Environmental criteria for sustainable public procurement of

Service Cars

including vehicle maintenance services

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1. Scope/definition

The Service Cars Including Vehicle Maintenance Services product group includes the procurement, leasing or rental of motor vehicles for the transport of maximum nine passengers (including the driver) and the maintenance thereof. This involves the procurement of both physical products (procurement of motor vehicles) and services (leasing, rental and maintenance of motor vehicles). The following products and services (with their corresponding CPV codes) are part of the product group Service Cars Including Vehicle Maintenance Services. This list of products is non-exhaustive.

Products	CPV code
Passenger cars	34110000-1
Cars: Estate and saloon cars	34111000-8
Estate cars	34111100-9
Saloon cars	34111200-0
4-wheel-drive vehicles	34113000-2
Jeeps	34113100-3
All-terrain vehicles	34113200-4
Off-road vehicles	34113300-5
Specialist vehicles	34114000-9
Minibuses	34114400-3
Other passenger cars	34115000-6
Motor vehicles for the transport of fewer than 10 persons	34115200-8
Vans	34136000-9
Light vans	34136100-0
Utility vehicles	34144700-5
Electric vehicles	34144900-7
Repair and maintenance services of motor vehicles and associated equipment	50110000-9
Fleet management, repair and maintenance services	50111000-6
Repair and maintenance services of cars	50112000-3
Car-washing and similar services	50112300-6
Cleaning services of transport equipment	90917000-8

The scope of this product group does not include:

- one-off short-term vehicle rentals.

2. Most significant environmental impacts

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

Themes:		Approach:	No. of requirement/ Criterion
Water and Soil Water consumption for cleaning, hazardous	⇨	• Use low-water cleaning techniques	ME7, GC5A

substances in lubricants	• Use environmentally friendly lubricants	ME5
Energy and climate Energy consumption of car and maintenance, and accompanying CO_2 emissions	• Use energy efficient service cars, resulting in low CO_2 emissions	AS3, ME2, ME6, GC1, GC2, GC4, AS2, AS7
	• Promote improvement of driving habits	AS6, ME3
	• Acquire cars with low GWP value climate control systems	ME4
	• Use low-energy cleaning techniques	ME7, GC5B
Supplies and Raw materials Use of fuels, reuse and recycling, waste generation in use and manufacture	• Promote use of alternative fuels and oils	ME5, GC1
	• Promote vehicles manufactured from recycled/bio-based materials	GC3, CB1
Living environment Impact on air quality and noise emission during use phase	• Use service cars with low emissions of air pollutants	ME1, GC1
	• Use tyres with low noise emissions	ME6

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	**Consider alternatives** Analyse the various alternatives available. Is it really necessary to purchase a new service car? Is it possible to accomplish the tasks by using public transport? Or is it possible to make more efficient use of the existing service cars so that expanding the fleet is not necessary or not necessary for the time being? In the case of incidental use, a rental contract is a possible alternative to purchasing a new car. In addition, pool cars can also be used that are made available at the workplace for use by multiple employees. An electric scooter or bicycle may be an option for shorter distances.

AS2	**Select the right cars** Choose service cars that are no larger than necessary for professional purposes. Smaller cars are often more fuel efficient (and less expensive to purchase).
AS3	**Limit acquisition of 4x4s** Purchase 4x4s only where genuinely necessary. 4x4 vehicles are sometimes purchased for uses for which 4-wheel drive is only rarely necessary. Assess whether you make regular use of these features and whether the number of 4x4 vehicles can be reduced.
AS4	**Make sustainability criteria a genuine consideration** Give appropriate weight to the sustainability criteria. Purchasers can indicate how tenderers can score in relation to the award criteria with weighing ratios. These weighing ratios are only applicable when the tendering process is based on the principle of the Most Economically Advantageous Offer ("Economisch Meest Voordelige Inschrijving" or EMVI). It is important that sufficient weight is allocated to the sustainability criterion to ensure that the sustainability component will impact the award. Practice has shown that, in many cases, at least 20% must be allocated to the sustainability component in relation to the procurement of motor vehicles should it have any effect on the award.
AS5	**Consider "shelf life" in sustainability criteria** Choose the contract period carefully. Sustainability criteria have a "limited shelf life" because of new developments and standards in sustainability. The shelf life refers to the period in which the set sustainability criteria are applicable. With the rate of new developments, some criteria are even readjusted annually. Take this into account when determining the contract period.
AS6	**Encourage efficient driving** Ask the tenderer to include relevant information/instructions on eco-driving with the vehicle purchase. Encourage drivers to learn the driving style of the "Het Nieuwe Rijden" programme or take a training on it.
AS7	**Electric km for plug-in vehicles** Strive to make as many kilometres as possible "electric" if plug-in vehicles are purchased. Arrangements on this can be made with the user of the vehicle.

