



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

Criteria for the Sustainable Public Procurement of **Service Cars**

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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 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 Service Cars 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.

1.1 Definition of the product group

The Service Cars product group includes the procurement of motor vehicles for the transport of maximum nine passengers (including the driver). This involves motor vehicles that may or may not have been adapted and/or made suitable for the performance of specific tasks. The vehicle is built on a conventional body for passenger or light commercial vehicles and is 3,500 kg or lighter. It is characteristic of service cars that the driver must at least have a category B driving licence.

This involves the procurement of physical products.

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:

34110000-1	Passenger cars.
34111000-8	Estate and saloon cars.
34111100-9	Estate cars.
34111200-0	Salooncars.
34113000-2	Four-wheel-drive vehicles.
34113100-3	Jeeps.
34113200-4	All-terrain vehicles.
34113300-5	Off-road vehicles.

34114000-9	Specialist vehicles.
34114400-3	Minibusses.
34115000-6	Other passenger cars.
34115200-8	Motor vehicles for the transport of fewer than 10 persons.

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. Specific points for consideration regarding procurement for the Service Cars product group are:

Consider alternatives

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 (yet) necessary. In the case of incidental use, a rental contract is a possible alternative to purchasing a new car.

Opt for the smallest cars possible

Choose service cars that are no larger than necessary for professional purposes. Smaller cars are more fuel efficient (and less expensive to purchase).

Only purchase 4x4 vehicles if absolutely 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.

2.2 Specification stage (criteria)

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

- Criteria for supplier qualification. These could include grounds for exclusion, suitability requirements, i.e. requirements with regard to suppliers, and, in the case of restricted procedures, any selection criteria, i.e. wishes with regard to suppliers.
- A description of the minimum requirements pertaining to supply, service or task (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 Most Economically 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 Public Procurement of Service Cars. 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 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

Minimum requirement no. 1	<p>The vehicles to be supplied must at least hold the following energy label for passenger car energy consumption:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%;">Energy label</th> </tr> </thead> <tbody> <tr> <td>Vehicle class A - Minis or city cars</td> <td>A or B</td> </tr> <tr> <td>Vehicle class B - Small mid-size</td> <td>A or B</td> </tr> <tr> <td>Vehicle class C - Mid-size</td> <td>A or B</td> </tr> <tr> <td>Vehicle class D - Large mid-size</td> <td>A or B*</td> </tr> <tr> <td>Vehicle class E - Executive</td> <td>A or B*</td> </tr> <tr> <td>Vehicle class F - Luxury</td> <td>A or B*</td> </tr> <tr> <td>Vehicle class G - Sports car or roadster</td> <td>A, B or C**</td> </tr> <tr> <td>Vehicle class H - Super car</td> <td>A, B or C**</td> </tr> <tr> <td>Vehicle class I - Outside category</td> <td>A, B or C**</td> </tr> <tr> <td>Vehicle class J - Mid-size MPV</td> <td>A or B*</td> </tr> <tr> <td>Vehicle class K - MPV</td> <td>A or B*</td> </tr> </tbody> </table> <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 supplied, specified by mark, type and energy label. 		Energy label	Vehicle class A - Minis or city cars	A or B	Vehicle class B - Small mid-size	A or B	Vehicle class C - Mid-size	A or B	Vehicle class D - Large mid-size	A or B*	Vehicle class E - Executive	A or B*	Vehicle class F - Luxury	A or B*	Vehicle class G - Sports car or roadster	A, B or C**	Vehicle class H - Super car	A, B or C**	Vehicle class I - Outside category	A, B or C**	Vehicle class J - Mid-size MPV	A or B*	Vehicle class K - MPV	A or B*
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Notes for purchaser	<p>* In these vehicle classes, the inclusion of this criterion in combination with other specifications in the Schedule of Requirements could mean that supply is limited. In that case, the other specifications may be adjusted.</p>																								

** In these vehicle classes, it is advisable to request only energy label A or B. Since the supply of vehicles with labels A or B in these classes is still limited, the contracting authority must investigate availability in advance in such a case.

The purchaser selects from the table above those vehicle classes that he wishes to put out to tender in the context of the contract; the other vehicle classes can be removed from the table.

