



Rialtas na hÉireann  
Government of Ireland



IRISH GPP  
CRITERIA:

# ROAD TRANSPORT VEHICLES & SERVICES



## IRISH GPP CRITERIA: ROAD TRANSPORT VEHICLES & SERVICES



This document sets out the core and comprehensive GPP criteria for application in the purchase of road transport vehicles and services. The criteria have been developed based on the 2021 EU GPP criteria, relevant Irish and European legislation, and consultation with a number of Irish public bodies. **They are intended to assist public and semi-state bodies in meeting the targets for procurement**

**of low and zero-emission vehicles under the Clean Vehicles Regulations<sup>1</sup> as well as the commitments under Ireland's Climate Action Plans.** Further context for the development of the criteria, and advice on how they can be applied and verified within tender procedures, is given in the accompanying guidance document.

These criteria have been updated as of April 2024, in line with policy and legislative changes

<sup>1</sup> S.I. No. 381/2021 - European Communities (Clean and Energy Efficient Road Transport Vehicles) (Amendment) Regulations 2021.



## WHAT DO THE CRITERIA COVER?

The following table summarises the core and comprehensive criteria for road transport vehicles and services. A merged cell indicates that the same criteria apply at core and comprehensive levels. The bracketed codes are for the purposes of completing eForms data on Green Public Procurement (BT-774). Further information on eForms is available [here](#).

| GPP IMPACT CODES FOR BT-774 IN EFORMS |   |
|---------------------------------------|---|
| <b>biodiv-eco</b>                     | The protection and restoration of biodiversity and ecosystems |
| <b>circ-econ</b>                      | The transition to a circular economy                          |
| <b>clim-adapt</b>                     | Climate change adaptation                                     |
| <b>clim-mitig</b>                     | Climate change mitigation                                     |

| GPP IMPACT CODES FOR BT-774 IN EFORMS |  |
|---------------------------------------|--|
| <b>other</b>                          | Other  |
| <b>pollu-prev</b>                     | Pollution prevention and control                                 |
| <b>water-mar</b>                      | The sustainable use and protection of water and marine resources |

In addition, the following eForms fields relate to contracts covered by the Clean Vehicles Directive (CVD) and Regulations – please refer to the information on pages 10-11 of this document regarding the scope of coverage and definition of low and zero-emission vehicles under the CVD.

| ID             | NAME                     | DESCRIPTION   |
|----------------|--------------------------|---|
| <b>BG-714</b>  | Clean Vehicles Directive | The procurement falls within the scope of the European Parliament and Council 2009/33/EC (Clean Vehicles Directive – CVD).  |
| <b>BT-735</b>  | CVD Information          | Information about the contracts and vehicles in the scope of the CVD  |
| <b>BG-7141</b> | CVD Contract Type        | The CVD legal basis to establish which category of contract types (purchase, lease, rent, hired-purchase, public service contracts and service contracts according to table 1 CVD) applies. |
| <b>BT-723</b>  | CVD Vehicles             | Details about the vehicles in the scope of the CVD  |
| <b>BT-715</b>  | Vehicle Category         | The category of vehicle falling within the scope of Directive 2009/33/EC, including: Light-duty vehicles (M1, M2, N1); Bus (M3); Truck (N2, N3); M1; M2; N1; N2; N3.                        |



| ID     | NAME                   | DESCRIPTION  |
|--------|------------------------|--|
| BT-725 | Vehicles               | The number of all vehicles (regardless of whether clean or not) falling within the scope of Directive 2009/33/EC. These vehicles have either been purchased, leased, rented, hired-purchased or their use has been contractually committed to for the provision of a purchased service falling within the scope of the Directive 2009/33/EC. |
| BT-716 | Zero Emission Vehicles | The number of zero-emission heavy-duty vehicles as defined by and falling within the scope of Directive 2009/33/EC. These vehicles have either been purchased, leased, rented, hired-purchased or their use has been contractually committed to for the provision of a purchased service falling within the scope of Directive 2009/33/EC.   |
| BG-714 | Clean Vehicles         | The number of clean vehicles as defined by and falling within the scope of Directive 2009/33/EC. These vehicles have either been purchased, leased, rented, hired-purchased, or their use has been contractually committed to for the provision of a purchased service falling within the scope of Directive 2009/33/EC.                     |

|                             |   |
|-----------------------------|---|
| TARGETS FROM BUYING GREENER | T11: 100% of all tenders for the public procurement of vehicles to procure <b>zero emissions vehicles only</b> , subject to exceptions as specified in the Public Sector Climate Action Plan Mandate 2023.  |
| RELEVANT IRISH GPP CRITERIA | <p><b>SECTION 2 LIGHT DUTY VEHICLES:</b></p> <ul style="list-style-type: none"> <li>TS1. Type-approval CO<sub>2</sub> value – comprehensive version</li> <li>TS2. Air pollutant emissions – comprehensive version</li> </ul> <p><b>SECTION 3 BUSES AND TRUCKS:</b></p> <ul style="list-style-type: none"> <li>TS1.1 Zero-emission buses and trucks – comprehensive version</li> <li>TS2. Air pollutant emissions – comprehensive version</li> </ul> |



| SECTION  | CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|--|
| <b>1. COMMON CRITERIA FOR ALL VEHICLE CATEGORIES</b>     | TS1. Tyre pressure monitoring systems (clim-mitig)   |  |
|  | TS2. Vehicle tyres – rolling resistance (clim-mitig; pollu-prev)   |  |
|  | TS3. Vehicle specific eco-driving information (clim-mitig; pollu-prev)   |  |
|  |  | TS4. Tyre noise (other; biodiv-eco)  |
|  | TS5. Compliance with EU Batteries Regulation (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar)                               |  |
|  | TS6. Compliance with End-of-life of Vehicles and Waste Management of Tyres (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar) |  |
|  | AC1. Life-cycle costing (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar)  |  |
|  |  | AC2. Vehicle noise (other; biodiv-eco)   |
|  | CPC1. End-of-life management   |  |
| <b>2. CARS, LIGHT COMMERCIAL AND L-CATEGORY VEHICLES</b> | TS1. Type-approval CO <sub>2</sub> value (clim-mitig)  | TS1. Type-approval CO <sub>2</sub> value (clim-mitig)  |
|  | TS2. Air pollutant emissions (pollu-prev)  | TS2. Air pollutant emissions (pollu-prev)  |
|  | TS3. Energy consumption display (clim-mitig; pollu-prev)   |  |
|  |  | TS4. Traffic information and route optimisation (clim-mitig)                                     |
|  | TS5. Minimum battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar)  |  |
|  | AC1. Lower CO <sub>2</sub> emissions (clim-mitig)  |  |
|  | AC2. Energy efficiency (clim-mitig; pollu-prev)  |  |
|  | AC3. Improved air pollutant emissions performance (pollu-prev)   |  |
|  | AC4. Zero tailpipe emission capability (clim-mitig; pollu-prev)  |  |
|  |  | AC5. Speed limiter (clim-mitig; pollu-prev)  |
|  |  | AC6. Extended battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar) |



| SECTION   | CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|---|--|--|
| <b>3. BUSES, TRUCKS AND COACHES</b>               | TS 1.1 Low and zero-emission buses and trucks (clim-mitig; pollu-prev)                           | TS 1.1 Zero-emission buses and trucks (clim-mitig; pollu-prev)                 |
|   | TS1.2 Technological options to reduce GHG emissions for coaches (clim-mitig; pollu-prev)         |  |
|   | TS2. Air pollutant emissions (pollu-prev)  | TS2. Air pollutant emissions (pollu-prev)                                      |
|   | TS3. Exhaust pipes (location) (other)  |  |
|   | TS4. Minimum battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar)  |  |
|   | AC1. Improved air pollutant emissions performance (pollu-prev)                                   |  |
|   | AC2. Extended battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar) |  |
|   |  | AC3. Air conditioning gases (clim-mitig)                                       |
| <b>4. REFUSE COLLECTION VEHICLES AND SERVICES</b> | TS1. Low and zero emission refuse collection vehicles (clim-mitig; pollu-prev)                   | TS1. Low and zero emission refuse collection vehicles (clim-mitig; pollu-prev) |
|   | TS2. Air pollutant emissions (pollu-prev)  | TS2. Air pollutant emissions (pollu-prev)                                      |
|   | TS3. Auxiliary units (clim-mitig; pollu-prev)  |  |
|   | TS4. Minimum battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar)  |  |
|   | AC1. Improved air pollutant emissions performance (pollu-prev)                                   |  |
|   | AC2. Electrification of auxiliary engines (clim-mitig; pollu-prev)                               |  |
|   | AC3. Extended battery warranty (circ-econ; biodiv-eco; clim-mitig; other; pollu-prev; water-mar) |  |
|   |  | AC4. Air conditioning gases (clim-mitig)                                       |
| <b>5. COMMON CRITERIA FOR SERVICE CONTRACTS</b>   | CPC1. New vehicles   |  |
|   | SC1. Competences of the service provider (clim-mitig; pollu-prev)                                |  |
|   | TS1. Environmental management measures (clim-mitig; pollu-prev)                                  |  |
|   |  | AC1. Lubricant oils, hydraulic fluids and grease (circ-econ; other)            |
|   | CPC1. New vehicles (clim-mitig; pollu-prev)  |  |
|   | CPC2. Driver training (clim-mitig; pollu-prev)   |  |
|   | CPC3. Environmental management measures (clim-mitig; pollu-prev)                                 |  |
|   | CPC4. Low viscosity lubricant oils (clim-mitig; pollu-prev)                                      |  |
|   | CPC5. Vehicle tyres – rolling resistance (clim-mitig; pollu-prev)                                |  |
|   | CPC6. Tyre noise (other; biodiv-eco)   |  |



| SECTION                                     | CORE CRITERIA  | COMPREHENSIVE CRITERIA                                       |
|---|--|--|
| <b>6. BUS TRANSPORT SERVICES</b>            | TS1. Low and zero-emission buses (clim-mitig; pollu-prev)    | TS1. Low and zero-emission buses (clim-mitig; pollu-prev)    |
|   | TS2. Air pollutant emissions (pollu-prev)                    | TS2. Air pollutant emissions (pollu-prev)                    |
|   | TS3. Exhaust pipes (location) (other)                        |  |
|   | AC1. Improved air pollutant emissions (pollu-prev)           |  |
|   |  | AC2. Air conditioning gases (clim-mitig)                     |
|   | CPC1. New vehicles (clim-mitig; pollu-prev)                  |  |
| <b>7. MOBILITY SERVICES</b>                 | TS1. Low and zero-emission vehicles (clim-mitig; pollu-prev) | TS1. Low and zero-emission vehicles (clim-mitig; pollu-prev) |
|   | TS2. Air pollutant emissions (pollu-prev)                    | TS2. Air pollutant emissions (pollu-prev)                    |
|   | AC1. CO <sub>2</sub> emissions (clim-mitig)                  |  |
|   | AC2. Air pollutant emissions (pollu-prev)                    |  |
| <b>8. POST, COURIER AND MOVING SERVICES</b> | TS1. Low and zero-emission vehicles (clim-mitig; pollu-prev) | TS1. Low and zero-emission vehicles (clim-mitig; pollu-prev) |
|   | TS2. Cyclelogistics (clim-mitig; pollu-prev)                 |  |
|   | TS3. Air pollutant emissions (pollu-prev)                    | TS3. Air pollutant emissions (pollu-prev)                    |
|   | AC1. CO <sub>2</sub> emissions (clim-mitig)                  |  |
|   | AC2. Air pollutant emissions (pollu-prev)                    |  |



## HOW CAN THE CRITERIA BE APPLIED AND VERIFIED?

Information about how each of the criteria can be verified is included. The different possible means of verification, including certificates of conformity, test reports, manufacturer declarations and ecolabels are explained in the guidance document. Please note that the verification methods form an

essential part of the criteria and must be included in tender documents to ensure that suppliers are aware of how compliance with the criteria will be assessed.

### VEHICLE TESTING AND CERTIFICATES OF CONFORMITY – EU STANDARDS

All new vehicles sold in the EU must have a Certificate of Conformity (CoC). This provides information regarding the environmental and safety performance of the vehicle and compliance with EU standards. Further information on EU type approval of vehicles is available *here*.

From September 2017 the EU procedure for testing emissions from vehicles changed from the New European Driving Cycle (NEDC) to the Worldwide Harmonised Light Vehicles Test Procedure (WLTP). WLTP is more accurate in reflecting current driving trends and technological developments. The introduction of WLTP at European level is aimed at measuring in a more accurate way: fuel consumption, CO<sub>2</sub> emissions related to fuel consumption, pollutant emissions and energy consumption values of alternative powertrains.

The Real Driving Emissions (RDE) test was introduced as a complementary test to WLTP to measure pollutants such as nitrogen oxides (NOx) in real life driving conditions. This was a response to widespread evidence that real-life emissions (particularly of NOx) did not match laboratory results. From 2019, all new vehicles must include RDE information in the Certificate of Conformity.

WLTP and RDE, respectively tie in with the EU Regulation setting CO<sub>2</sub> emission targets reductions for vehicles and the Euro 6 Regulation setting acceptable limits for exhaust emissions of new vehicles. Regulation (EU) 2023/443 specifies the detailed technical requirements and test procedures for the emissions type approval of light duty vehicles.

Some simple market research in advance of tendering should be sufficient to confirm that products and services are available which meet the criteria and verification requirements. If in doubt, contracting authorities may wish to consult the EU GPP Helpdesk regarding the application of the criteria, or consult other public authorities who have recently conducted tenders in these sectors.

The notes which appear in *italics* are for reference/completion by the contracting authority and should be removed prior to including the GPP criteria in tender documents.

