



Co-funded by the Intelligent Energy Europe  
Programme of the European Union

## **“Clean Vehicle Portal: upgrade of the information and database on clean and energy efficient road transport vehicles” (EACI/IEE/2012/001)**

### **Final Technical Report: Clean Vehicle Portal Upgrade**

Period covered: September 2012 to March 2016

Presented by:

#### **TÜV NORD Mobilität GmbH & Co. KG**

<deducted>Germany

Phone: <deducted>  
Fax: <deducted>  
E-mail: <deducted>  
Internet: [www.tuev-nord.de](http://www.tuev-nord.de)

#### **Ecofys**

<deducted>  
The Netherlands

Phone: <deducted>  
Fax: <deducted>  
E-mail:  
  
Internet: [www.ecofys.com](http://www.ecofys.com)

#### **Polis**

<deducted>  
Belgium

Phone: <deducted>  
Fax: <deducted>  
E-mail: [polis@polisnetwork.eu](mailto:polis@polisnetwork.eu)  
Internet: <http://www.polisnetwork.eu>

Copyright © by TÜV NORD Mobilität GmbH & Co. KG  
April 2016

---

## Content

Table of Figures	5
1 Summary	6
1.1 Objectives of the action	6
1.1.1 Introduction	6
1.1.2 Objectives	7
1.2 Main activities, results and lessons learned	7
1.3 Involvement of target groups and key actors in the action	8
1.4 Performance indicators	8
1.5 Important problems and deviations from Annex I	8
1.6 License contracts	9
2 Performance review by task	10
2.1 Task 1: Hand over from the current service provider	10
2.1.1 Objectives	10
2.1.2 Major activities and achievements	10
2.2 Task 2 / 2a: Design and launch of the revamped portal and needs assessment	10
2.2.1 Objectives	10
2.2.2 Major activities and achievements	10
2.2.3 Assessment of the performed work	30
2.3 Task 3: Maintenance	31
2.3.1 Objectives	31
2.3.2 Major activities and achievements	31
2.3.3 Assessment of the performed work	32
2.4 Task 4: Promotion	32
2.4.1 Objectives	32
2.4.2 Major activities and achievements	33

---

		3
2.4.3	Assessment of the performed work	36
2.5	Task 5: Stimulation of joint procurement of clean and energy efficient vehicles	36
2.5.1	Objectives	36
2.5.2	Major activities and achievements	36
2.5.3	Assessment of the performed work	37
2.6	Task 6: Monitoring	37
2.6.1	Objectives	37
2.6.2	Major activities and achievements	37
2.6.3	Assessment of the performed work	37
2.7	Task 7: Stakeholder meetings	37
2.7.1	Objectives	37
2.7.2	Major activities and achievements	38
2.7.3	Assessment of the performed work	38
2.8	Task 8: Project Management	38
2.8.1	Objectives	38
2.8.2	Major activities and achievements	38
2.8.3	Assessment of the performed work	38
3	Individual performance review by partner	39
3.1	Coordinator TÜV NORD Mobilität GmbH & Co. KG	39
3.1.1	Role in the project	39
3.1.2	Main activities and achievements	39
3.1.3	Sustainability of the action after the end of the project	40
3.1.4	Review of the resources	40
3.2	Consortium Partner ECOFYS	40
3.2.1	Role in the project	40
3.2.2	Main activities and achievements	41
3.2.3	Assessment of individual performance	41

		4
3.2.4	Sustainability of the action after the end of the project	41
3.2.5	Review of the resources	41
3.3	Consortium Partner: POLIS	41
3.3.1	Role in the project	41
3.3.2	Main activities and achievements	41
3.3.3	Assessment of individual performance	42
3.3.4	Sustainability of the action after the end of the project	42
3.3.5	Review of the resources	42
4	Consortium management	43
4.1	The partnership	43
4.2	Project meetings	43
4.3	European exchange activities	43
4.4	Quality control	43
4.5	Project website	44
4.6	Contact with the EACI/EASME	44
4.7	Amendments to the grant agreement	44
5	Annex	45
5.1	Overview Work Packages	45

## Table of Figures

Fig. 2-1: Homepage of the CVP	14
Fig. 2-2: News slider	15
Fig. 2-3 News details	16
Fig. 2-4: Tabs	17
Fig. 2-5 Static content page	18
Fig. 2-6 Member States and States of EEA	19
Fig. 2-7 Vehicle Search	20
Fig. 2-8 Vehicle comparison	21
Fig. 2-9 Vehicle Details	22
Fig. 2-10 Calculator	24
Fig. 2-11 Procurement information and TED	25
Fig. 2-12 Case studies (extract)	26
Fig. 2-13 Procurement database	27
Fig. 2-14 Responsive Design	28
Fig. 2-15 Survey	30
Fig. 2-16 Contact form	32

# 1 Summary

## 1.1 Objectives of the action

This final report provides an overview of the Clean Vehicle Portal (CVP) project. It details the performance in relation to the work programme, including occurred difficulties and corrective measures proposed/undertaken.

### 1.1.1 Introduction

In 2009 the European Commission (EC) adopted directive 2009/33/EC (also referred to as the “Clean Vehicle Directive”) on the promotion of clean and energy-efficient road transport vehicles. The directive aims to accelerate the market penetration of clean and environmentally-friendly road transport vehicles (such as passenger cars, buses, coaches and trucks) vehicles. Energy and environmental impacts caused by the operation of transport vehicles have to be taken into account during the purchase process. These impacts should include at least the energy consumption, CO<sub>2</sub>-emissions and regulated pollutant emissions (NO<sub>x</sub>, NMHC and particulate matter). The needed information should be available on the internet. An internet portal, called the Clean Vehicle Portal (CVP) has been launched in December 2010 ([www.cleanvehicle.eu](http://www.cleanvehicle.eu)).

The Clean Vehicle Portal (CVP) was set up in 2010 to implement the Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles. It is intended to become a highly visible reference tool and the EU's most important instrument to provide relevant data regarding environmental impact factors of vehicles for its relevant stakeholders. The CVP should attract those parties being targeted by the Clean Vehicle Directive, support procurers and facilitate the active founding of joint procurement groups online. This task is accomplished by the constitution of an accordant infrastructure and the continuous assembly of up-to-date, independent information on clean and energy-efficient vehicles.

The CVP primarily addresses purchasers of the public service as defined in Article 3 of the Clean Vehicle Directive, namely:

- *contracting authorities or contracting entities in so far as they are under an obligation to apply the procurement procedures set out in Directives 2004/17/EC and 2004/18/EC;*
- *operators for the discharge of public service obligations under a public service contract within the meaning of Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road in excess of a threshold which shall be defined by Member States not exceeding the threshold values as set out in Directives 2004/17/EC and 2004/18/EC.*
- Additionally, the CVP should be useful for private persons and enterprises, although these are not covered by the Clean Vehicle Directive. But also provide information and service for key stakeholders, e.g. vehicle manufactures and relevant national and regional support bodies/regulators.

The CVP contains EU-wide information on procurement of energy efficient vehicles and data on energy consumption and pollutant emission of nearly all passenger cars on the European

market. A calculator to monetise energy and environmental impacts can also be found on the portal. The vehicle database contains relevant data for those vehicle categories (M and N as defined in Directive 2007/46/EC) listed in annex to the Clean Vehicle Directive. The data is based on the publications of the Kraftfahrtbundesamt (KBA) for all vehicle categories.

### 1.1.2 Objectives

The overall aim of the contract is to enhance the portal and to operate it for 36 months. This includes maintenance, regular updates and promotion. The planned enhancements cover the improvement of usability and user-friendliness. Additionally the CVP has to be integrated into the transport related pages of the EC ([www.ec.europa.eu/transport](http://www.ec.europa.eu/transport)).

## 1.2 Main activities, results and lessons learned

The main activities are defined in the tender specifications and the offer of the consortium. Both documents are part of the service contract. The contracting parties additionally agreed upon an amendment to the service contract to define changes to the planned deliverables.

The most visible achievement of the project is the integration of the portal into the transport site of europa.eu. The integration required an in-depth adaption of the design to the existing webpage of DG MOVE and an implementation of all feature using the content management system (CMS) Drupal. The conversion from TYP03 to Drupal was accompanied by the implementation of new features to raise the attractiveness and usability of the portal. This includes for example a news-slider on the homepage and an interactive map for country specific information to give the portal a more dynamic look and feel.

Besides the technical developments the consortium updated the content of the portal to the latest regulations and figures. The emission database has been updated every three months to ensure that the latest models can be found in the vehicle search. The most important pieces of information about procurement and country specific facts are available in several European languages. The updated content of the portal covers topics such as transport fuels, procurement, EU and European Economic Area (EEA) member state information about clean vehicles. The consortium also prepared 25 case studies dealing with the purchase of clean vehicles. The studies are available in English, German and French to assure that a broad target group can be reached. The new portal offers a database for procurers to publish their purchase intention. The aim is to foster joint procurement of clean vehicles to obtain a lower price per piece.

The consortium promoted the presented the portal at several events to the relevant target groups. A prototype version has been presented at the POLIS working group meeting to gather feedback from stakeholders and potential users. The consortium -especially POLIS- spread news about the CVP within its network. After the preparation of the new portal the consortium prepared an attractive leaflet as pdf-file for further promotion actions. The consortium acted as webmaster, helpdesk and point of contact during the contracting period.

The project management included several project meetings to coordinate the input of the involved parties and reports for the documentation of the status and performed tasks.

### 1.3 Involvement of target groups and key actors in the action

The consortium has promoted the portal at several events dealing with clean and energy efficient vehicles. Please refer to the performance review below. The consortium partner POLIS has promoted the portal within their network of cities and regions. The network brings together relevant stakeholders including public authorities in charge of public fleets from cities and regions interested in innovative transport solutions. A prototype version of the portal has been presented to the relevant target group and stakeholders at a POLIS working group meeting on clean vehicles in June 2015. A following discussion completed the stakeholder workshop.

The consortium is in close contact to related EU co-funded projects dealing with clean and energy efficient transport (e.g. Clean Fleets) to share information and promote new ideas.

### 1.4 Performance indicators

The time schedule of the project shows a delay compared to the original plan and schedule. Please refer to the following chapter for detailed information. Due to the cancelled re-launch of the portal it was not possible to track and analyse the click rates and visitor numbers. A comparison with the recorded figures of the old portal is not possible. Other performance indicators (e.g. CO<sub>2</sub>-savings by using the portal) will be measured by an online survey, once the portal will be accessible to the full audience. The analysis of the results might be a deliverable for a possible follow-up tender and can be done by the webmaster.

