



Clean Vehicles Directive Targeted Consultation Feedback

Additional stakeholder
responses to pre-RIA
procurement questions

Note on Additional Clean Vehicles Directive pre-RIA stakeholder feedback

This document is the second and final of two documents containing collated responses by public bodies to targeted vehicle procurement questions asked by the Department of Transport. The questions, which are listed below, were asked in advance of the transposition of the revised Clean Vehicles Directive ([Directive \(EU\) 2019/1161](#)) into Irish law. The revised Directive entered into force on 02 August 2021.

A total of 17 public bodies provided information in response to the questions. Stakeholder feedback from 11 of these 17 respondents was collated into a single document was and published on the Clean Vehicles Directive Public Consultation webpage on 11 August 2021. This feedback is available for consultation at:

<https://assets.gov.ie/181490/9517ed18-47ea-47f2-a73b-b3454b92faa2.pdf>

This document presents the collated responses of the final 6 public bodies consulted; the public bodies are:

- Bus Éireann;
- Coillte;
- Cork County Council
- Iarnród Éireann/Irish Rail;
- Óglaigh na hÉireann/Irish Defence Forces;
- Tipperary County Council.

About the stakeholder consultation

The Department of Transport carried out the targeted stakeholder consultation to inform the Regulatory Impact Assessment (RIA) that was carried out before the revised Clean Vehicles Directive was transposed into Irish law. The questions asked by the Department were aimed at ensuring that the RIA was worded suitably so that public bodies would be able to accurately identify how obligations under the Directive would affect their

procurement processes from 2021 onwards. The RIA has been published together with the results of the public consultation process, and can be accessed at:

<https://www.gov.ie/en/consultation/268a1-public-consultation-on-the-eu-clean-vehicles-directive/>

The five questions asked by the Department and to which the public bodies referenced above submitted replies were:

1. Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?
2. Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?
3. What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?
4. Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?
5. Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquified petroleum gas)?

Respondent	Bus Eireann
Date of response	22 April 2020
Question responses	
Question 1: (i) Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? (ii) Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: (i) Yes in 2019. (ii) Purchase of 30 Triaxle Expressway Vehicles which is currently outside the scope of the directive.	
Question 2: (i) Are further vehicle procurement contracts planned for 2020/2021? (ii) Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: (i) No. (ii) There is a qualification panel in place since April 2019 for the Purchase and Lease of Vehicles which is valid for 5 years. It is not anticipated that the existing fleet will be renewed each year. Our fleet of leased garage vans and staff vans and cars is procured by Iarnrod Eireann on our behalf. These are renewed after a prescribed timeframe depending on the lease, normally every four years. In consultation with Iarnrod Eireann, we are converting as many of these fleet as possible to electric vehicles and have started that process. See below.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: Coaches.	

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

- a) We currently have a Multi-party Framework Agreement in place for Road Passenger Transport Services and this year we commenced a new multi-party framework agreement for Road Passenger Transport Services. The provision of these services will be for the purpose of supplementing existing bus services, in particular, at times of increased demand for seasonal or other reasons.
- b) In 2016, BE established a qualification panels of potential service providers for School Transport Services which is maintained for a period of five years. At the beginning of each year we operate a tender process for Services commencing in the new school year, i.e August. The two lots under this qualification panel are in respect of each County (some counties are sub-divided e.g. Tipperary-North and Tipperary-South) and in respect of each of the following vehicle types: double-deck vehicle, large size vehicle (not double-deck, 35+ adult seats), medium size vehicle (19 to 34 adult seats) and minibus (9 to 18 adult seats). Lot 2 only includes taxis. There is in excess of 1,000 contractors currently qualified onto this qualification panel with a minimum of one vehicle

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

While all Expressway intercity coaches (exempt under the new CVD) procured by BE will be low emissions Euro VI diesel technology, all current and future procurement for our PSO fleet will be undertaken by NTA, with technical assistance provided by BE Engineering. The matter of procurement of vehicles for use on the School Transport Scheme is under discussion with the Department of Education and Skills. Iarnrod Eireann will procure 15 electric staff cars on our behalf this year. This will facilitate part-conversion of our diesel van and car fleet.

Additional notes: None.

Respondent	Coillte
Date of response	05 March 2020
Question responses	
Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: Yes we awarded a new vehicle fleet contract in Q1 2019 following a competitive tender process. This was over the OJEU threshold and it was a contract for Vehicle leases with a very small number of ad hoc vehicle purchases.	
Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: The contract is in place for 4 years. There are no plans to run a vehicle procurement process in 2020/2021.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: Commercial vans (2 seater Dacia Duster / Volkswagen Caddy).	
Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?	
Response: There are approximately 100 vehicles in the lease fleet but this figure can change intermittently depending on business requirements at the time. No other contracts have been entered into.	

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Going forward it would be our intention to look into different more energy efficient options in our next tender process.

Additional notes: None.

Respondent	Cork County Council
Date of response	13 March 2020
Question responses	
Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: Yes, we did undertake procurement contracts in 2018/2019 over the OJEU thresholds but these were for vehicle purchase only.	
Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: Yes, vehicle procurement is undertaken on an annual basis there is a plan in place to procure further vehicles in 2020/2021 and some of this procurement has already been completed. However, due to Covid-19 the remaining procurement for 2020/2021 is under review.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: We procure all types of vehicles including small medium and large vans, 4x4s, small, medium and large trucks, library trucks, velocity patchers, tar sprayers and suction sweepers etc.	
Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?	
Response:	

No.
<p>Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?</p> <p>Response:</p> <p>We have recently completed a tender for the lease of 6 small electric vans and will be taking delivery of these following the easing of Covid-19 restrictions. Further procurement of low or zero-emission fuels and technologies are being considered.</p>
Additional notes: None.