**Good practice examples** related to GPP for road transport can be found on the European Commission's *website*.





## ROAD TRANSPORT VEHICLES AND SERVICES: GPP APPROACH

### KEY ENVIRONMENTAL IMPACTS

- Climate change impacts linked to tailpipe emissions and fossil fuel extraction
- Air pollution from combustion engines (PM, Nox, NMHC)
- Fuel consumption and air pollution from tyre wear
- Emissions from electricity production for electric vehicles
- Impacts linked to battery production and disposal
- Noise pollution
- Air, water and soil pollution from lubricants and tyres



### GPP APPROACH

- Maximum CO<sub>2</sub> emissions for cars and vans, in line with EU and national policy and legislation
- Low or zero-emission technologies for heavy duty vehicles
- Maximum air pollutant emissions based on real driving conditions
- Tyre pressure monitors and rolling resistance of tyres
- Minimum energy efficiency for electric cars and LCVs
- Minimum battery warranties
- Maximum vehicle and tyre noise emissions
- Lower impact tyres and lubricants



The GPP criteria are divided into:

- **SELECTION CRITERIA (SC)** – used to assess the ability of an operator to perform a contract. Can only include criteria specifically related to the subject matter of the contract.

**(Transport example – for services:** The tenderer must have relevant experience in: identifying, evaluating and implementing the available technologies and measures to reduce well-to-wheels GHG emissions and air pollutant emissions; and monitoring and reporting procedures of the GHG emissions.)

- **TECHNICAL SPECIFICATIONS (TS)** – used to set minimum requirements that must be met by all tenders. Must relate to the characteristics of the work, supply or service being purchased.

**(Transport example – for electric vehicles:** the tenderer must provide a minimum warranty of the battery of 160,000 km or 8 years against capacity loss below 70% of its original value at delivery, tested according to EN 62660 or equivalent)

- **AWARD CRITERIA (AC)** – used to stimulate additional environmental performance, but are not mandatory

**(Transport example – for cars, LCVs, or L-type vehicles:** Up to [X] marks will be awarded to vehicles based on their energy efficiency expressed in kWh/100km according to the WLTP test procedure. The vehicle(s) with the lowest energy consumption which meet all specified requirements will be awarded full marks under this criterion, with all other compliant vehicles being scored proportionately.)

- **CONTRACT PERFORMANCE CLAUSES (CPC)** – specify how a contract must be carried out. Relevant to service contracts

**(Transport example – services:** If a vehicle belonging to the assigned service fleet is replaced, the new vehicle must maintain or improve the overall profile of the fleet in terms of GHG and air pollutant emissions)



## IRISH GPP CRITERIA – HOW TO READ THE TEMPLATE

|                                     |   |
|-------------------------------------|---|
| <b>Scope</b>                        | Defines the products and services to which the criteria apply.  |
| <b>Exclusions</b>                   | Identifies any related products or services which are not covered by the criteria.  |
| <b>References</b>                   | The primary sources consulted to develop the Irish GPP criteria.  |
| <b>Eco-labels</b>                   | Type I eco-labels and other labels which address relevant environmental characteristics of the products or services and may be used either to define GPP criteria, verify compliance or both. Labels with equivalent criteria must also be accepted.  |
| <b>Legislation and Standards</b>    | Relevant EU and Irish legislation which applies within the sector and International, European or Irish standards which may be referenced in selection criteria, technical specifications, award criteria or contract performance clauses. References to standards should be accompanied by the words 'or equivalent'.   |
| <b>Notes</b>                        | Practical tips and advice on applying the criteria, and explanations of the environmental impacts being addressed.  |
| <b>Core Criteria</b>                | Criteria which can be applied by any Irish public body, and which are expected to have minimal effect on costs or verification effort.  |
| <b>Comprehensive Criteria</b>       | Criteria which go beyond the core requirements to target enhanced environmental performance and may imply some additional costs or verification effort.   |
| <b>Selection Criteria</b>           | Criteria which operators must meet in order to be eligible for tender submission (in a two-stage procedure) or award (in an open procedure).  |
| <b>Specification</b>                | Minimum requirements which all tenders must meet. Where multiple specifications are included in the criteria, these may be used together (recommended) or separately.   |
| <b>Specification – Variant</b>      | An optional alternative to the specification, which allows alternative solutions to be considered.  |
| <b>Award Criteria</b>               | Criteria which target environmental performance beyond the minimum requirements of the specification. These may be qualitative or quantitative in nature and must be weighted for evaluation. It is up to the contracting authority to determine an appropriate weighting based on its priorities and the totality of criteria which it is applying in a specific tender. |
| <b>Contract Performance Clauses</b> | Clauses which can be inserted into contracts in order to manage environmental aspects and promote progressive improvements in delivery.   |



SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

|                          |   |
|--------------------------|---|
| <p><b>SCOPE</b></p>      | <ol style="list-style-type: none"> <li>1. <b>Purchase, lease, or rental/hire of cars, light commercial vehicles (LCVs) and L-category vehicles:</b> Cars and LCVs (M1 and N1 vehicles), as defined by <i>Regulation (EU) 2018/858</i>; and L-category vehicles as defined by <i>Regulation (EU) 168/2013</i> (Mopeds and motorbikes, as well as all-terrain vehicles (quads) and other small vehicles with 3 or 4 wheels).</li> <li>2. <b>Purchase or lease or rental/hire of buses, trucks and coaches:</b> N2, N3, M2 and M3 vehicles, as defined by Regulation (EU) 2018/858. <ul style="list-style-type: none"> <li>• <b>Category N2:</b> Vehicles designed for the carriage of goods and having a maximum mass &gt; 3.5 tonnes ≤ 12 tonnes</li> <li>• <b>Category N3:</b> Vehicles designed for the carriage of goods and having a maximum mass &gt; 12 tonnes</li> <li>• <b>Category M2:</b> Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.</li> <li>• <b>Category M3:</b> Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes</li> </ul> <p>Under Regulation UNECE Regulation 107, vehicles of category M3 with areas for standing passengers to allow for frequent passenger movement are considered to be buses, while vehicles of category M3 with very limited or no area for standing passengers are considered to be coaches.</p> </li> <li>3. <b>Bus services (including city buses and coaches): Bus services or Public transport services:</b> Defined as those covered by CPV codes 60112000-6 (Public road transport services).</li> <li>4. <b>Refuse collection vehicles and services:</b> Vehicles of category N2 and N3, or heavy duty vehicles (HDVs), as defined by Regulation (EU) 2018/858, that are designed to provide services that fall into the CPV categories of 'Refuse collection services' (CPV code: 90511000-2) and 'Refuse transport services' (90512000-9); Services that fall into the CPV categories of 'Refuse collection services' (90511000-2) and 'Refuse transport services' (90512000-9)</li> <li>5. <b>Mobility services:</b> Special-purpose road passenger-transport services as covered by common procurement vocabulary (CPV) code 60130000-8; Non-scheduled passenger transport as covered by CPV code 60140000-1 (this includes contracted out transport services, e.g. transport for pupils/ students who are not able to travel by themselves; Hire of buses and coaches with driver as covered by CPV code 60172000-3; Taxi services as covered by CPV code 60120000-5; Cycles: Bicycles (CPV codes 34430000-0 and 34431000-7), cycle trailers, electrically power-assisted cycles (CPV code 34420000-7; Light electric vehicles and self-balancing vehicles within the scope of CEN/TC 354. Definitions of cars, LCVs, L-category vehicles and buses also apply to this category.</li> <li>6. <b>Post, courier and moving services:</b> Services that fall into the CPV categories for various postal, courier and moving services: Group 641 Post and courier services, with the exception of rail, airmail and mail transport over water; 79613000-4 Employee relocation services; 63100000-Cargo handling and storage services; 98392000-7 Relocation services</li> </ol> |
| <p><b>EXCLUSIONS</b></p> | <p>Special purpose vehicles such as armoured vehicles, track-laying vehicles, mobile cranes, self-propelled vehicles designed to perform work and not carrying passengers or goods.</p>   |



## SCOPE, REFERENCES, LEGISLATION &amp; CERTIFICATIONS/LABELS

LEGISLATION  
& STANDARDS

- **Euro emission standards:** Common, mandatory standards for emissions from vehicles placed on the market after a given date (e.g. Euro 6, Euro 7). See *this page* for further information.
- **Clean and Energy-efficient Road Transport Vehicles Regulations 2021 (S.I. 381/2021):** All contracting authorities and entities must meet minimum targets for the procurement of low and zero-emission vehicles, expressed as a percentage of their total vehicle procurement (including via service contracts) over specified time periods. See *note below on revised Clean Vehicles Regulations*.
- **European Union (End of Life Vehicles) Regulations 2014 (S.I. 281/2014)** as amended by *S.I. 566/2016, S.I. 183/2018, S.I. 82/2020* and *S.I. 532/2023*: place obligations on producers (vehicle manufacturers and importers) including registration with local authorities, vehicle design requirements and the establishment of national collection systems for the recovery and treatment of end-of-life vehicles. The compliance scheme is operated by *ELVES*.
- **Waste Management (Tyres and Waste Tyres) Regulations 2017 (S.I. 400 of 2017)** requires any manufacturer, wholesaler, supplier, trader, retailer or waste tyre collector who, in the course of business, supplies tyres or waste tyres to other persons, to join the compliance scheme operated by the approved body (Circol ELT).
- **Regulation (EU) 2020/740 on the labelling of tyres with respect to fuel efficiency and other parameters** specifies technical requirements relating to rolling resistance and noise and places a number of obligations on the suppliers (manufacturers / importers) and distributors (retailers) of tyres and vehicles. See the *EU Energy Label site on tyres*.
- **Directive (EU) 2023/1791 on energy efficiency (Energy Efficiency Directive)** significantly raises the EU's ambition on energy efficiency. It requires the public sector to lead by example and set minimum requirements for energy efficiency in public buildings and in public procurement. These requirements will now apply to all contracting authorities and entities when carrying out procurement above the EU thresholds. In relation to tyres, only tyres that comply with the criterion of having the highest fuel energy efficiency class, as defined in Regulation (EU) 2020/740 may be purchased or used in service contracts, unless justified by safety or public health reasons (Article 7 and Annex IV of Directive 2023/1791).
- **European Union (Paints, Varnishes, Vehicle Refinishing Products and Activities) Regulations 2012 (S.I. 564/2012)** as amended by *S.I. 398/2014* sets requirements regarding Volatile Organic Compounds (VOCs) in the **respraying or recoating of vehicles**. It is an offence for facilities (including mobile operators) which carry out these activities to operate without a valid Certificate of Approval, issued by a local authority. A valid and up to date Certificate of Approval should be required from any operator engaged to provide such services.
- **Regulation (EU) 2023/1542 concerning batteries and waste batteries.** Companies placing batteries on the market must identify, prevent and address social and environmental risks linked to the sourcing, processing and trading of raw materials such as lithium, cobalt, nickel and natural graphite contained in batteries. In procurement, contracting authorities and entities must take account of the environmental impacts of batteries over their life cycle with a view to ensuring that such impacts are kept to a minimum.
- **European Union (Batteries and Accumulators) Regulations 2014 (S.I. No. 283/2014)** impose obligations on persons who supply batteries to the Irish market, whether as retailers, importers or manufacturers.



SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

|                          |   |
|--------------------------|---|
| <p><b>REFERENCES</b></p> | <ol style="list-style-type: none"> <li>1. European Commission – <i>EU GPP criteria for road transport</i> (2021) and <i>Technical Background Report</i></li> <li>2. Zero Emission Vehicles Ireland – <i>Information for the Public Sector</i> Department of Transport (2021) Summary of key provisions of S.I. No. 381 of 2021</li> <li>3. Local Government Management Association (2023) <i>Local Authority Fleet: Strategy to Decarbonisation</i></li> <li>4. Sustainable Energy Authority of Ireland – Resources on EVs including <i>Buying an Electric Vehicle</i> and <i>Compare and Calculate</i> tool; information on Tyre <i>Energy Labelling</i></li> <li>5. Topten.eu – <i>Comparative data on electric and combustion vehicles</i></li> <li>6. <i>Big Buyers Community of Practice on Heavy Duty Electric Vehicles – Analysis of Market Gaps</i></li> <li>7. <b>Non-road mobile machinery (NRMM):</b> While NRMM is outside of the scope of the EU/Irish criteria for road transport, sample criteria and good practice examples are available from the <i>Big Buyers Initiative</i> and <i>Zero Emission Construction Sites Community of Practice</i>.</li> </ol>   |
| <p><b>ECO-LABELS</b></p> | <p>For tyres: <i>EU energy label for tyres</i> (mandatory)<br/>For lubricants: <i>European Ecolabel for lubricants</i> (voluntary)</p>  |
| <p><b>NOTES</b></p>      | <p><b>Ireland’s Climate Action Plan – Public Sector Mandate on Electric Vehicles</b></p> <p>Since 2021, Ireland’s Climate Action Plan has included a specific action on electric vehicles, as part of the Public Sector Mandate. The Public Sector Mandate applies to all bodies covered by decarbonisation targets, except for Local Authorities, Commercial Semi-State Bodies, and the School Sector. In relation to vehicles, bodies covered by the mandate must:</p> <p>“Procure (purchase or lease) only zero-emissions vehicles from the end of 2022, enabling Ireland to go beyond the requirements of the [Clean Vehicles Directive] and act as an international leader in this area. An exception applies where the vehicle is exempt under [S.I. 381 of 2021, the Clean Vehicles Regulations].</p> <p>Public sector contracts for delivery and haulage should specify zero-emissions vehicles where possible.</p> <p>As an enabler for the switch to zero-emissions vehicles and meeting Climate Action Plan targets, in 2024 public sector bodies with a vehicle fleet should develop a plan for installation of charging infrastructure in relevant locations. The plan should align installation of infrastructure with timelines for decarbonisation of the body’s fleet. The plan should be included in the body’s Climate Action Roadmap.” (Source: Climate Action Plan 2024, page 121.)</p> <p>Progress on the implementation of the mandate will be tracked through the SEAI M&amp;R system using a “comply or explain” approach.</p> <p><b>The comprehensive Irish GPP criteria for road transport are aligned with the requirements under the Public Sector Mandate. As not all public or semi-state bodies are covered by the mandate, and due to the exemptions which apply for certain vehicle types, the core criteria allow procurement of low-emission vehicles, in addition to zero-emission vehicles.</b></p> |



SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

NOTES

**Clean vehicles legislation:** The recast Clean Vehicles Directive (*Directive 2019/1161/EU*, amending *Directive 2009/33/EC*) aims to increase the uptake of clean (low- and zero-emission) vehicles in public procurement by setting minimum Member State procurement targets and extending the scope to include leased, rented or hire-purchased vehicles and certain transport service contracts. The revised Directive was transposed into Irish law by *S.I. 381/2021*. Under these Regulations, all contracting authorities and entities must take emissions and energy-efficiency into account when procuring road transport vehicles/services valued above the EU threshold. The Regulations apply to cars, vans, trucks and buses (excluding coaches) where they are procured through:

- Purchase, lease, rent or hire-purchase contracts covered by Directive 2014/24/EU or 2014/25/EU
- Public service contracts for the provision of passenger road transport services (Reg. 1370/2007) valued above €1,000,000
- Service contracts for public road transport services, special-purpose road passenger-transport services, non-scheduled passenger transport, refuse collection services, mail and parcel transport and delivery.