### 1.5 Important problems and deviations from Annex I

The progress of the project was strongly influenced by the work of DG DIGIT and DG COMM. According to the tender specifications the portal should be migrated to europa.eu by the contractor. The offer of the consortium included two options: usage of the CMS Documentum Webpublisher or TYP03. By the time of the tendering process Documentum Webpublisher was outdated but still in use for many pages of the EC. Required licenses were not available on the free market. Therefore the consortium offered to use Webpublisher in case the EC can contribute the licenses. The offered alternative is a comprehensive update of the existing TYP03 portal to the latest standards and designs. During the kickoff meeting in Brussels the client revealed a third option: Drupal might become the new CMS for all upcoming webpages of the EC. DG DIGIT and DG COMM are the involved parties in the decision process. The client wanted to await the decision of the involved DGs. A date has been announced and postponed several times by the client. On the request of the client the consortium delivered documents and lists with arguments for each system in the meantime. In early 2014 the decision for Drupal has been announced to the consortium. By then the time schedule shows a delay of approx. one and a half years. The difficulties of finding contact persons within the EC to receive IT-related information, the late decision for a CMS and the high communication efforts caused unforeseen efforts in the tasks “project management” and “design of the portal”. The involvement of DG COMM (design) and DG DIGIT (implementation of IT) and the processes and regulations prescribed by them required unforeseen high efforts for communication, meetings and programming. Please refer to the following chapter for detailed information.

Additionally to the contract the client requested a comprehensive consultation of the target group to assess their needs before implementing the new portal. The planned online survey did not meet the expectations of the client. The consortium conducted a large survey

together with the Clean Fleets project. The costs for the needs assessment were not included in the financial overview of the original proposal. Covering the costs until a budget shift became possible was another challenge for the consortium.

Due to the delay and the unforeseen difficulties an amendment to the contract became necessary to enable a budget shift and adjust the deliverables to the agreements between the client and the consortium.

The request for an amendment to the contract covered two major topics: new subcontractors for the implementation and translation and a budget shift.

The following topics are part of the amendment:

- The needs assessment and the responsive design are recognized as additional tasks
- Reallocation of budget between tasks and work packages
- Video of the how-to-use tutorial instead of promotional video
- Cancellation of monthly newsletter
- Re-defining of promotional events
- Cancellation of second stakeholder workshop

Please refer to chapter 4 for more information.

## 1.6 License contracts

Parts of the content require a license contract with the creator. The future webmaster or owner of the web page will have to sign contracts for the use of the following:

- Vehicle images  
There are vehicle images available for all passenger cars included in the database by the end of September 2015. They have been installed for test reasons and removed afterwards due to the requirements of the creator.  
The vehicle images are available at (license contract required):  
  
<deducted> - <deducted>  
Post address: <deducted>  
Phone Office: <deducted>  
Fax Office: <deducted>
- Emission data  
The emission data was delivered by  
Kraftfahrtbundesamt (KBA, Federal Motor Transport Authority)  
The quarterly delivery of emission data requires a payment.

To avoid further license contracts all other pictures have been taken from the old portal.

## 2 Performance review by task

### 2.1 Task 1: Hand over from the current service provider

#### 2.1.1 Objectives

The service provider of the old CVP has been TÜV NORD Mobilität and a hand over was not necessary.

#### 2.1.2 Major activities and achievements

A hand over of the files and data was not necessary. Login data to the existing CVP has been provided to the relevant persons and partners of the consortium.

### 2.2 Task 2 / 2a: Design and launch of the revamped portal and needs assessment

#### 2.2.1 Objectives

According to the tender the main objective of task 2 is to fully integrate the current CVP into the EUROPA site. The service provider has to comply with all rules and regulations for publication on europa.eu. The integration requires the use of another content management system than the already used TYP03. Along with the technical changes the design has to be adapted to the new environment.

The service provider should also improve the user-friendliness and the attractiveness of the portal and its design. A consultation of the target group and the findings from previous projects are foreseen to deliver relevant input for the portal enhancements. To reach a broad range of users the most important pieces of information should be available in the European languages.

#### 2.2.2 Major activities and achievements

The proposal of the consortium included several ideas for a new and attractive look and feel of the portal. During the project the consortium and the client have discussed the ideas and defined a set of functionalities for the new portal. The usage of the CMS Drupal and the platform provided by DG DIGIT had a large influence on the technical feasibility of the functionalities and the design. The functionalities and the implementation are described in the following chapters.

##### 2.2.2.1 Needs Assessment (additional task with number 2a)

The tender specifications include a consultation of the target group to define the improvements. The consortium offered to assess the needs with an online survey displayed in a pop-up window at the portal website. During the kickoff meeting in Brussels the client required a more comprehensive assessment of the user needs. The consortium conducted a comprehensive needs assessment in cooperation with the Clean Fleets Project (CFP). The client recognized the assessment as an additional task.

The call for interest was sent to more than 13,000 relevant contacts. The part including specific questions on the CPV was filled in by 67 persons. 17 of them agreed to participate in a telephone interview. In total 20 persons were interviewed by phone.

A detailed description of the needs assessment including the approach, questions, personal data and the results has been handed over to the client. The results have been presented to the client and discussed during a meeting in Brussels. The input has been included in the new functionalities and the menu structure of the portal.

### 2.2.2.2 Implementation of the portal

The tender specifications set out a full migration of the current portal to the EUROPA site. This required a reprogramming of the portal from TYP03 to another content management system. Due to the circumstance that licenses for Documentum Webpublisher (the CMS of the EUROPA websites at that time) were not available any more the proposal of the consortium included two options: a migration using Documentum Webpublisher with EC licenses or an update of the existing TYP03 version on an external server. During the kickoff meeting the client introduced a third and favoured option: the use of the CMS Drupal.

The reason for this option is the ongoing process of DG DIGIT and DG COMM to define a new CMS for the websites of EUROPA. The client wanted to await the decision for a new CMS to avoid double work or the delivery of an already outdated portal in terms of the used IT. The decision has been postponed several times. In the meantime the consortium prepared cost-benefit-analysis and a pro and cons list for each CMS requested by the client to speed up the process. The delivered input had limited effects on the process but the preparation of paperwork, the additional meetings and internal and external consultations caused additional efforts for communication and project management. The consortium hasn't had the opportunity to raise IT-related questions to a direct contact person. The open questions of the consortium and the subcontractor remained unanswered at that time.

The decision of DG DIGIT for Drupal has been forwarded to the consortium in February 2014. For the implementation of EUROPA websites DG DIGIT provides a wiki page and a set of already implemented features including a default theme. The actual implementation will take place on a playground and a production site. The wiki page includes a request for support option which helps the developers to clarify open questions. Members of the Drupal team have introduced the wiki page to the consortium and EASME in a web conference in March 2014. The advantages of the default design were explained to EASME and the consortium and all involved parties agreed to use the default design settings. It was described as user friendly and in line with the mandatory regulations of DG COMM and DG DIGIT.

After the announcement and introduction to the new CMS the consortium held another kick off meeting as a new start for the implementation of the portal. All functionalities and the design have been discussed to gain a common idea of the look and feel of the new portal.

The task "design and launch of the new portal" is divided into three major work packages: functional analysis, technical analysis and implementation.

#### 2.2.2.2.1 Functional Analysis

During the period the consortium worked on several documents to define the look of the new portal. The first basic document was a sitemap overview, which shows the future structure of the portal and a list of planned functionalities. The drafts for both documents have been discussed and exchanges several times between the client and the consortium. The final draft of the sitemap from the consortium has been handed in at the end of the period.

As mentioned above the multisite platform provides a set of already implemented features. With the help of a gap-analysis the consortium compared the existing features with the list of planned functionalities. The gap-analysis gives information about modules and features the consortium can use almost out-of-the-box from the platform and those which have to be implemented by the consortium. A template for a comprehensive gap-analysis is available on the multisite and was used by the consortium. Besides the document several Proof Of Concept (POC) sites have been set-up on the multisite playground environment.

The consortium planned to work with POCs and prototype versions to visualize the look of the new webpages, but on request of the client the consortium prepared additional wireframes. The wireframes became a basis for the arrangement of the features and the new design.

The described documents (list of functionalities, sitemap-to-be, wireframes and partly the gap-analysis) are part of the functional analysis and an important basis for the next step: the technical analysis (see next chapter).

In September 2014 DG COMM required a statement of EASME and the consortium that the guidelines related to the design of EUROPA will be followed. The prototype webpages of the CVP on the platform are not showing a design in accordance with the guidelines. To meet DG COMM's expectations the new CVP has to use their header and footer (including menu) and the design of DG MOVE in the content section. All designs, including the default theme of DIGIT, are following the same guidelines, but vary in the result. DG COMM stated that the CVP cannot use the default design settings of the Drupal wiki page.

According to DG MOVE a template for the design is only available for the CMS Documentum Webpublisher. The programming of a new theme including responsive design using Drupal is an additional task for the consortium. The consultation of DG COMM and the webmaster of DG MOVE caused high costs in terms of man hours for communication.

#### 2.2.2.2.2 Technical Analysis

The technical analysis offers a description of the features planned for the portal with a high level of detail. The analysis describes two groups of features: features provided by the FPFIS CMS platform and custom features for the CVP. The custom features have to be implemented by the consortium. DG DIGIT provides a mandatory guideline for a feature request. For every custom feature such a request has been initiated. The request and the necessary descriptions of the feature are also part of the technical analysis. Detailed information can be found in the feature requests on the multisite platform.

The functional and the technical analysis are completed and delivered to EASME. The next step will be the implementation of the portal in 2015.

#### 2.2.2.2.3 Implementation

As described in the previous chapter the implementation of new features has to be in accordance with the regulations and procedures of DG DIGIT as described on their wiki page.

The process includes the following steps:

- The developer initiates a feature request including a detailed description, user stories and dependencies with other features
- An assigned expert of DG DIGIT will check if a custom feature is needed or if an existing feature has to be used
- The developer delivers the code to DIGIT
- DIGIT checks the conformance with the guidelines and the quality
- If needed the developer hands in a feature update
- DIGIT will deploy the feature on the production site

According to our experience the response time and the level of details of the remarks strongly depend on the assigned expert. The process from the feature request to the deployment on the production site is very labour-intensive and had an impact on the overall time schedule. It has not been described in the tender.

A detailed technical description of the existing and custom features is given on the Drupal wiki page, the functional and technical analysis. Please refer to the documents for more information. A technical documentation for the webmaster on the maintenance of the portal and the functionalities is delivered with this the report.

The following paragraphs give an overview of the implemented features and the new website.

European Commission

MOBILITY AND TRANSPORT

European Commission > Mobility And Transport >

Home Transport modes Transport themes Media corner Facts & funding About us

## Clean Vehicle Portal

News about the Clean Vehicle Portal

The Clean Vehicle Portal offers access to a large and innovative database system of vehicle data. Feel free to use the vehicle-search above and achieve comparable listings of vehicles in order to your search terms and... [Read more](#)

Clean transport, Urban transport

- Clean Power for Transport
- Clean and energy efficient vehicles...
  - Clean Vehicle Directive
  - Clean Vehicle Portal
    - Transport fuels
    - Search Vehicles
    - Procurement
    - News
    - Institutional information
    - About CVP
    - Related projects
    - Feedback
    - Sitemap
    - Contact
  - Green propulsion in transport
- Urban mobility
- Programmes and projects
- Security
- Studies

Welcome Vehicle Search Guided Tour Important Links

## Welcome to the Clean Vehicle Portal

### The Goal

The Clean Vehicle Portal as a new web-database aims to ensure a level of demand for clean and energy-efficient road transport vehicles and encourage manufacturers to invest in development of vehicles with low energy consumption, CO<sub>2</sub> emissions and pollutant emissions.

### The System

The Clean Vehicle Portal offers access to a large and innovative database system of vehicle data. Feel free to use the vehicle-search above and achieve comparable listings of vehicles in order to your search terms and procurement requirements. Collect your individual selections in your personal watch list.

