

ANNEX

Information for the implementation of minimum procurement targets for clean road transport vehicles in support of low-emission mobility in Member States

*Table 1: Common Procurement Vocabulary codes referred to in Article 3*

|  |  |
| --- | --- |
| *CPV Code* | *Description* |
| 60112000-6 | Public road transport services |
| 60130000-8 | Special-purpose road passenger-transport services |
| 60140000-1 | Non-scheduled passenger transport |
| 60172000-3 | Hire of buses and coaches with driver |
| 90511000-2 | Refuse collection services |
| 60160000-7 | Mail transport by road |
| 60161000-4 | Parcel transport services |

*Table 2: Emission-thresholds for light-duty vehicles*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Vehicle categories** | **2025** | | **2030** | |
|  | *CO2 g/km* | *RDE air pollutant emissions\* as percentage of emission limits\*\** | *CO2 g/km* | *RDE air pollutant emissions\* as percentage of emission limits* |
| M1 vehicles | 25 | 80% | 0 | n.a. |
| M2 vehicles | 25 | 80% | 0 | n.a. |
| N1 vehicles | 40 | 80% | 0 | n.a. |

*\** Real driving emissions of ultrafine particles in #/km (PN) nitrogen oxides in mg/km (NOx) measured according to the applicable version of Annex IIIA, Regulation 2017/1151.

\*\* The applicable emission limit found in Annex I of Regulation (EC) 715/2007, or its successors.

*Table 3: Alternative fuel requirements for heavy-duty vehicles*

|  |  |
| --- | --- |
| **Vehicle categories** | **Alternative fuels** |
| M3, N2, N3 vehicles | Electricity\*, hydrogen, natural gas including biomethane, in gaseous form (compressed natural gas (CNG)) and liquefied form (liquefied natural gas (LNG) |

\*For use in a vehicle as defined in Art. 2 (2) of Directive 2014/94/EU, provided that electricity is used for a relevant part of the operational use of the vehicle.

*Table 4: Minimum target for the share of light-duty vehicles in accordance with table 2 in the total public procurement of light-duty vehicles at Member State level\**

|  |  |  |
| --- | --- | --- |
| **Member State** | **2025** | **2030** |
| Luxembourg | 35% | 35% |
| Sweden | 35% | 35% |
| Denmark | 34% | 34% |
| Finland | 35% | 35% |
| Germany | 35% | 35% |
| France | 34% | 34% |
| United Kingdom | 35% | 35% |
| Netherlands | 35% | 35% |
| Austria | 35% | 35% |
| Belgium | 35% | 35% |
| Italy | 35% | 35% |
| Ireland | 35% | 35% |
| Spain | 33% | 33% |
| Cyprus | 29% | 29% |
| Malta | 35% | 35% |
| Portugal | 27% | 27% |
| Greece | 23% | 23% |
| Slovenia | 20% | 20% |
| Czech Republic | 27% | 27% |
| Estonia | 21% | 21% |
| Slovakia | 20% | 20% |
| Lithuania | 19% | 19% |
| Poland | 20% | 20% |
| Croatia | 17% | 17% |
| Hungary | 21% | 21% |
| Latvia | 20% | 20% |
| Romania | 17% | 17% |
| Bulgaria | 16% | 16% |

\*Vehicles with zero-emissions at tailpipe shall be counted as 1 vehicle contributing to the mandate. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.

*Table 5: Minimum target for the share of heavy-duty vehicles in accordance with table 3 in the total public procurement of heavy-duty vehicles at Member State level\**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Member State** | **Trucks** | | **Buses** | |
|  | **2025** | **2030** | **2025** | **2030** |
| Luxembourg | 10% | 15% | 50% | 75% |
| Sweden | 10% | 15% | 50% | 75% |
| Denmark | 10% | 15% | 50% | 75% |
| Finland | 9% | 15% | 46% | 69% |
| Germany | 10% | 15% | 50% | 75% |
| France | 10% | 15% | 48% | 71% |
| United Kingdom | 10% | 15% | 50% | 75% |
| Netherlands | 10% | 15% | 50% | 75% |
| Austria | 10% | 15% | 50% | 75% |
| Belgium | 10% | 15% | 50% | 75% |
| Italy | 10% | 15% | 50% | 75% |
| Ireland | 10% | 15% | 50% | 75% |
| Spain | 10% | 14% | 50% | 75% |
| Cyprus | 10% | 13% | 50% | 75% |
| Malta | 10% | 15% | 50% | 75% |
| Portugal | 8% | 12% | 40% | 61% |
| Greece | 8% | 10% | 38% | 57% |
| Slovenia | 7% | 9% | 33% | 50% |
| Czech Republic | 9% | 11% | 46% | 70% |
| Estonia | 7% | 9% | 36% | 53% |
| Slovakia | 8% | 9% | 39% | 58% |
| Lithuania | 9% | 8% | 47% | 70% |
| Poland | 7% | 9% | 37% | 56% |
| Croatia | 6% | 7% | 32% | 48% |
| Hungary | 8% | 9% | 42% | 63% |
| Latvia | 8% | 9% | 40% | 60% |
| Romania | 6% | 7% | 29% | 43% |
| Bulgaria | 8% | 7% | 39% | 58% |

\* Vehicles with zero-emissions at tailpipe or vehicles using natural gas provided they are fully operated on bio-methane, which should be demonstrated by a contract to procure bio-methane or other means of accessing bio-methane, shall be counted as 1 vehicle contributing to the mandate. This counting is abandoned in case of those Member States where the minimum procurement mandate exceeds 50% of the overall volume of public procurement, with a cut-off at the 50% mark. All other vehicles that meet the requirements of Table 2 in this annex shall be counted as 0.5 vehicle contributing.