**Minimum binding targets for the share of clean (low- or zero-emission) vehicles procured apply to all public and utility sector bodies.** The percentages below are to be calculated in relation to the total number of road transport vehicles covered by all contracts which fall within the scope of the Regulations, during the relevant reference period. **Public authorities must report all vehicle procurement contracts via the SEAL Monitoring & Reporting system.**

| Light-duty vehicles      |                          | Heavy-duty vehicles        |                            |
|--------------------------|--------------------------|----------------------------|----------------------------|
| 2 Aug 2021 – 31 Dec 2025 | 1 Jan 2026 – 31 Dec 2030 | 2 Aug 2021 – 31 Dec 2025   | 1 Jan 2026 – 31 Dec 2030   |
| 38.5%                    | 38.5%                    | Trucks: 10%    Buses: 45%* | Trucks: 15%    Buses: 65%* |

\* Half of the target for the share of clean buses must be fulfilled by procuring zero-emission buses. This requirement is lowered to one quarter of the target for the first reference period if more than 80% of the buses covered by all contracts awarded during that period in a Member State, are double-decker buses.

The core GPP criteria set out in this document reflect the requirements needed to meet the definition of a clean (low or zero-emission) vehicle under the CVD. Note that the maximum emissions, and therefore the eligible vehicle technologies, will change from 1 January 2026.



**SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS**

**NOTES**

A number of vehicle types are excluded from the Regulations, including:

- Coaches (vehicles of category M3 other than Class I & Class A);\*
- Agricultural or forestry vehicles;
- Two or three wheeled vehicles and quadricycles (category L);\*
- Track-laying vehicles;
- Self-propelled vehicles designed to perform work and not carrying passengers or transporting goods;
- Armoured vehicles;
- Hearses;
- Ambulances;
- Wheelchair accessible vehicles (WAVs);
- Mobile cranes;
- Vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities; and
- Vehicles designed and constructed for use by the armed services, civil defence, fire services and forces responsible for public order.

The exemptions reflect the limited market availability of zero- and low-emission vehicles meeting operational requirements for these categories.

\*Coaches and L-type vehicles are included in the scope of the GPP criteria, but do not count towards the targets under the CVD.

Further information on the recast Clean Vehicles Directive is available [here](#).

**Definition of ‘Clean Vehicles’ – emission limits and eligible technologies under the Directive**

For light-duty vehicles (M1, M2 and N1), the following requirements apply:

| Vehicle Category | Until 31 December 2025 |   | From 1 January 2026  |   |
|------------------|------------------------|---|----------------------|---|
|                  | CO <sub>2</sub> g/km   | RDE* Air Pollutant Emissions as a % of emissions limits | CO <sub>2</sub> g/km | RDE* Air Pollutant Emissions as a % of emissions limits |
| M1               | 50                     | 80%   | 0                    | N.A.  |
| M2               | 50                     | 80%   | 0                    | N.A.  |
| N1               | 50                     | 80%   | 0                    | N.A.  |

\*Real driving emissions (RDE) refer to measured levels of nitrogen oxides (NOx) and other pollutants based on real driving conditions. This type of testing is mandatory for all new vehicles and the RDE are recorded in point 48.2 of the vehicle certificate of conformity.





## SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

### NOTES

The number of electric vehicles on the market and their range is rapidly increasing, while prices are decreasing - EV battery prices fell by 79% between 2012 and 2019, with a further 67% fall projected by 2030.<sup>2</sup> For further information about costs and available models you may wish to consult the SEAI resources on EVs including *Buying an Electric Vehicle* and *Compare and Calculate* tool, and the *Topten.eu* website.

**Heavy-duty vehicles** (trucks, buses, refuse collection vehicles etc) classified as clean under the Directive are those powered by hydrogen, battery electric, plug-in hybrids, natural gas (both CNG and LNG, including biomethane), liquid biofuels, synthetic and paraffinic fuels, or LPG.<sup>3</sup> Conventional hybrid vehicles (without the capacity to recharge externally) are not considered 'clean' vehicles.

Where liquid biofuels, synthetic and paraffinic fuels are used, they must be used unblended (i.e. in concentrations of 100% without any fossil fuels), and be produced from feedstocks with low indirect land-use change (ILUC) emissions. This means that biofuels such as biodiesel produced from palm oil, which has very high ILUC emissions, are not considered clean.

The Directive also sets a separate definition for **zero-emission heavy-duty vehicles** (HDVs), as a sub-category of clean heavy-duty vehicles. Zero-emission HDVs are trucks and buses without an internal combustion engine, or with an internal combustion engine that emits less than 1g CO<sub>2</sub>/kWh as measured in accordance with Regulation (EC) No 595/2009, or that emits less than 1g CO<sub>2</sub>/km as measured in accordance with Regulation (EC) No 715/2007.

Retrofitted or second-hand vehicles may be counted towards the CVD targets if they meet the relevant emission requirements.

<sup>2</sup> Climate Action Plan (2019), p 86

<sup>3</sup> These are the fuels listed in the Alternative Fuels Infrastructure Directive (Directive 2014/95)



## SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

### NOTES

#### Charging Infrastructure in Ireland

For a country of its size, Ireland has one of the more comprehensive charge point networks currently in place across Europe. Details of the location of ESB eCars publicly accessible charge points can be found [here](#).

There are currently three different types of charge point available in Ireland:

##### 1. PUBLICLY ACCESSIBLE CHARGE POINTS

As of 2023, there were over 2,100 publicly accessible charge points in Ireland. These are connected to a local 3-phase electricity supply and depending on the car type and battery size, charging takes between 1 and 6 hours. Public charge points are accessed in a secure manner using a special RFID charge point card. Under the *National EV Charging Network Plan*, additional charging infrastructure will be delivered.

##### 2. FAST CHARGE POINTS

Fast charge points can deliver higher power to electric cars resulting in a much shorter charging time than domestic charging. Fast charge points are installed mainly along inter-urban routes to facilitate nationwide electric car travel. Fast charging can be done using 3-phase, 63A AC (44kW) or 120A, 400V DC (50kW). A 50kW DC fast charge point can charge a suitable electric car up to 80% in 20-30 minutes. ESB is also installing **high powered (150kW)** chargers at key locations on the national road network. These chargers will typically provide a driving range of 100km in six minutes.

##### 3. HOME CHARGE POINTS

Home and public charge points are standardized for Mode 3 charging using an IEC Type 2 socket, (commonly referred to as a 'Mennekes socket') which is a 7-pin socket. This was as a result of extensive consultation and research with input from car manufacturers about the next generation of electric cars. This Mode 3 charging has additional safety features and communication aspects and will eventually be deployed in all European countries. It is accepted internationally as the safest method of charging.



SCOPE, REFERENCES, LEGISLATION & CERTIFICATIONS/LABELS

**EU Batteries Regulation – Regulation (EU) 2023/1542 concerning batteries and waste batteries**

The increasing use of battery electric vehicles has clear environmental benefits in terms of tailpipe emissions and fossil fuel use. However, the production, use and end-of-life of batteries is itself environmentally intensive, and relies upon critical raw materials which are typically sourced from outside of the EU and have significant environmental and social risks attaching to their production. These include lithium, cobalt, nickel and natural graphite. The EU Batteries Regulation aims to address these impacts and to make batteries sustainable throughout their entire life cycle – from the sourcing of materials to their collection, recycling and repurposing. It was adopted in July 2023, with requirements for economic operators, national authorities and public procurers coming into effect on a staggered basis from February 2024 onwards.

**A key feature of the Batteries Regulation is that it requires contracting authorities and entities, when carrying out procurement covered by Directives 2014/24/EU or 2014/25/EU, to take account of the environmental impacts of batteries over their life cycle with a view to ensuring that such impacts are kept to a minimum.** The Commission may establish award criteria for procurement procedures for batteries, or products containing batteries, based on the sustainability requirements laid down in the Regulation. While these award criteria have not yet been adopted at the time of publication, the Irish GPP criteria for road transport, specifically TS5, aim to ensure that operators bidding for contracts are compliant with applicable obligations under the Batteries Regulation, at the time when they come into force.

These include:

**NOTES**

- Requirements regarding restricted substances, carbon footprint, recycled content, performance and durability, removability and replaceability, and safety of batteries, as set out in Articles 6-12 of the Regulation;
- Environmental and social due diligence requirements set out in Articles 48-52 of the Regulation (from 18 August 2025);
- Labelling requirements laid down in Articles 13 and 14 of the Regulation (from 18 August 2024 for the information on the state of health and expected lifetime of batteries, and from the relevant date of application for other labelling and marking requirements);
- Conformity assessment and notification requirements laid down in Chapters IV and V of the Regulation;
- Obligations for manufacturers, suppliers, authorised representatives, importers, distributors and fulfilment service providers laid down in Chapter VI of the Regulation (from 18 August 2024);
- Requirements on management of waste batteries, including Extended Producer Responsibility, laid down in Chapter VIII of the Regulation;
- From 18 February 2027 each electric vehicle battery placed on the market or put into service shall have an electronic record ('digital battery passport'), accessible via QR code which includes information on the material composition, carbon footprint, responsible sourcing, recycled and renewable content and expected battery life time (inter alia).

The Irish GPP criteria will be updated to reflect any common award criteria established by the European Commission in relation to batteries. Further information is available on the EU Batteries Regulation [here](#).



## 1. COMMON GPP CRITERIA FOR ALL VEHICLE CATEGORIES

### SUBJECT MATTER

Purchase, lease or rental/hire of the following road transport vehicles with low environmental impact:

- Cars, light commercial vehicles (LCVs) and L-category vehicles
- Buses, trucks and coaches
- Refuse collection vehicles

### CORE CRITERIA

### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATIONS

#### TS1. Tyre Pressure Monitoring Systems (TPMS)

All vehicles must be equipped with a tyre pressure monitoring system, meaning a system fitted on a vehicle which can evaluate the pressure of the tyres or the variation of pressure over time and transmit corresponding information to the user while the vehicle is running, or, in the case of buses and refuse collection trucks, systems that transmit monitoring information to the operator site.

**Verification:** The tenderer must provide the technical sheet of the vehicle showing how tyre pressure is monitored. Service providers must outline their procedures for maintaining optimal tyre pressure.

**Note:** TPMS achieve an average fuel consumption reduction of 1% (Mustafic et al.,2014). They are mandatory for all new passenger cars but not for LCVs or heavy-duty vehicles.

#### TS2. Vehicle tyres — rolling resistance (not to be used if, for safety reasons, tyres with the highest wet grip class, snow tyres or ice tyres are needed)

All vehicles must be equipped with:

- Tyres that comply with the highest fuel energy efficiency class for rolling resistance expressed in kg/tonne, as defined by Regulation (EU) 2020/740 on the labelling of tyres with respect to fuel efficiency and other parameters; OR
- Retreaded tyres.

**Verification:** The tenderer must provide the energy label of the tyre according to Regulation (EU) 2020/740 (case a), or the notice of approval according to Annex 1 of UNECE Regulation 109 for retreaded tyres (case b).

**Note:** *Low rolling resistance tyres can reduce fuel consumption by several percentage points. The best-performing tyres are widely available, but often not chosen by consumers due to low awareness. Under the Energy Efficiency Directive (2023/1791) contracting authorities and entities are required to procure tyres in the highest energy efficiency class. While retreaded tyres are currently excluded from the scope of EU energy labelling, they have other environmental benefits in terms of material usage, and are subject to approval under the UNECE regulation. Regulation EU 2020/740 provides that efficiency requirements for retreaded tyres will apply once a suitable testing method to measure their performance is available.*



| CORE CRITERIA   | COMPREHENSIVE CRITERIA   |
|---|--|
| TECHNICAL SPECIFICATIONS  |  |
| <p>TS3. <b>Vehicle specific eco-driving information</b></p> <p>Vehicles must be equipped with information/ instructions on eco driving. In the case of vehicles with an internal combustion engine, the user manual of the vehicle must include guidelines on early shifting, maintaining a steady speed at low revolutions per minute (RPM) and anticipating traffic flows. In case of hybrid and electric vehicles, the information must include the use of regenerative braking to save energy. For plug-in hybrid electric vehicles and range extended electric vehicles, it must include specific instructions to maximise the distance driven electrically. This information may be provided in the form of training sessions with a minimum of [X] hours of training required. <i>[complete if training requested/required]</i></p> <p><b>Verification:</b> The tenderer must provide the technical sheet of the vehicle where this information is stated, and <i>[if relevant]</i> a description of the content and format of the training.</p> | <p>TS4. <b>Tyre noise</b> (not to be used if, for safety reasons, tyres with the highest wet grip class, snow tyres or ice tyres are needed)</p> <p>The vehicles must be equipped with:</p> <ul style="list-style-type: none"> <li>a. tyres whose external rolling noise emission levels are 3dB below the limit values established by Regulation (EU) 2020/740. This is equivalent to the top category (of the three available) of the EU tyre label external rolling noise class.</li> </ul> <p style="text-align: center;"><b>OR</b></p> <ul style="list-style-type: none"> <li>b. retreaded tyres</li> </ul> <p><b>Verification:</b> The tenderer must provide the energy label of the tyre according to Regulation (EU) 2020/740 for tyres under case a) or the notice of approval according to Annex 1 of UNECE Regulation 109 for retreaded tyres (case b).</p> |



CORE CRITERIA

COMPREHENSIVE CRITERIA

TECHNICAL SPECIFICATIONS

**TS5. Compliance with EU Batteries Regulation**

*See explanatory note on Batteries Regulation.*

Tenderers are required to demonstrate that any batteries supplied under the contract comply with all applicable requirements under *EU Regulation 2023/1542* on Batteries and Waste Batteries ('the Regulation') as well as *S.I. No. 283/2014*. This includes:

- i.** Compliance with the sustainability and safety requirements laid down in Articles 6 to 10 and 12 of the Regulation (from the relevant date of application for each of the requirements);
- ii.** Compliance with the labelling requirements laid down in Articles 13 and 14 of the Regulation (from 18 August 2024 for the information on the state of health and expected lifetime of batteries, and from the relevant date of application for other labelling and marking requirements);
- iii.** Compliance with the conformity assessment and notification requirements laid down in Chapters IV and V of the Regulation (from the relevant date of application for each of the requirements);
- iv.** Compliance with the obligations for manufacturers, suppliers, authorised representatives, importers, distributors or fulfilment service providers (as applicable) laid down in Chapter VI of the Regulation (from 18 August 2024);
- v.** Compliance with the environmental and social due diligence requirements set out in Chapter VII of the Regulation (from 18 August 2025);
- vi.** Compliance with the applicable requirements on management of waste batteries, including Extended Producer Responsibility, laid down in Chapter VIII of the Regulation (from the relevant date of application for each of the requirements);
- vii.** Compliance with the requirements regarding digital battery passports set out in Chapter IX of the Regulation (from 18 February 2027).