### The Features

- Access to Europe's largest vehicle database
- Lifetime-cost-calculation, according to the "Clean Vehicle Directive" (2009/33/EC)
- Interactive joint-procurement
- EU-wide information about existing procurement rules and incentive schemes for clean vehicles
- EU-wide information about market-shares of clean vehicles
- Powerful and easy-to-use web-application
- Individual data-output and calculations for each country in the EU
- Calculate your individual costs with the [Lifetime cost calculator tool](#)

Last update: 05/04/2016 | Top | Cookies | Contact | Sitemap

Fig. 2-1: Homepage of the CVP

## News slider

The news slider is the central element on the homepage of the new portal. The changing pictures and headlines give the portal a dynamic look. Every news item includes a link to a content page with the full text and links for more information.

# Clean Vehicle Portal

## German government supports research to reduce cost of EVs



The German Federal Ministry for Education and Research is funding research into ways to reduce the costs of electric vehicles.

Federal Minister for Research Johanna Wanka said: 'We must reach an affordable price threshold for electric... [Read more](#)



Fig. 2-2: News slider

Underneath the full text of a news item a news category with a hyperlink is shown. More relevant news for the topic can be reached by a click.

## Five new EV charging spots open in Zagreb (Croatia)



Electric vehicle (EV) drivers in Zagreb are now able to charge their cars for free in five public parking garages around the city.

The Zagreb parking garages – located in Tuškanac, Langov trg, Petrinjska, Kvaternikov trg and Gorica – each have two spots for charging.

The average time it will take to charge a vehicle using the 22kW stations is five hours.

Croatia's Environmental Protection and Energy Efficiency Fund co-financed 40 per cent of the project, which cost a total of 168 000 kuna (€23 000 )

There are currently just over 100 EVs registered in Zagreb.

However, in a bid to encourage citizens to purchase electric and hybrid cars, the Croatian government in March 2015 announced a [new subsidy scheme for EVs](#).

The terms allow co-financing of up to 40 per cent of the total price of a vehicle. Individual amounts are capped at 70 000 Croatian kuna (€9 200) for electric vehicles and 50 000 kuna (€6 600) for hybrid vehicles.

Source: [seebiz.eu](#) ([link is external](#))

Image copyright: [EV Charging Station Ribbon-Cutting](#) ([link is external](#)) (image on Flickr) by "[NCDOTcommunications](#)" ([link is external](#)), licensed under [CC BY 2.0](#) ([link is external](#))

Country: Croatia

Topic: [Clean and energy-efficient vehicles](#)

**Tags:** [Electromobility](#)  
**Link:** [Clean and energy-efficient vehicles](#)

Login

Search

### Clean transport, Urban transport

- › Clean Power for Transport
- › Clean and energy efficient vehicles...
- › Clean Vehicle Directive
- › Clean Vehicle Portal
  - › Transport fuels
  - › Search Vehicles
  - › Procurement
  - › News
  - › Institutional information
  - › About CVP
  - › Related projects
  - › Feedback
  - › Sitemap
  - › Contact
- › Green propulsion in transport
- › Urban mobility
- › Programmes and projects
- › Security
- › Studies

### Related News

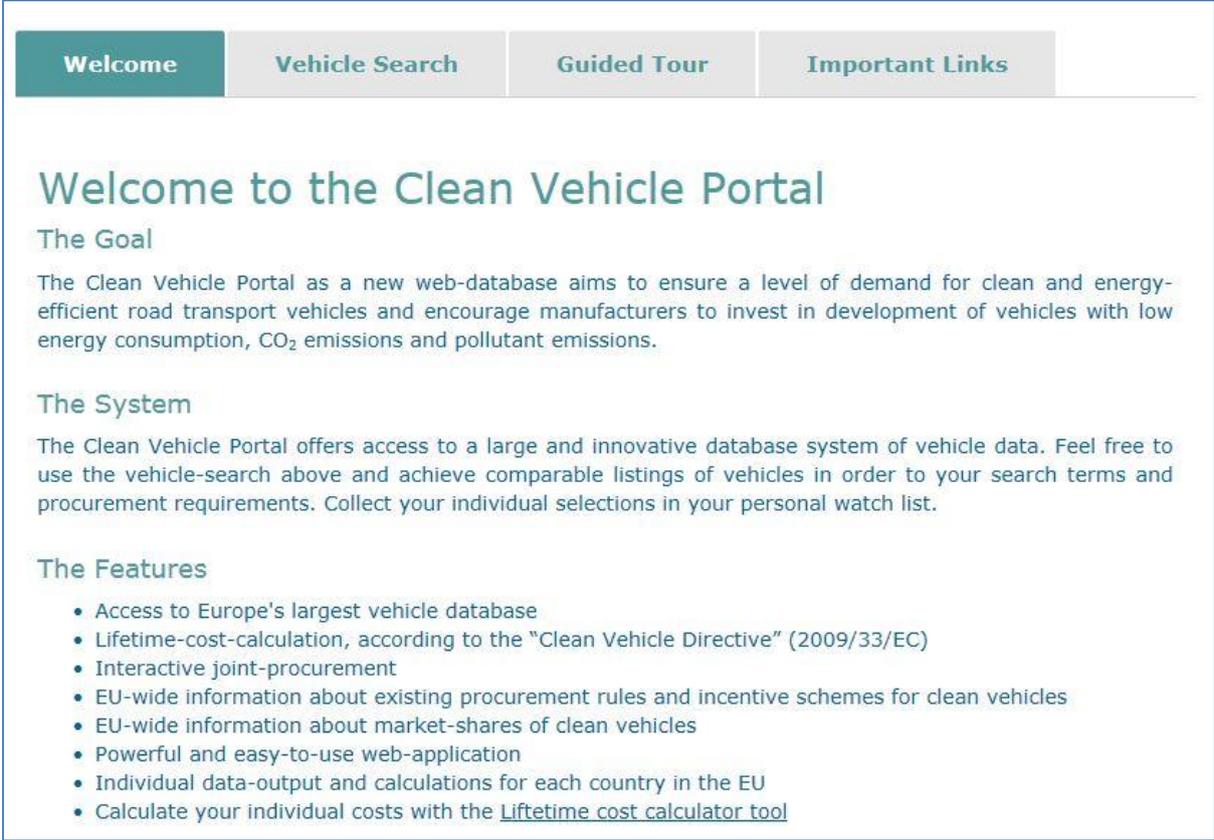
Prague tests electric buses (Czech Republic)  
 03/08/2015

German government supports research to reduce cost of EVs  
 27/07/2015

Fig. 2-3 News details

## Tabs

The tabs are displayed on the homepage below the news item. By using the tabs the user can reach the most important pieces of information with a low amount of clicks. The first tab shows the welcome text of the portal to give orientation to the user. The second tab includes a quick search for clean vehicles. By setting the most relevant filters the user gets a first set of results. The user can narrow down the list by adding more details and filters. Placing the search directly on the homepage has been named several times by the interviewed persons of the needs assessment. Further tabs include the how-to-use tutorial and the important links.



The screenshot shows a web interface with four tabs: 'Welcome', 'Vehicle Search', 'Guided Tour', and 'Important Links'. The 'Welcome' tab is active and displays the following content:

### Welcome to the Clean Vehicle Portal

**The Goal**

The Clean Vehicle Portal as a new web-database aims to ensure a level of demand for clean and energy-efficient road transport vehicles and encourage manufacturers to invest in development of vehicles with low energy consumption, CO<sub>2</sub> emissions and pollutant emissions.

**The System**

The Clean Vehicle Portal offers access to a large and innovative database system of vehicle data. Feel free to use the vehicle-search above and achieve comparable listings of vehicles in order to your search terms and procurement requirements. Collect your individual selections in your personal watch list.

**The Features**

- Access to Europe's largest vehicle database
- Lifetime-cost-calculation, according to the "Clean Vehicle Directive" (2009/33/EC)
- Interactive joint-procurement
- EU-wide information about existing procurement rules and incentive schemes for clean vehicles
- EU-wide information about market-shares of clean vehicles
- Powerful and easy-to-use web-application
- Individual data-output and calculations for each country in the EU
- Calculate your individual costs with the [Lifetime cost calculator tool](#)

Fig. 2-4: Tabs

## Static content pages

Besides the cost calculator and the vehicle search the portal provides information about clean transport and public procurement. The information is shown on static content pages. The following information is available:

- Transport fuels and fuelling infrastructure
- Clean transport, market regulation and funding on EU level
- Fuelling infrastructure, procurement and support for clean vehicles on national and partly on regional level
- Details about the CVP
- News and related projects

The screenshot shows the 'Transport fuels' page with the following structure:

- Header:** European Commission logo, 'MOBILITY AND TRANSPORT', and navigation links (Home, Transport modes, Transport themes, Media corner, Facts & funding, About us).
- Section: Transport fuels**
  - Alternative Fuels:**
    - [Biodiesel](#)
    - [Electricity](#)
    - [Ethanol](#)
    - [Hydrogen](#)
    - [LPG](#)
    - [Natural Gas](#)
  - Engine Technologies**
    - Internal combustion engines**

Internal combustion engines (ICE) are used in most vehicles around the world. Fuel is burned inside the engine, and the energy that is released is then used to drive the vehicle. Two main types of ICE exist, petrol engines (Otto engine) and diesel engines (compression-ignition engine).

In an Otto engine, a mixture of air and fuel is drawn into the cylinder during the intake stroke. This mixture is then compressed and increases in temperature and pressure. Towards the end of the compression stroke a spark plug ignites the mixture and results in an engine stroke. The Otto engine is designed so that the fuel in the cylinder does not autoignite. Any fuel can be used in Otto engines, but typically petrol, CNG/LNG, LPG and ethanol are used.

In a diesel engine, air is drawn into the cylinder during the intake stroke and is compressed increasing in temperature and pressure. Towards the end of the compression stroke, fuel is injected into the hot and high pressure air. The heat and pressure causes the injected fuel to combust. The diesel engine is designed so that the fuel in the cylinder autoignites at the end of the compression stroke. Typical fuel used in diesel engines are diesel, biodiesel and ED95 (blend of ethanol and diesel).

Some Otto engines have been optimised to run on different fuels, for example CNG and petrol. These types of engines are called bi-fuel engines and are commonly found on the European market. Plug-in hybrid electric vehicles can also be considered as bi-fuel engines as they can run on both electricity (from the grid) and fuels, but not in the same engine. Both systems can however propel the vehicle simultaneously. Plug-in hybrid vehicles combine the high efficient electric propulsion with acceptable range from the ICE.
- Sidebar:**
  - Clean transport, Urban transport
    - Clean Power for Transport
    - Clean and energy efficient vehicles...
    - Clean Vehicle Directive
    - Clean Vehicle Portal
      - Transport fuels
        - Biodiesel
        - Electricity
        - Ethanol
        - Hydrogen
        - LPG
        - Natural Gas
      - Search Vehicles
      - Procurement
      - News
      - Institutional information
      - About CVP
      - Related projects
      - Feedback
      - Sitemap
      - Contact
    - Green propulsion in transport
    - Urban mobility
    - Programmes and projects
    - Security
    - Studies

Fig. 2-5 Static content page

## Interactive map

The user can reach the level on national level by choosing the country in an interactive map. The feature raises the usability of the portal.