4. Selection criteria

Not defined for this product group.

5. Technical specifications

No.	Technical specifications (ME)
ME1	**Exhaust emissions of light vehicles (up to 3,500 kg)** Vehicles to be supplied with a gross vehicle weight heavier than 3,500 kg must satisfy the Euro-6 standard. Vehicles to be supplied with a gross vehicle weight of no more than 3,500 kg with a type approval based on the emission regulations for heavy-duty vehicles must at least satisfy the Euro VI standard. *Explanation* Gross vehicle weight is deemed to mean the following: The sum of the mass of the empty vehicle and the maximum allowed loading weight (that is Gross Vehicle Weight or GVW). In practice, it is possible that a heavy-duty van with a gross vehicle weight of at most 3,500 kg has type approval based on the emission regulations for heavy-duty vehicles (Roman numerals) instead of type approval based on the emission regulations for light vehicles (Arabic numerals). *Verification* The tenderer may be asked to provide a copy of the class approval papers. The Euro standards per vehicle type can, for example, be derived from this.
ME2	**CO_2 emissions of light vehicles (up to 3,500 kg)** The CO_2 emissions of vehicles as listed in the technical specifications must not exceed the following

values:

Vehicle type *	CO_2 g/km
Mini class	90
Economy class	100
Compact mid-size class	110
Mid-size class	130
Upper mid-size class	150
Luxury class	200
Off-road vehicles/family cars	170
Small vans (N1, class I)	130
Other vans (N1, classes II and III)	180

* see www.cleanvehicle.eu for examples of vehicle types

Explanation
The specified CO_2 emissions (g/km) of the passenger cars to be supplied can be compared with the values that can be found in the current *Brandstofverbruiksboekje* (Fuel Consumption Booklet). The Fuel Consumption Booklet is printed by the RDW, see:
https://www.rdw.nl/Particulier/Paginas/Zuinig-en-milieuvriendelijk-voertuig-kopen.aspx

Verification
The tenderer may be asked to specify the CO_2 emissions in the technical data to be provided (class approval papers) of the vehicle.

Source EU GPP

ME3

Indicators for limiting fuel consumption
Vehicles are equipped with the following aspects:

1. Shift indicator (GSI)
2. Tyre pressure monitoring system (TPMS)
3. Mechanism for displaying fuel consumption to driver

Verification
The tenderer may be asked to specify this in the technical data to be provided (class approval papers) of the vehicle.

Source EU GPP

ME4

Climate control system gases
The vehicle meets at least one of the following requirements:

- if the vehicle is equipped with a climate control system that contains fluorinated greenhouse gases, the GWP of the specific gas must be ≤ 150 (correlated with CO_2 and with a time horizon of one hundred years).

OR

- If the vehicle is equipped with a climate control system that contains fluorinated greenhouse gases with a GWP of the specific gas > 150, leakage may not be more than:
  - 40 g fluorinated greenhouse gases per year for systems with one evaporator
  - 60 g fluorinated greenhouse gases per year for systems with two evaporators

Explanation
The GWP (Global Warming Potential) is a parameter of the degree to which a greenhouse gas can contribute to climate change. The GWP of CO_2 is, by definition, equal to 1. For more information about the GWP of gases, see:
http://www.grida.no/publications/other/ipcc_tar/?src=/climate/ipcc_tar/wg1/248.htm

As part of efforts to limit climate change, purchasers can opt for climate regulation systems using gases with a relatively low GWP (option 1), or climate regulation systems that leak very low levels of gases.

