



Environmental criteria for sustainable public procurement of

Contract Transport

- school transport and transport to and from a gym or swimming pool;
- Transport on Demand.

Version 30 March 2017

1. Scope/definition

The contract transport product group comprises:

- School transport and transport to and from a gym or swimming pool;
- Transport on Demand.

1.1 School transport and transport to and from a gym or swimming pool

The school transport and transport to and from a gym or swimming pool product group relates to the invitation to tender for the transport of pupils from and to school for which the municipality in which the pupil lives is responsible, as well as to the transport of pupils to and from swimming pools and gyms.

The following forms of transport may be offered by the municipality:

- The municipality provides a public transport season ticket (and possibly a season ticket for the person escorting the pupil) or provides compensation for this.
- The municipality arranges organised transport by bus or taxi.

As regards the Sustainable Public Procurement programme, the first form of school transport falls under the public transport product group. The second form belongs to the school transport and transport to and from a gym or swimming pool product group.

Each municipality has laid down its own policy in this regard in a Municipal Bylaw for School Transport and Transport to and from a Gym or Swimming Pool.

School transport does not include Public Transport or Transport on Demand. Separate criteria documents have been drawn up for the Public Transport and Transport on Demand product groups.

This involves the procurement of a service.

A selection of CPV codes that may apply to this product group has been provided to make things easier for the contracting entity. This selection is not exhaustive or complete. It remains the responsibility of the contracting entity itself to put together the correct set of CPV codes, to suit the invitation to tender concerned.

Products	CPV code
Special-purpose road passenger-transport services	60130000-8(1)

Unless explicitly stated otherwise, the document will apply to the use of diesel vehicles.

1.2 Transport on Demand

The Transport on Demand product group includes the hiring of transport facilities. This concerns the Public Transport on Demand project (*Collectief Vraagafhankelijk Vervoer*, CVV) and Social Support Act transport (*Wet Maatschappelijke ondersteuning, Wmo-vervoer*).

Transport on demand related to regular public transport is allocated to the Public Transport product group within the Sustainable Public Procurement programme.

An overview of schemes related to public transport on demand where a governmental body is the contracting authority is shown in the table below. There are also schemes where health insurers, sheltered workshops and the Employee Insurance Agency (UWV) are the contracting parties. These fall outside the scope of the Sustainable Public Procurement programme and are therefore not included in the table.

Overview of schemes related to public transport on demand (source: Transport Knowledge Resource Centre (KpVV) and Transumo). Scheme and objective	Contracting authority	Implementation

Regional taxi: Public Transport on Demand is a combination of public and target group transport (Services for the Disabled Act (Wvg) users)	Provinces, framework Act areas	Minibus taxi, taxi
Social Support Act transport: the Social Support Act offers a system of transport facilities for people who are unable to use standard public transport because of a disability	Municipal authorities	Wheelchair or minibus taxi, taxi
VALYS: supraregional transport system for people with restricted ability to use transport (for social and recreational purposes)	Ministry of Health, Welfare and Sport	Wheelchair or minibus taxi, taxi

The most important characteristic of Public Transport on Demand is that it covers journeys on demand only. The vehicles do not travel from stop to stop, but from address to address. Public Transport on Demand will therefore stop at and depart from a person's house if required. The operator may deploy customised vehicle services. This also makes Public Transport on Demand suitable for transporting people with a disability. The Dutch term "collectief", which means collective, means that everybody can use Public Transport on Demand, and that a Public Transport on Demand passenger will therefore not always be the only person on board. He or she may have to share the vehicle with other passengers. In addition, drivers receive special training for Public Transport on Demand.

This involves the procurement of a service.

A selection of CPV codes that may apply to this product group has been provided to make things easier for the contracting entity. This selection is not exhaustive or complete. It remains the responsibility of the contracting entity itself to put together the correct set of CPV codes, to suit the invitation to tender concerned.

Products	CPV code
Special-purpose road passenger-transport services	60130000-8(1)

Unless explicitly stated otherwise, the document will apply to the use of diesel vehicles.

This document describes the environmental criteria. Information about the other components of sustainable public procurement, such as social conditions and social return, can be found on PIANOo's website, on the specific product group page: <https://www.pianoo.nl/document/14044/productgroep-contractvervoer>

2. Most significant environmental impacts

The following tables list the sustainability themes and describe the associated approach for the product group. The "approach" column indicates how sustainable purchasing and its criteria can influence "sustainability" for that theme. This column also includes a reference to any requirements, award criteria or points requiring attention/suggestions that may be useful in implementing the approach. The product group can also have an impact on other environmental themes, but these are (at least at present) less relevant or of a much less significant level of concern, or do not as yet have a suitable set of criteria.