The RDW (Centre for Vehicle Technology and Information) publishes the Fuel Consumption Booklet each year which provides an overview of vehicles and corresponding energy labels. The most recent version, from January 2009, can be found on the website of the Ministry of Housing, Spatial Planning and the Environment

<http://www.vrom.nl/pagina.html?id=2706&sp=2&dn=w1035>

The Fuel Consumption Booklet, put together by motorists' association the ANWB, contains all the information about the energy label for passenger cars, fuel consumption and the CO₂ emission of all new passenger car models. This booklet can help you choose a fuel efficient vehicle. The Fuel Consumption Booklet includes all new models that were entered in the RDW's registration system up to 1 October 2008.

This booklet is the fuel consumption guide for the year 2009 as referred to in the *Besluit etikettering energieverbruik personen auto's* (Energy Consumption Passenger Cars (Labelling) Decree) of 3 November 2000 and the amendment to this Decree dated 19 November 2004.

The Dutch Energy Consumption Passenger Cars (Labelling) Decree is based on European Directive 1999/94/EC. This directive does not involve full harmonisation however. The EU only stipulates minimum requirements for the label, for instance that the fuel consumption and CO₂ emission must be reported on the label. The classification of cars into energy labels A through G (efficiency categories) is the particular approach the Netherlands has taken.

Light commercial vehicles (category N1) do not fall within the scope of this decree. The characteristics that apply to the various vehicle categories are included in annex 2 of the Dutch language document.

Small and large all-terrain vehicles (vehicle classes L and M) are not subject to this minimum requirement. There is not enough supply of vehicles with label A or B in these vehicle classes.

If a car is chosen that does not satisfy the aforementioned energy label specification, the contracting authority must register the reasons submitted by the tenderer for the lower energy label.

Verification of means of proof:

1. No further verification or request for further information/documentation.
2. Comparison of the list submitted with the current Fuel Consumption Booklet published by the RDW.

Minimum requirement no. 2	<p>The vehicles to be supplied which are 3,500 kg or lighter must satisfy the Euro-4 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. An overview included in the tender indicating the vehicles to be supplied, 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 supplied.
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 supplied. 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 supplied. 3. No further verification of this supporting document.

Table M2 Euro standards for passenger cars and light commercial vehicles (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values			
		CO	HC+NOx	NOx	PM
<i>Passenger cars, category M1, with IDI diesel engine (g/km)</i>					

Euro-4	January 2005	0.50	0.30	0.25	0.025
<i>Light commercial vehicles category N1, 1,307-1,760 kg, with IDI diesel engine (g/km)</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 (g/km)</i>					
Euro-4	January 2006	0.74	0.46	0.39	0.06
Euro standard					
Effect date (new vehicles)		Emission values			
		CO	HC	NOx	PM
<i>Passenger cars, category M1, with petrol engine (g/km)</i>					
Euro-4	January 2005	1.00	0.1	0.08	-
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. 3	<p>The diesel vehicles to be supplied 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"> A statement included in the tender that the tenderer satisfies this requirement. A statement included in the tender indicating the vehicles to be supplied, 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_pegoodkeuring_van_retrofit_roetfilters.htm</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> A statement included in the tender indicating the vehicles to

	<p>be supplied, specified by mark and type, as well as the type of soot filter fitted.</p> <p>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 .</p>
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<p>Minimum requirement no. 4</p>	<p>The vehicles to be supplied must be provided with a clearly visible indicator that shows the driver the fuel consumption.</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 in) the Schedule of Requirements; 2. A statement included in the tender indicating the vehicles to be supplied, specified by mark, type and type of fuel consumption indicator.
<p>Notes for purchaser</p>	<p>The fact that fuel consumption information is highlighted should make the driver aware of his driving style and enable him to adapt this if necessary. It can be seen as a tool in optimising application of the Dutch national eco-driving programme <i>Het Nieuwe Rijden</i>” This kind of facility is sufficiently available on the European market, either ex works or as retrofit.</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. No further verification or request for further information/documentation. 2. No further verification.

