



**Environmental criteria for sustainable public
procurement of**

Transport Services

including postal and moving services

Version March 2017

1. Scope/definition

The product group Transport Services is a bundle of several former product groups: Transport Services, Postal Services and Moving Services. This product group comprises:

Transport Services

- supply of Transport Services;
- services offered with the supply of Transport Services.

Postal Services:

- outsourcing of postal services for the dissemination of printed matter (written correspondence) and packages.

Moving Services:

- internal moves: the transport of moveable property within a building or a complex of buildings whereby it is possible to carry out the activities without external transport;
- external moves: the transport of moveable property between two or more buildings, designated by the principal, whereby external transport is necessary to carry out the move within the country and abroad;
- storage and archiving;
- other activities: all moving activities that do not fall under one of the categories described above. This could involve the standard coordination and project-based coordination of moves, providing the delivery or removal of necessary moving materials, packing and unpacking, dismantling and assembling furniture and equipment, providing for the use of protective materials and the removal of moving materials.

The following products, with their corresponding CPV codes, are part of the Transport Services product group. This list of products is non-exhaustive.

Products	CPV code
Transport Services	
Transport services (excluding waste transport)	60000000-8
Road transport services	60100000-9
Courier services	64120000-3
Postal Services	
Mail transport by road	60160000-7
Postal services	64110000-0
Postal services related to newspapers and periodicals	64111000-7
Postal services related to letters	64112000-4
Postal services related to parcels	64113000-1
Post office counter services	64114000-8
Mailbox rental	64115000-5
Poste-restante services	64116000-2
Mailing-list compilation and mailing services	79570000-0
Mailing services	79571000-7
Mail transport by rail	60220000-6
Non-scheduled airmail transport services	60421000-5
Mail transport over water	60620000-0
Moving Services	
Employee relocation services	79613000-4
Cargo handling and storage services	63100000-0
Relocation services	98392000-7

The scope of this product group does not include:



- the use of tractors or agricultural vehicles for transport jobs and/or services in the Building and/or Civil Engineering sector;
- transport of goods by rail or over water.

This document describes the environmental criteria. Information about the other elements of sustainable public procurement, such as social conditions and social return, may be found on the PIANOo website, on the specific product group page: <https://www.pianoo.nl/document/10564/productgroep-transportdiensten>.

2. Most significant environmental impacts

The table below lists the sustainability themes and describes 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
<p>Energy and climate Energy consumption and associated CO₂ emissions from use of fossil fuels</p>	<ul style="list-style-type: none"> • Procure vehicles with tyres with a low rolling resistance. 	GC6
	<ul style="list-style-type: none"> • Procure low CO₂ emission vehicles. 	AS2, GC3, GC8, GC11
	<ul style="list-style-type: none"> • Procure vehicles with low-GWP climate control system. 	AS3
	<ul style="list-style-type: none"> • Compensate CO₂ emissions. 	GC4, CB1
	<ul style="list-style-type: none"> • Opt for non-motorised transport. 	AS1, GC9
	<ul style="list-style-type: none"> • Encourage efficient driving and regular inspection of tyres. 	AS6, AS8
	<ul style="list-style-type: none"> • Train staff. 	GC7
<p>Supplies and raw materials Material use in vehicles, consumption of fossil fuels, waste at end of lifetime</p>	<ul style="list-style-type: none"> • Use lubricants based on renewable raw materials. 	GC5
	<ul style="list-style-type: none"> • Use alternative fuels and drive systems. 	GC3
	<ul style="list-style-type: none"> • Use retreaded tyres. 	AS5

Living environment Air pollution from exhaust gases (particulates and NOx) and noise nuisance during transport		<ul style="list-style-type: none"> Ask for vehicles with low particulate and NOx emissions. 	ME1, ME2, GC1, GC2, GC10, GC11, GC12, AS9
		<ul style="list-style-type: none"> Request an environmental management system. 	AS4
		<ul style="list-style-type: none"> Avoid motorised transport. 	AS1, GC9
Health and welfare Release of hazardous substances into the environment during vehicle maintenance		<ul style="list-style-type: none"> Use of lubricants with no or low concentrations of hazardous substances. 	AS3

3. Points of attention/suggestions

Devoting attention to the opportunities and possibilities for the most sustainable procurement possible in the preparation phase will lead to specifications that are more ambitious or that differ from the standard technical specifications and award criteria set out in this document. The table below presents points for attention and suggestions for promoting sustainability in procurement within this product group.