Themes:	Approach:	Requirement no./criterion
Energy and climate Energy consumption and associated CO ₂ emissions through the use of fossil fuels	<ul style="list-style-type: none"> Procure vehicles with tyres with low rolling resistance. 	ME3
	<ul style="list-style-type: none"> Procure low CO₂ emission vehicles. 	ME2
	<ul style="list-style-type: none"> Encourage the use of vehicles suitable for alternative fuels and drive systems. 	GC1

		<ul style="list-style-type: none"> Request efficient logistics. 	AS1
		<ul style="list-style-type: none"> Use coolants with a low global warming potential (GWP). 	AS3
		<ul style="list-style-type: none"> Encourage efficient driving and regular inspection of tyres. 	GE1, AS6
<p>Supplies and raw materials Material use in vehicles, consumption of fossil fuels, waste at end of useful life</p>	⇒	<ul style="list-style-type: none"> Use lubricants based on renewable raw materials. 	AS2
		<ul style="list-style-type: none"> Use alternative fuels and drive systems. 	GC1
		<ul style="list-style-type: none"> Use retreaded tyres. 	AS5
<p>Living environment Air pollution from exhaust gases (particulates and NOx) and noise nuisance during transport</p>	⇒	<ul style="list-style-type: none"> Request vehicles with low particulate and NOx emissions. 	ME1
		<ul style="list-style-type: none"> Encourage the use of vehicles suitable for alternative fuels and drive systems. 	GC1
		<ul style="list-style-type: none"> Encourage the use of vehicles with quiet tyres. 	ME3
		<ul style="list-style-type: none"> Switch off the engine when stationary. 	AS9
<p>Health and welfare Release of hazardous substances into the environment during vehicle maintenance</p>	⇒	<ul style="list-style-type: none"> Use of lubricants with no or low concentrations of hazardous substances. 	AS2

3. Points of attention/suggestions

Every procurement project begins with cataloguing the needs of the internal customer. By considering sustainability at this early stage, it is possible to carry out an investigation of the most sustainable solution for the procurement needs. The following table presents points for attention and suggestions for promoting sustainability in procurement within this product group.

No.	Points of attention/suggestions (AS)
AS1	<p>School hours and logistics Coordinate school hours and logistics between different schools and municipalities so that the school transport and transport to and from a gym or swimming pool can be carried out as efficiently as possible, thereby limiting the environmental impact. Encourage carriers to use smaller vehicles where possible, without deploying additional vehicles. Smaller vehicles use less fuel.</p>

AS2	<p>Use environmentally-friendly lubricants</p> <p>Ask tenderers to make use of environmentally friendly lubricants in the equipment to be used for this contract.</p> <p>The EU GPP document for the procurement of transport services includes a criterion that may be adopted for the tendering process. See: http://ec.europa.eu/environment/gpp/pdf/criteria/transport_nl.pdf</p>
AS3	<p>Use coolants with low global warming potential (GWP)</p> <p>Ask tenderers to make use of coolants with low global warming potential in the climate control systems in the equipment to be used for this order.</p> <p>The EU GPP document for the procurement of transport services includes a criterion that may be adopted for the tendering process. See: http://ec.europa.eu/environment/gpp/pdf/criteria/transport_nl.pdf</p>
AS4	<p>Ask tenderers for an environmental management system</p> <p>Ask tenderers – for instance, in the context of market research prior to the call for tender – to describe, without obligation, their efforts with respect to environmental management. An environmental management system, such as ISO 14001 or EMAS, shows that a company or organisation uses a systematic management system to deal with relevant environmental issues on a day-to-day basis.</p>
AS5	<p>Use retreaded tyres</p> <p>For vehicles to be newly acquired, ask tenderers for tyres that are suitable for retreading, and to use retreaded tyres during maintenance. Retreading tyres instead of replacing tyres saves on raw materials, energy and emissions.</p>
AS6	<p>Encourage frequent inspection of tyres</p> <p>Ask tenderers to regularly inspect tyres for damage, wear and tear and correct tyre pressure. Regularly evaluating damage and wear and tear and checking for correct tyre pressure all help to reduce tyre damage and wear, increase traction on the road surface and reduce rolling resistance.</p>
AS7	<p>Use a longer contract duration</p> <p>Use a "longer" contract duration. This will make it more rewarding for tenderers to invest in clean and efficient vehicles. Options to extend offer the opportunity to recalibrate ambitions along the way. Take a close look at framework contracts with a contract duration of four years or more. A framework agreement will have a maximum term of four years. If reasons can be given showing that an exception is justified here, a framework agreement with a longer term may be concluded.</p>
AS8	<p>Sufficient weight to EMAT criterion</p> <p>Give sufficient weight to the EMAT criterion. The weight given to an EMAT criterion (and the underlying subcriteria) is the responsibility of and at the discretion of the contracting authority. It is important that the weight given is in line with own environmental and other policy. Furthermore, the weight will determine whether it is attractive to the tenderer to make a distinction and, possibly, to invest in cleaner and more efficient applications and technology. A test assessment may be performed on several fictitious tenders to test the effect of the weighting ratios.</p>
AS9	<p>Switch off the engine when stationary</p> <p>Ask tenderers to switch vehicles off when waiting and when clients are getting into and out of the vehicle. This is to avoid unnecessarily troubling the driver, clients and bystanders with vehicle emissions.</p>
AS10	<p>Air emissions in practice</p> <p>Research carried out by the Netherlands Organisation for Applied Scientific Research (TNO) (2016) has revealed that the NOx emissions of the Euro 5 and Euro 6 diesel vehicles tested are higher in practice (on the road) than in the test situation (during the type approval test on a chassis dynamometer). At present, there is no statutory practical test. At present, the EU is expanding the type approval for light vehicles to include a practical test based on mobile equipment (Real Driving Emission, or RDE). It is set to be introduced in the next few years. Since no good alternative is yet available, the minimum requirements of the present Euro standards are used in this document.</p> <p>The purchaser may challenge tenderers to deploy vehicles with lower NOx emissions by making use of award criterion GC1 "Alternative fuels or drive systems" (with the exception of biodiesel). More information about air emissions may be found in the fuels for road transport fact sheets.</p>