**Verification:** The tenderer must provide a statement detailing how it has complied, or will comply from the relevant date, with each of the above obligations. If any of the requirements laid down in the Regulation are considered inapplicable, an explanation for this must be provided. At the time of delivery of the batteries, documentation confirming compliance with the applicable obligations, including relevant labels, audit reports, certificates of conformity, registration for the purposes of compliance with Extended Producer Responsibility, and battery passport details, must be provided to the contracting authority.

**TS6. Compliance with End-of-life of Vehicles and Waste Management of Tyres**

Tenderers must detail the arrangements which they, or their subcontractors/partners, have in place to ensure compliance with the following legislation:

- European Union (End of Life of Vehicles) Regulations 2014 (S.I. 281 of 2014), as amended
- Waste Management (Tyres and Waste Tyres) Regulations 2017 (S.I. 400 of 2017)

**Verification:** A description of the end-of-life procedures which will be applied in respect of all vehicles and tyres under the contract must be provided, together with evidence of registration with a relevant scheme or body in accordance with the legislation.



CORE CRITERIA

COMPREHENSIVE CRITERIA

AWARD CRITERIA

AC1. **Life-cycle costs**

The cost of vehicles will be evaluated on the basis of total life-cycle costs (LCC). Tenderers are required to complete the spreadsheet included in the tender documents with the requested data regarding their vehicles. This information will be used to calculate LCC and the tender with the lowest life-cycle cost will be awarded [X] marks, with other tenders being scored according the following formula:

$$\text{Score Tender A} = [X] * \frac{\text{Lowest LCC}}{\text{LCC}_{\text{TENDER A}}}$$

**Verification:** The completed spreadsheet must be submitted with the tender and where indicated, supporting documentation verifying the data must be provided. The data entered in the spreadsheet will become binding under the contract with the successful tenderer.

**Note:** See guidance on *Life-cycle costing for vehicles*.

AC2. **Vehicle noise**

A maximum of [X] marks will be awarded to vehicles whose noise emissions are compliant with the Phase 3 limits of Regulation (EU) No 540/2014. The noise emissions will be tested according to Annex II of Regulation (EU) No 540/2014.

**Verification:** The tenderer must provide the vehicle's certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.

**Note:** *The Phase 3 limits will become mandatory for type approvals from 1 July 2024 and new vehicle registrations from 1 July 2026, after which this award criterion will only be relevant for service contracts or purchasing second-hand vehicles.*

CONTRACT PERFORMANCE CLAUSES

CPC1. **End-of-life management**

*To be applied in conjunction with TS6*

At the time of submitting an invoice in respect of any vehicles, tyres or batteries supplied under the contract, the contractor must provide evidence of the end-of-life collection and recycling arrangements that apply in accordance with applicable legislation. This may be in the form of a link showing up-to-date registration with authorised schemes for end-of-life treatment of vehicles, tyres and batteries.

**Note:** The schemes operated by *Circol ELT* (tyres), *ELVES* (vehicles) and the registration body *Producer Register Limited* (Batteries/WEEE/Tyres) are relevant to verify compliance.



## 2. GPP CRITERIA FOR CARS, LIGHT COMMERCIAL & L-CATEGORY VEHICLES

### SUBJECT MATTER

Purchase, lease, or rental/hire of cars, light commercial vehicles (LCVs) and L-category vehicles with low environmental impact.

**Important:** The common criteria set out in Section 1 also apply to these vehicle categories.

### CORE CRITERIA

### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATIONS (TS)

#### TS1. Type-approval CO<sub>2</sub> value

**Note:** The below specification is aligned with the targets under S.I. 381/2021 (Clean Vehicles Regulations). For bodies subject to the Public Sector Climate Action Mandate, only battery electric vehicles should be purchased unless the vehicle type is exempt under S.I. 381/2021.

Type approval CO<sub>2</sub> emissions of vehicles must not exceed the following values based on the worldwide harmonised light vehicle test procedure (WLTP):

| VEHICLE TYPE           | CO <sub>2</sub> g/km                                 |
|------------------------|--|
| All M1 and N1 vehicles | Until 31 December 2025: 50<br>From 1 January 2026: 0 |
| L-category vehicles    | 0  |

**Verification:** Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.

#### TS1. Type-approval CO<sub>2</sub> value

**Note:** The below specification is aligned with the Public Sector Climate Action Mandate.

Type-approval CO<sub>2</sub> emissions of vehicles must not exceed the following values based on the worldwide harmonised light vehicle test procedure (WLTP):

| VEHICLE TYPE           | CO <sub>2</sub> g/km |
|------------------------|----------------------|
| All M1 and N1 vehicles | 0                    |
| L-category vehicles    | 0                    |

**Verification:** Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.





CORE CRITERIA

COMPREHENSIVE CRITERIA

TECHNICAL SPECIFICATIONS (TS)

TS2. Air pollutant emissions

**Note:** this criterion applies to M1 and N1 vehicles with a reference mass<sup>4</sup> not exceeding 2,610 kg. M1 and N1 vehicles with a reference mass exceeding 2,610 kg have to comply with TS2 Air pollutant emissions set out in Section 3.

All vehicles must demonstrate real driving emission (RDE) performance which is at most equal to 80% of the applicable Euro 6 limit values for NOx and PN (not including the applicable measurement margin), as shown in Table 1.

|             | M and N1 Class I     |                      | N1 Class II          |                      | N1 Class III         |                      |
|-------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|             | Diesel               | Petrol               | Diesel               | Petrol               | Diesel               | Petrol               |
| NOx (mg/km) | 64                   | 48                   | 84                   | 60                   | 100                  | 66                   |
| PN (#/km)   | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> |

Table 1. Maximum RDE emissions

OR, if purchasing vehicles to be used in areas with air quality issues:<sup>6</sup>

Vehicles must have zero tailpipe emissions.

**Verification:** Tenderers must provide the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information. For those vehicles having achieved the above standards following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.

**Note:** Real driving emissions (RDE) refer to measured levels of nitrogen oxides (NOx) and other pollutants based on real driving conditions. This type of testing is mandatory for all new vehicles and the RDE are recorded in point 48.2 of the vehicle certificate of conformity. The RDE values will be declared in the certificate of conformity as mg/km or particle number/km, as appropriate, and will not include the measurement margin which is only linked with the uncertainties of the measurement equipment. From 1 January 2026, only zero emission vehicles may be purchased in accordance with TS1, so this criterion will no longer be relevant.

TS2. Air pollutant emissions

**Note:** this criterion applies to M1 and N1 vehicles with a reference mass<sup>5</sup> not exceeding 2,610 kg. M1 and N1 vehicles with a reference mass exceeding 2,610 kg have to comply with TS2 Air pollutant emissions set out in Section 3.

Vehicles must have zero tailpipe emissions.

**Verification:** Tenderers must provide the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information. For those vehicles having achieved the above standards following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.

**Note:** Real driving emissions (RDE) refer to measured levels of nitrogen oxides (NOx) and other pollutants based on real driving conditions. This type of testing is mandatory for all new vehicles and the RDE are recorded in point 48.2 of the vehicle certificate of conformity. The RDE values will be declared in the certificate of conformity as mg/km or particle number/km, as appropriate, and will not include the measurement margin which is only linked with the uncertainties of the measurement equipment. From 1 January 2026, only zero emission vehicles may be purchased in accordance with TS1, so this criterion will no longer be relevant.

<sup>4</sup> ‘Reference mass’ means the mass of the vehicle in running order, as declared in the certificate of conformity, minus the uniform mass of the driver of 75 kg, plus a uniform mass of 100 kg.

<sup>5</sup> ‘Reference mass’ means the mass of the vehicle in running order, as declared in the certificate of conformity, minus the uniform mass of the driver of 75 kg, plus a uniform mass of 100 kg.

<sup>6</sup> Areas with air quality issues are those areas where traffic restriction measures are put in place to comply with the air pollutant emissions limits set by the Air Quality Directive.



| CORE CRITERIA   | COMPREHENSIVE CRITERIA  |
|---|---|
| <b>TECHNICAL SPECIFICATIONS (TS)</b>  |   |
| <p><b>TS3. Energy consumption display</b><br/>Vehicles must be equipped with a mechanism to display to the driver energy consumption figures.<br/><b>Verification:</b> Tenderers must provide technical documentation for the vehicle showing the location and functionality of the energy display.</p>   |   |
|   | <p><b>TS4. Traffic information and route optimisation</b><br/><b>Note:</b> <i>This criterion may be relevant if the vehicle is to be used in areas with congestion issues, or to be driven to places that the drivers are not familiar with. This criterion will not apply to vehicles used for special purposes that require a high level of car data protection e.g. security forces fleets, official vehicles used by members of the government etc.</i><br/>Vehicles must be equipped with traffic information and route optimisation systems meant to interact with the driver providing pre-trip information services to help avoid congestion and make other journey choices to optimize the trip route. The system must be an embedded system, meaning a complete communication module, consisting of a modem and a subscriber identity module (SIM), permanently integrated into the car.<br/><b>Verification:</b> Tenderers must provide technical documentation showing the location and functionality of the relevant system.</p> |
| <p><b>TS5. Minimum battery warranty</b><br/>The tenderer must provide a minimum battery warranty that ensures 160,000 km or 8 years of capacity at least 70% of its original rated capacity at delivery according to EN 62660 or equivalent, including for normal gradual degradation due to use.<br/><b>Verification:</b> The full terms of the battery warranty must be included in the tender submission.<br/><b>Note:</b> <i>The technology of electric vehicles is evolving very quickly towards more durable and reliable batteries. For that reason, the minimum warranty requirement should be cross-checked with the options available in the market at the moment of publishing the call for tenders.</i></p> |   |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA |
|---|------------------------|
| AWARD CRITERIA (AC)   |                        |
| <p><b>AC1. Lower CO<sub>2</sub> emissions</b></p> <p>Up to [X] marks will be awarded to vehicles with lower type-approval CO<sub>2</sub> emissions than those required under TS1 Type-approval CO<sub>2</sub> value. The vehicle(s) with the lowest CO<sub>2</sub> emissions which meet all specified requirements will be awarded full marks under this criterion, with all other compliant vehicles being scored proportionately.</p> <p><b>Verification:</b> Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> <p><b>Note:</b> <i>This criterion is only relevant for vehicles procured prior to 1 January 2026, when zero CO<sub>2</sub> emissions will be required for all vehicles under the GPP criteria.</i></p> |                        |
| <p><b>AC2. Energy efficiency</b></p> <p>Up to [X] marks will be awarded to vehicles based on their energy efficiency expressed in kWh/100km according to the WLTP test procedure. The vehicle(s) with the lowest energy consumption which meet all specified requirements will be awarded full marks under this criterion, with all other compliant vehicles being scored proportionately.</p> <p><b>Verification:</b> Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p>   |                        |
| <p><b>AC3. Improved air pollutant emissions performance</b></p> <p><b>Note:</b> <i>This criterion applies to M1 and N1 vehicles with a reference mass not exceeding 2,610 kg.</i></p> <p>Up to [X] marks will be awarded to vehicles with air pollutant emissions lower than those required under TS2. The vehicle(s) with the lowest air pollutant emissions which meet all specified requirements will be awarded full marks under this criterion, with all other compliant vehicles being scored proportionately.</p> <p><b>Verification:</b> Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p>   |                        |



| CORE CRITERIA  | COMPREHENSIVE CRITERIA  |
|--|---|
| <b>AWARD CRITERIA (AC)</b>   |   |
| <p>AC4. <b>Zero tailpipe emission capability</b></p> <p><b>Note:</b> <i>this criterion applies to M1 and N1 vehicles with a reference mass not exceeding 2,610 kg. This criterion is only relevant for tenders prior to January 1, 2026, after which zero tailpipe emissions will be required.</i></p> <p>Up to [X] marks will be awarded to vehicles based on their zero tailpipe emission capability according to WLTP. The vehicle(s) with the highest zero tailpipe emission range which meet all specified requirements will be awarded full marks under this criterion, with all other compliant vehicles being scored proportionately.</p> <p><b>Verification:</b> Tenderers must provide the vehicle certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> |   |
|  | <p>AC5. <b>Speed limiter</b></p> <p>[X] marks will be awarded to those vehicles equipped with a speed limiting device, meaning an on-board device that automatically limits a vehicle’s speed to a certain maximum.</p> <p><b>Verification:</b> Tenderers must provide technical documentation showing the location and functionality of the relevant system.</p> <p><b>Note:</b> <i>This criterion may not be appropriate for all vehicle types, e.g. emergency services vehicles.</i></p> |
| <p>AC6. <b>Extended battery warranty</b></p> <p>Up to [X] marks will be awarded for battery warranties which exceed the minimum requirements specified in TS5. Full marks will be awarded for the longest/most comprehensive battery warranty, with all other compliant tenders being scored proportionately.</p> <p><b>Verification:</b> The full terms of the battery warranty must be included in the tender submission.</p>  |   |



### 3. GPP CRITERIA FOR BUSES, TRUCKS & COACHES

#### SUBJECT MATTER

Purchase, lease or hire of buses, trucks and coaches (N2, N3, M2 and M3 vehicles) with low environmental impact.