No.	Points of attention/suggestions (AS)
AS1	Consider alternative modalities Opt for alternative modalities above motorised transport wherever possible. This choice is determined by the degree of flexibility needed and the distances that must be covered. Bicycle couriers (cargo bikes), for example, are an excellent alternative for short distances. When moving, consider alternative modalities in favour of transport by moving truck. This consideration must be made if long-distance moves are taking place, for instance in the case of international moves.
AS2	Choose low CO₂ vehicles Request tenderers to use passenger cars with energy labels A-C. The EU GPP document for the procurement of transport services includes a criterion on the CO ₂ emissions from light vehicles, which may be adopted for the tendering. See: http://ec.europa.eu/environment/gpp/pdf/criteria/transport_en.pdf
AS3	Use coolants with low emissions of greenhouse gases (GWP) Ask tenderers to make use of low-GWP coolants in climate control systems in the equipment to be used for this assignment. The EU GPP document for the procurement of transport services includes a criterion that may be adopted for the tendering. See: http://ec.europa.eu/environment/gpp/pdf/criteria/transport_nl.pdf
AS4	Ask tenderers for environmental management system Ask tenderers – for instance in the context of market research prior to the call for tender – to describe, without obligation, what they do 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.
AS5	Use retreaded tyres For vehicles to be newly acquired, ask tenderers for tyres that are suitable for retreading, and at maintenance use retreaded tyres. Retreading tyres instead of replacing tyres saves on raw materials, energy and emissions. For purposes of verification, the tenderer may be asked to supply a list containing the type of tyres used in the fleet used (new/retreaded, retreadable/not retreadable).
AS6	Encourage frequent inspection of tyres Ask tenderers to regularly inspect tyres for damage, wear-and-tear, and correct tyre pressure. Replacing tyres in good time and checking for correct tyre pressure all help to reduce tyre damage

	and wear, increase traction on the road surface and reduce rolling resistance. For purposes of monitoring, the tenderer may be asked to provide an overview of the tyre inspections on an annual basis.
AS7	Use a longer contract duration Use a “longer” contract duration. This lowers the threshold for the return on a tenderer’s investment in clean and efficient vehicles. Options for extension 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.
AS8	Encourage efficient driving Ask tenderers to have drivers take a “New Driving Style” training course or an equivalent training. Drivers with a driving license issued after 1 January 2008, have already learned the New Driving Style method.
AS9	Practical testing Research carried out by the Netherlands Organisation for Applied Scientific Research (TNO) (2016) shows that the Euro 5 and Euro 6 diesel cars and vans tested emit more Nox during the road test than during the type approval test on a chassis dynamometer. The EU is currently extending the type approval to include light vehicles with a road test based on mobile equipment (Real Driving Emission or RDE). The European Commission has launched a proposal for this. Expectations are that it will be introduced in the years ahead. Since no sound alternative is available yet, the minimum requirements in the present Euro standard are applied in this document. The buyer may challenge tenderers to use cleaner and more efficient vehicles by using award criterion GC11: Alternative fuels or drive systems.

4. Selection criteria

Not defined for this product group.

5. Technical specifications

No.	Technical specifications (ME)
ME1	<p>Exhaust emissions of light vehicles (up to 3,500 kg) The vehicles to be used for performance of the contract which are 3,500 kg or lighter must satisfy the Euro-5 standard.</p> <p><i>Explanation</i> Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at 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 for the mobile equipment that will be used for the performance of the contract. The Euro standards per vehicle type can as well as other information be derived from this. Information such as the Euro standard can be looked up on the RDW website by entering the registration number of the vehicle in question.</p>
ME2	<p>Exhaust emissions of heavy vehicles (3,500 kg or more) The vehicles to be used for performance of the contract which are heavier than 3,500 kg must at least satisfy the Euro-V standard.</p> <p><i>Explanation</i> Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at 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 for the vehicles that will be used for the performance of the contract. The Euro and EEV standards per vehicle type as well as other information can be derived from this. Information such as the Euro standard can be looked up on the RDW website by entering the registration number of the vehicle in question.</p>

