



Environment and Spatial Planning
*Ministry of Housing, Spatial Planning and
the Environment*

Criteria for the Sustainable Public Procurement of **School Transport**

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These criteria for Sustainable Public Procurement were developed by NL Agency at the request of the Ministry of Housing, Spatial Planning and the Environment (VROM). The programme for sustainable operational management for public authorities (DBO) is a joint initiative of the Dutch Government, the Association of Netherlands Municipalities (VNG), the Association of Provincial Authorities (IPO) and the Association of Water Boards (UvW).

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1 Introduction

The Dutch government wants to take concrete steps towards a sustainable society, and to set a good example. Each year, government organisations spend more than EUR 50 billion on the purchase of Supplies, Services and Public works. By purchasing sustainably, the government can significantly boost the market for Sustainable Public Products. Governmental authorities have set clear objectives to achieve this: the central government is aiming for 100% Sustainable Public Procurement in 2010, while the municipalities aspire towards 75% in 2010 and 100% in 2015. Provincial governments and water boards have set themselves the target of at least 50% in 2010. 100% Sustainable Public Procurement is understood to mean that all purchases meet the minimum requirements that have been set for the relevant product groups at the time of purchase. More information on this topic is available from the website Sustainable Public Procurement (www.agentschapnl.nl/sustainableprocurement).

NL Agency supports government authorities in various ways to help reach these objectives. These include developing criteria for Supplies, Services and Public works procured by these authorities. This document focuses on the criteria for the School Transport product group, the elaboration of the criteria in specification texts and a more detailed assessment of the criteria, as well as a number of points for attention in the pre- and post-procurement stages. Additional background information and considerations regarding the content of the criteria can be found in the criteria document on the website Sustainable Procurement www.agentschapnl.nl/duurzaaminkopen/criteria, available in Dutch only.

Virtually all municipalities issue tenders on the European level for School Transport. Environmental improvements can be achieved in the areas of climate, air quality and living environment (noise).

1.1 Definition of the product group

The School Transport product group involves the transport of school pupils to and from school, which is the responsibility of the municipality in which the pupil resides.

If the municipality offers transport, it does so in one of the ways cited below:

- The municipality provides a public transport season ticket (and possibly a season ticket for the adult accompanying the child) or reimburses the costs of such a season ticket.
- The municipality provides organised bus or taxi transport.

Each municipality has laid down its policy in this regard in a Municipal Bye-law for School Transport (*Gemeentelijke Verordening Leerlingenvervoer*).

School Transport does not include transport to swimming pools, gymnastics facilities or out-of-school care, public transport or modified transport. Criteria documents have also been prepared for the product groups Public Transport and Special-purpose passenger transport.

This involves the procurement of a service.

For the benefit of the contracting authority, a number of CPV codes that might be of relevance to this product group have been included in this document. The selection is by no means exhaustive or complete. The contracting authority will remain responsible for compiling the correct set of CPV codes to match the relevant tender.

The following CPV codes apply to this product group:

60130000-8(1)	Special-purpose road passenger-transport services.
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2 Sustainability in the procurement process

The criteria in this document have been classified in the various steps of the public procurement process. More information about these steps and how to combine them with sustainability can be found in the Sustainable Public Procurement Manual. This manual can be downloaded from the website Sustainable Procurement www.agentschapnl.nl/sustainableprocurement.

2.1 Preparatory stage (points for consideration)

Every purchase or call for tender starts with drawing up the inventory of the needs of the internal or external customer. Sustainability can be incorporated into this stage by considering whether the purchase is truly necessary and whether a more sustainable alternative might be available.

No points for consideration for the preparatory stage have been formulated for this product group.

2.2 Specification stage (criteria)

During the specification stage, the internal or external customer's needs are translated into a tender document. This stage entails the formulation of:

- Criteria for supplier qualification. These could include grounds for exclusion and suitability requirements, i.e. requirements with regard to suppliers, and, in the case of restricted procedures, optional selection criteria, i.e. wishes with regard to suppliers.
- A description of the minimum requirements pertaining to supply, service or public works (the Schedule of Requirements).
- Award criteria, i.e. wishes regarding Supplies, Services and Public works. These are only applicable when the tendering process is based on the principle of the economically most advantageous offer ('Economisch Meest Voordelige Inschrijving' or EMVI).
- The contract stipulating the contract provisions.

