



## Summary of key provisions of S.I. No. 381 of 2021

### 1. Provide for the setting of binding minimum targets

The S.I. establishes in law binding minimum targets for the share of 'clean' vehicles in procurements undertaken by public sector bodies over the relevant service contract value thresholds. These targets are as follows:

LDVs Targets to 2025	LDVs Targets 2026-2030	HDVs Targets to 2025		HDVs Targets 2026-2030	
		Trucks	Buses	Trucks	Buses
38.5%	38.5%	10%	45%*	15%	65%*

### 2. Definition of a clean vehicle

Additionally, the S.I. will define what a clean vehicle is over the course of 2 phases, with the definition becoming more stringent from 2026.

**A clean light-duty vehicle** will be defined as:

Vehicle Categories	Until 31 December 2025		From 1 January 2026	
	CO <sub>2</sub> g/km	RDE Air Pollutant Emissions as a % of emissions limits	CO <sub>2</sub> g/km	RDE Air Pollutant Emissions as a % of emissions limits
M1	50	80%	0	N.A.
M2	50	80%	0	N.A.
N1	50	80%	0	N.A.

**A clean heavy-duty vehicle** will be defined as:

Any truck or bus using one of the following alternative fuels: hydrogen; battery electric (including plug-in hybrids); natural gas (both CNG and LNG, including biomethane); liquid biofuels; synthetic and paraffinic fuels; LPG.

Conventional hybrid vehicles (without the capacity to recharge externally) are not considered 'clean' vehicles. Where liquid biofuels, synthetic and paraffinic fuels are used, they must be used unblended i.e. in concentrations of 100% without any fossil fuel, and be produced from feedstocks with low indirect land-use change (ILUC)

emissions. This means that biofuels such as biodiesel produced from palm oil, which has very high ILUC emissions, is not considered clean.

The Directive also sets a separate definition for "**zero-emission heavy-duty vehicles (HDVs)**", as a sub-category of clean heavy-duty vehicles. A zero-emission HDV is defined as:

Trucks and buses without an internal combustion engine, or with an internal combustion engine that emits less than 1g CO<sub>2</sub>/kWh as measured in accordance with Regulation (EC) No 595/2009, or that emits less than 1g CO<sub>2</sub>/km as measured in accordance with Regulation (EC) No 715/2007.

Retrofitted vehicles may also be counted towards minimum targets if desired.

### **3. Provide for the granting of exemptions to certain vehicle types**

The following vehicles are excluded from the Directive:

- Coaches (vehicles of category M3 other than Class I & Class A);
- Agricultural and forestry vehicles;
- Two- and three-wheeled vehicles and quadricycles (cat. L);
- Track-laying vehicles; and
- Mobile machinery

Under national regulation certain exemptions will apply throughout, these exemptions will be relevant to the following vehicles:

- Special vehicles for use by armed services, civil protection, fire services and police forces;
- Special vehicles for use on construction sites, quarries, ports, airports; and
- Armoured vehicles, ambulances, hearses, wheelchair accessible cars and mobile cranes.

### **4. Establish the reporting obligations upon public sector bodies and the reporting obligations upon the State to European Commission**

Ireland will report to the European Commission on progress at a national level towards implementation of the Directive. The first national report is to be sent to the European Commission by 1 April 2026 and will cover procurement information from 2021 to 2025. National reports are due every 3 years thereafter.