6. Award criteria

No.	Award criteria (GC)
GC1	<p>Exhaust emissions of light vehicles (up to 3,500 kg) The more vehicles used in the performance of the contract that are 3,500 kg and under and satisfy the Euro-6 standard, with a minimum of 50%, the higher the tender will be rated.</p> <p><i>Explanation</i> Emission values for each type of vehicle (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 to provide a copy of the type approval documents for the mobile equipment that will be used for the performance of the contract. The Euro standards per vehicle type as well as other information can be derived from this. Information such as the Euro standard can be looked up on the RDW website by entering the registration number of the vehicle in question.</p>
GC2	<p>Exhaust emissions of heavy vehicles (3,500 kg or more) The more heavy vehicles (3500 kg and up) to be used in the performance of the contract that satisfy the Euro-VI standard, with a minimum of 50%, the higher the tender will be rated.</p> <p><i>Explanation</i> Emission values for each type of vehicle (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 for the mobile equipment that will be used for the performance of the contract. The Euro and EEV standards per vehicle type as well as other information can be derived from this. Information such as the Euro standard can be looked up on the RDW website by entering the registration number of the vehicle in question.</p>
GC3	<p>Use of alternative fuels The more vehicles to be used in the performance of the contract that are electric and/or designed to run on alternative fuel types, the higher the tender will be rated.</p> <p><i>Explanation</i> 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.</p> <p><i>Verification</i> The tenderer may be asked to specify these properties in the vehicle technical data which they will provide. Information such as the drive system can be looked up on the RDW website by entering the registration number of the vehicle.</p> <p><i>Source: EU GPP</i></p>
GC4	<p><i>(If the contracting authority itself has concluded a CO₂ compensation contract for this activity and/or service, this award criteria lapses and contract provision 1 takes effect.)</i></p> <p>100% CO₂ compensation of transport If the tenderer compensates 100% of the CO₂ emissions of the light commercial vehicles, freight vehicles, air transport and shipping transport, the tender will be awarded a higher rating.</p> <p>The only CO₂ credits accepted will be credits for which the CO₂ reduction was achieved in accordance with the guidelines of the CDM methodology.</p> <p>CO₂ compensation is defined as: compensating for greenhouse gas emissions (translated into CO₂ equivalents) by offsetting CO₂ emission with the planting of trees or preventing CO₂ emission by investing in sustainable energy and/or energy saving.</p> <p><i>Explanation</i> The Clean Development Mechanism (CDM) sets requirements on the establishment of the baseline situation and the monitoring of a CDM mitigation project with the object of determining the amount of</p>

	<p>Certified Emission Reductions (CERs) generated by the project. This methodology is also applied to Verified Emission Reductions (VERs) and Emission Reduction Units (ERUs). The Gold Standard Certificate, for example, meets these requirements.</p> <p>For the Government of the Netherlands, the calculation method of the amount of CO₂ to be compensated is fixed for the duration of the contract.</p> <p><i>Verification</i> The tenderer may be asked to submit documentation demonstrating compliance with the criteria above.</p>
GC5	<p>Use environmentally-friendly lubricants</p> <p>This component will receive a higher rating if the tenderer can demonstrate that it has met the following requirements:</p> <ol style="list-style-type: none"> During 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. Hydraulic fluids and greases must not be classified with an environmental or health hazard or a warning sentence at the time of use (lowest classification limit in Regulation (EC) No 1272/2008 or Council Directive 99/45/EC). 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, insofar as present in concentrations in excess of 0.010 percent by weight in mixtures. The carbon content from renewable resources must be $\geq 45\%$. The cumulative mass concentration of component substances that are both non-biodegradable and bioaccumulative may not exceed 0.1 percent by weight. <p><i>Verification</i> The tenderer may be requested to provide the technical data on the lubricants. Products with a relevant Type I environmental label or an environmental declaration meeting this criterion will be assumed to be in compliance. Other appropriate forms of evidence, such as a technical file of the manufacturer or an approval report from an independent institution, will also be accepted.</p> <p><i>Explanation</i> A Type I environmental label refers to environmental labels based on an independent test using pre-determined environmental criteria which are based on a "life-cycle approach". Examples in the Netherlands include the Milieukeur label and the EKO label. Other examples include the EU Ecolabel (Europe), Blaue Engel (Germany) and Nordic Swan (Scandinavia). For further information on the type I environmental label, see http://www.nen.nl/NEN-Shop/Norm/NENENISO-140242000-en.htm.</p> <p><i>Source EU GPP</i></p>
GC6	<p>Use tyres with low noise emissions and rolling resistance</p> <p>The tenderer may earn additional points by equipping the vehicles to be used with tyres with low noise emissions and rolling resistance. This component will receive a higher rating if the tenderer can demonstrate compliance with the following requirement:</p> <p>The vehicles should be equipped with tyres with a noise emission level below the maximum laid down in Regulation 661/2009, Annex II, Part C (see Annex II to this document). This is in line with the two most important (of the three available) categories of the external rolling noise for the EU tyre label.</p> <p><i>Verification</i> The tenderer may be asked to provide a list of the tyres to be used during maintenance, in addition to the technical data or test results of the nine tyres, stating the noise emissions, and a signed declaration to the effect that only these products will be used during the term of the contract.</p> <p><i>Source EU GPP</i></p>
GC7	<p>Training staff</p> <p>This component will be rated higher if the tenderer has a training programme with formal procedures that ensure that the relevant staff have been duly trained to supply the service, in accordance with the environmental requirements stated in the tender.</p>