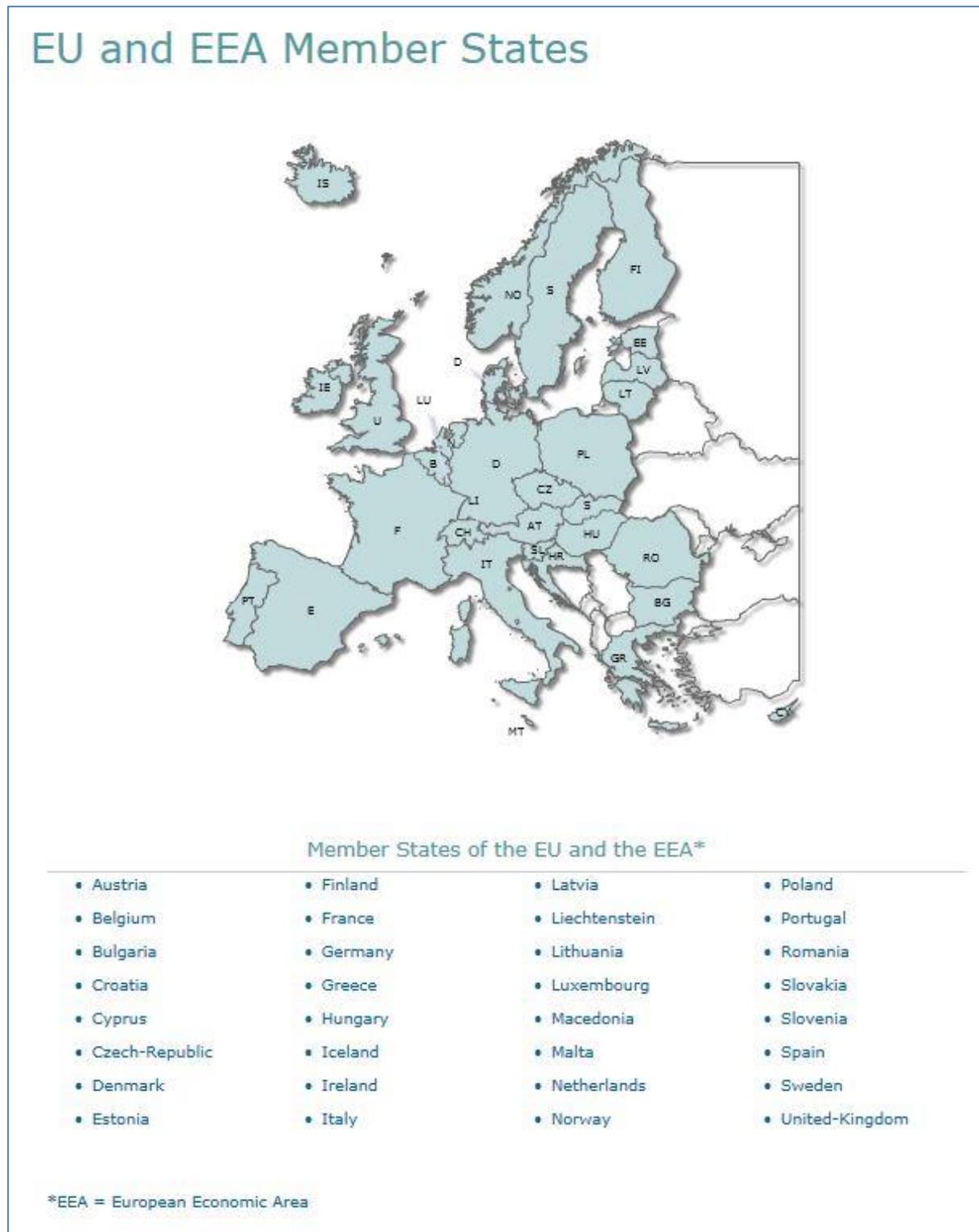


Fig. 2-6 Member States and States of EEA

## Vehicle search

The vehicle search is one of the core elements of the CVP. The new search module has experienced some enhancements compared to the old version. The new format and scope of the data received from the Kraftfahrt-Bundesamt (KBA, Federal Motor Transport Authority) allows the use of only one input screen for all classes of vehicles. The user can search for heavy duty vehicles, buses and passenger cars by setting one filter. Specific filters for each class will be displayed after the class has been chosen. Due to the new emission standard EURO 6 emission data is available for heavy duty vehicles (HVD) and not only for their engines. The contained number of HDV will rise in the near future, depending on the amount of type approvals.

The screenshot displays the 'Vehicle Search' page. On the left, under 'Search criteria', there are input fields for 'Vehicle name (free text search)', 'Vehicle class', 'Fuel type', 'Fuel price (€/l)', 'Lifetime mileage (km)', and 'Vehicle brand'. On the right, under 'Search results', three groups are listed:

- Group: BMW i3**  
Fuel Type(s): Petrol/Hybrid  
Engine power: 75 kW  
Lifetime costs range: from: 827,17 € to: 827,17 €  
[Show all... \(2\)](#)
- Group: VW XL1**  
Fuel Type(s): Diesel/Hybrid  
Engine power: 35 kW  
Lifetime costs range: from: 1.397,53 € to: 1.404,15 €  
[Show all... \(9\)](#)
- Group: VW up! (AA)**  
Fuel Type(s): Electric  
Engine power: 60 kW  
Lifetime costs range: from: 1.624,15 € to: 1.624,15 €  
[Show all... \(3\)](#)

A sidebar on the right contains a navigation menu with items like 'Clean transport, Urban transport', 'Clean Power for Transport', 'Clean and energy efficient vehicles...', 'Clean Vehicle Directive', 'Clean Vehicle Portal', 'Transport fuels', 'Search Vehicles', 'Search clean vehicle database', 'Vehicle Comparison', 'How to use', 'Costs calculator', 'Procurement', 'News', 'Institutional information', 'About CVP', 'Related projects', 'Feedback', and 'Sitemap'.

Fig. 2-7 Vehicle Search

The results are listed on the website sorted by the total operational lifetime costs. The new results list is equipped with a grouping function. If several successive entries are consistent in all of the following facts the entries will be grouped to one:

- Brand/Model
- Fuel Type
- Engine Performance

The ranking is still sorted by the total operational lifetime costs. If groupings occur the value of the lowest total operational lifetime costs within the group is used for the overall ranking. Some models have been type approved several times with only small changes in the technical data (e.g. maximum speed for two European markets). To avoid several entries of

the same model the grouping function has been implemented. The function also avoids that a manufacturer is presented to often on the first page compared to others.

### Compare table

After starting a vehicle search the user receives a ranking of the cleanest and most energy efficient vehicles. The new compare tool allows a comparison of up to three vehicles with each other. The user can add the vehicles by clicking on a link in the ranking. The technical data and lifetime costs are display in a table. The function has been implemented upon the feedback of the user needs assessment.

Image / Title	<a href="#">BMW i3</a>	<a href="#">VW up! (AA) [L]</a>	<a href="#">Citroen C-Zero -0</a>
<b>Lifetime Costs</b>			
Total Operational Lifetime Cost	€827.17	€1 624.15	€1 749.09
Fuel Consumption	€746.67	€1 624.15	€1 749.09
CO2 Cost	€78.00	€0.00	€0.00
Pollutant Emission Cost	€2.50	€0.00	€0.00
<b>Vehicle Information</b>			
Brand	BMW	VW	Citroen
Model	BMW i3	VW up! (AA) [L]	Citroen C-Zero
Model Affix			-0
Category	M1	N1	M1
Body Type	AA	BB	AF
Classification	b: small cars	mini van	a: mini cars
HSN	5	603	3001
TSN	BSJ	BSA	AJT
<b>Technical Data</b>			
Fuel Type(s)	Petrol/Hybrid	Electric	Electric
Engine Size	647ccm	-	-
Engine Power	75kW	60kW	35kW
Number of Cylinders	2	-	-

Fig. 2-8 Vehicle comparison

## Vehicle details

By clicking on the hyperlink of the model the user reaches the vehicle detail page. Relevant technical data is displayed. Tabs are used to raise clearness of the page.

**Mercedes-Benz C-Class (W205) 350 e**

currently no image available

Lifetime Costs   Vehicle Information   Technical Data   Emissions (Standard)

Electric Drive

### Lifetime Costs

<b>Fuel Type:</b>	Petrol
<b>Fuel Consumption Cost:</b>	2.613,33 €
<b>CO2 Cost:</b>	288,00 €
<b>Pollutant Emission Cost:</b>	12,93 €
<b>Total Operational Lifetime Cost:</b>	2.914,26 € *

\* Petrol-driven (200000 km, 0.7 €/l, reference fuel: Diesel)

[Add to Compare Table](#)

Fig. 2-9 Vehicle Details

It is possible to add images to the vehicle search, the results and the vehicle details. The images have been prepared for the upload and the tool provides the functionality to display them. The consortium asked for a contact person of DG MOVE to set up a license contract with the creator of the images. According to the client the consortium should not sign any license contract because of the uncertain launch date. The images can be received from:

<deducted> - <deducted>  
 Post address: <deducted>  
 Phone Office: <deducted>  
 Fax Office: <deducted>

The technical documentation includes information for an eventual integration of the images.

### Calculator for total operational lifetime costs

The second core element of the CVP is the calculator for clean and energy efficient vehicles. The user has the opportunity to calculate the lifetime costs for vehicles which are not available via the search tool. The tool is a comfortable way to calculate the lifetime costs. The user has to enter the lifetime costs and also the reference fuel. Default values have been set for some variables to raise the usability. If the emission data is available in g/kWh an average fuel consumption is needed for the calculation.

The calculator and the vehicle search use the method provided by DG MOVE and was also used in the old portal.

## Vehicle Costs Calculator

Please specify

**Fuel type \***

Petrol

Select the fuel type.

**Fuel consumption \***

3.9

Diesel, petrol, LPG, ethanol, biodiesel, emulsion fuel: l/100km  
Natural gas or hydrogen gas: Nm<sup>3</sup>/100km  
Liquid hydrogen: l/100km or kg/100km ; Electricity: kWh/100km

**CO<sub>2</sub> - Emission (g/km) \***

90.48

**NO<sub>x</sub> (Nitrous oxides) \***

0.031

g/km  
 g/kWh  
NO<sub>x</sub>: g/km or g/kWh ?

**PM (Particulate Matter) \***

0

g/km  
 g/kWh  
PM: g/km or g/kWh ?

**NMHC (Non-methane hydrocarbons) \***

0.037

g/km  
 g/kWh  
NMHC: g/km or g/kWh ?

**Reference Fuel \***

Petrol

**Cost of Reference Fuel (€/l) \***

0.7

**Cost of CO<sub>2</sub> (€/t) \***

30

Range 30-40 €/t, default 30 €/t

**Lifetime Mileage (km)**

Passenger Car: 200,000 km

Fig. 2-10 Calculator

### Procurement page

The CVP supports the clean vehicle directive by providing online tools for the calculation of the total operational lifetime costs and by providing information about procurement. The portal publishes transport-related tenders from the TED-system (Tender Electronic Daily), using a RSS-Feed. The user can use a hyperlink to read the full text at the TED homepage. By using an RSS-Feed the CVP displays up-to-date information without high maintenance efforts.