	Verification The tenderer can be asked to list the name, formula and GWP of the cooling gas in the climate control system. When using a gas mixture (n number of gases), the GWP must be calculated as follows: GWP= Σ(Substance X1 % x GWP(X1)) + (Substance X2 % x GWP(X2)) + … + (Substance Xn % x GWP(Xn))) where % is the fractional weight with a margin of error of 1%. If GWP > 150, the results of leakage tests must be provided. *Source EU GPP*
ME5	**Lubricants** a. For maintenance, vehicles must use motor oils with a low viscosity or regenerated lubricants, with at least 25% regenerated base oils. Lubricants with a low viscosity are in the category SAE 0W30, SAE-5W30 or equivalent. b. Hydraulic fluids and greases must not be classified with an environmental or health hazard or warnings at the time of the application (lowest classification limit in Regulation (EC) no. 1272/2008 or Directive 99/45/EC of the Council). c. No deviation is permitted from the prohibition in article 6, paragraph 6, of Regulation (EC) no. 66/2010 for substances considered of serious concern and included on the list referred to in article 59 of Regulation (EG) no. 1907/2006, and which are present in concentrations in excess of 0.010 percent by weight in mixtures. d. The carbon content from renewable resources must be ≥ 45 %. e. The cumulative mass concentration of component substances that are both non-biodegradable and bioaccumulative may not exceed 0.1% by weight. *Verification* The tenderer may be requested to provide the technical data on the lubricants. Products with a relevant Type I environmental label answering to the listed criteria will be assumed to be in compliance. Other appropriate forms of evidence, such as a technical file or approval report from an independent institution, will also be accepted. *Source EU GPP*
ME6	**Noise emissions and rolling resistance from vehicle tyres** 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 annex II part C. This corresponds to one "sound wave" on the EU tyre label. b. Rolling resistance willThe 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:

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

For information, see: http://kiesdebesteband.nl/

Verification
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 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.
ME7	*(If the cleaning of vehicles is a part of the contracted work)* **Water and energy consumption when cleaning** A washing method must be used where the vehicle does not use more than 105 litres net fresh water per vehicle during the whole of the washing process when cleaning (or having cleaned) passenger cars and/or light vans. Net fresh water consumption is understood to mean the total take-up of groundwater plus mains water. The energy consumption when cleaning (or having cleaned) light vehicles must be no more than 15 MJ in relation to roll-overs for each wash during the whole of the washing process. The maximum energy consumption during the whole of the washing process must be 25 MJ for each wash in relation to car washes and other washing methods. The energy consumption excludes any use that is made of vacuum cleaners. *Verification* The tenderer may be asked to provide the approval information for the cleaning equipment from which the maximum water and energy consumption per washing process can be derived.

6. Award criteria

No.	Award criteria (GC)
GC1	**Use of alternative fuels** If the vehicle is designed for alternative fuel types and/or for electric drive, a higher rating will be assigned. *Explanation* Examples of alternative fuels are CNG, bio-CNG (green gas) and liquid biofuels (such as ethanol or biodiesel). Alternative drives include systems that operate on electricity or hydrogen, or hybrid and plug-in hybrid systems. *Verification* The tenderer may be asked to specify these properties in the vehicle technical data to be provided. Information such as the drive system can be looked up on the RDW website by entering the registration number of the vehicle. *Source EU GPP*
GC2	**Lower CO_2 emissions** If the CO_2 emissions are lower than required by the specifications (minimum requirement 2), a higher rating will be assigned. *Explanation* The specified CO_2 emissions (g/km) of the passenger cars to be supplied can be compared with the values that can be found in the current *Brandstofverbruiksboekje* (Fuel Consumption Booklet). The Fuel Consumption Booklet is printed by the RDW, see: http://www.rdw.nl/nl/particulier/auto/Pages/Brandstofverbruiksboekjesdownloaden.aspx *Verification* The tenderer may be asked to specify the CO_2 emissions in the technical data to be provided (class approval papers) of the vehicle. *Source EU GPP*
GC3	**Vehicle materials** The higher the percentage by weight of the vehicle originating from recycled or renewable materials, the higher the rating that will be assigned. *Explanation* Materials that are inexhaustible and which can be regenerated repeatedly are renewable. Renewable materials may be bio-based materials such as bioplastics obtained from sources such as