	<p>For the term of the contract period, the management staff involved in the performance of the service will:</p> <ul style="list-style-type: none"> • be trained in identifying and evaluating the available technologies and measures to reduce the emission of greenhouse gases and air pollution; • be trained in monitoring and reporting greenhouse gases. <p>For the term of the contract period, all drivers involved in the performance of the service will:</p> <ul style="list-style-type: none"> • receive regular training at a recognised institution in eco-driving in order to reduce fuel consumption; • receive information about their fuel consumption at least once a month; • be encouraged to save fuel. <p>New staff will receive adequate training, for a minimum duration of 16 hours, within four weeks of entering employment. The other staff will receive a refresher course of at least 8 hours at least once a year.</p> <p><i>Verification</i> The tenderer may be asked to submit proof that staff have received training to the contracting authority. It may state that it has fully complied with the content of the training programme as described in this criterion or state in which areas the training programme differs.</p>																								
GC8	<p>Vehicles with lower CO₂ emissions The higher the percentage of the fleet of vans used for the contract with lower CO₂ emissions per km than those stated in the following table, the higher this component will be rated:</p> <table border="1" data-bbox="320 947 1390 1111"> <thead> <tr> <th>Vehicle type*</th> <th>CO₂ g/km</th> </tr> </thead> <tbody> <tr> <td>Small vans (N1, class I)</td> <td>130</td> </tr> <tr> <td>Mid-size vans (N1, class II)</td> <td>180</td> </tr> <tr> <td>Large vans (N1, class III)</td> <td>180</td> </tr> </tbody> </table> <p>The higher the percentage of electric vehicles in the fleet of vehicles in the L category (fewer than four wheels or light four-wheelers) used for the contract, the higher the rating will be for this component.</p> <p><i>Verification</i> The tenderer may be asked to provide an overview of the technical data of the fleet used for the contract.</p>	Vehicle type*	CO ₂ g/km	Small vans (N1, class I)	130	Mid-size vans (N1, class II)	180	Large vans (N1, class III)	180																
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GC9	<p>Non-motorised transport This component will be rated higher if bicycles, whether or not electrically-assisted and possibly accompanied by a bicycle trailer, are used for the performance of the contract. The more bicycles there are, the higher the rating will be.</p> <p><i>Explanation</i> This criterion can be met by, for example, using a city distribution centre with bicycles, including transporter bicycles, in its fleet, if such is possible.</p> <p><i>Verification</i> The tenderer may be asked to provide an overview of the number and technical data of the vehicles used for the contract.</p>																								
GC10	<p>Use of alternative fuels or drive system If the vehicles to be used for the performance of the contract are designed for any of the following alternative fuel types or drive systems, this component will be rated as follows:</p> <table border="1" data-bbox="320 1809 1390 2002"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Percentage used</th> <th rowspan="2">Fuel/drive system</th> <th rowspan="2">Rating</th> <th rowspan="2">Score</th> </tr> <tr> <th>Year of commencement</th> <th>Year X</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Alternative fuels</td> <td>X%</td> <td>X%</td> <td>CNG/LNG</td> <td>X</td> <td>X</td> </tr> <tr> <td>X%</td> <td>X%</td> <td>biofuels (in accordance with NTA8080)</td> <td>X</td> <td>X</td> </tr> <tr> <td>X%</td> <td>X%</td> <td>green gas</td> <td>X</td> <td>X</td> </tr> </tbody> </table>		Percentage used		Fuel/drive system	Rating	Score	Year of commencement	Year X	Alternative fuels	X%	X%	CNG/LNG	X	X	X%	X%	biofuels (in accordance with NTA8080)	X	X	X%	X%	green gas	X	X
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	X%	X%	green gas	X	X																				

				(BNG/LBG)		
Zero-emission vehicles	X%	X%	hydrogen	X	X	
	X%	X%	electricity	X	X	
Plug-in hybrids	X%	X%	petrol-electricity/ diesel-electricity	X	X	
	X%	X%	total		X	

Explanation
The award criterion can be designed in such a way that only the year of commencement is taken into account. The inclusion of an input field for different contract years (see table) will also allow the tenderer to choose when to start using a particular type of vehicle.

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 used.

7. Contract provisions

No.	Contract provisions (CB)
CB1	<p><i>(This contract provision only applies if the contracting authority itself has concluded a CO₂ compensation agreement for this activity/service)</i></p> <p>CO₂ compensation Annually (or upon termination of the contract), at the latest on <ddmmyyy>, the contractor will submit to the contracting authority a written report of the fuel(s) used in the preceding calendar year (or under the contract), expressed in litres of type(s) of fuel.</p> <p><i>Explanation</i> The information required here may, if desired, constitute part of an overall annual report that the contracting authority requires from the tenderer.</p>