## Procurement

### Ted Transport Service Feed

279496-2015: Belgium-Geel: Transport services of persons for JRC Geel, divided into 2 lots

08/08/2015

Publication date: 08-08-2015 | Deadline: 23-08-2015 | Document: Additional information

279506-2015: Germany-Offenburg: Road transport services

08/08/2015

Publication date: 08-08-2015 | Deadline: 30-10-2016 | Document: Contract notice

279507-2015: Germany-Plön: Public road transport services

08/08/2015

Publication date: 08-08-2015 | Deadline: | Document: Prior Information Notice

279508-2015: Poland-Świecie: Public road transport services

08/08/2015

Publication date: 08-08-2015 | Deadline: | Document: Prior Information Notice

[more](#)

## Procurement of energy-efficient vehicles

The website Clean Vehicle Portal provides a wealth of information on driving with energy efficient vehicles and on alternative fuels, such as green gas, bioethanol, biodiesel and electricity. Most options are clean and cheap.

With the cost calculator you can simply calculate what energy efficient driving or driving on clean fuel means for you financially. Do you want to purchase a vehicle on clean fuel? Many brands offer models, this information can be found in the database, available on this website.

Lean and energy-efficient vehicles initially have a higher price than conventional ones. Creating sufficient demand for such vehicles could ensure that economies of scale lead to cost reductions. This is something that this website, an initiative from the European Commission is supporting.

### Public sector procurement

European Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles" addresses the need to provide support for Member States through facilitating and structuring the exchange of knowledge and best practices for promoting the purchase of clean and energy-efficient vehicles. More information is available in the sections concerning Member States on this website.

Procurement of vehicles for public transport services can make a significant impact on the market if harmonised criteria are applied at Community level. The biggest impact on the market, together with the best cost/benefit result, is obtained through mandatory inclusion of lifetime costs for energy consumption, CO<sub>2</sub> emissions, and pollutant emissions as award criteria in the procurement of vehicles for public transport services. Does your organisation already procure efficient vehicles? Please tell us and we will add your examples to the growing list in our section on procurement cases. Please contact us at [info\(at\)cleanvehicle.eu](mailto:info(at)cleanvehicle.eu)

Fig. 2-11 Procurement information and TED

## Best practice case studies

The promotion of procurement of clean and energy efficient vehicles is one task of the tender specifications. According to the tender POLIS produced 25 case studies for (joint) procurement of clean and energy efficient vehicles. The documents are available in English, German and French as downloadable pdf-files.

### Procurement cases

#### Vehicle Procurement Case Studies

The case studies below provide an insight into concrete experiences of procurers when purchasing cleaner vehicles. These examples show the challenges that public authorities encounter, and which private companies and even private households face, in the process of identifying and buying the right vehicle. The cases include joint procurement activities, public-private cooperation, sales, framework and lease contracts. They shed light on the decision criteria that buyers apply and on how public procurers comply with the Clean Vehicle Directive ([http://ec.europa.eu/transport/themes/urban/vehicles/directive/index\\_en.htm](http://ec.europa.eu/transport/themes/urban/vehicles/directive/index_en.htm)).

The case studies have been drafted by the Clean Vehicle Portal consortium/POLIS, 2015. Each case is available in English, French and German.

<b>Arnhem-Nijmegen turns green</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Autolib': Electric car sharing in Paris</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Framework agreement rewarding energy efficiency and lower CO2 emissions</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>A 'capital' joint procurement - Paris with other European cities</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>New fire engines in Ghent: Innovation procurement of clean emergency vehicles</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Fiscal advantages of buying an electric car for professional and private use</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Bringing 300 organisations together: Joint procurement lead by Stockholm</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>New clean vehicles in Catalonia</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Diesel, hybrid and electric cars for Catalan Ministry of Territory and Sustainability</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Clean vehicles for the Berlin police force</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Leasing of clean vehicles by joint procurement</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>
<b>Copenhagen Electric: Promoting the market uptake of Electric Vehicles</b>	 <a href="#">[en]</a>	 <a href="#">[fr]</a>	 <a href="#">[de]</a>

Fig. 2-12 Case studies (extract)

## Joint procurement database

The database allows users to publish their procurement initiative to find other procurers with a similar procurement case. The database enables to them to get in contact and perform a joint procurement. A joint procurement might help to reduce the price per vehicle and reduce the financial disadvantages of clean vehicles.

Procurement cases can only be added by registered users with the role “procurer”.

## Joint procurement opportunities

We would like to promote joint procurement in a practical way. Therefore you can publish your procurement initiative on this website. The initiatives which have been created by others are shown below. If you would like to publish your own procurement initiative, please login or register a new account and request the procurer role. After logging in you will have the possibility to:

- Create a user profile & search in user profiles of others
- Send contact messages to other registered users
- Post your joint procurement initiative

You are currently not logged in. Please login or register a new account and request the procurer role in order to create own joint procurement opportunities.

Current

Past

**Country**

- Any - ▾

**City**

**Sector**

- Any - ▾

Apply

No results for selected filter options

Fig. 2-13 Procurement database

## Responsive design

The new guidelines of DG DIGIT require a development of the portal with a responsive design. This ensures that the portal is shown in a clear way on handhelds and desktop computers. The users can use the tools and read the provided information on a broad range of devices.



Fig. 2-14 Responsive Design

## Other tools

Besides the described features the portal offers a site map, a contact form and an online survey. The contact form allows users to give feedback and ask for support. By the time DG MOVE names a new webmaster his email has to be entered in the backend. The contact form enables the webmaster to assess the user's needs.

The online survey includes the following questions about the procurement and the role of the CVP:

- What kind of user group are you?
- Did CVP influence your decision in favor of clean and energy efficient vehicles?
- What type of vehicle have you purchased?
- How many vehicles did you purchased?
- Did you choose a vehicle that had a reduced fuel consumption compared with your original plan?

The evaluation of the answers gives a rough estimation of the CO<sub>2</sub> reduction caused by the use of the CVP.

# Feedback

## Feedback on Vehicle Purchase

Please provide feedback on your experiences purchasing new vehicles.

**What kind of user group are you? \***

Public Sector

Company

Citizen

**Did CVP influence your decision in favour of clean and energy efficient vehicles? \***

yes

no

**What type of vehicle have you purchased?**

Passenger car

Light duty vehicle

Heavy duty vehicle

Minibus

Bus

**How many vehicles did you purchased?**

**Did you choose a vehicle that had a reduced fuel consumption compared with your original plan?**

up to 10% less consumption

between 11% and 20% less consumption

between 21% and 30% less consumption

more than 30% less consumption

[Back to survey list](#)

\* - required fields.

Fig. 2-15 Survey

### 2.2.3 Assessment of the performed work

The prototype was tested by the partners and the client. All codes were delivered for a quality check to DG DIGIT and were approved before integration into the new website. Bugs have been fixed and feedback of the client and the consortium has been implemented. Due to the circumstances that the portal has not been published yet the consortium was not able to receive feedback from actual users.

The task “design and launch” was strongly influenced by the client, DG COMM and DG DIGIT. The client waited for a decision of DG COMM and DG DIGIT for a CMS for almost one and a half year. DG COMM had several remarks concerning the default design theme of DG DIGIT which led to an implementation of a new design theme following the guidelines of COMM and DG MOVE. DG DIGIT requested to follow a procedure for new features which was labour and time intensive.

## 2.3 Task 3: Maintenance

### 2.3.1 Objectives

According to the original time schedule and the tender documents the portal the service provider should release the new portal within nine months after the start of the project. During the implementation of the new portal and after the release the service provider has to ensure that all IT features of the portal perform appropriately. The webmaster must manage a helpdesk to answer and solve problems of users. Further tasks are ongoing updates of the content and the vehicle database.

### 2.3.2 Major activities and achievements

#### 2.3.2.1 Old portal

The old portal should be maintained and accessible to the full audience until the re-launch. Due to the decision of DG MOVE the portal did not go online during the contracting period. The budget plan originally included a hosting of the old portal for nine months. The costs for hosting until the end of the project were not foreseen and covered by a budget shift afterwards. To avoid further hosting costs the old portal has been taken off-line at the 5<sup>th</sup> of October 2015 (two weeks after the original contracting period). The consortium updated the vehicle database of the old portal every three months and performed security updates. Until the end of the project the old portal was running stable and all occurring bugs were fixed. An email address for questions of the users was available and maintained.

#### 2.3.2.2 New portal

##### Content update

The content of the portal was researched and uploaded 2010. Many information and figures about clean vehicles were outdated by the time of the new tender. The consortium performed a comprehensive content update. All texts have been reviewed by transport experts and brought up-to-date. The content covers the topics:

- Member state
- EU-level info
- Procurement
- Target groups

The updated content has been checked by two experts before the upload. A translation agency has translated the text into several languages. The information on national level is available in English and the specific language of the described country. The information on EU-Level has been translated to English, German and French to reach a large target group. The homepage and texts dealing with cost calculation are also available in the languages of EU member states.

##### Helpdesk

The old portal offered an email address for questions and feedback. The new portal provides a contact form with the opportunity to enter free text with 1000 characters. The webmaster can easily enter his email address in the backend to receive the messages.

## Contact

**Your name \***

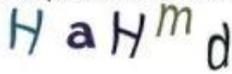
**Your e-mail address \***

**Subject \***

**Message (maximum 1000 characters) \***

CAPTCHA

This question is for testing whether or not you are a human visitor and to prevent automated spam submissions.



**What code is in the image? \***

Enter the characters shown in the image.

**Send message**

Fig. 2-16 Contact form

### 2.3.3 Assessment of the performed work

The content of the portal has been checked by at least two experts before publication. All sources are available for additional quality checks.

## 2.4 Task 4: Promotion

### 2.4.1 Objectives

In addition to the implementation and the update of the portal, promotion has been a major task of the project. The tender specifications describe the following promotional actions and materials: marketing materials including a short video clip, a new leaflet and a tutorial. The video must be uploaded to the portal and disseminated via internet channels. The new leaflet must be available in French, German and English and printed out in 5.000 copies.

The communication plan that has been developed within the WP also includes promotional actions to raise the interest among multipliers, members of the target group and manufacturers. Monthly newsletter/news item to give the portal a dynamic look and to promote the portal were foreseen. The production of best practise case studies should awake the interest of the target group (e.g. procurers).

The tender documents name a presentation of the CVP at two large scale events.

## 2.4.2 Major activities and achievements

The promotional actions were scheduled for the period following the re-launch of the portal. The project plan included a promotional email to the registered users and the target group to announce the re-launch. A monthly newsletter presenting news about the portal and clean vehicle procurement should promote the portal and keep up the interest. Due to the above mentioned delay and the missing re-launch the promotion of the CVP via e-mail could not be carried out. The consortium and the client decided to also refrain from sending out a newsletter.