More information on the various types of criteria and the various tender options can be found in the Sustainable Public Procurement Manual. Innovation is also included in the award criteria, where relevant. Innovation is oriented towards the development and introduction of new ideas and products.

The criteria in this document have been formulated to support the purchaser in the sustainable procurement of School Transport. The criteria have been subjected to legal review. However, every procurement and tender process is unique. For that reason, the drafting of a tender document remains the responsibility of the purchaser.

2.2.1 Supplier qualifications

No specific criteria have been formulated for this specific product group with regard to supplier qualification. More information on the possibilities of incorporating sustainability at this stage of the process can be found in the Sustainable Public Procurement Manual.

2.2.2 Schedule of requirements

Minimum requirements

<p>Minimum requirement no. 1</p>	<p>The vehicles to be used for performance of the contract which are 3,500 kg or lighter must satisfy the Euro-4 standard. See table M1 below for an explanation of the Euro standards.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement from the tenderer included in the tender that he satisfies this requirement. 2. An overview included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type. 3. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract.
<p>Notes for purchaser</p>	<p>The Euro standards are determined by the European Commission. Every new type of vehicle brought on the market is evaluated for compliance with the current standard. This can be requested from the manufacturer for each vehicle type.</p> <p>Pollutant emissions from combustion engines can be reduced by technical adjustments to the engines or by fitting a soot filter. The European Commission has set up a system of standards (Euro standards) for motor vehicle emissions; these standards become stricter over time. Since 2005 Euro-4 has been the statutory requirement for new vehicles (passenger cars and light commercial vehicles). The Euro-5 standard is effective from September 2009. 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><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract.

	<ol style="list-style-type: none"> 2. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 3. No further verification of this means of proof.
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Table M1 Euro standards for light commercial vehicles with diesel engines (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values (in g/km)			
		CO	HC+NOx	NOx	PM
<i>Light commercial vehicles category N1, 1,307-1,760 kg, with IDI diesel engine</i>					
Euro-4	January 2006	0.63	0.39	0.33	0.04
<i>Light commercial vehicles category N1, > 1,760 kg, with IDI diesel engine</i>					
Euro-4	January 2006	0.74	0.46	0.39	0.06
Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at http://ec.europa.eu/environment/air/transport/road.htm and at www.dieselnet.com/standards/eu .					

Minimum requirement no. 2	<p>The diesel vehicles to be used for performance of the contract which are 3,500 kg or lighter must have the following facility for limiting the emission of particulate matter:</p> <ul style="list-style-type: none"> • Soot filter ex works. • If a soot filter cannot be supplied ex works: a soot filter or installation with an effect that is at least equivalent must be retrofitted. <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement included in the tender that the tenderer satisfies this requirement. 2. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type, as well as the type of soot filter fitted.
Notes for purchaser	<p>The ex works fitting of a soot filter on diesel vehicles is not yet a statutory requirement. In the event a vehicle cannot be supplied with an ex works soot filter or provided with an installation that has at least an equivalent effect, a soot filter may be retrofitted prior to delivery.</p> <p>It is now possible for manufacturers of retrofit soot filters to submit applications for type approvals in the context of the Retrofit soot filter regulation. As of 1 July 2006 owners of passenger cars and light commercial vehicles with diesel engines have had the option of having their vehicle provided with a retrofit soot filter.</p>