**Important:** The common criteria set out in Section 1 also apply to this category.

#### CORE CRITERIA

#### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATIONS (TS)

##### TS1.1 Low and zero-emission buses and trucks

The vehicles must be powered by one of the technologies listed in Table 2:

Fully electric or plug-in hybrid

Hydrogen fuel cell\*

OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%\*

High pressure direct injection natural gas vehicles\*

Dedicated natural gas vehicles\*

Table 2. Eligible technologies for buses and trucks

\* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:

- *The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.*
- *It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand*
- *It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.*
- *It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).*

##### TS1.1 Zero-emission buses and trucks

The vehicles must be powered by one of the following technologies:

- full electric
- hydrogen fuel cell vehicle\*

\* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:

*The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.*

**Verification:** Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used.



| CORE CRITERIA  | COMPREHENSIVE CRITERIA              |
|--|-------------------------------------|
| TECHNICAL SPECIFICATIONS (TS)  |                                     |
| <p>TS1.1 <b>Low and zero-emission buses and trucks</b> (continued)</p> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a vehicle is operated in full electric mode depends on the specific duty cycle and the charging strategy. Contracting authorities need to ensure that the plug-in hybrid vehicles will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p>  |                                     |
| <p>TS1.2 <b>Technological options to reduce GHG emissions for coaches</b></p>  |                                     |
| <p>Coaches must be powered by or equipped with at least one of the technologies in Table 3:</p>  |                                     |
| Fully electric or plug-in hybrid   | Flywheel hybrid                     |
| OEM dual-fuel natural gas vehicle with gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*  | Full Series hybrid                  |
| High pressure direct injection natural gas vehicles*   | Full Parallel hybrid                |
| Hydrogen fuel cell vehicle*  | Stop/start battery systems (hybrid) |
| Dedicated natural gas vehicles*  | Active flow control                 |
| Mild hybrid  | Boat tails/extension panels         |
| <p>Table 3. Eligible technologies for coaches</p>  |                                     |
| <p><b>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</b></p>  |                                     |
| <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> |                                     |
| <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles, indicating which of the above technologies is used.</p>  |                                     |



CORE CRITERIA

COMPREHENSIVE CRITERIA

TECHNICAL SPECIFICATIONS (TS)

**Note:** Explanation of technologies included in Table 3

**Mild hybrid:** System uses an electric motor mounted to the crankshaft to operate stop / start and recover braking energy; recovered energy is used to boost acceleration and for electrified ancillaries.

**Flywheel hybrid:** An additional high-speed flywheel that stores and releases energy from/to the vehicle driveline. The flywheel stores energy while braking, releasing it to supplement or temporarily replace the engine output. Flywheel technology does not include stop / start functionality.

**Full parallel hybrid:** Electric/diesel hybrid where electrical power is routed to/from the wheels in parallel to the mechanical drive from the engine. Direct drive via a relatively conventional transmission remains between the engine and wheels.

**Full series hybrid:** Electric/diesel hybrid without conventional transmission, engine generates electricity that is stored in a battery and used to power a separate traction motor. Electrical machines and battery are higher power than in equivalent parallel.

**Active flow controls:** Active flow control is a system that actively pressurises the lower pressure-vortex or vacuum that develops behind the vehicle.

**Boat tail / extension panels:** Panels at the rear of the vehicle that assist in the pressure equilibrium between the front and the rear of the vehicle facilitating the air flow and reducing the air drag.



| CORE CRITERIA   |                      |                      |                      | COMPREHENSIVE CRITERIA |                      |                      |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |
|---|----------------------|----------------------|----------------------|------------------------|----------------------|----------------------|-------------|--|--------------|--|--|--------|--------|--------|--------|--------|--------|-------------|----|----|----|----|-----|----|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--|--|--|--|
| TECHNICAL SPECIFICATIONS (TS)   |                      |                      |                      |                        |                      |                      |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |
| <p><b>TS2. Air pollutant emissions</b></p> <p>M3 vehicles and M2 vehicles with a reference mass<sup>7</sup> exceeding 2,610 kg must meet Euro VI.</p> <p>M2 vehicles with a reference mass not exceeding 2,610 kg must comply with the following limits:</p> <p><b>Until 31 December 2025:</b> Vehicles must demonstrate real driving emission (RDE) emission performance which is at most equal to 80% of the applicable Euro 6 limit values for NOx and PN (not including the applicable measurement margin), as shown in Table 4.</p> <table border="1"> <thead> <tr> <th>From 1 January 2021</th> <th colspan="2">M and N1 Class I</th> <th colspan="2">N1 Class II</th> <th colspan="2">N1 Class III</th> </tr> <tr> <th></th> <th>Diesel</th> <th>Petrol</th> <th>Diesel</th> <th>Petrol</th> <th>Diesel</th> <th>Petrol</th> </tr> </thead> <tbody> <tr> <td>NOx (mg/km)</td> <td>64</td> <td>48</td> <td>84</td> <td>60</td> <td>100</td> <td>66</td> </tr> <tr> <td>PN (#/km)</td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> </tr> </tbody> </table> <p>Table 4. Maximum RDE emissions</p> <p>OR, if purchasing vehicles to be used in areas with air quality issues:<sup>8</sup></p> <p>Vehicles must have zero tailpipe emissions.</p> <p><b>From 1 January 2026:</b> Vehicles must have zero tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must present the vehicle's certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information. For those vehicles having achieved the above standards following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> <p><b>Note:</b> <i>The RDE values will be declared in the certificate of conformity as mg/km or particle number/km, as appropriate, and will not include the measurement margin which is only linked with the uncertainties of the measurement equipment. From 1 January 2026, only zero emission vehicles may be purchased in accordance with TS1, so this criterion will no longer be relevant.</i></p> |                      |                      |                      | From 1 January 2021    | M and N1 Class I     |                      | N1 Class II |  | N1 Class III |  |  | Diesel | Petrol | Diesel | Petrol | Diesel | Petrol | NOx (mg/km) | 64 | 48 | 84 | 60 | 100 | 66 | PN (#/km) | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | <p><b>TS2. Air pollutant emissions</b></p> <p>Vehicle must have zero tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must present the vehicle's certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> |  |  |  |
| From 1 January 2021   | M and N1 Class I     |                      | N1 Class II          |                        | N1 Class III         |                      |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |
|   | Diesel               | Petrol               | Diesel               | Petrol                 | Diesel               | Petrol               |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |
| NOx (mg/km)   | 64                   | 48                   | 84                   | 60                     | 100                  | 66                   |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |
| PN (#/km)   | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup>   | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> |             |  |              |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |  |  |  |  |

<sup>7</sup> 'Reference mass' means the mass of the vehicle in running order, as declared in the certificate of conformity, minus the uniform mass of the driver of 75 kg, plus a uniform mass of 100 kg

<sup>8</sup> Areas with air quality issues are those areas where traffic restriction measures are put in place to comply with the air pollutant emissions limits set by the Air Quality Directive.





| CORE CRITERIA   | COMPREHENSIVE CRITERIA |
|---|------------------------|
| <b>TECHNICAL SPECIFICATIONS (TS)</b>  |                        |
| <p>TS3. <b>Exhaust pipes (location)</b><br/> <b>Note:</b> <i>This criterion is not relevant for fully electric vehicles</i></p> <p>Vehicle exhaust pipes must be located either on the opposite side to the passenger door at the rear of the vehicle or on the roof.</p> <p><b>Verification:</b> The tenderer must provide technical documentation clearly showing the location of the exhaust pipe.</p>   |                        |
| <p>TS4. <b>Minimum battery warranty</b></p> <p>The tenderer must provide a minimum battery warranty that ensures 160,000 km or 8 years of capacity at least 70% of its original rated capacity at delivery according to EN 62660 or equivalent, including for normal gradual degradation due to use.</p> <p><b>Verification:</b> The full terms of the battery warranty must be included in the tender submission.</p> <p><b>Note:</b> The technology of electric vehicles is evolving very quickly towards more durable and reliable batteries. For that reason, the minimum warranty requirement should be cross-checked with the options available in the market at the moment of publishing the call for tenders.</p>   |                        |
| <b>AWARD CRITERIA (AC)</b>  |                        |
| <p>AC1. <b>Improved air pollutant emissions performance</b></p> <p>Up to [X] additional marks will be awarded to the following technologies:</p> <ul style="list-style-type: none"> <li>• fully battery electric vehicles (BEV) [X] marks; or</li> <li>• hydrogen fuel cell electric vehicles (FCEV) [X] marks</li> </ul> <p><b>Verification:</b> The tenderer must provide the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> <p><b>Note:</b> <i>If a renewable source of hydrogen is not available, this technology should be removed from the above list. By assigning extra marks to the cleanest technologies, contracting authorities can weigh these against any cost increases. See the EPA guide for further information on life-cycle costing.</i></p> |                        |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA   |
|---|--|
| AWARD CRITERIA (AC)   |  |
| <p>AC2. <b>Extended battery warranty</b></p> <p>Up to [X] marks will be awarded for battery warranties which exceed the minimum requirements specified in TS4. Full marks will be awarded for the longest/most comprehensive battery warranty, with all other compliant tenders being scored proportionately.</p> <p><b>Verification:</b> The full terms of the battery warranty must be included in the tender submission.</p> | <p>AC3. <b>Air conditioning gases</b></p> <p>Points will be awarded to those vehicles equipped with an air conditioning system that uses a refrigerant whose global warming potential (GWP), as a factor of CO<sub>2</sub> and over a time horizon of 100 years, is below 150.</p> <p><b>Verification:</b> The tenderer must provide the name, formula and GWP of the refrigerating gas used in the air conditioning system. If a mixture of gases is used (n number of gases), the GWP will be calculated as follows:</p> <div style="border: 1px solid #ccc; padding: 10px; margin: 10px 0;"> <math display="block">\text{GWP} = \Sigma(\text{Substance X1 \%} \times \text{GWP(X1)}) + (\text{Substance X2 \%} \times \text{GWP(X2)}) + \dots</math> <math display="block">(\text{Substance Xn \%} \times \text{GWP(Xn)})</math> <p>where % is the contribution by weight with a weight tolerance of +/- 1%.</p> </div> <p>The GWP of gases can be found in Annexes I and II of <i>Regulation (EU) 517/2014</i>.</p> <p><b>Note:</b> <i>Regulation (EU) No 517/2014 (the F-gas Regulation) provides for the phase out of HFCs and will exert strong pressure on prices of these gases as the supply becomes more restricted. Therefore, there is a strong regulatory driver in place that favours the use of low GWP or even non-HFC (e.g. CO<sub>2</sub>) technologies in this sector.</i></p> |



## 4. GPP CRITERIA FOR REFUSE COLLECTION VEHICLES & SERVICES

### SUBJECT MATTER

Purchase, lease or hire of refuse collection vehicles with low environmental impact.

**Important:** The common criteria set out in Sections 1 and 5 also apply to this category.

### CORE CRITERIA

### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATIONS (TS)

#### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 5. In respect of HDVs, the technologies specified in Table 6 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 12.5%                            | 48%                              |
| From 1 January 2026    | 18.75%                           | 48%                              |

Table 5. Minimum percentages of clean vehicles

|   |
|---|
| Fully electric or plug-in hybrid  |
| Hydrogen fuel cell*   |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* |
| High pressure direct injection natural gas vehicles*  |
| Dedicated natural gas vehicles*   |

Table 6. Eligible technologies for HDVs

#### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 7. In respect of HDVs, the technologies specified in Table 8 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 15%                              | 48%                              |
| From 1 January 2026    | 22.5%                            | 48%                              |

Table 7. Minimum percentages of clean vehicles

|   |
|---|
| Fully electric or plug-in hybrid  |
| Hydrogen fuel cell*   |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* |
| High pressure direct injection natural gas vehicles*  |
| Dedicated natural gas vehicles*   |

