposals as appropriate.

mentioned in Article 2, divided into the following four categories:

- passenger cars,*
- light commercial vehicles,*
- buses and coaches, and*
- other heavy vehicles.*

Each year, Member States shall forward that information, no later than 30 October, to the Commission, together with an estimate of how the criteria in Article 3 have affected the market.

2. No later than three years from the date referred to in Article 8, and every two years thereafter, the Commission shall prepare a report on the application of this Directive, including the information referred to in paragraph 1, and on the actions taken by individual Member States to promote the procurement of clean and energy efficient road transport vehicles.

The report shall assess the effects of this Directive *including quantitative indicators to evaluate the environmental benefits, the reporting by Member States* and the need for further action, and include proposals as appropriate.

The Commission shall relate the nominal and relative figures of vehicles purchased corresponding to the best market alternative in terms of overall lifetime costs, including external costs, within each of the four categories referred to in paragraph 1 to the overall market for these vehicles and estimate how the criteria in Article 3 have affected the market.

2a. The Commission shall in particular assess whether the expected effect of 50% of vehicles being purchased, corresponding to the best market alternative in terms of overall lifetime costs, including external costs, has materialised by 2012. If that is not the case, a proposal shall be presented no

later than 2014 to increase the share of clean and energy efficient vehicles and secure the expected and desired effect on the market and the environment, if necessary by inclusion of mandatory selection criteria.

Or. en

EXPLANATORY STATEMENT

The present proposal incorporates previous recommendations made by the Committee on the Environment

The current proposal replaces a previous proposal (COM (2005), 634 final) and, in key areas – as a result of consideration by the Committee on the Environment – incorporates a number of practical recommendations made by your rapporteur and other Members of Parliament.

Some of the most important features are that:

- all vehicles are covered by the Directive,
- CO2 emissions are included,
- the model is technology-neutral and flexible (rather than a static standard),
- public procurement is maintained as an instrument for promoting environmentally friendly vehicles,
- specific local considerations may be taken into account so that the subsidiarity principle is respected.

Lifetime costs calculated

The Directive requires all public procurers – or actors acting on behalf of or under licence from the public sector – to calculate not only the purchase price but also the lifetime costs for fuel, CO2 emissions and air pollution, and to use those as a criterion for purchase.

Public procurement as market catalyst

Your rapporteur firmly supports the idea of using public procurement as a market catalyst for environmentally friendly vehicles and has, therefore, adapted Article 1, stressing this aspect as a significant objective of the directive.

At European level, public procurement represents a very significant share of the market and having public authorities take a leading role by calculating and using ‘lifetime costs’ as a basis for procurement will ensure that the automobile industry is prompted to develop and invest in environmentally friendly vehicles with lower CO2 and pollutant emissions.

Transparency and public debate

If local decisions concerning the procurement of vehicles are to be swayed by environmental considerations, it is crucial that NGOs, citizens and local politicians have access to information about such procurement.

Your rapporteur has, therefore, amended the Directive in a number of areas with a view to strengthening transparency and public access to information, and improving the scope for comparison.

These amendments include:

- local authorities placing on the Internet all information concerning lifetime costs in

- connection with procurement decisions,
- the Commission establishing a scoreboard making it possible to compare how good local authorities are at buying environmentally friendly vehicles,
- the introduction of an 'environmentally friendly procurement label' which can be used by local and regional authorities pioneering the procurement of environmentally friendly vehicles.

Review and assessment of the impact of the Directive

It is important to assess to what extent the Directive in its present form has the desired effect. Your rapporteur has, therefore, proposed a number of amendments to ensure specific follow-up and evaluation of the impact on the market and the environment.

The Commission is, therefore, required:

- to report every other year on the implementation and impact of the Directive on the market in the various categories of vehicle and on the environment
- to evaluate to what extent the desired and expected impact of 50% of public procurement is achieved by 2012 and, if this is not the case, assess how the Directive can be amended so that this objective is achieved.

Implementation

Your rapporteur considers that it should be possible to introduce and use the prescribed method for calculating lifetime costs as early as 2010 and, therefore, proposes that the date should be brought forward so that the environmental and market effects can come into force as quickly as possible.