



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

# Criteria for the Sustainable Public Procurement of **Transport Services**

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These criteria for Sustainable Public Procurement Manual 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](http://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 Transport Services, 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](http://www.agentschapnl.nl/duurzaaminkopen/criteria), available in Dutch only.

## 1.1 Definition of the product group

The product group transport Services involves the outsourcing of goods transport by road, specifically courier services and freight transport. Many different, usually small, market parties and a variety of logistics and transport products are involved in the outsourcing of road transport and courier services (services for disseminating packages and documents that must be sent quickly). This involves a service.

The Transport Services product group does not include the use of (agricultural) tractors for transport contracts and transport services related to the Building and Civil Engineering sector. Nor does the Transport Services group include the transport of goods by rail or over water.

This criterion document also does not explain how a decision should be made for a particular mode of transport (on the basis of the environmental performance of the particular mode). Annex 1 of the Dutch language document does include an explanation with regard to the environmental performance of various modes of transport, on the basis of the Stream study report from CE Delft.

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:

60000000-8	Transport services (excluding waste transport)
60100000-9	Road transport services
64120000-3	Courier services

## 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](http://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 Transport Services product group are:

#### **Choice of different modes of transport**

The choice for different modes of transport is determined by the flexibility needed and the distances that must be covered. If the possibility arises, it is advised that alternatives to motorised transport be chosen. Bicycle couriers for example are an excellent alternative for short distances.

#### **Choice of different vehicles**

Courier companies are increasingly using passenger cars. If this is the case, consider asking courier services to use passenger cars with Energy labels A through C (see criteria for the Service Cars product group).

### 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 Transport Services. 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 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"> <li>1. A statement from the tenderer included in the tender that he satisfies (this requirement in) the Schedule of Requirements.</li> <li>2. An overview included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type.</li> <li>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</li> </ol>
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 <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> and <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a></p>

	<p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. No further verification of this means of proof.</li> </ol>
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Table M1 Examples of Euro standards for light commercial vehicles

Euro standard	Effect date (new vehicles)	Emission values			
		CO	HC+NOx	NOx	PM
<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, &gt; 1,760 kg, with IDI diesel engine (g/km)</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 <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a> and at <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> .					

<p>Minimum requirement no. 2</p>	<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 emissions and particulate matter:</p> <ul style="list-style-type: none"> <li>• Soot filter ex works.</li> <li>• 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.</li> </ul> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> <li>1. A statement included in the tender that the tenderer satisfies (this requirement in) the Schedule of Requirements.</li> <li>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.</li> </ol>
<p>Notes for purchaser</p>	<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</p>

	<p>having their vehicle provided with a retrofit soot filter. See the RDW website:  <a href="http://www.rdw.nl/nl/voertuigbranche/algemeen/aanvragen_voor_typeg_oedkeuring_van_retrofit_roetfilters.htm">http://www.rdw.nl/nl/voertuigbranche/algemeen/aanvragen_voor_typeg_oedkeuring_van_retrofit_roetfilters.htm</a></p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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.</li> <li>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 <a href="http://www.vrom.nl/pagina.html?id=31931">http://www.vrom.nl/pagina.html?id=31931</a> .</li> </ol>
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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 at least satisfy the Euro-III 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"> <li>1. A statement from the tenderer included in the tender that he satisfies this requirement.</li> <li>2. An overview included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type.</li> <li>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.</li> </ol>
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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-III standard is the standard used in the <i>Nederlandse Convenant Milieuzonering</i> (Netherlands Environmental Zoning Covenant) (2006). In this covenant governments and the business sector made agreements on stimulating quiet and clean vehicles in environmental zones to be defined in each municipality. Euro-III vehicles may only enter the environmental zones until 1 January 2010 on condition that the vehicle is fitted with a soot filter. After 1 January 2010 the Euro-III vehicle may only enter the environmental zone if the vehicle is not older than 8 years.</p> <p>Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> and <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a></p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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</li> </ol>
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	<p>for the performance of the contract.</p> <ol style="list-style-type: none"> <li>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.</li> <li>3. No further verification of this means of proof.</li> </ol>
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Table M2 Example of Euro standards for heavy vehicles (> 3,500 kg, with HD diesel engines (g/kWh, smoke in m<sup>-1</sup>))

Euro standard	Effect date (new vehicles)	Emission values				
		CO	HC	NOx	PM	Smoke
Euro-III	October 2000	2.1	0.66	5.0	0.10 / 0.13 *	0.8 / 0.15 **

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](http://www.dieselnet.com/standards/eu).