### 2.4.2.1 Events

To keep up the interest of the target group the consortium presented the CVP at at least two large scale events. Polis presented the CVP at the following events:

- Clean Fleets final workshop, 21 May 2015, Brussels  
Polis represented the CVP at the final Clean Fleets project workshop and delivered a presentation on integration of clean vehicles at the local level. Aspects covered in the presentation and discussion included the current EU policy framework on clean vehicles, the upcoming revamp of the Clean Vehicle Portal, local plans/strategies, defining and understanding what a clean vehicle is, joint procurement, clean vehicles labels and recognition schemes. The CVP demonstration and stakeholder meeting aligned with the Polis Clean Vehicles Working Group meeting on the 17th of June was promoted, too.
- EEVC European Electric, Vehicle Congress, 2-5 December 2014, Brussels  
EEVC is the annual European Battery, Hybrid and Fuel Cell Electric Vehicle Congress. The CVP was presented with a poster at the EU Project Day.
- EcoProcura, 24 - 26 September 2014, Ghent  
The EcoProcura conference series promotes exchange and dialogue amongst purchasers from all levels of governments, suppliers, policy-makers and multipliers on strategies and the latest practical solutions on SPP. Each event now attracts 250 - 350 participants. The CVP and the Clean Fleets project were presented with a joint stand.
- EVS 27 electric vehicle symposium, 17-20 Nov 2013, Barcelona  
EVS is the largest electric drive exhibition in the world with hundreds of exhibits from EV automakers, technology developers, manufacturers, infrastructure companies and more. The CVP was presented with a poster presentation

Besides promotion at these external events POLIS included the CVP in regular operation including mentions at relevant meetings with their network members. The close connection with the CLEAN FLEETS project also promoted the portal among the relevant target group.

### 2.4.2.2 Leaflet

A leaflet has been prepared and provided to DG MOVE as an electronic version. In coordination with the client the preparation of a printed version has been cancelled.

The subcontractor <deducted> produced the leaflet and has the license for the use of the pictures.

<deducted>  
<deducted>

### 2.4.2.3 <deducted><deducted>Tutorial

The promotional video as it was set out in the tender has been replaced by a video tutorial which guides the user through the portal. The video describes the main menu items and how to reach and use the key elements of the portal. Especially the cost calculator and the vehicle search are of interest for the target group. The tutorial is displayed on the homepage of the portal. It is also available as downloadable video file in English, German and French.

### 2.4.2.4 Actions to raise among multipliers

Awareness of the Clean Vehicle Portal and the associated Clean Vehicle Directive can be spread most efficiently via multipliers. The consortium therefore carried out the following key actions:

- Communication with Polis member cities and regions via Polis' communication tools allowed to reach local and regional authorities (action: information via members newsletter, leaflet distribution at Polis events and constant display in Polis premises)
- Close cooperation with the related Clean Fleets project allowed to reach project consortium, cities and associated community (action: mutual contributions to events, mention in newsletters, distribution of material at events)
- Close cooperation with the contractor carrying out the European Commission's Clean Vehicle Directive review (action: exchange of information, facilitating contacts to relevant persons, contribution to CVP workshop, input to stakeholder consultation)
- Close exchange with Association of German cities (Deutscher Städtetag) to reach German municipalities (action: Contribution to CVP workshop, spread information)
- Partnership with Eltis portal (action: publish CVP urban transport case studies)

### 2.4.2.5 Best practice case studies

Polis identified nearly 50 potential cases and drafted 25 case studies on the procurement of clean and energy efficient vehicles. They are available in English, French and German. Six cases cover joint procurement activities (these are the cases on Consip (Italy), Nantes and Angers (France), Stockholm (Sweden), Paris and other European cities (cross-border), the Austrian procurement Agency and Denmark)). Two cases look into procurement involving private households (these are the cases about <deducted><deducted>(Netherlands) and the VLOTTE initiative (Austria)), and another two cases look at private companies' procurement activities (these are the cases about Heineken (Netherlands) and Distripolis (France)). The remaining cases focus on public administrations or companies.

Every document contains pictures and contact data for more information about the topic. The following case studies have been prepared and included in the portal:

- Arnhem-Nijmegen turns green
- Autolib': Electric car sharing in Paris
- Framework agreement rewarding energy efficiency and lower CO2 emissions
- A 'capital' joint procurement - Paris with other European cities
- New fire engines in Ghent: Innovation procurement of clean emergency vehicles
- Fiscal advantages of buying an electric car for professional and private use
- Bringing 300 organizations together: Joint procurement lead by Stockholm
- New clean vehicles in Catalonia
- Diesel, hybrid and electric cars for Catalan Ministry of Territory and Sustainability
- Clean vehicles for the Berlin police force
- Leasing of clean vehicles by joint procurement
- Copenhagen Electric: Promoting the market uptake of Electric Vehicles
- Leasing electric cars for private and corporate users
- Distripolis electrifies 'last miles' deliveries
- Electric buses for Vienna's 'zero-emission' historical centre
- Encouraging Brussels' public authorities exemplary behaviour in vehicle procurement using Ecoscore
- Ghent goes electric
- Heineken Freight Electric Vehicles for sustainable urban logistics in Rotterdam and Amsterdam
- LNG buses integrated into Brno's public transport fleet
- The city of Barcelona mainstreams sustainable procurement
- Joint procurement of articulated hybrid buses
- New lower fuel consumption and low emission buses for Kiel
- Public 'electromobility' in Barcelona
- Bio-methane energy-efficient buses in Reading
- Croatian national electricity company purchases electric vehicles

The case studies related to urban mobility have been submitted and published on the ELTIS Urban Mobility Observatory platform (<http://www.eltis.org/discover/case-studies>).

In the research phase for the case studies, a large number of relevant projects and project cities (incl. in Eltis, Clean Fleets, CIVITAS, COMPRO, eBRIDGE, ENERQI, TIDE, BESTFACT, FREVUE, ZeEUS, GPP2020 etc.), authorities (incl. city administrations, public transport authorities, etc.), associations (incl. several national procurement agencies, national and international city networks, Deutscher Städtetag and GART, the Norwegian EV user association, etc.) and platforms (incl. GPP, [www.sustainable-mobility.org](http://www.sustainable-mobility.org), etc.) have been contacted, and hence been made aware of the Clean Vehicle Portal's renewal.

### 2.4.3 Assessment of the performed work

In accordance with the client many deliverables have been cancelled or replaced by other tasks (e.g. tutorial video instead of promo video). Main reasons for the low amount of promotional actions can be found in the delay and the postponed re-launch. The consortium and the client agreed to cancel the newsletter and the promotional video. Additionally the amount of large scale events for promotion and stakeholder workshops were reduced. The saved budget has been reallocated to other tasks, such as the needs assessment and license contracts for emission data.

The proposal of the consortium also included a registration procedure with various roles according to the target groups. Only registered users are able to see the full content of the portal and contact each other to foster a registration. Due to the strict regulations of tendering processes the client and the consortium dropped the idea in order to avoid that manufacturers can influence the procurer. Registration is only needed to edit the contact database for joint procurement (see next chapter).

## 2.5 Task 5: Stimulation of joint procurement of clean and energy efficient vehicles

### 2.5.1 Objectives

Joint procurement is regarded as an effective method to reduce the costs of clean and energy efficient vehicles. The service provider should install tools to support the formation of groupings for joint procurement.

### 2.5.2 Major activities and achievements

The consortium implemented a database for joint procurement opportunities. After a short registration the user is able to publish his purchase intention to find others to join in and form a group for joint procurement. The webmaster checks the entered contact data in the registration process for plausibility. A further check of the published text will avoid misuse of the tool.

Joint procurement has always been a topic when coordinating with related EU or national initiatives to whom the CVP was meant to be promoted. As outlined in the previous chapter, this included communication with national city associations, cooperation with EU co-funded projects such as Clean Fleets (<http://www.clean-fleets.eu/>), Fired Up (<http://www.fired-up.eu/>) and Happi (<http://www.happi-project.eu/>) and the cooperation with the contractor carrying out the European Commission's Clean Vehicle Directive review. The portal also includes information and case studies about joint procurement.

### 2.5.3 Assessment of the performed work

DG MOVE did not launch the portal. There are no registered user accounts or click numbers available.

## 2.6 Task 6: Monitoring

### 2.6.1 Objectives

The tender specifications name a monitoring of the performance indicators to determine the success of the CVP. At least the following facts have to be tracked:

- Number of visitors
- Cumulative invest made in clean vehicles by portal users
- Renewable energy production triggered
- Primary energy savings compared to projections
- Reduction of greenhouse gas emissions

### 2.6.2 Major activities and achievements

The consortium installed an online survey to monitor the requested figures. The survey is very simple to raise the numbers of attendees. The following questions are included:

- What kind of user group are you? (options according to different target groups)
- Did CVP influence your decision in favour of clean and energy efficient vehicles? (option: yes/no)
- What type of vehicle have you purchased? (options: passenger car, light duty vehicle, heavy duty vehicle, minibus, bus)
- How many vehicles did you purchased? (options: 1, 2, 3, 4, 5 or a textbox for introducing a number)
- Did you choose a vehicle that had a reduced fuel consumption compared with your original plan? (Options: until 10% less consumption, between 11-20% less consumption...)

Besides the survey a monitoring tool of the EC is used to track the click rates and the number of visitors. After entering the email address of the webmaster he will receive the summary of the survey and the monitoring tool.

### 2.6.3 Assessment of the performed work

Once the portal is launched and users fill out the survey the webmaster will receive the relevant data.

## 2.7 Task 7: Stakeholder meetings

### 2.7.1 Objectives

The client requests two stakeholder workshops to consult the target group and to foster the use. The service provider should present the strategy of the update and improvements to the target group to assess their needs. The second workshop should take place approx. one year after the launch to gather feedback for further improvements.

## 2.7.2 Major activities and achievements

The target group has been consulted at the beginning of the project (refer to the chapter “needs assessment”).

A second stakeholder meeting took place alongside the POLIS working group meeting: “Clean vehicles procurement, low emission standard” on 17 June 2015 (agenda and presentations available online: <deducted>. The consortium presented a prototype version of the revamped CVP including screen shots. The audience gave feedback in an open discussion afterwards. The main topic of the discussion has been the emission database. Users would like to find data of real driving emission instead of measurements using the NEDC (new European driving cycle). The idea of presenting emission data of real driving measurements or user based input has been discussed during the preceding CVP project. Measurement data from real driving tests is not available at the moment and user data is not reproducible and reliable. The NEDC data is the mandatory regulation and data is available.

A second workshop to gather feedback from the users did not take place due to the postponed launch. The client agreed to reallocate the budget to other tasks.

## 2.7.3 Assessment of the performed work

The consortium gathered feedback from future users by conducting a comprehensive needs assessment and a face-to-face workshop. The overall feedback was positive. Members of the target group brought up new ideas. Most of them are covered by the tender and already performed tasks. Some ideas however have been discussed before and are not applicable for the CVP. The workshop was helpful to keep up the interest.

## 2.8 Task 8: Project Management

### 2.8.1 Objectives

The overall project management includes the following subtasks:

- Reporting (interim and final technical report, two technical progress reports and an inception report)
- Risk management
- Main contact point for the client, including a response time within 3 working days
- Regular meetings and status reports

### 2.8.2 Major activities and achievements

All reports have been prepared and submitted in accordance with the tender specifications. Requested information and status updates have been delivered within the defined response time. Several meetings with the client took place at the premises of EASME and DG MOVE. The meeting minutes have been prepared by the consortium and delivered shortly after the meeting.