Table 8. Eligible technologies for HDVs



| CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|
| TECHNICAL SPECIFICATIONS (TS)  |  |
| <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <p>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a truck is operated in full electric depends on the specific duty cycle and the charging strategy. Contracting authorities/service providers need to ensure that the plug-in hybrid truck will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p> | <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <p>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a truck is operated in full electric depends on the specific duty cycle and the charging strategy. Contracting authorities/service providers need to ensure that the plug-in hybrid truck will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p> |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA  |
|---|---|
| <b>TECHNICAL SPECIFICATIONS (TS)</b>  |   |
| <p><b>TS2. Air pollutant emissions</b></p> <p><b>Until December 2024:</b> All HDVs used in carrying out the service must meet at least Euro V standard, and 88% of HDVs must meet Euro VI.</p> <p><b>From January 2025:</b> All HDVs used in carrying out the service must meet at least Euro VI standard. Where vehicles are not certified as meeting Euro V or higher, but have achieved the same standard following technical after-treatment, this should be documented in the tender. Until December 2026, all LCVs used in carrying out the service must meet at least Euro 6c standard, and:</p> <p><b>2024:</b> 60% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 75% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2026:</b> 90% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d or later standard.</p> <p><b>From January 2027,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP or Euro 6d standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> <p><b>TS2.2. For urban areas with air quality issues:</b></p> <p>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles’ technical sheets with the emission standards are defined. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> | <p><b>TS2. Air pollutant emissions</b></p> <p>All HDVs used in carrying out the service must meet at least Euro VI standard.</p> <p>Where vehicles are not certified as meeting Euro V or higher, but technical after-treatment has achieved the same standard, this should be documented in the tender.</p> <p>Until December 2025, all cars and LCVs used in carrying out the service must meet at least Euro 6c, and:</p> <p><b>2024:</b> 70% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 85% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>From January 2026,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP, Euro 6d or later standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> <p><b>TS2.2. For urban areas with air quality issues:</b></p> <p>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, the vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles’ technical sheets with the emission standards defined, and the partnership agreement with the urban consolidation centre where applicable. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> |



| CORE CRITERIA  | COMPREHENSIVE CRITERIA |
|--|------------------------|
| <b>TECHNICAL SPECIFICATIONS (TS)</b>   |                        |
| <p><b>TS3. Auxiliary units</b></p> <p>The vehicle’s emissions from the separate engines for auxiliary units (e.g. compactor, lifter, other units) must meet the exhaust emission limits according to Regulation (EU) No 2016/1628, Stage V.</p> <p><b>Verification:</b> The tenderer must present either a type approval certificate, or a test report from an independent laboratory according Regulation (EU) No 2016/1628.</p>  |                        |
| <p><b>TS4. Minimum battery warranty</b></p> <p>The tenderer must provide a minimum warranty of the battery of 160,000 km or 8 years against capacity loss below 70% of its original value at delivery according to EN 62660 or equivalent.</p> <p><b>Verification:</b> The full terms of the battery warranty must be included in the tender submission.</p> <p><b>Note:</b> The technology of electric vehicles is evolving very quickly towards more durable and reliable batteries. For that reason, the minimum warranty requirement should be cross-checked with the options available in the market at the moment of publishing the call for tenders.</p>  |                        |
| <b>AWARD CRITERIA (AC)</b>   |                        |
| <p><b>AC1. Improved air pollutant emissions performance</b></p> <p>Up to [X] marks will be awarded to vehicles powered by the following technologies:</p> <ul style="list-style-type: none"> <li>• plug in hybrid electric vehicles (PHEV) - [0.5 * X] marks;</li> <li>• fully battery electric vehicles (BEV) [X] marks; or</li> <li>• hydrogen fuel cell electric vehicles (FCEV) [X] marks</li> </ul> <p><b>Verification:</b> The tenderer must provide the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> <p><b>Note:</b> If a renewable source of hydrogen is not available, this technology should be removed from the above list. By assigning extra marks to the cleanest technologies, contracting authorities can weigh these against any cost increases. See EPA guidance for further information on life-cycle costing.</p> |                        |
| <p><b>AC2. Electrification of auxiliary engines</b></p> <p>Up to [X] marks will be awarded to vehicles equipped with fully electric auxiliary units.</p> <p><b>Verification:</b> Tenderers must provide technical documentation confirming the technology used to power the auxiliary units.</p>   |                        |



CORE CRITERIA

COMPREHENSIVE CRITERIA

AC3. **Extended battery warranty**

Up to [X] marks will be awarded for battery warranties which exceed the minimum requirements specified in TS4. Full marks will be awarded for the longest/most comprehensive battery warranty, with all other compliant tenders being scored proportionately.

**Verification:** The full terms of the battery warranty must be included in the tender submission.

AC4. **Air conditioning gases**

Points will be awarded to those vehicles equipped with an air conditioning system that uses a refrigerant whose global warming potential (GWP), as a factor of CO<sub>2</sub> and over a time horizon of 100 years, is below 150.

**Verification:** The tenderer must provide the name, formula and GWP of the refrigerating gas used in the air conditioning system. If a mixture of gases is used (n number of gases), the GWP will be calculated as follows:

$$\text{GWP} = \Sigma(\text{Substance X1 \%} \times \text{GWP(X1)}) + (\text{Substance X2 \%} \times \text{GWP(X2)}) + \dots + (\text{Substance Xn \%} \times \text{GWP(Xn)})$$

where % is the contribution by weight with a weight tolerance of +/- 1%.

The GWP of gases can be found in Annexes I and II of *Regulation (EU) 517/2014*.

**Note:** *Regulation (EU) No 517/2014 (the F-gas Regulation) provides for the phase out of HFCs and will exert strong pressure on prices of these gases as the supply becomes more restricted. Therefore, there is a strong regulatory driver in place that favours the use of low GWP or even non-HFC (e.g. CO<sub>2</sub>) technologies in this sector.*

CONTRACT PERFORMANCE CLAUSES (CPC)

CPC1. **New vehicles**

If a vehicle belonging to the assigned service fleet is replaced, the new vehicle must maintain or improve the overall profile of the fleet in terms of GHG and air pollutant emissions. The contractor will keep records which must be made available to the contracting authority for verification purposes. The contracting authority may set rules for penalties for non-compliance.



## 5. COMMON GPP CRITERIA FOR SERVICE CONTRACTS

### SUBJECT MATTER

Purchase of the following road transport services with low environmental impact:

- Bus transport services
- Mobility services
- Refuse collection services
- Post, courier and moving services

**Note:** The appropriate GPP criteria for the vehicle categories involved in delivering the service must also be included in the tender documents, and the common criteria for vehicle categories set out in Section 1. For bodies subject to the Public Sector Climate Action Mandate, zero-emission vehicles should be specified in contracts for delivery or haulage, where possible.

### CORE CRITERIA

### COMPREHENSIVE CRITERIA

#### SELECTION CRITERIA (SC)

##### SC1. **Competences of the service provider**

The candidate must have relevant experience and/or expertise in each of the following areas:

- identifying, evaluating and implementing the available technologies and measures to reduce well-to-wheels GHG and air pollutant emissions
- monitoring and reporting procedures for GHG/air pollutant emissions.

**Verification:** Tenderers must provide evidence of their capacity to deliver the above requirements, including the methods applied and details or references from prior contracts carried out in the previous five years.

#### TECHNICAL SPECIFICATIONS (TS)

##### TS1. **Environmental management measures**

Tenderers must have written procedures to:

1. Monitor and record the GHG and air pollutant emissions of the service. The indicators used must be emissions and energy consumption of the service both in total per year and per passenger/kilometre or another unit that reflects the performance of the service.
2. Implement an emissions reduction plan with measures aimed at reducing GHG and air pollutant emissions.
3. Evaluate the deployment of the emissions reduction plan – the indicators which will be measured and frequency of reporting must be stated
4. Implement the necessary actions to correct any deviations from the plan, and prevent recurrences.





| CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|
| TECHNICAL SPECIFICATIONS (TS)  |  |
| <p>TS1. <b>Environmental management measures</b> (continued)</p> <p><b>Verification:</b> Tenderers must provide:</p> <ol style="list-style-type: none"> <li>1. The procedure for monitoring and recording GHG and air pollutant emissions.</li> <li>2. The emissions reduction plan</li> <li>3. The evaluation procedure to ensure implementation of the emissions reduction plan</li> <li>4. The correction procedure to correct the deviations found in the evaluation, and to prevent recurrences.</li> </ol> <p>Environmental management systems certified against ISO 14001 or EMAS will be deemed to comply if they cover the environmental objective of reducing GHG and air pollutant emissions of the service fleet. In this case, the tenderer must provide the environmental policy showing the commitment to achieve this objective, together with the certificate issued by the certification body.</p> |  |
| AWARD CRITERIA (AC)  |  |
|  | <p>AC1. <b>Lubricant oils, hydraulic fluids and grease</b></p> <p>Up to <b>[X]</b> marks will be awarded to those tenders including the use of the following for the maintenance of the service vehicles:</p> <ul style="list-style-type: none"> <li>• Re-refined lubricant oils, meaning oils derived from used oils that underwent a process that returns the oil to a quality suitable for its original use; and/or</li> <li>• Hydraulic fluids and greases that have no health or environmental hazard statement or R-phrase at the time of application (Lowest classification limit in Regulation (EC) No 1272/2008). The cumulative mass percentage of substances present in the hydraulic fluids and greases that are both nonbiodegradable and bioaccumulative must not be more than 0.1 % (w/w).</li> </ul> <p><b>Verification:</b> The tenderer must provide the technical sheets of lubricants and hydraulic fluids and greases. Hydraulic fluids and greases that are compliant with the EU Ecolabel or an equivalent type 1 ecolabel that includes the above requirements will be deemed to comply.</p> |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA |
|---|------------------------|
| <b>CONTRACT PERFORMANCE CLAUSES (CPC)</b>   |                        |
| <p><b>CPC1. New vehicles</b></p> <p>If a vehicle belonging to the assigned service fleet is replaced, the new vehicle must maintain or improve the overall profile of the fleet in terms of GHG and air pollutant emissions. The contractor will keep records which must be made available to the contracting authority for verification purposes. The contracting authority may set rules for penalties for non-compliance.</p>  |                        |
| <p><b>CPC2. Driver training</b></p> <p><i>Note: This contract performance clause only applies if the service includes a driver and where drivers are not required to have the driver certificate of professional competence (driver CPC) according to Directive (EU) 2022/2561.</i></p> <p>All drivers involved in carrying out the service for the duration of the contract period must receive training on specific driving techniques to increase fuel/energy efficiency and reduce vehicle wear-and-tear (eco-driving). This training, with a minimum duration of 16 hours, must be provided to all new staff working under the contract within 4 weeks of starting employment, and refresher training, with a minimum duration of 4 hours, must be provided for all other staff at least once a year. The service provider must document and report yearly the amount (hours) and subject of training provided to each member of staff working on the contract.</p> <p>All drivers involved in carrying out the service for the duration of the contract period must regularly receive information on their fuel efficiency performance (at least once per month).</p> <p>The yearly staff training records must be made available to the contracting authority for verification purposes. The contracting authority may set rules for penalties for non-compliance.</p> |                        |
| <p><b>CPC3. Environmental management measures</b></p> <p>The service provider must document and report, over the contract duration:</p> <ul style="list-style-type: none"> <li>• the results of the monitoring of the indicators set out in TS1; and</li> <li>• the results of corrective and preventative actions, where applicable, according to the relevant written procedures.</li> </ul> <p>These reports must be made available to the contracting authority at least annually and at any other time upon request. The contracting authority may set rules for penalties for non-compliance and bonuses for exceeding the objectives set by the emissions reduction plan.</p>  |                        |
| <p><b>CPC4. Low viscosity lubricant oils</b></p> <p>Unless the manufacturer of the vehicle recommends another type of lubricant, the contractor must use low viscosity engine lubricant oils (LVL) in providing the service. LVL oils are those corresponding to SAE grade number 0W30 or 5W30 or equivalent.</p> <p>The contractor will keep records which must be made available to the contracting authority.</p>  |                        |



| CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|
| CONTRACT PERFORMANCE CLAUSES (CPC)   |  |
| <p>CPC5. <b>Vehicle tyres — rolling resistance</b> <i>(not to be used if, for safety reasons, tyres with the highest wet grip class, snow tyres or ice tyres are needed)</i></p> <p>The contractor must replace the worn tyres of vehicles providing the service with:</p> <ul style="list-style-type: none"> <li>a. new tyres that comply with the highest fuel energy efficiency class for rolling resistance expressed in kg/tonne, as defined by Regulation 740/2020 on the labelling of tyres with respect to fuel efficiency and other essential parameters;</li> <li>OR</li> <li>b. retreaded tyres</li> </ul> <p>The contractor will keep records which must be made available to the contracting authority. The tyres used must conform with manufacturer requirements.</p> |  |
|  | <p>CPC6. <b>Tyre noise</b> <i>(not to be used if, for safety reasons, tyres with the highest wet grip class, snow tyres or ice tyres are needed)</i></p> <p>The contractor must replace the worn tyres of vehicles providing the service with:</p> <ul style="list-style-type: none"> <li>a. new tyres whose external rolling noise emission levels meet the top category (A) of the EU tyre label external rolling noise class.</li> <li>OR</li> <li>b. retreaded tyres.</li> </ul> <p>The external rolling noise emissions of the tyre model must have been tested according to Regulation (EU) 2020/740. The tyres used must conform with manufacturer requirements.</p> <p>The contractor will keep records which must be made available to the contracting authority.</p> |



## 6. GPP CRITERIA FOR BUS TRANSPORT SERVICES

### SUBJECT MATTER

Purchase of bus transport services using M2 and M3 vehicles with low environmental impact.

**Important:** The common criteria set out in Section 1 and 5 also apply to this category.

| CORE CRITERIA  | COMPREHENSIVE CRITERIA           |                     |   |  |                                 |   |                |                     |
|--|----------------------------------|---------------------|---|--|---------------------------------|---|----------------|---------------------|
| <b>TECHNICAL SPECIFICATION (TS)</b>  |                                  |                     |   |  |                                 |   |                |                     |
| <p><b>TS1. Low and zero emission buses</b><br/>The vehicles must be powered by one of the technologies listed in Table 9:</p> <table border="1"> <tr><td>Fully electric or plug-in hybrid</td></tr> <tr><td>Hydrogen fuel cell*</td></tr> <tr><td>OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*</td></tr> <tr><td>High pressure direct injection natural gas vehicles*</td></tr> <tr><td>Dedicated natural gas vehicles*</td></tr> </table> <p>Table 9. Eligible technologies for buses</p> <p><b>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</b></p> <ul style="list-style-type: none"> <li>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</li> <li>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</li> <li>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</li> <li>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</li> </ul> | Fully electric or plug-in hybrid | Hydrogen fuel cell* | OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* | High pressure direct injection natural gas vehicles* | Dedicated natural gas vehicles* | <p><b>TS1. Low and zero emission buses</b><br/>The vehicles must be powered by one of the following technologies:</p> <table border="1"> <tr><td>Fully electric</td></tr> <tr><td>Hydrogen fuel cell*</td></tr> </table> <p><b>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</b></p> <ul style="list-style-type: none"> <li>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used.</p> | Fully electric | Hydrogen fuel cell* |
| Fully electric or plug-in hybrid   |                                  |                     |   |  |                                 |   |                |                     |
| Hydrogen fuel cell*  |                                  |                     |   |  |                                 |   |                |                     |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*  |                                  |                     |   |  |                                 |   |                |                     |
| High pressure direct injection natural gas vehicles*   |                                  |                     |   |  |                                 |   |                |                     |
| Dedicated natural gas vehicles*  |                                  |                     |   |  |                                 |   |                |                     |
| Fully electric   |                                  |                     |   |  |                                 |   |                |                     |
| Hydrogen fuel cell*  |                                  |                     |   |  |                                 |   |                |                     |