<p>Minimum requirement no. 4</p>	<p>The diesel vehicles to be used for performance of the contract which are heavier than 3,500 kg must have the following facility for limiting the emission of particulate matter:</p> <ul style="list-style-type: none"> <li>• Soot filter ex works.</li> <li>• 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.</li> </ul> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> <li>1. A statement included in the tender that the tenderer satisfies (this requirement in) the Schedule of Requirements.</li> <li>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.</li> </ol>
<p>Notes for purchaser</p>	<p>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. See the RDW website:  <a href="http://www.rdw.nl/nl/voertuigbranche/algemeen/aanvragen_voor_type_goedkeuring_van_retrofit_roefilters.htm">http://www.rdw.nl/nl/voertuigbranche/algemeen/aanvragen_voor_type_goedkeuring_van_retrofit_roefilters.htm</a></p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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.</li> </ol>

	<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 <a href="http://www.vrom.nl/pagina.html?id=31931">http://www.vrom.nl/pagina.html?id=31931</a> .</p>
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### 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 lighter than 3,500 kg 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"> <li>1. A statement from the tenderer included in the tender that he satisfies this award criterion.</li> <li>2. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type.</li> <li>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.</li> </ol>
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 <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> and <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a></p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. No further verification.</li> </ol>

Table G1 Examples of Euro standards for light commercial vehicles

Euro standard	Effect date (new vehicles)	Emission values			
		CO	HC+NOx	NOx	PM
<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, &gt; 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 *
Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a> and at <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> .					

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

Award criterion no.2	<p>If all vehicles to be used for performance of the contract which are heavier than 3,500 kg satisfy the Euro-IV, Euro-V, 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"> <li>1. A statement from the tenderer included in the tender that he satisfies this award criterion.</li> <li>2. A statement included in the tender indicating the vehicles to be used for the performance of the contract, specified by mark and type.</li> <li>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.</li> </ol>
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 October 2008 Euro-V is the statutory requirement for heavy vehicles.</p> <p>Emission values per type of vehicle (weight class and fuel) of the Euro standards cited can be found at <a href="http://www.dieselnet.com/standards/eu">www.dieselnet.com/standards/eu</a> and <a href="http://ec.europa.eu/environment/air/transport/road.htm">http://ec.europa.eu/environment/air/transport/road.htm</a>.</p>

	<p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. No further verification</li> </ol>
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Table G2 Examples of Euro standards and EEV values for heavy vehicles (> 3,500 kg, with HD diesel engines (g/kWh, smoke in m<sup>-1</sup>))

Euro standard	Effect date (new vehicles)	Emission values				
		CO	HC	NOx	PM	Smoke
Euro-IV	October 2005	1.5	0.46	3.5	0.02	0.5
Euro-V	October 2008	1.5	0.46	2.0	0.02	0.5
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](http://www.dieselnet.com/standards/eu).

