



Event	Brussels Revising the Clean Vehicles Directive – How to promote clean mobility solutions in public procurement at the local and regional level
Organisation	Region Västra Götaland & Gothenburg European Office
Date	23.05.2018, 09:30 – 10:50
Participants	Veronika Grohe

On the 23rd of May the conference “Revising the Clean Vehicles Directive – How to promote clean mobility solutions in public procurement at the local and regional level” took place at the Region Västra Götaland & Gothenburg European Office.

At the conference the [proposal for revising](#) the current [Clean Vehicles Directive](#) was discussed.

The representatives from the Region Västra Götaland & Gothenburg European Office welcomed the participants and declared that the aim of the city of Gothenburg is to be completely fossil free by 2030.

Olle Ludvigsson, Member to the European Parliament (S&D), declared that the new directive would have a major impact on national and local/regional level. He explained that the proposal is focused on electric vehicles and that, in his opinion, it would be necessary to consider a more technology neutral approach. Furthermore, he stressed out that it would be important to find a good solution for society and industry.

Dario Dubolino, Policy Officer from the Directorate General for Mobility and Transport (Dir B – Investment, Innovative & Sustainable Transport) from the European Commission, explained that the proposal is part of the Mobility Package. He explained also that the [Directive 2009/33/EC](#) was not providing the impact they hoped. Furthermore, the way in which it has been implemented in the Member States was quite different. With the proposal they wanted to make sure that there would be a certain level of harmonisation of the legislations among the Member States. The objective of the proposal is to accelerate the public procurement of clean vehicles in the European Union. Furthermore, he explained that the proposal has introduced a definition of clean vehicles and a minimum target for their procurements. He also explained that there would be separate targets for LDV (Light Duty Vehicle), trucks and buses. He explained that the targets would be defined at national levels and that they would regard two different periods (from the entering into force of the proposal until 2025 and from 2026 to 2030). He also declared that the directive will regard only vehicles from the categories M and N. He declared that the plenary vote for the proposal in the European Parliament is planned in October 2018.

Leif Magnusson, Senior Policy Strategist from the Region Västra Götaland, declared that a technology neutral well-to-wheel perspective on CO₂ emissions is needed. He also declared that the definition of clean vehicles should not include any fossil fuels vehicles.



Karl Pihl, EU Public Affairs Director from Volvo Group declared that Volvo Group welcomes the proposal of the European Commission and approves that the procurement procedures will be harmonized. However, Volvo Group would have preferred to use a further developed monetization methodology and is the opinion that the clean vehicle definition is unclear and inconsistent. Therefore, Volvo Group recommends rethinking the definition.

[Agenda of the conference](#)