<p>Minimum requirement no. 5A</p>	<p>The passenger cars to be supplied must be equipped with quieter tyres* with low rolling resistance and good grip on wet road surfaces.</p> <p>For passenger cars this means:</p> <ul style="list-style-type: none"> - the tyre noise emission (dB(A)) may not exceed the limit values indicated in table M5A; - the grip index for wet road surface (%) must be at least 125; - the rolling resistance coefficient (kg/tonne) is ≤ 9.8 for the nominal section width ≤ 185, ≤ 9.6 for the nominal section widths 195, 205 and 215 and ≤ 9.7 for the nominal section width ≥ 225. <p>The tyre noise emission and grip index for wet road surface are measured according to UN/ECE Regulation 117.</p> <p>The value of the rolling resistance coefficient is measured in accordance with ISO 28580 (or equivalent).</p> <p>* This concerns summer tyres.</p>
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	<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 minimum requirement. 2. A list included in the tender indicating the vehicles to be supplied and the technical specifications of the tyres used.
Notes for purchaser	<p>More information about safe, efficient and quiet tyres can be found at: http://www.kiesdenieuweband.nl. This site contains a tyre list prepared by the national government. This list provides information for a responsible tyre purchasing policy in terms of safety and the environment.</p> <p>The tyre list contains a selection of tyres available on the market and their properties: the tyre noise emission per tyre class, the rolling resistance coefficient and the grip index for wet road surface.</p> <p>Tyres that are not included on the list have not been evaluated. This does not mean that they score below the mark in terms of safety (grip index for wet road surface), efficiency (rolling resistance coefficient) or quietness (tyre noise emission). The technical minimum requirements will have to be definitive in that respect.</p> <p>The tyre list is regularly updated with new information.</p> <p>At the moment measurements are being carried out on winter tyres. Winter tyres are expected to be included in the criteria in the autumn of 2009.</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. No verification of the statement or request for further information/documentation. 2. The technical specifications from the manufacturer of the tyre. 3. The report containing the rolling resistance coefficient values measured in accordance with ISO 28580 (or equivalent) and the tyre noise emission and grip index for wet road surface values measured in accordance with UN/ECE Regulation 117.

Table M5A European limits for noise from tyres of class C1 (Regulation (EC) No. 661/2009)

Tyre class	Nominal section width (in mm)	Limit expressed in dB(A)
C1A	≤ 185	70
C1B	> 185 ≤ 215	71
C1C	> 215 ≤ 245	71
C1D	> 245 ≤ 275	72
C1E	> 275	74

Minimum requirement no. 5B	<p>The light commercial vehicles to be supplied must be equipped with quieter tyres that still have the same safety properties (EU directive 92/23/EEC).</p> <p>For light commercial vehicles this means:</p> <ul style="list-style-type: none"> - the tyre noise emission (dB(A)) may not exceed the limits indicated in table M5B; <p>The tyre noise emission is measured according to UN/ECE Regulation 117.</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 minimum requirement. 2. A list included in the tender indicating the vehicles to be supplied and the technical specifications of the tyres used.
Notes for purchaser	<p>More information about safe, efficient and quiet tyres can be found at: http://www.kiesdenieuweband.nl. This site contains a tyre list prepared by the national government. This list provides information for a responsible tyre purchasing policy in terms of safety and the environment.</p> <p>The tyre list contains a selection of tyres available on the market and their properties: the tyre noise emission per tyre class, the rolling resistance coefficient and the grip index for wet road surface.</p> <p>Tyres that are not included on the list have not been evaluated. This does not mean that they score below the mark in terms of safety (grip index for wet road surface), efficiency (rolling resistance coefficient) or quietness (tyre noise emission). The tyre list is regularly updated with new information.</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. No verification of the statement or request for further information/documentation. 2. The technical specifications from the manufacturer of the tyre. 3. The report containing the tyre noise emission values measured in accordance with UN/ECE Regulation 117.

Table M5B European limits for noise from tyres of class C1, C2 and C3 (Regulation (EC) No. 661/2009)

Tyre class	Nominal section width (in mm)	Limit values in dB(A)
C1A	≤ 185	70
C1B	> 185 ≤ 215	71
C1C	> 215 ≤ 245	71
C1D	> 245 ≤ 275	72
C1E	> 275	74

Tyre class	Category of use	Limit values in dB(A)
C2	Normal tyres	72
	Traction tyres	73
C3	Normal tyres	73
	Traction tyres	75