<p><b>Award criterion no.3</b></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"> <li>• 5 dB(A) (tyres for passenger cars);</li> <li>• 4 dB(A) (light commercial vehicle tyres);</li> <li>• 5 dB(A) (freight truck tyres for powered axles);</li> <li>• 7 dB(A) (freight truck tyres for steering or trailer axles);</li> </ul> <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 <a href="http://www.innovatieprogrammagemageluid.nl">www.innovatieprogrammagemageluid.nl</a>) satisfy this criterion in any event.</p>
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	<p><u>Means of proof:</u></p> <ol style="list-style-type: none"> <li>1. A statement from the tenderer included in the tender that he satisfies this award criterion.</li> <li>2. A list included in the tender indicating the vehicles to be used and the technical specifications of the tyres used.</li> </ol>
Notes for purchaser	<p>Quiet tyres reduce the external noise produced.</p> <p>More information can be found at:  <a href="http://www.innovatieprogrammageluid.nl">http://www.innovatieprogrammageluid.nl</a></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. 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> <ul style="list-style-type: none"> <li>• IPG list of Quiet Passenger Car Tyres 01 June 2007  <a href="http://www.innovatieprogrammageluid.nl/page.asp?id=836">http://www.innovatieprogrammageluid.nl/page.asp?id=836</a></li> <li>• IPG list of Quiet Light commercial and Freight Vehicle Tyres 31 May 2005  <a href="http://www.innovatieprogrammageluid.nl/data/files/algemeen/IPG-lijst31052005.pdf">http://www.innovatieprogrammageluid.nl/data/files/algemeen/IPG-lijst31052005.pdf</a></li> </ul> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>1. A comparison of the list submitted to the current IPG list of Quiet Passenger Car Tyres or Quiet Light commercial and Freight Vehicle Tyres.</li> <li>2. No verification of the statement or request for further information/documentation</li> </ol>

Table G3 Noise values for various tyre classes

<b>Tyre class</b>	<b>Nominal section width (in mm)</b>	<b>Limit values in dB(A)</b>
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

<p>Award criterion no.4</p>	<p>If the tenderer compensates the CO<sub>2</sub> emissions of the light commercial vehicles, freight vehicles, air and/or shipping transport* 100%, [XX] points are awarded for this section.</p> <p>Emissions are defined as the emissions caused by the kilometres driven in the performance of the contract.</p> <p><i>*Train transport is excluded from climate compensation</i></p> <p><u>Compensation</u> is defined as: compensating for greenhouse gases released (translated into CO<sub>2</sub> equivalents) by offsetting CO<sub>2</sub> emission with the planting of trees or preventing CO<sub>2</sub> emission by investing in sustainable energy and/or energy saving. No further requirements are set for how compensation takes place.</p> <p>If the tenderer outsources climate compensation and the tenderer does not yet have an agreement in place for climate compensation, at the latest within [XX] months after the effect date of the contract the tenderer must conclude an agreement with a climate compensation provider with which the tenderer can demonstrate that the activities undertaken and the products used in the context of the contract will be compensated 100% by the tenderer.</p> <p><u>Means of proof:</u></p> <ol style="list-style-type: none"> <li>1. Statement included in this tender by the tenderer to confirm compliance with this award criterion.</li> <li>2. A description included in this tender by the tenderer of how this award criterion will be satisfied. This description must in any event contain: amount of the CO<sub>2</sub> equivalents to be compensated, manner of compensation, name of compensating organisation, term of agreement, verification by independent external organisation of the amount of CO<sub>2</sub> compensated.</li> </ol>
<p>Notes for purchaser</p>	<p><b>If the contracting authority itself has concluded a climate compensation agreement for this activity/service, this award criterion lapses and contract provision 1 takes effect.</b></p> <p>For further explanation of climate compensation and the different types of CO<sub>2</sub> emission allowances, see annex 2 of the Dutch language document.</p> <p><u>Verification of means of proof:</u></p> <ol style="list-style-type: none"> <li>1. A description from the tenderer of how this award criterion will be satisfied.</li> <li>2. No further verification.</li> </ol>

## 2.2.4 Contract

### Contract provisions

<b>Contract provision No. 1</b>	Each year, at the latest on <ddmmjjj>, the tenderer will submit to the principal a written report of the fuel(s) used in the previous calendar year, expressed in litres of fuel type(s).
Notes for purchaser	<b>This contract provision only applies if the contracting authority itself has concluded a climate compensation agreement for this activity/service.</b>  If the contracting authority itself has already concluded a climate compensation agreement for the [activity/product], the information requested must match your contract for climate compensation, for example [litres of fuel/number of kilometres/...]. The information required here may, if desired, constitute part of an overall annual report that the contracting authority requires from the tenderer.

## 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.