	<p>See the RDW website: http://www.rdw.nl/nl/voertuigbranche/algemeen/aanvragen_voor_ty_pegoedkeuring_van_retrofit_roetfilters.htm</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type, as well as the type of soot filter fitted. 2. A comparison of the list submitted with the current list of vehicles that are supplied with an ex works soot filter. This list can be found at http://www.vrom.nl/pagina.html?id=31931.
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<p>Minimum requirement no. 3</p>	<p>The vehicles to be used for performance of the contract which are heavier than 3,500 kg must satisfy the Euro-V standard. See table M2 below for an explanation of the Euro standards.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement from the tenderer included in the tender that he satisfies this requirement. 2. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type. 3. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract.
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<p>Notes for purchaser</p>	<p>The Euro standards are determined by the European Commission. Every new type of vehicle brought on the market is evaluated for compliance with the current standard. This can be requested from the RDW for each vehicle type.</p> <p>The Euro standards are emission standards for exhaust fumes. Satisfying the Euro-V standard now means anticipating the future. Enough vehicles are available on the market for large vehicles.</p> <p>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><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 2. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used
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	<p>for the performance of the contract.</p> <p>3. No further verification of this means of proof.</p>
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Table M2 Euro standards for heavy vehicles (> 3,500 kg) with HD diesel engines (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values (in g/kWh, smoke in m ⁻¹)				
		CO	HC	NOx	PM	Smoke
Euro-V	October 2008	1.5	0.46	2.0	0.02	0.5

Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at <http://ec.europa.eu/environment/air/transport/road.htm> and at www.dieselnet.com/standards/eu.

2.2.3 Award criteria

Award criteria

Award criterion no.1	<p>If all vehicles to be used for performance of the contract which are 3,500 kg or lighter satisfy the Euro-5 standard, [XX] points are awarded for this section. See table G1 below for an explanation of the Euro standards.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement from the tenderer included in the tender that he satisfies this award criterion. 2. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type. 3. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract.
Notes for purchaser	<p>The Euro standards are determined by the European Commission. Every new type of vehicle brought on the market is evaluated for compliance with the current standard. This can be requested from the manufacturer for each vehicle type.</p> <p>Pollutant emissions from combustion engines can be reduced by technical adjustments to the engines or by fitting a soot filter. The European Commission has set up a system of standards (Euro standards) for motor vehicle emissions; these standards become stricter over time. Since 2005 Euro-4 has been the statutory requirement for new vehicles (passenger cars and light commercial vehicles). The Euro-5 standard is effective from September 2009.</p> <p>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><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 2. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 3. No further verification of this means of proof.
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Table G1 Euro standards for light commercial vehicles with diesel engines (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values (in g/km)			
		CO	HC+NOx	NOx	PM
<i>Light commercial vehicles category N1, 1,307-1,760 kg, with IDI diesel engine</i>					
Euro-5	September 2010	0.63	0.295	0.235	0.005 *
Euro-6	September 2015	0.63	0.195	0.105	0.005 *
<i>Light commercial vehicles category N1, > 1,760 kg, with IDI diesel engine</i>					
Euro-5	September 2010	0.74	0.35	0.28	0.005 *
Euro-6	September 2015	0.74	0.215	0.125	0.005 *
Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at http://ec.europa.eu/environment/air/transport/road.htm and at www.dieselnet.com/standards/eu .					

* there is a proposal that this be adapted to 0.003 g/km, in line with PMP measuring procedure