| CORE CRITERIA  | COMPREHENSIVE CRITERIA |                      |                      |                      |                      |                      |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
|--|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--|--|--------|--------|--------|--------|--------|--------|-------------|----|----|----|----|-----|----|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---|
| TECHNICAL SPECIFICATION (TS)   |                        |                      |                      |                      |                      |                      |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
| <p>TS1. <b>Low and zero emission buses</b> (continued)</p> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a vehicle is operated in full electric mode depends on the specific duty cycle and the charging strategy. Contracting authorities need to ensure that the plug-in hybrid vehicles will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p>  |                        |                      |                      |                      |                      |                      |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
| <p>TS2. <b>Air pollutant emissions</b></p> <p>M3 vehicles and M2 vehicles with a reference mass<sup>9</sup> exceeding 2,610 kg must meet Euro VI.</p> <p>M2 vehicles with a reference mass not exceeding 2,610 kg must comply with the following limits:</p> <p><b>Until 31 December 2025:</b> Vehicles must demonstrate real driving emission (RDE) emission performance which is at most equal to 80% of the applicable Euro 6 limit values for NOx and PN (not including the applicable measurement margin), as shown in Table 10.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="background-color: #008080; color: white;">From 1 January 2021</th> <th colspan="2" style="background-color: #008080; color: white;">M and N1 Class I</th> <th colspan="2" style="background-color: #008080; color: white;">N1 Class II</th> <th colspan="2" style="background-color: #008080; color: white;">N1 Class III</th> </tr> <tr> <th style="background-color: #008080; color: white;"></th> <th style="background-color: #008080; color: white;">Diesel</th> <th style="background-color: #008080; color: white;">Petrol</th> <th style="background-color: #008080; color: white;">Diesel</th> <th style="background-color: #008080; color: white;">Petrol</th> <th style="background-color: #008080; color: white;">Diesel</th> <th style="background-color: #008080; color: white;">Petrol</th> </tr> </thead> <tbody> <tr> <td style="background-color: #008080; color: white;">NOx (mg/km)</td> <td>64</td> <td>48</td> <td>84</td> <td>60</td> <td>100</td> <td>66</td> </tr> <tr> <td style="background-color: #008080; color: white;">PN (#/km)</td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> <td>5 x 10<sup>11</sup></td> </tr> </tbody> </table> <p>Table 10. Maximum RDE emissions</p> | From 1 January 2021    | M and N1 Class I     |                      | N1 Class II          |                      | N1 Class III         |  |  | Diesel | Petrol | Diesel | Petrol | Diesel | Petrol | NOx (mg/km) | 64 | 48 | 84 | 60 | 100 | 66 | PN (#/km) | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | <p>TS2. <b>Air pollutant emissions</b></p> <p>Vehicles must have zero tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must present the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information.</p> |
| From 1 January 2021  | M and N1 Class I       |                      | N1 Class II          |                      | N1 Class III         |                      |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
|  | Diesel                 | Petrol               | Diesel               | Petrol               | Diesel               | Petrol               |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
| NOx (mg/km)  | 64                     | 48                   | 84                   | 60                   | 100                  | 66                   |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |
| PN (#/km)  | 5 x 10 <sup>11</sup>   | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> | 5 x 10 <sup>11</sup> |  |  |        |        |        |        |        |        |             |    |    |    |    |     |    |           |                      |                      |                      |                      |                      |                      |   |

<sup>9</sup> 'Reference mass' means the mass of the vehicle in running order, as declared in the certificate of conformity, minus the uniform mass of the driver of 75 kg, plus a uniform mass of 100 kg.



| CORE CRITERIA  | COMPREHENSIVE CRITERIA |
|--|------------------------|
| TECHNICAL SPECIFICATION (TS)   |                        |
| <p>TS2. <b>Air pollutant emissions</b> (continued)<br/>OR, if purchasing vehicles to be used in areas with air quality issues:<sup>10</sup><br/>Vehicles must have zero tailpipe emissions.<br/><b>From 1 January 2026:</b> Vehicles must have zero tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must present the vehicle’s certificate of conformity or type-approval certificate, indicating the specific section of the certificate which contains the required information. For those vehicles having achieved the above standards following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> <p><b>Note:</b> <i>The RDE values will be declared in the certificate of conformity as mg/km or particle number/km, as appropriate, and will not include the measurement margin which is only linked with the uncertainties of the measurement equipment. From 1 January 2026, only zero emission vehicles may be purchased in accordance with TS1, so this criterion will no longer be relevant.</i></p> |                        |
| <p>TS3. <b>Exhaust pipes (location)</b><br/><b>Note:</b> <i>This criterion is not relevant for fully electric vehicles</i></p> <p>Vehicle exhaust pipes must be located on the opposite side to the passenger door and at the rear of the vehicle.</p> <p><b>Verification:</b> The tenderer must provide technical documentation clearly showing the location of the exhaust pipe.</p>   |                        |

<sup>10</sup> Areas with air quality issues are those areas where traffic restriction measures are put in place to comply with the air pollutant emissions limits set by the Air Quality Directive.



| CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|
| AWARD CRITERIA (AC)  |  |
| <p><b>AC1. Improved air pollutant emissions</b></p> <p>Up to [X] marks will be awarded to service providers offering a greater percentage of Euro VI or above vehicles within the assigned fleet than those specified in TS2. The maximum number of marks available will be awarded to the tenderer offering the highest percentage of Euro VI or above vehicles, with all other compliant tenders being scored proportionately.</p> <p><b>Verification:</b> Tenderers must present the list of vehicles of the assigned service fleet and their certificates of conformity, indicating the specific section of the certificate which contains the required information. Where Euro VI vehicles will be delivered in future years, details of the vehicles to be ordered must be submitted. For vehicles which meet/will meet the above standards following a retrofit, the technical measures must be documented in the tender, and the emission levels achieved must be verified by an independent third party.</p> <p><b>Note:</b> <i>Where tenderers rely upon future delivery of Euro VI or above vehicles, this must be written into the terms of the contract with appropriate sanctions in the case of non-compliance.</i></p> | <p><b>AC2. Air conditioning gases</b></p> <p>Up to [X] marks will be awarded based on the percentage of vehicles in the assigned service fleet equipped with an air conditioning system that uses a refrigerant whose global warming potential (GWP), as a factor of CO<sub>2</sub> and over a time horizon of 100 years, is below 150.</p> <p><b>Verification:</b> The tenderer must provide the name, formula and GWP of the refrigerating gas used in the air conditioning system of vehicles. If a mixture of gases is used (n number of gases), the GWP will be calculated as follows:</p> <div style="border: 1px solid #ccc; padding: 10px; margin: 10px 0;"> <math display="block">\text{GWP} = \Sigma(\text{Substance X1 \%} \times \text{GWP(X1)}) + (\text{Substance X2 \%} \times \text{GWP(X2)}) + \dots</math> <math display="block">(\text{Substance Xn \%} \times \text{GWP(Xn)})</math> <p>where % is the contribution by weight with a weight tolerance of +/- 1%.</p> </div> <p>The GWP of gases can be found in Annexes I and II of Regulation (EU) 517/2014.</p> <p><b>Note:</b> <i>Regulation (EU) No 517/2014 (the F-gas Regulation) provides for the phase out of HFCs and will exert strong pressure on prices of these gases as the supply becomes more restricted. Therefore, there is a strong regulatory driver in place that favours the use of low GWP or even non-HFC (e.g. CO<sub>2</sub>) technologies in this sector.</i></p> |



## 7. GPP CRITERIA FOR MOBILITY SERVICES

### SUBJECT MATTER

Purchase of special-purpose bus services, non-scheduled bus services, hire of buses and coaches with driver services, taxi services, car-sharing services and combined mobility services with low environmental impact.

**Important:** The common criteria set out in Sections 1 and 5 also apply to this category.

#### CORE CRITERIA

#### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATION (TS)

##### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 11. In respect of HDVs, the technologies specified in Table 12 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 12.5%                            | 48%                              |
| From 1 January 2026    | 18.75%                           | 48%                              |

Table 11. Minimum percentages of clean vehicles

|   |
|---|
| Fully electric or plug-in hybrid  |
| Hydrogen fuel cell*   |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* |
| High pressure direct injection natural gas vehicles*  |
| Dedicated natural gas vehicles*   |

Table 12. Eligible technologies for HDVs

##### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 13. In respect of HDVs, the technologies specified in Table 14 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 15%                              | 56%                              |
| From 1 January 2026    | 22.5%                            | 56%                              |

Table 13. Minimum percentages of clean vehicles

|   |
|---|
| Fully electric or plug-in hybrid  |
| Hydrogen fuel cell*   |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* |
| High pressure direct injection natural gas vehicles*  |
| Dedicated natural gas vehicles*   |

Table 14. Eligible technologies for HDVs





| CORE CRITERIA  | COMPREHENSIVE CRITERIA   |
|--|--|
| TECHNICAL SPECIFICATIONS (TS)  |  |
| <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <p>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a truck is operated in full electric depends on the specific duty cycle and the charging strategy. Contracting authorities/service providers need to ensure that the plug-in hybrid truck will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p> | <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <p>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> <p><b>Note:</b> In the case of plug-in hybrid electric vehicles, the total daily hours that a truck is operated in full electric depends on the specific duty cycle and the charging strategy. Contracting authorities/service providers need to ensure that the plug-in hybrid truck will be able to maximise their daily hours of operation in full electric mode along their daily cycles using the charging infrastructure available.</p> |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA  |
|---|---|
| <b>TECHNICAL SPECIFICATIONS (TS)</b>  |   |
| <p><b>TS2. Air pollutant emissions</b></p> <p><b>Until December 2024:</b> All HDVs used in carrying out the service must meet at least Euro V standard, and 88% of HDVs must meet Euro VI.</p> <p><b>From January 2025:</b> All HDVs used in carrying out the service must meet at least Euro VI standard. Where vehicles are not certified as meeting Euro V or higher, but have achieved the same standard following technical after-treatment, this should be documented in the tender. Until December 2026, all LCVs used in carrying out the service must meet at least Euro 6c standard, and:</p> <p><b>2024:</b> 60% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 75% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2026:</b> 90% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d or later standard.</p> <p><b>From January 2027,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP or Euro 6d standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> <p><b>TS2.2. For urban areas with air quality issues:</b></p> <p>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles’ technical sheets with the emission standards are defined. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> | <p><b>TS2. Air pollutant emissions</b></p> <p>All HDVs used in carrying out the service must meet at least Euro VI standard.</p> <p>Where vehicles are not certified as meeting Euro V or higher, but technical after-treatment has achieved the same standard, this should be documented in the tender.</p> <p>Until December 2025, all cars and LCVs used in carrying out the service must meet at least Euro 6c, and:</p> <p><b>2024:</b> 70% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 85% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>From January 2026,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP, Euro 6d or later standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> <p><b>TS2.2. For urban areas with air quality issues:</b></p> <p>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, the vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles’ technical sheets with the emission standards defined, and the partnership agreement with the urban consolidation centre where applicable. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> |



CORE CRITERIA

COMPREHENSIVE CRITERIA

AWARD CRITERIA (AC)

AC1. **CO<sub>2</sub> emissions**

To be applied in conjunction with TS1

**For cars and LCVs**

Up to [X] marks will be awarded to tenders offering a service fleet with a share of low and zero-emission vehicles which exceed the minimum percentages specified in TS1.

**For buses**

Up to [X] marks will be awarded to tenders offering a service fleet with a share of low and zero-emission vehicles which exceed the minimum percentages specified in TS1.

For both of the above criteria, maximum marks could be awarded to the tenderer offering the highest percentage of low or zero-emission vehicles, with other tenders being scored proportionately. Alternatively, the contracting authority may specify a target, expressed as: (i) a percentage of the total fleet (ii) all the vehicles of the fleet, (iii) specific vehicle categories or sub-categories, or (iv) vehicles to be used on specific routes. See the explanatory note for more details.

**Verification:** the tenderer must present a spreadsheet with a list of vehicles of the service fleet, their CO<sub>2</sub> emissions type approval (supported by certificates of conformity), and/or, for buses, the vehicle's technical sheet where these technologies are listed. Where low or zero-emission vehicles are planned to be introduced during the contract period, the date by which these will enter into service must be clearly indicated, and will form a binding condition of the contract.



CORE CRITERIA

COMPREHENSIVE CRITERIA

AWARD CRITERIA (AC)

AC2. **Air pollutant emissions**

*(Not applicable if zero tailpipe emissions are required for all vehicles under comprehensive technical specification TS2)*

Up to [X] marks will be awarded to tenders offering either:

- a. A higher percentage of low and zero-emission vehicles than the one set by TS2,
- b. Cars and vans that have an emission performance better than Euro 6 standard,
- c. L-category vehicles that have an emission performance better than Euro 5, or
- d. Natural gas buses and zero-emission capable vehicles, i.e. cars and LCVs able to drive a minimum range of 50 km without emitting any tailpipe emissions, plug-in hybrid electric vehicles (PHEV), battery electric vehicles (BEV) for buses and L-category vehicles, and fuel cell electric vehicles (FCEV) for buses.

*(The contracting authority must set out how marks will be awarded based on higher percentages, better performance and/or zero tailpipe emission vehicles. Zero tailpipe vehicles must be given more points than vehicles with a performance better than Euro 6/5 standard and natural gas buses).*

**Verification:** The tenderer must provide the vehicles' technical sheets with the emission standards defined, and the partnership agreement with the urban consolidation centre where applicable. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.

**Explanatory note: Fleet composition requirements**

Whenever a contracting authority requires a service provider to use a fleet with a certain percentage of the vehicles compliant with criteria on CO<sub>2</sub> emissions or air pollutant emissions, the contracting authority should consider the means of verification. It can be cumbersome for the contractor to provide, and for the public authority to verify, information about which vehicles were used for which distances on which day to calculate the total/average. Therefore, if it is not considered feasible to ask for all vehicles to meet the requirement, the contracting authority could determine that on specific routes, only compliant vehicles can be used (e.g. in areas with air quality issues), or that certain vehicle categories must be compliant. These issues may be less relevant for the outsourcing of public bus services and refuse collection services, where the planning and the monitoring of the services facilitate the verification of the fleet performance used to provide the services.