### 2.8.3 Assessment of the performed work

The task required considerably more attention and efforts than estimated in the proposal. The delay in the time schedule caused by the late decision for a CMS, the involvement of DG COMM and DG DIGIT had a strong effect on the spent man-hours for the task.

The project was not completely stopped during the period until the decision for the CMS. The consortium delivered arguments for several CMS, prepared documents and took part in several meetings concerning the future IT of the portal. As stated in the offer the consortium delegated the IT-related to a subcontractor (<deducted> <deducted>). The postponement and the additional communication efforts caused high costs and additional involvement of the project management.

All requirements concerning the project management have been fulfilled in accordance with the tender specifications and the agreements with the client.

### 3 Individual performance review by partner

#### 3.1 Coordinator TÜV NORD Mobilität GmbH & Co. KG

##### 3.1.1 Role in the project

TÜV NORD Mobilität (TNM) is designated group leader and acts as the direct point of contact for the client. As group leader TNM is responsible for the overall project management. Furthermore TNM is involved in the tasks Design & Launch, Maintenance, Promotion, Monitoring and Stakeholder Meetings.

##### 3.1.2 Main activities and achievements

###### 3.1.2.1 Design and Launch

The project team of TÜV NORD supported ECOFYS in defining the questions for the needs assessment and the coordination with the consortium of the Clean Fleets project.

The experts of TNM were involved in preparing the Functional and Technical Analysis together with the subcontractor <deducted>. After the end of the cooperation with <deducted> IT-experts of TÜV NORD took over the task "implementation of the portal". TNM implemented the new codes, adapted existing features to the needs of the CVP and set up the design theme. After internal testing and feedback of the client a final release version has been prepared and uploaded to servers of the EC. The portal is ready for publication.

###### 3.1.2.2 Maintenance

The main task for TÜV NORD was the update of the database every three months. The data received from the KBA was adapted to the file system of the portal, enriched with additional vehicle facts and uploaded. According to the tender specifications the old portal should be online until the launch of the new CVP. The new launch date was postponed several times and according to DG MOVE will probably not take place during the contracting period. The old portal was online until the 5<sup>th</sup> of October 2015. TNM kept the portal running by performing security updates, helpdesk functionalities, general maintenance and hosting.

Other maintenance actions were accompanied by TNM. The content prepared by ECOFYS has been translated by a subcontractor. The translation was managed by TNM and parts of the texts were edited and uploaded.

###### 3.1.2.3 Promotion

Due to the postponed launch date several promotional tasks were cancelled.

TÜV NORD prepared an electronic version of the leaflet in cooperation with the subcontractor <deducted>.

To raise the attractiveness of the portal vehicle images of vehicles were prepared and installed for testing reasons. Once the license contract with the creator has been signed by DG MOVE or the future service provider they can be uploaded and used.

#### **3.1.2.4 Monitoring**

TÜV NORD has prepared benchmarks including visitor and click numbers of the old portal. The figures were presented during the meetings in Brussels and available upon request (e.g. evaluation of Directive 2009/33/EC). The new portal includes a benchmarking tool of the EC and an online survey, implemented by TÜV NORD.

#### **3.1.2.5 Stakeholder Meetings**

An IT-Expert attended the stakeholder meeting as part of the POLIS working group meeting in Brussels. He set up a click dummy version of the prototype and delivered images for the presentation. He attended the workshop to answer IT-related questions.

#### **3.1.2.6 Project Management**

TÜV NORD is the leader of the group and responsible for the overall project management. TNM prepared the requested reports and status updates. Experts and project managers have attended the meetings with the client and involved parties. Meeting minutes have been prepared within due time.

Besides that the project manager coordinated the cooperation with the subcontractor and the consortium partners.

### **3.1.3 Sustainability of the action after the end of the project**

A review of the sustainability is not possible due to the postponed launch of the website.

### **3.1.4 Review of the resources**

The review of the resources and budget will be presented in a separate excel file.

## **3.2 Consortium Partner ECOFYS**

### **3.2.1 Role in the project**

Ecofys has been executing the Needs Assessment and was heavily involved in creating wireframes for the functional design. The largest effort was to update the Member States policy pages (including uploading all the content to the website). Finally the tutorial video of the website was created.

## 3.2.2 Main activities and achievements

### 3.2.2.1 Needs Assessment

See section 2.2.2.1

### 3.2.2.2 Design and Launch

See section 2.3.2.2

## 3.2.3 Assessment of individual performance

The needs assessment was done by <deducted>. Project management, the functional design and video tutorial was done by <deducted>. The Content update was executed by <deducted>, <deducted> and <deducted>. The quality was assured by <deducted><deducted>.

## 3.2.4 Sustainability of the action after the end of the project

A review of the sustainability is not possible due to the postponed launch of the website.

## 3.2.5 Review of the resources

The review of the resources and budget will be presented in a separate excel file.

## 3.3 Consortium Partner: POLIS

### 3.3.1 Role in the project

Polis has been a platform for dialogue and cooperation on current transport issues for cities and regions around Europe since 1989 and has facilitated access to European initiatives, local and regional authorities and other European stakeholders on urban transport innovation for the CVP project. In this position, Polis took the lead in WPs 5 and 6 on promotion and joint procurement and served as a link to European and public sector stakeholders. Polis has been involved in testing the new portal, dissemination and the promotion of the portal, engaging stakeholders, coordinating with the European Commission's activities on cleaner vehicles as well as gathering best practice on procurement incl. public procurement and joint procurement.

## 3.3.2 Main activities and achievements

### 3.3.2.1 Promotion and resending CVP at events

Polis presented the CVP at various external events and also ensured constant display of leaflet and materials in their premises (which are frequently used to host meetings of the European urban transport innovation community). Polis also regularly informed their partners and members through news items on the Polis website and Polis newsletter.

### 3.3.2.2 Engage with multipliers

Polis has established contact with a large number of CVP related projects such as Eltis, Clean Fleets, CIVITAS, COMPRO, eBRIDGE, ENERQI, TIDE, BESTFACT, FREVUE, ZeEUS, GPP2020 etc.). Polis has also exchanged on the topic with authorities (incl. city administrations, public transport authorities, etc.), associations (incl. several national

procurement agencies, national and international city networks, Deutscher Städtetag and GART, the Norwegian EV user association, etc.) and platforms (incl. GPP, [www.sustainable-mobility.org](http://www.sustainable-mobility.org), etc.) in the framework of the CVP.

### **3.3.2.3 Case studies on procurement**

Polis drafted 25 case studies on procurement of vehicles and facilitated their translations.

### **3.3.2.4 Stimulate joint procurement**

Joint procurement has always been a topic raised when coordinating with related EU or national initiatives to whom the CVP was meant to be promoted. Additionally, CVP case studies elaborated the potential as well as barriers of joint procurement for the private and public sector.

### **3.3.2.5 Stakeholder Meetings**

Polis organised and hosted the CVP stakeholder meeting on 17 June 2015 in Brussels. Polis ensured the presence of potential CVP users from public authorities and also invited representatives of the European Institutions to align with the ongoing evaluation of the Clean Vehicle Directive and of the Clean Fleets project to address the project's policy recommendations.

## **3.3.3 Assessment of individual performance**

Polis delivered milestones such as presentation of the CVP at a minimum of two events and liaised with stakeholders and multipliers. The staff member responsible for transport from German city Association "Deutscher Städtetag" for example got the topic of clean vehicles and the Clean Vehicle Directive on the agenda of the association when joining June's Polis Working on this topic with the associated CVP stakeholder meeting. This has opened an additional and direct channel to reach local authorities in Germany. Polis also delivered the requested 25 case studies while has been in contact with about twice as many potential cases to study, which allowed reaching a bigger community across Europe working on the procurement of clean vehicles.

## **3.3.4 Sustainability of the action after the end of the project**

In the course of identifying case studies on clean vehicle procurement, liaising with related projects as well as engaging stakeholders and multipliers, Polis has been in contact with a large number of individuals, initiatives and projects on the Clean Vehicle Portal. These stakeholders are aware of the portal and its revamp activities and appreciate further communication on the launch and updates, which Polis will facilitate within its regular communication activities once relevant.

## **3.3.5 Review of the resources**

The review of the resources and budget will be presented in a separate excel file.

## 4 Consortium management

### 4.1 The partnership

The companies formed a consortium to fulfil all requirements of the tender specifications. The partners are TÜV NORD Mobilität, Ecofys and POLIS. Subcontractors are <deducted><deducted>, <deducted> and <deducted>.

### 4.2 Project meetings

#### Consortium meetings

The consortium had an internal kick off meeting in Essen Germany shortly after the beginning of the project (January 2013).

After the decision for a CMS was communicated to the consortium and general questions to the client have been answered a second kick off meeting for the task “design & launch” took place at the premises of the subcontractor <deducted><deducted> near Brussels in June 2014.

Besides face-to-face meetings the consortium organised several telephone and web conferences. Members of the consortium also met at the appointments with the clients in Brussels.

#### Meeting with the client

The client organized a kick off a month after project start to discuss open questions and to express his needs. During the contracting period several meetings and telephone conferences took place to discuss problems and further steps. Especially problems concerning the IT and the involvement of DG DIGIT and DG MOVE were the reason for several meetings.

Meeting minutes have been prepared and disseminated.

### 4.3 European exchange activities

POLIS is involved in many European projects and regularly exchanged news and updates within their network. The POLIS working group meeting was an excellent platform for the stakeholder workshop.

TÜV NORD is also involved in the Clean Fleets project. The needs assessment is an example of the good cooperation between the projects.

### 4.4 Quality control

The textual content of the new portal was prepared by transport experts of Ecofys, a well-known consulting company. All texts have been reviewed by at least two experts before publication.

The codes and implemented features were checked by an expert of DG DIGIT before the deployment on the production site. The prototype has been tested by all partners and the feedback was implemented.

Also the client tested and approved the website with all its functionalities.

#### 4.5 Project website

The old portal was available at [www.cleanvehicle.eu](http://www.cleanvehicle.eu)

According to the client the new portal will be available after the launch by DG MOVE at:

<http://ec.europa.eu/transport/themes/urban/vehicles/cleanvehicle/en/home>

The final version of the portal is currently available on DG DIGIT's production site:

<https://webgate.ec.europa.eu/multisite/cleanvehicle/>

#### 4.6 Contact with the EACI/EASME

Project Officer of EASME was <deducted>.

#### 4.7 Amendments to the grant agreement

The consortium and the client agreed upon two amendments. The first amendment included an extension of the contracting period, a budget shift and the reduction of tasks according to the status of the project (e.g. cancellation of newsletter) to cover additional costs. The second amendment included a further extension of the contracting period to prepare the final version of the portal. Especially the long response time of DG DIGIT and their availability of resources are the reasons for the second extension of the period. The time was used for implementing the changes based on the client's feedback.