	sugar or cornstarch. Recycled materials refers to waste materials that, after processing, are made suitable again for useful applications such as products, materials or substances, whether for the original purpose or for another purpose. *Verification* The tenderer may be asked to specify this information in the vehicle technical data to be provided. *Source EU GPP*
GC4	**Vehicle start-stop system** Vehicles equipped with a start-stop system will be assigned a higher rating. *Verification* The tenderer may be asked to specify this information in the vehicle technical data to be provided. *Source EU GPP*
GC5A	*(If the cleaning of vehicles is a part of the contracted work)* **Water consumption when cleaning** The less fresh water used for cleaning passenger cars and/or light commercial vehicles as compared to the consumption specified in minimum requirement 4 (at most 105 litres net of fresh water), the higher this component will be rated. *Explanation* Net fresh water consumption is understood to mean the total take-up of groundwater plus mains water. It is important that the contracting authority include in the contract the frequency with which the vehicle will be cleaned/washed by the contractor (for example, per time unit or per number of driven kilometres). This will safeguard that the award criterion in the tender is assessed based on the same number of washes as will in fact occur in practice. Through the contract, equality in relation to chances will be safeguarded in the tendering process for the different tenderers. This criterion concerns the water consumption for the full chain of the washing process. This means, for example, that for washes at a car wash, the water of the prewash must be counted (in addition to the water consumption of the main wash). For alternative methods such as cleaning using microfibre cloths, it is important to include the water consumption of the cleaning of microfibre cloths after use. *Verification* The tenderer may be asked to submit documentation demonstrating compliance with the criteria above.
GC5B	*(If the cleaning of vehicles is a part of the contracted work)* **Energy consumption when cleaning/washing** The less energy used as compared to the consumption specified in minimum requirement 4 (15 MJ in relation to roll-overs and 25 MJ energy in car washes and other washing methods) when cleaning passenger cars and/or light commercial vehicles, the higher this component will be rated. *Explanation* It is important that the contracting authority include in the contract the frequency with which the vehicle will be cleaned/washed by the contractor (for example, per time unit or per number of driven kilometres). This will safeguard that the award criterion in the tender is assessed based on the same number of washes as will in fact occur in practice. Through the contract, equality in relation to chances will be safeguarded in the tendering process for the different tenderers. This criterion concerns the energy consumption for the full chain of the washing process. This means that also the energy consumption must be included for the prewash and drying in relation to, for example, washing at a car wash (in addition to the energy consumption of the main wash). For alternative methods such as cleaning using microfibre cloths, it is important to include the energy consumption of the cleaning of microfibre cloths after use. The energy consumption excludes any use that is made of vacuum cleaners. *Verification* The tenderer may be asked to submit documentation demonstrating compliance with the criteria above.

7. Contract provisions

No.	Contract provisions (CB)
CB1	**Recycled components** If visible components are being replaced during repair work including damage repair work, the contractor will indicate where use can be made of components from disassembled cars based on environmental considerations (recycled components). The contracting authority will make a decision based on this. The contractor will report to the contracting authority about the components of disassembled vehicles used for repair work using a method to be determined in consultation. *Explanation* This provision is meant to stimulate the use of components of disassembled vehicles for repairs and to obtain information about the ultimately used materials. It is recommended that the purchaser specify the reporting format in mutual consultation, depending on what the contracting authority can and wants to do with the data.