## 8. GPP CRITERIA FOR THE PURCHASE OF POST, COURIER & MOVING SERVICES

### SUBJECT MATTER

Procurement (not outsourcing) of post, courier and moving services with low environmental impact, which comprise:

- Group 641 Post and courier services, with the exception of rail, airmail and mail transport over water,
- 79613000-4 Employee relocation services,
- 63100000-0 Cargo handling and storage services,
- 98392000-7 Relocation services.

**Important:** The common criteria set out in Sections 1 and 5 also apply to this category.

### CORE CRITERIA

### COMPREHENSIVE CRITERIA

#### TECHNICAL SPECIFICATION (TS)

#### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 15. In respect of HDVs, the technologies specified in Table 17 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 12.5%                            | 48%                              |
| From 1 January 2026    | 18.75%                           | 48%                              |

Table 15. Minimum percentages of clean vehicles

#### TS1. Low and zero-emission vehicles

A minimum percentage of all vehicles used for the purposes of the contract must meet the requirements set out in S.I. 381/2021 ('clean vehicles'), as specified in Table 16. In respect of HDVs, the technologies specified in Table 18 are eligible. *[The contracting authority may set the technology/technologies that are eligible or leave this choice up to the tenderer. The contracting authority may also decide if some specific routes must be covered with specific technology/technologies.]*

| Period                 | Minimum % of clean HDVs in fleet | Minimum % of clean LDVs in fleet |
|------------------------|----------------------------------|----------------------------------|
| Up to 31 December 2025 | 15%                              | 56%                              |
| From 1 January 2026    | 22.5%                            | 56%                              |

Table 16. Minimum percentages of clean vehicles



| CORE CRITERIA  | COMPREHENSIVE CRITERIA           |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
|--|----------------------------------|---------------------|---|--|---------------------------------|---|----------------------------------|---------------------|---|--|---------------------------------|
| TECHNICAL SPECIFICATIONS (TS)  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <table border="1" data-bbox="174 392 1066 624"> <tr><td>Fully electric or plug-in hybrid</td></tr> <tr><td>Hydrogen fuel cell*</td></tr> <tr><td>OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*</td></tr> <tr><td>High pressure direct injection natural gas vehicles*</td></tr> <tr><td>Dedicated natural gas vehicles*</td></tr> </table> <p>Table 17. Eligible technologies for HDVs</p> <p><b>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</b></p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> | Fully electric or plug-in hybrid | Hydrogen fuel cell* | OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* | High pressure direct injection natural gas vehicles* | Dedicated natural gas vehicles* | <p>TS1. <b>Low and zero-emission vehicles</b> (continued)</p> <table border="1" data-bbox="1160 392 2051 624"> <tr><td>Fully electric or plug-in hybrid</td></tr> <tr><td>Hydrogen fuel cell*</td></tr> <tr><td>OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*</td></tr> <tr><td>High pressure direct injection natural gas vehicles*</td></tr> <tr><td>Dedicated natural gas vehicles*</td></tr> </table> <p>Table 18. Eligible technologies for HDVs</p> <p><b>* Hydrogen and natural gas vehicles require a minimum percentage of renewable fuel supply to be eligible:</b></p> <ul style="list-style-type: none"> <li>• <i>The contracting authority may qualify fuel cell electric vehicles as an eligible technology if it has a supply of hydrogen produced with renewable sources generated on-site, meeting at least 15% of its demand.</i></li> <li>• <i>It may qualify an OEM dual-fuel natural gas vehicle as eligible technology, if it has a supply of renewable methane meeting at least 35% of its demand</i></li> <li>• <i>It may qualify high pressure direct injection natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 10% of its demand.</i></li> <li>• <i>It may qualify dedicated natural gas vehicles as eligible technology, if it has a supply of renewable methane meeting at least 25% of its demand. Renewable methane means biomethane and synthetic methane produced with a surplus of renewable electricity, meaning that which exceeds the demand during certain periods (power-to-gas).</i></li> </ul> <p><b>Verification:</b> Tenderers must provide technical documentation for the proposed vehicles indicating which of the above technologies is used, and a declaration regarding a) the number of each of the above types of vehicles currently in the fleet to be used for the contract b) the number of such vehicles to be added to the fleet for each contract year and c) the total number of vehicles to be used for the contract in each contract year.</p> | Fully electric or plug-in hybrid | Hydrogen fuel cell* | OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%* | High pressure direct injection natural gas vehicles* | Dedicated natural gas vehicles* |
| Fully electric or plug-in hybrid   |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| Hydrogen fuel cell*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| High pressure direct injection natural gas vehicles*   |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| Dedicated natural gas vehicles*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| Fully electric or plug-in hybrid   |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| Hydrogen fuel cell*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| OEM dual-fuel natural gas vehicle with a gas energy ratio over the hot part of the WHTC test-cycle of at least 50%*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| High pressure direct injection natural gas vehicles*   |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |
| Dedicated natural gas vehicles*  |                                  |                     |   |  |                                 |   |                                  |                     |   |  |                                 |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA  |
|---|---|
| TECHNICAL SPECIFICATIONS (TS)   |   |
| <p><b>TS2. Cyclelogistics</b></p> <p><b>Note:</b> <i>this technical specification applies to vehicles used in urban post and courier deliveries. Contracting authorities could also prescribe the kinds of deliveries for which cyclelogistics have to be used (in cities where the urban infrastructure is suitable and where there are sufficient operators).</i></p> <p>The tenderer must offer a service fleet that includes cycles and cycle trailers, which may be electrically power assisted cycles. This aims to minimise the use of motorised vehicles and address last mile issues, based on the emissions reduction plan set by the tenderer.</p> <p>This criterion may be fulfilled by means of a partnership with an urban consolidation centre whose fleet is composed of bikes and cargo bikes.</p> <p><b>Verification:</b> The tenderer will present the specifications of the service fleet, and where applicable a partnership agreement with the urban consolidation centre.</p>  |   |
| <p><b>TS3. Air pollutant emissions</b></p> <p><b>Until December 2024:</b> All HDVs used in carrying out the service must meet at least Euro V standard, and 88% of HDVs must meet Euro VI.</p> <p><b>From January 2025:</b> All HDVs used in carrying out the service must meet at least Euro VI standard. Where vehicles are not certified as meeting Euro V or higher, but have achieved the same standard following technical after-treatment, this should be documented in the tender. Until December 2026, all LCVs used in carrying out the service must meet at least Euro 6c standard, and:</p> <p><b>2024:</b> 60% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 75% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2026:</b> 90% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d or later standard.</p> <p><b>From January 2027,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP or Euro 6d standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> | <p><b>TS3. Air pollutant emissions</b></p> <p>All HDVs used in carrying out the service must meet at least Euro VI standard. Where vehicles are not certified as meeting Euro V or higher, but technical after-treatment has achieved the same standard, this should be documented in the tender.</p> <p><b>Until December 2025,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6c, and:</p> <p><b>2024:</b> 70% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>2025:</b> 85% of cars and LCVs must meet the Euro 6d-TEMP, Euro 6d standard or later standard.</p> <p><b>From January 2026,</b> all cars and LCVs used in carrying out the service must meet at least Euro 6d-TEMP, Euro 6d or later standard.</p> <p>All L-category vehicles used in carrying out the service must meet at least Euro 5.</p> |



| CORE CRITERIA   | COMPREHENSIVE CRITERIA  |
|---|---|
| TECHNICAL SPECIFICATIONS (TS)   |   |
| <p>TS3. <b>Air pollutant emissions</b> (continued)</p> <p>TS2.2. <b>For urban areas with air quality issues:</b><br/>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles' technical sheets with the emission standards are defined. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> | <p>TS3. <b>Air pollutant emissions</b> (continued)</p> <p>TS2.2. <b>For urban areas with air quality issues:</b><br/>LCVs and L-category vehicles must have zero tailpipe emissions.</p> <p>If there is no charging infrastructure available, or if the expected use profile requires large ranges, the vehicles may be only zero tailpipe emissions capable, meaning that an LCV can travel the minimum range of 50 km without emitting any tailpipe emissions.</p> <p><b>Verification:</b> The tenderer must provide the vehicles' technical sheets with the emission standards defined, and the partnership agreement with the urban consolidation centre where applicable. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> |





| CORE CRITERIA   | COMPREHENSIVE CRITERIA |
|---|------------------------|
| AWARD CRITERIA (AC)   |                        |
| <p>AC1. <b>CO<sub>2</sub> emissions</b><br/>To be applied in conjunction with TS1</p> <p><b>For cars and LCVs</b><br/>Up to [X] marks will be awarded to tenders offering a service fleet with a share of low and zero-emission vehicles which exceed the minimum percentages specified in TS1.</p> <p><b>For buses</b><br/>Up to [X] marks will be awarded to tenders offering a service fleet with a share of low and zero-emission vehicles which exceed the minimum percentages specified in TS1.</p> <p>For both of the above criteria, maximum marks could be awarded to the tenderer offering the highest percentage of low or zero-emission vehicles, with other tenders being scored proportionately. Alternatively, the contracting authority may specify a target, expressed as: (i) a percentage of the total fleet (ii) all the vehicles of the fleet, (iii) specific vehicle categories or sub-categories, or (iv) vehicles to be used on specific routes. See the explanatory note for more details.</p> <p><b>Verification:</b> the tenderer must present a spreadsheet with a list of vehicles of the service fleet, their CO<sub>2</sub> emissions type approval (supported by certificates of conformity), and/or, for buses, the vehicle's technical sheet where these technologies are listed. Where low or zero-emission vehicles are planned to be introduced during the contract period, the date by which these will enter into service must be clearly indicated, and will form a binding condition of the contract.</p>  |                        |
| <p>AC2. <b>Air pollutant emissions</b><br/>(Not applicable if zero tailpipe emissions are required for all vehicles under comprehensive technical specification TS2)</p> <p>Up to [X] marks will be awarded to tenders offering either:</p> <ul style="list-style-type: none"> <li>a. A higher percentage of low and zero-emission vehicles than the one set by TS2,</li> <li>b. Cars and vans that have an emission performance better than Euro 6 standard,</li> <li>c. L-category vehicles that have an emission performance better than Euro 5, or</li> <li>d. Natural gas buses and zero-emission capable vehicles, i.e. cars and LCVs able to drive a minimum range of 50 km without emitting any tailpipe emissions, plug-in hybrid electric vehicles (PHEV), battery electric vehicles (BEV) for buses and L-category vehicles, and fuel cell electric vehicles (FCEV) for buses.</li> </ul> <p><i>(The contracting authority must set out how marks will be awarded based on higher percentages, better performance and/or zero tailpipe emission vehicles. Zero tailpipe vehicles must be given more points than vehicles with a performance better than Euro 6/5 standard and natural gas buses).</i></p> <p><b>Verification:</b> The tenderer must provide the vehicles' technical sheets with the emission standards defined, and the partnership agreement with the urban consolidation centre where applicable. For vehicles that have achieved the standard mentioned above following a technical upgrade, the measures must be documented and included in the tender, and this must be verified by an independent third party.</p> |                        |



CORE CRITERIA

COMPREHENSIVE CRITERIA

AWARD CRITERIA (AC)

**Explanatory note:** Fleet composition requirements

Whenever a contracting authority requires a service provider to use a fleet with a certain percentage of the vehicles compliant with criteria on CO<sub>2</sub> emissions or air pollutant emissions, the contracting authority should consider the means of verification. It can be cumbersome for the contractor to provide, and for the public authority to verify, information about which vehicles were used for which distances on which day to calculate the total/average. Therefore, if it is not considered feasible to ask for all vehicles to meet the requirement, the contracting authority could determine that on specific routes, only compliant vehicles can be used (e.g. in areas with air quality issues), or that certain vehicle categories must be compliant. These issues may be less relevant for the outsourcing of public bus services and refuse collection services, where the planning and the monitoring of the services facilitate the verification of the fleet performance used to provide the services.



## LIFE-CYCLE COSTING

Life-cycle costing (LCC) is a method for assessing the total costs of the product group or service under study. It takes into account all costs related to the purchase, the use and maintenance operations and the disposal of any generated waste. The purpose of LCC is to estimate the overall costs of project alternatives and to select the option that will provide the lowest overall costs consistent with quality and function. LCC can be carried out at the pre-procurement stage, as part of tender evaluation, and during the contract delivery phase.

When evaluating offers, LCC can help determine the lowest costs. LCC can help authorities consider not only the acquisition costs of a product or service (e.g. raw material and manufacturing costs), but also other costs that usually have to be identified and calculated by the purchaser (e.g. maintenance costs, running costs, disposal and recycling costs, etc.). LCC adds these kinds of costs to the purchase price to have a comprehensive estimate of the total cost of ownership.

In addition, LCC can take account of the environmental externalities of a product or service during its life-cycle, when it is possible to determine a monetary value for this. Costs for greenhouse gas emissions can be set in accordance with Ireland's *Public Spending Code – Supplementary Guidance on GHG Emissions* or another appropriate reference. LCC can provide a more thorough view of the costs of a service through the stages of its life-cycle, including, for example not only the cost of supplies, accessories and machinery but also the cost of running the service (e.g. energy consumption

during operations) and labour costs. Article 68 of Directive 2014/24/EU on public procurement identifies the costs which may be considered as part of LCC. For further information, please see the *Technical Background Report*.

Contracting authorities can provide industry with real incentives for developing green technologies through green procurement. In some service sectors, the impact can be particularly significant, as public purchasers command a large share of the market (e.g. energy efficient buildings, public transport, facilities management). If the whole life costs of a contract are considered, green public procurement can save money while also having less impact on the environment. By purchasing wisely, one can save materials and energy, reduce waste and pollution, and encourage sustainable patterns of behaviour.

In the case of road transport, a life-cycle cost assessment has been carried out for different case studies, applying some of the EU GPP criteria:

**Case study 1:** purchase of electric buses and other alternative technologies instead of diesel buses for a part of the vehicle fleet;

**Case study 2:** training on eco-driving for drivers of a post and courier service.

The costs of the case scenarios were compared to a business-as-usual scenario without EU GPP criteria. The case studies can be found on pages 70-77 of the *Technical Background Report*.