## 5 Annex

### 5.1 Overview Work Packages

WP- Description		Number	Status:	Responsible:
Preparation and Handover		:	Done	ECO
		1000		
Beginning: 20.09.2012		End: 02.2016		
Measure, Activity:	Number	Deadline	Respons./ involved	Status
<b>Task 1: Preparation and Handover</b>	<b>1000</b>			<b>Done</b>
Team mobilization	1100	26.10.2012	TNM/all	Done
Handover from current service provider	1200	20.09.2012		Done
Quality Assurance Concept	1300	20.12.2012	ECO/TUV	Done
Benchmark concept (EC Tool will be used for click numbers)	1400	02.2016	ECO	Done

WP- Description		Number:	Status:	Responsible:
<b>Needs Assessment</b>		2000	Done	ECO
<b>Beginning:</b>	11.2012		<b>End:</b>	19.02.2013
			<b>Costs</b>	<b>approx. &lt;deducted&gt;</b>
Measure, Activity:	Number	Due Date	Respons /Involve d	Status
<b>Task 2a: Needs Assessment</b>	<b>2000</b>	19.02.13	ECO, TUV	<b>Done</b>
Preparation	2100	21.12.12		Done
Assess user needs	2200	11.02.13		Done
Online questionnaire in coop. with CLEAN FLEETS	2210	11.02.13		Done
Interviews by phone	2220			Done
Reporting	2300	19.02.13		Done
Analysis	2310	19.02.13		Done
Recommendations	2320	19.02.13		Done

WP- Description		Number:	Status:	Responsible:
<b>Design and Launch of revamped CVP</b>		3000	Done	TÜV
<b>Beginning:</b>	03.2013		<b>End:</b>	02.2016
Measure, Activity:	Number	Due Date	Resp.	Status
<b>Task 2: Design an launch of revamped CVP</b>	<b>3000</b>			<b>Done</b>
<b>Functional Specifications (FS)</b>	<b>3100</b>		<b>ECO, all</b>	
Draft for FS	3110		ECO, all	Done
List of functionalities		05.2014	TUV	
GAP analysis		09.2014	<deduct ed>	
Draft new visual identity – defined by DG DIGIT and DG MOVE (wireframes)	3120	12.2014	ECO, TUV	Done
Draft new menu structure (sitemap overview)	3130	12.2014	ECO, TUV	Done
Draft vehicle search engine (groups of results)	3140	12.2014	TUV	Done
Approval of FS by EACI (and meeting in March 15)	3150	01.2015	TUV	Done
<b>Technical Specifications (TS)</b>	<b>3180</b>			<b>Done</b>
Draft of technical specification (technical analysis and preparation of feature requests)	3190	12.2014	<deduct ed>, TUV	Done
Feedback from EACI on TS	3195	01.2015	TUV	Done

<b>Implementation (I)</b>	<b>3200</b>			<b>TUV, ECO</b>	<b>Done</b>
<del>Migration of current portal to Drupal</del>	<del>3210</del>				
Programming of new functionalities	3220		01.2016	TUV	Done
Adaption of menu structure, search engine, visual identity (according to DG MOVE design)	3230		01.2016	TUV, ECO	Done
Programming interface api for vehicle database (TBD)	3240		01.2016	TUV	Done
<b>Design of content section</b>	<b>3300</b>			<b>TUV, ECO</b>	<b>Done</b>
Use of dynamic navigation elements for institutional information	3310		07.2015	TUV	Done
<del>Update and revision of static content (see WP 4220)</del>	<del>3320</del>				
Linked In Groups (instead of forum funct.)	3330		05.2015	ECO	
Target group stimulation mechanism	3340		01.2016	ECO, POL	Done
Tutorial/Support	3350		01.2016	ECO, Pol	Done
<b>Testing</b>	<b>3400</b>			<b>all</b>	<b>Done</b>
Migration of test content	3410		09.2015	TUV	Done
Internal testing	3420		09.2015	all	Done
Testing of prototype version with max. 20 users (1 <sup>st</sup> Stakeholder workshop, see WP 8000)	3440		09.2015	all	Done

Implementation updated content	3470		07.+08.2015		ECO	Done
Development of techn. release version and testing	3480		01.2016		TUV	Done
<b>EACI/DG MOVE Approval</b>	<b>3500</b>		<b>01.2016</b>		<b>TUV</b>	<b>Done</b>
<b>Launch of the revamped portal (high prio)</b>	<b>3600</b>		<b>unknown</b>			

WP- Description		Number:	Status:	Responsible:
<b>Maintenance of the CVP</b>		4000	Done	ECO
<b>Beginning:</b>	26.10.2012	<b>End:</b>	02.2016	
Measure, Activity:	Number	Deadline	Resp.	Status
<b>Task 3: Maintenance of the CVP</b>	<b>4000</b>	<b>10.2015</b>	<b>TUV, ECO</b>	<b>Done</b>
<b>Portal Management</b>	<b>4100</b>	<b>10.2015</b>	<b>TUV, ECO</b>	<b>Done</b>
Basis web administration	4110	10.2015	ECO, <deducted>	Done
Helpdesk functionality	4120	10.2015	ECO, TUV	Done
Revision of content introduced by portal users	4130	10.2015	ECO, TUV	Done
Hosting on external servers (no mandays, but external costs)		10.2015	<deducted>	Done
<b>Content Management</b>	<b>4200</b>	<b>02.2016</b>	<b>ECO, TUV, &lt;deducted&gt;</b>	<b>Done</b>
Updating of the portal database	4210	09.2015	TUV	Done
Content update	4220	08.+09.2015	ECO	Done
Update of market information	4230	08.+09.2015	ECO	Done
Update of institutional information	4240	08.+09.2015	ECO	Done
IT maintenance and services	4250	02.2016	TUV, ECO	Done
<del>Search Engine Optimization (??)</del>	4260			

WP- Description		Number:	Status:	Responsible:
Promotion of the CVP		5000	Done	TUV Nord
Beginning:	26.10.2012		End:	09.2015
Measure, Activity:	Number	Deadline	Resp.	Status
<b>Task 4: Promotion of the CVP</b>	<b>5000</b>	<b>01.2016</b>		<b>Done</b>
<del>Communication actions</del>	<del>5100</del>	<del>after launch</del>	<del>TUV, ECO, POL,</del>	<del>Planned</del>
<b>Communication material</b>	<b>5200</b>		<b>TUV</b>	<b>Done</b>
Production of video clip	5210			
Production of leaflet	5220	01.2016	TUV, <deducted>	Done
<del>Actions to strongly encourage vehicle manufacturers to provide data</del>	<del>5230</del>		<del>TUV, all</del>	<del>Planned</del>
<b>Presentation of CVP at 2 large events</b>	<b>5300</b>			<b>Done</b>
- EVS Barcelona		11.2013	POL	Done
- Ecoprocura Conference, 24-26 Sept. 2014 in Ghent, Belgium (joint stand with Clean Fleets project)		09.2014	POL	Done
- EEVC European Electric Vehicle Congress, 2-5 Dec. 2014 in Brussels (poster)		12.2014	POL	Done
- Clean Fleets final workshop, 21 May 2015, Brussels		05.2015	POL	Done

<b>Additional communication elements</b>	<b>5400</b>		<b>01.2016</b>		<b>all</b>	<b>Done</b>
Monthly newsletter	5410					
RSS Feeds on CVP	5420		01.2016			Done
News ticker with information from TED	5430		01.2016			Done
<del>Content for Wikipedia and Social Media</del>	5440		09.2015		ECO, TUV	Planned
<b>Actions to raise among multipliers</b>	<b>5500</b>		<b>01.2016</b>		<b>POL</b>	<b>Done</b>
<b>Best practice case studies for joint procurement</b>	<b>5600</b>		<b>09.2015</b>		<b>POL</b>	<b>Done</b>

WP- Description	Number:	Status:	Responsible:	
Target Group Stimulation and stimulate joint procurement	6000	Done	POL	
Beginning: 26.10.2012		End: 02.2016		
Measure, Activity:	Number	Deadline	Resp.	Status
<b>Task 5: Target Group Stimulation and stimulate joint procurement</b>	<b>6000</b>	<b>02.2016</b>		<b>Done</b>
Integration into regulatory network activities	6100	02.2016	POL	Done
Coordination with other EU initiatives	6200	02.2016	POL/ECO	Done
Information on joint procurement/direct contact with relevant national/regional bodies (Joint proc. database edited by users)	6300	02.2016	POL/ECO	Done
Information on public procurement/information exchange with bodies using public procurement (Email)	6400	02.2016	TUV/all	Done
Development of a contact database Database for joint procurement edited by the users	6500	01.2016	TUV	Done

<b>WP- Description</b>		<b>Number:</b>	<b>Status:</b>	<b>Responsible:</b>
<b>Monitoring Results and Impact</b>		7000	Done	TUV/ECO
<b>Beginning:</b>	26.10.2012	<b>End:</b>	02.2016	
<b>Measure, Activity:</b>	<b>Number</b>	<b>Deadline</b>	<b>Resp.</b>	<b>Status</b>
<b>Task 6: Monitoring Results and Impact</b>	<b>7000</b>		<b>TUV</b>	
<b>Benchmarking</b>	<b>7100</b>			
General statistics (EC-Tool)	7110	02.2016	TUV	Done
Online questionnaire (permanently, Implemented)	7120	02.2016	ECO/ TUV	Done

<b>WP- Description</b>		<b>Number:</b>	<b>Status:</b>	<b>Responsible:</b>
<b>Stakeholder Meetings</b>		8000	Done	TUV/ECO
<b>Beginning:</b> 06.2013		<b>End:</b> 06.2015		
<b>Measure, Activity:</b>	<b>Number</b>	<b>Deadline</b>	<b>Resp.</b>	<b>Status</b>
<b>Task 7: Stakeholder Meetings</b>	<b>8000</b>			
<b>1<sup>st</sup> Stakeholder workshop</b>	<b>8100</b>	<b>06.2015</b>	<b>ECO/POL/ TUV</b>	<b>Done</b>
<b>2<sup>nd</sup> Stakeholder workshop</b>	<b>8200</b>			

WP- Description		Number:	Status:	Responsible:
Project Management		9000	Done	TUV/ECO/POL
Beginning:	26.10.2012	End:	03.2016	
Measure, Activity:	Number	Deadline	Resp.	Status
<b>Task 8: Project Management</b>	<b>9000</b>		<b>TUV</b>	<b>Done</b>
Constant Information Exchange with EACI/DG MOVE	9100	03.2016	TUV	Done
Set up of PM/QM Tools	9200		TUV/ECO	Done
General Project Management/QM	9300	02.2016	TUV/ECO	Done
Kick Off Meeting with EACI/DG MOVE	9400	10.2012	TUV/all	Done
Interim Meetings with EACI/DG MOVE	9500	02.2016	TUV/all	Done
<del>Rap-Up Meeting with EACI/DG MOVE</del>	<del>9600</del>	<del>02.2016</del>	<del>TUV/all</del>	
<b>Reporting</b>	<b>9700</b>	<b>09.2015</b>	<b>TUV/all</b>	<b>Done</b>
Inception Report "light"	9710	20.12.12	TUV/all	Done
First technical progress report (month 1-9)	9730	01.2014	TUV/all	Done
Interim technical report (month 1-18)	9740	04.2015	TUV/all	Done
Second technical progress report (month 19-27)	9750	02.2015	TUV/all	Done
Final technical report (month 1-36)	9760	03.2016	TUV/all	Done
<b>Preparation of Handover (updated CVP)</b>	<b>9800</b>			
Preparation of technical documentation	9810	02.2016	TUV/all	Done
Handover of server log	9820	02.2016	TUV	Done
Take over briefing (if required)	9830	02.2016	TUV/all	Done