2.2.3 Award criteria

Award criteria

Award criterion no.1	<p>[XX] points are awarded for this section if vehicles provided with the energy label indicated below are supplied.</p> <table border="1"> <thead> <tr> <th></th> <th>Energy label</th> </tr> </thead> <tbody> <tr> <td>Vehicle class A - Minis or city cars</td> <td>A</td> </tr> <tr> <td>Vehicle class B - Small mid-class</td> <td>A</td> </tr> <tr> <td>Vehicle class C - Mid-size</td> <td>A</td> </tr> <tr> <td>Vehicle class D - Large mid-size</td> <td>A*</td> </tr> <tr> <td>Vehicle class E - Executive</td> <td>A*</td> </tr> <tr> <td>Vehicle class F - Luxury</td> <td>A*</td> </tr> <tr> <td>Vehicle class G - Sports car or roadster</td> <td>A or B**</td> </tr> <tr> <td>Vehicle class H - Super car</td> <td>A or B**</td> </tr> <tr> <td>Vehicle class I - Outside category</td> <td>A or B**</td> </tr> <tr> <td>Vehicle class J - Mini MPV</td> <td>A*</td> </tr> <tr> <td>Vehicle class K - MPV</td> <td>A*</td> </tr> </tbody> </table> <p>The RDW publishes the Fuel Consumption Booklet each year which provides an overview of vehicles and corresponding energy labels. The most recent version, from January 2009, can be found on the website of the Ministry of Housing, Spatial Planning and the Environment http://www.vrom.nl/pagina.html?id=2706&sp=2&dn=w1035</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> 1. A statement included in the tender indicating the vehicles to be supplied, specified by mark, type and energy label. 		Energy label	Vehicle class A - Minis or city cars	A	Vehicle class B - Small mid-class	A	Vehicle class C - Mid-size	A	Vehicle class D - Large mid-size	A*	Vehicle class E - Executive	A*	Vehicle class F - Luxury	A*	Vehicle class G - Sports car or roadster	A or B**	Vehicle class H - Super car	A or B**	Vehicle class I - Outside category	A or B**	Vehicle class J - Mini MPV	A*	Vehicle class K - MPV	A*
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Notes for purchaser	<p>* In these vehicle classes, the inclusion of this criterion in combination with minimum requirements in the Schedule of Requirements could mean that supply is limited. In that case, the other minimum requirements may be adjusted.</p> <p>** Since the supply of vehicles with labels A or B in these classes is still limited, the contracting authority must investigate availability in advance in that case.</p>																								

	<p>The purchaser selects from the table above those vehicle classes that he wishes to purchase in the context of the contract, the other vehicle classes can be removed from the table.</p> <p>The Fuel Consumption Booklet, put together by motorists' association the ANWB, contains all the information about the energy label for passenger cars, fuel consumption and the CO₂ emission of all new passenger car models. This booklet can help you choose an efficient vehicle. The Fuel Consumption Booklet includes all new models that were entered in the RDW's registration system up to 1 October 2008.</p> <p>This booklet is the fuel consumption guide for the year 2009 as referred to in the <i>Besluit etikettering energieverbruik personen auto's</i> [<i>Energy Consumption Passenger Cars (Labelling) Decree</i>] of 3 November 2000 and the amendment to this Decree dated 19 November 2004.</p> <p>The Dutch Energy Consumption Passenger Cars (Labelling) Decree is based on European directive 1999/94/EC. This directive does not involve full harmonisation however. The EU only stipulates minimum requirements for the label, for instance that the fuel consumption and CO₂ emission must be reported on the label. The classification of cars into energy labels A through G (efficiency categories) is the particular approach the Netherlands has taken.</p> <p>Light commercial vehicles (category N1) do not fall within the scope of this decree. The characteristics that apply to the various vehicle categories are included in annex 2 of the Dutch language document.</p> <p>Small and large all-terrain vehicles (vehicle classes L and M) do not fall under this award criterion. There is not enough supply of vehicles with label A or B in these vehicle classes.</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> 1. Comparison of the list submitted with the current Fuel Consumption Booklet published by the RDW.
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Award criterion no.2	<p>[XX] points are granted for this section if all vehicles supplied (3,500 kg or lighter) satisfy the Euro-5 or 6 standard or are innovative vehicles with alternative propulsion. See table G2 below for an explanation of the Euro standards.</p> <p>Alternative propulsion is understood to include:</p> <ul style="list-style-type: none"> • A parallel electric motor connected to an internal combustion engine. • Coiling in the drive wheel which alternates between acting as a generator and an electric motor. • Another innovative propulsion system that can be demonstrated to have at least an equivalent positive effect on the environment.
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	<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 supplied, 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 supplied.
<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.</p> <p>Since 2005 Euro-4 has been the statutory requirement for new vehicles (passenger cars and light commercial vehicles). At the end of 2006 the European Parliament approved the proposals for the content of the Euro-5 and 6 emission standards. The Euro-5 standard is effective from September 2009 for new car types brought on the market from that time. The Euro-6 standard will take effect three years later. The Euro-5 standard imposes stricter requirements on the emission of solid particles of soot. The Euro-6 standard further limits the permitted emission of nitric oxides. From a technical perspective, the Euro-5 standard makes the use of a soot filter a requirement. The Euro-6 standard requires a reduction catalyst, such as an SCR system with urea injection already used currently in freight trucks.</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 supplied. 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 supplied. 3. No further verification of this supporting documents.