<p>Award criterion no.2</p>	<p>If all vehicles to be used for performance of the contract which are heavier than 3,500 kg satisfy the EEV (Enhanced Environmentally-friendly Vehicle) or Euro-VI standard, [XX] points are awarded for this section. See table G2 below for an explanation of the Euro standards and EEV values.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement from the tenderer included in the tender that he satisfies this award criterion. 2. An overview included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type. 3. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract.
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Notes for purchaser	<p>The Euro standards are determined by the European Commission. Every new type of vehicle brought on the market is evaluated for compliance with the current standard. This can be requested from the manufacturer for each vehicle type.</p> <p>Pollutant emissions from combustion engines can be reduced by technical adjustments to the engines or by fitting a soot filter. The European Commission has set up a system of standards (Euro standards) for motor vehicle emissions; these standards become stricter over time. For the years 2000 - 2008, the Euro-III, IV and V standards apply. Since 2006 Euro-IV is the statutory requirement for heavy vehicles.</p> <p>EEV or "Enhanced Environmentally-friendly Vehicle" is the formal term used in the European Union for a "clean vehicle" and applies to vehicles heavier than 3,500 kg. The EEV standard is between Euro-V and Euro-VI. The EEV standard goes further than Euro-V with respect to the emission of hydrocarbons and noise. The EEV standard can be achieved for instance by making use of an engine fuelled by natural gas. The Euro-6 standard is a standard currently only available for vehicles $\leq 3,500$ kg.</p> <p>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><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 2. A copy of the type approval statement (can be obtained from the manufacturer) which indicates which Euro standard(s) have been granted for the type/types of vehicles to be used for the performance of the contract. 3. No further verification.
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Table G2 Euro standards for heavy vehicles (> 3,500 kg) with HD diesel engines (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values (in g/kWh, smoke in m ⁻¹)				
		CO	HC	NOx	PM	Smoke
EEV	-	1.5	0.25	2.0	0.02	0.15
Euro-VI	January 2013 (proposal)	1.5	0.13	0.4	0.01	-

Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at <http://ec.europa.eu/environment/air/transport/road.htm> and at www.dieselnet.com/standards/eu.

<p>Award criterion no.3</p>	<p>If all vehicles to be used for performance of the contract are equipped with quieter tyres - with safety properties remaining the same (EU tyre directive 92/23/EEC), [XX] points are awarded for this section.</p> <p>For quieter tyres, the noise value (in dB(A)) is at least the following number of dB(A) below the European limit (see table G3 below for an explanation of the noise values for different tyre classes):</p> <ul style="list-style-type: none"> • 5 dB(A) (tyres for passenger cars); • 4 dB(A) (light commercial vehicle tyres); • 5 dB(A) (freight truck tyres for powered axles); • 7 dB(A) (freight truck tyres for steering or trailer axles); <p>The noise value is measured by the RDW according to the methods described in the tyres directive 92/23/EEC, annex V, schedule 1.</p> <p>Tyres that are on the lists of the Innovation Programme for Noise ('IPG') (see www.innovatieprogrammageluid.nl) satisfy this criterion in any event.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement from the tenderer included in the tender that he satisfies this award criterion. 2. A list included in the tender indicating the vehicles to be used and the technical specifications of the tyres used.
<p>Notes for purchaser</p>	<p>Quiet tyres reduce the external noise produced. More information can be found at: http://www.innovatieprogrammageluid.nl.</p> <p>Before tyres are brought out on the European market, they must undergo type inspection. This type inspection is laid down in European Directive 92/23/EEC. The RDW conducts measurements according to the measuring method described in the tyres directive 92/23/EEC, annex V, schedule 1.</p> <p>A comparative list of tyres can be found here:</p> <p>IPG list of Quiet Passenger Car Tyres 01 June 2007 http://www.innovatieprogrammageluid.nl/page.asp?id=836</p> <p>IPG list of Quiet Light commercial and Freight Vehicle Tyres 31 May 2005 http://www.innovatieprogrammageluid.nl/data/files/algemeen/IPG-lijst31052005.pdf</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. A comparison of the list submitted with the current IPG list of Quiet Passenger Car Tyres or Quiet Light commercial and Freight Vehicle Tyres. 2. No verification of the statement or request for further information/documentation.

Table G3 Noise values for various tyre classes

Tyre class	Nominal section width (in mm)	Limit values in dB(A)
C1a	≤145	72
C1b	>145 ≤165	73
C1c	>165 ≤185	74
C1d	>185 ≤215	75
C1e	>215	76
C2 Normal		75
C2 Winter		77
C2 Special		78
C3 Normal		76
C3 Winter		78
C3 Special		79

2.2.4 Contract

No contract provisions have been formulated for this product group.

2.3 Utilisation stage (points for consideration)

Once the procurement stage has been concluded and a product or service has been purchased, there are opportunities for using the product in a sustainable manner.

No points for consideration for the utilisation stage have been formulated for this product group.