Respondent	Iarnród Éireann/Irish Rail
Date of response	23 April 2020
Question responses	
Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: Yes we undertake leasing of vehicles following the establishment of a framework which was advertised at OJEU level. 2018/S 194-440159 tender ref 7086 Etenders ref 140723, the advertisement included electric vehicles.	
To note: All vehicles are leased. Irish Rail procures vehicles for Dublin Bus and Bus Éireann as well, and this is also by lease.	
Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: Currently in a renewal phase at present for 2020, with an estimated 400+ vehicles being replaced. It is anticipated that 23 vehicles will be replaced in 2021 and a further 125 in 2022.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: Passenger Cars and vans (LGV'S)	
Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?	

Response:

Yes

- Bus Éireann 66 vehicles due for renewal in 2020. 14 of these will be Electric vehicles.
- Dublin Bus 10 vehicles due for renewal in 2020. 7 of these will be Electric vehicles, and 1 plug in hybrid.
- Iarnród Éireann 371 vehicles due for renewal in 2020. 18 of these will be electric and 3 plug in hybrids.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Yes, Tender Ref 7086/2 for 43 electric vehicles, was finalised recently with vehicle deliveries pending.

Additional note by Iarnród Éireann/Irish Rail:

The 43 vehicles [see Q.5 response] are on a 3 year lease. These vehicles will be spread across the country and the relevant businesses in order for us to evaluate our long term alternatively fuelled low/zero emission vehicle objectives. These vehicles will be assigned to locations such as Drogheda, Waterford, Cashel, Enniscorthy, Portlaoise, Athlone, Kildare, Tralee, Mullingar with the remainder in the Greater Dublin area. These vehicles will be used by the relevant business dept. to establish our long term EV requirements i.e. that they:

- Fit the business task,
- Do not incur considerable costs in terms of down time for charging etc,
- Establish the challenges we may face in terms of the infrastructure,
 - Charging at home
 - Charging at work,
 - or any other hidden challenges that may come about

To support the delivery of the EVs we have just completed the installation of three dual mounted 7.5kw charging points in Inchicore Works, along with Portlaoise sleeper

depot as a central location. It is also proposed that provision will be put in place for EV charging points in Pearse Station, Heuston, Fairview, Athlone and Drogheda, Broadstone and other key locations around the country to future proof our EV needs. (In most areas we will have the infrastructure in place before we receive the vehicles).

Our tender process now fully encompasses all alternative fuelled vehicles currently on the market that fit in with our business requirements. We are in the process of transitioning from old diesel based vehicles to modern greener vehicles (Euro 6.2 engine). Specifically we are introducing a range of vehicle types in the form of electric and hybrids, with greater emphasis on EV vehicles.

The current market for commercial EVs does not meet our business requirements i.e. poor range, limited payload, few options. However, between now and 2025 vehicle manufacturers will have better options in the electric vehicle commercial ranges. We will be in a good position come the next major renewal phase in 2024 to meet our objectives on the directives set out, and come the 2030 deadline, it would be envisaged that we will be on target to have fully converted our diesel vehicles to alternatively fuelled low/zero emission vehicles.

We continue to review the market to ensure the optimal vehicles are selected for our greener fleet initiatives while also considering the costs implications/savings.

Respondent	Oglaigh na hEireann/ Irish Defence Forces
Date of response	24 February 2020
Question responses	
Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: Yes, we completed vehicle procurement contracts in 2018, 2019 over the OJEU thresholds. These were for all purchases. We have only occasionally rented vehicles for limited periods of time for overseas use, all have been below OJEU thresholds.	
Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: Yes, further vehicle purchases are planned for 2020/2021. We renew our vehicle fleet regularly, different types have varying life expectancy (eg. Trucks every 20 yrs, smaller vehicles every 10yrs etc). There is therefore an annual fleet replacement programme. 2019 -2022 will see the replacement of FFR/GS (Jeep type) vehicles with 280 new models, 2020-2024 will see the replacement of our 4x4 TCV (18t Trucks) with 120 new models.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: We procure a wide range of vehicle types from small cars/ vans to articulated heavy lift trucks in varying quantities.	

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

Yes, we have placed contracts in 2018 & 2019 for coach hire to cater for demand exceeding our organic resources for specific events. This was conducted on 10 occasions during 2018 & 2019.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Yes, we have purchased plug in electric saloons and hybrid saloons in 2019/2020. We expect to procure with further purchases of plug in electric saloons in 2020 and are researching the suitability of EV/ alternative fuels for other classes of vehicles (e.g. panel vans, minibuses etc.).

Additional notes: None.

Respondent	Tipperary County Council
Date of response	05 March 2020
Question responses	
Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?	
Response: Vehicle Purchases.	
Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?	
Response: Planned vehicle procurement on a[n] annual basis.	
Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?	
Response: Vans, trucks, specialised road maintenance equipment.	
Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?	
Response: No.	
Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?	

Response:

Yes where suitable vehicles are available.

Additional notes: None.



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