Table G2 Euro standards for passenger cars and light commercial vehicles (for the sake of illustration)

Euro standard	Effect date (new vehicles)	Emission values			
		CO	HC+NOx	NOx	PM
<i>Passenger cars, category M1, with IDI diesel engine (g/km)</i>					
Euro-5	September 2009	0.50	0.23	0.18	0.005 *
Euro-6	September 2014	0.50	0.17	0.08	0.005 *
<i>Light commercial vehicles category N1, 1,307-1,760 kg, with IDI diesel engine (g/km)</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 (g/km)</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 *
Euro standard					
Effect date					
(new vehicles)					
Emission values					
CO					
HC					
NOx					
PM					
<i>Passenger cars, category M1, with petrol engine (g/km)</i>					
Euro-5	September 2009	1.00	0.1**	0.06	0.005 * (DI)
Euro-6	September 2014	1.00	0.1**	0.06	0.005 * (DI)
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

** NMHC = 0.068 g/km

2.2.4 Contract

No contract provisions have been formulated for this product group.

2.3 Utilisation stage (points for consideration)

After the procurement trajectory has been concluded and a product or service has been purchased, possibilities exist for using the product in a sustainable manner. Specific points for consideration for this product group are:

Efficient driving

Fuel consumption during the utilisation stage can be reduced by driving more efficiently. Efficient driving is encouraged by means of the Dutch national eco-driving programme "Het Nieuwe Rijden" or alternative training programmes. These are training courses that drivers

can take in order to achieve a change in driving behaviour that results in lower fuel consumption.

The most important components of "Het Nieuwe Rijden" are: proper tyre pressure; early gear changes; avoidance of unnecessary braking and accelerating; turning off the engine while standing; switching off unnecessary equipment; etc. Drivers who take a training course in "Het Nieuwe Rijden" are given a certificate. As of 1 January 2008 the CBR [Central Office for Motor Vehicle Driver Testing] has evaluated the principles of "Het Nieuwe Rijden" as a separate item in the new driving test. This means that everyone who received their driving licence after this date is familiar with "Het Nieuwe Rijden."

Kilometre reimbursement instead of company car

Reimbursing on a per-kilometre basis will result in fewer kilometres driven. Firstly the driver is more likely to think twice about whether the trip is really necessary, secondly the employer will have insight into the number of kilometres driven.

On-board computer and signalling system

The use of an on-board computer (or signalling system) that continuously measures fuel consumption also serves to encourage more fuel-efficient driving. The readings from on-board computers can be used to address (and possibly penalise/reward) drivers with respect to their average fuel consumption.

Speed limiter and cruise control

The most important advantages of speed limiters/cruise control are fuel savings, calmer driving, reduced wear and tear and maintenance costs. The aforementioned fuel savings are estimated at 10%; the environmental impact is estimated to be 10% less greenhouse gas and air pollution per car. Cruise control is only worthwhile for vehicles that are frequently used to travel long distances by motorway.

Speed limiters and cruise control relate to aspects of driving that are also addressed in "Het Nieuwe Rijden." The effects of the two options should not therefore be assessed cumulatively. Speed limiters and cruise control, as well as fuel consumption signalling systems, can however be seen as tools in optimising the application of "Het Nieuwe Rijden" (HNR).

Timely and correct maintenance

Poorly maintained vehicles are more likely to use more fuel and cause more air pollution than well maintained (and tuned) vehicles. Timely and correct maintenance is provided for in the APK [periodic motor vehicle test]. More information about maintenance can be found in the criteria document for Maintenance of Means of Transport.