4. Selection criteria

No.	Eligibility requirements (GE)
GE1	<p>Efficient driving behaviour of drivers All drivers deployed in order to perform the contract will have completed the "<i>Het Nieuwe rijden</i>" (the new driving) course or an equivalent course aimed at efficient driving behaviour.</p> <p><i>Explanatory note</i> Drivers with a driving license issued after 1 January 2008 will have already been trained to drive in accordance with the <i>Het Nieuwe Rijden</i> programme.</p> <p><i>Verification</i> You may ask the tenderer or tenderers to whom you intend to award the contract to submit <i>Het Nieuwe Rijden</i> certificates (showing the date when the certificate was obtained) of the drivers to be deployed during the contract period.</p>

5. Technical specifications

No.	Technical specifications (ME)
ME1	<p>Vehicles' exhaust emissions The vehicles to be used to perform the contract will meet the Euro 5 or Euro V standard.</p> <p>If the contractor replaces the vehicles to be deployed to perform the contract or uses vehicles that are a supplement to the already existing fleet during the contract period, those vehicles will at least meet the Euro 6 or Euro VI standard.</p> <p><i>Explanatory note</i> Emission values for each vehicle type (weight class and fuel) of the said Euro standards may be found on, among other sites, www.dieselnet.com/standards/eu and http://ec.europa.eu/environment/air/transport/road.htm.</p> <p><i>Verification</i> The tenderer may be asked for a copy of the type approval documents of the vehicles to be deployed for the performance of the contract. These documents will contain, among other things, the Euro standard for each vehicle type. Information concerning the Euro standard of the vehicle to be deployed, among other things, can be looked up on the RDW National Vehicle and Driving License Registration Authority website by entering the vehicle's registration number.</p>
ME2	<p>CO₂ emissions of cars and minibus taxis Cars with a maximum of five seats, not including the driver's, and minibus taxis with six to eight seats, not including the driver's, to be deployed for the performance of the contract will have an energy label of A or B.</p> <p><i>Verification</i> The tenderer may be asked to specify these properties in the vehicle technical data of the vehicle to be provided. Information such as the energy label of cars can be looked up on the RDW website by entering the registration number of the vehicle to be deployed.</p>

ME3	<p>Noise emissions and rolling resistance of vehicle tyres</p> <p>a. Noise emissions The vehicles must be equipped with tyres with a noise emission level at least 3 dB below the maximum established in Regulation 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor, Annex II, Part C. This corresponds to one "sound wave" on the EU tyre label.</p> <p>b. Rolling resistance The rolling resistance (for both new and retreaded tyres), expressed in kg/tonne, may not exceed the threshold values given below, in accordance with ISO 28580 or equivalent:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">Tyre class</th> <th style="width: 30%;">Max. rolling resistance value (kg/tonne)</th> <th style="width: 40%;">Fuel efficiency class of tyre labelling</th> </tr> </thead> <tbody> <tr> <td>C1</td> <td style="text-align: center;">9.0</td> <td style="text-align: center;">C</td> </tr> <tr> <td>C2</td> <td style="text-align: center;">8.0</td> <td style="text-align: center;">C</td> </tr> <tr> <td>C3</td> <td style="text-align: center;">6.0</td> <td style="text-align: center;">C</td> </tr> </tbody> </table> <p>For information, see http://kiesdebesteband.nl/.</p> <p><i>Verification</i> The tenderer may be asked to provide a list of the tyres to be used, along with the technical data or test results of the tyres (in accordance with ISO 28580:2009 or equivalent), stating the noise emissions and the rolling resistance, as well as a signed declaration that only these products will be used during the term of the contract. Tyres with the EU tyre label that meets the criteria are in compliance.</p>	Tyre class	Max. rolling resistance value (kg/tonne)	Fuel efficiency class of tyre labelling	C1	9.0	C	C2	8.0	C	C3	6.0	C
Tyre class	Max. rolling resistance value (kg/tonne)	Fuel efficiency class of tyre labelling											
C1	9.0	C											
C2	8.0	C											
C3	6.0	C											

6. Award criteria

No.	Award criteria (GC)																																																									
GC1	<p>Alternative fuels or drive systems If the vehicles to be used for the performance of the contract are designed to run on one of the alternative fuel types or drive systems given below, this component will be rated as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Percentage of use</th> <th rowspan="2">Fuel/drive system</th> <th colspan="2">Rating</th> <th rowspan="2">Score</th> </tr> <tr> <th>Year of commencement</th> <th>Year X</th> <th>Year of commencement</th> <th>Year X</th> </tr> </thead> <tbody> <tr> <td><i>Euro standard 5/6, V/VI</i></td> <td style="text-align: center;">... %</td> <td style="text-align: center;">... %</td> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td rowspan="3"><i>Alternative fuels</i></td> <td style="text-align: center;">... %</td> <td style="text-align: center;">... %</td> <td><i>CNG/LNG</i></td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> </tr> <tr> <td style="text-align: center;">... %</td> <td style="text-align: center;">... %</td> <td><i>Biofuels (in accordance with ISCC EU or equivalent)</i></td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> </tr> <tr> <td style="text-align: center;">... %</td> <td style="text-align: center;">... %</td> <td><i>Green gas (BNG/LBG)</i></td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> </tr> <tr> <td rowspan="2"><i>Zero emission vehicles</i></td> <td style="text-align: center;">...%</td> <td style="text-align: center;">...%</td> <td><i>Hydrogen</i></td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> </tr> <tr> <td style="text-align: center;">...%</td> <td style="text-align: center;">...%</td> <td><i>Electric</i></td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> <td style="text-align: center;">x</td> </tr> <tr> <td></td> <td style="text-align: center;">100%</td> <td style="text-align: center;">100%</td> <td></td> <td></td> <td></td> <td style="text-align: center;">x</td> </tr> </tbody> </table> <p><i>Explanatory notes to the table</i></p> <ul style="list-style-type: none"> Percentage of use: in these columns, the tenderer enters the proportion of vehicles that have been designed to run on the relevant fuels. The total for each column should amount to 100%. If the total is not 100%, the tenderer should not be awarded any points for this criterion. Year of commencement: the award criterion can be designed in such a way that only the year of commencement is considered. In that case, the "Year X" column will be omitted. Year X: it may be left up to the tenderer to choose when to use a particular vehicle type. If so, depending on the number of reference years, one or more additional columns will be included 		Percentage of use		Fuel/drive system	Rating		Score	Year of commencement	Year X	Year of commencement	Year X	<i>Euro standard 5/6, V/VI</i>	... %	... %		0	0	0	<i>Alternative fuels</i>	... %	... %	<i>CNG/LNG</i>	x	x	x	... %	... %	<i>Biofuels (in accordance with ISCC EU or equivalent)</i>	x	x	x	... %	... %	<i>Green gas (BNG/LBG)</i>	x	x	x	<i>Zero emission vehicles</i>	...%	...%	<i>Hydrogen</i>	x	x	x	...%	...%	<i>Electric</i>	x	x	x		100%	100%				x
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	<p>in the table ("Year X" in the table).</p> <ul style="list-style-type: none"> • Rating: in this column, the purchaser will specify which rating was given to a fuel or drive system for the year in question. The purchaser will have to determine the method of rating and the weight to be given to the various fuels and drive systems. This may be linked to the purchaser's own (environmental) policy. The use of Euro 5/6 or V/VI vehicles will receive a rating or rating factor of zero. <p><i>Verification</i></p> <p>The tenderer may be asked to specify these properties in the vehicle technical data of the vehicle to be provided. In any event, biofuels will meet the criteria if they are ICSS EU-certified. Other equivalent certificates may also be produced as documentary evidence. The ISCC EU-based criteria may be found at http://www.iscc-system.org/en/certification-process/isccsystemdocuments/iscc-eu/. Information such as the drive form can be looked up on the RDW website by entering the registration number of the vehicle to be deployed.</p>
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