

**Swedish Society for Nature Conservation**  
**Good Environmental Choice**

# Passenger Transport

## Criteria 2020:1



# Bra Miljöval

NOTE: This text is a translation. The original Swedish version always prevails.

# Good Environmental Choice

## Ecolabel of the Swedish Society for Nature Conservation

The Swedish Society for Nature Conservation (SSNC) is a non-profit organisation that is independent of political and religious affiliations. We are driven by an ambition to preserve the environment and protect people's health. It is partially due to us that seals, sea-eagles and peregrine falcons are no longer endangered species in Sweden. We promote biodiversity, and strive to prevent climate change, acidification, eutrophication, the spread of dangerous chemicals and much more besides.

However, it is not enough to protect nature in reserves or stop individual polluters. We need to reduce our total environmental impact. Companies that adapt their production methods and products to reduce the burden on the environment play a vital role in this work.

Good Environmental Choice is SSNC's own ecolabel and one of the tools we use to drive development towards a sustainable society. Good Environmental Choice demands high environmental standards from the products and services that it approves for labelling.

Good Environmental Choice is what the industry calls a Type I ecolabel – a third-party certification scheme that operates independently from all the parties involved. Good Environmental Choice is a member of the Global Ecolabelling Network (GEN). To ensure that Good Environmental Choice meets the requirements for a quality assured system, the ecolabel has been audited under the Global Ecolabelling Network's Internationally Coordinated Ecolabelling System (GENICES).

Thanks to Good Environmental Choice, hundreds of products have been reformulated and environmentally adapted, with the ecolabel generating concrete results. For example, Good Environmental Choice has helped to ensure that phosphates have been phased out and banned in laundry detergents within the EU. The Good Environmental Choice label for grocery shops drove the development of the first ecolabelled, non-mercury-based button cell battery and got manufacturers of sound greetings cards to use these for the entire Swedish market. The label also encourages the reduction of new consumption, for example by labelling second-hand clothing and redesigned fashion.

Another example is that electricity labelled with Good Environmental Choice has placed demands on the water flow through hydroelectric power plants, and, through this, benefited plants and animals in the affected rivers. In addition, the label encourages energy efficiency measures and the building of fish ladders so that fish can bypass hydro power stations. Good Environmental Choice also helps consumers to choose the means of transport with the lowest environmental impact, while ecolabelled insurance companies are subject to environmental requirements concerning asset management.

Consumers place a great deal of trust in the Good Environmental Choice label, giving licence holders competitive advantages.



Bra Miljöval

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## Introduction

Passenger transport marked with Good Environmental Choice is one of the tools used by the SSNC to advance the development of a more sustainable transport system. In this 2020 update of the criteria for passenger transport, the SSNC stipulates how passenger transport has to be conducted in order for it to be approved for Good Environmental Choice labelling.

Technology has made considerable advances across society since the previous version of the passenger transport criteria in 2011. There is a growing move towards electrification, with city hire schemes for electric scooters and an increasing number of buses and cars running on electricity, for example. More and more new apartment blocks give residents access to transport sharing services that include everything from public transport and electric cars to electric bikes and cargo bikes. The 2011 criteria were the same whatever the mode of transport, focusing in part on steering travellers towards less environmentally harmful transport options. This version instead has different criteria for different types of transport, meaning that the criteria are able to drive action in each industry in a more targeted way.

Passenger transport marked with Good Environmental Choice helps to ensure that greater consideration is given to the environment and social values during the production of vehicles and their fuels, as well as encouraging reductions in the climate impacts of passenger transport and in emissions to air and water that are harmful to health and the environment.

The criteria for Good Environmental Choice passenger transport labelling were drawn up by the scheme's experts and have been ratified by the SSNC's Secretary-General. Licensees, other experts and relevant companies have shared their knowledge and valuable comments during the development of these criteria. We extend our thanks to all of them.

Eva Eiderström

Head of Good Environmental Choice

## Purpose

Our vision for the ecolabelling of passenger transport is to promote a society in which efficient transport makes use of quiet, clean, climate-smart vehicles made from recycled materials, with both the vehicles and the fuels manufactured under good social and environmental conditions along the entire supply chain.

These criteria seek to drive each branch of the transport industry to improve its environmental performance by:

- reducing its climate impact
- reducing emissions to air and water of substances that are harmful to health and the environment during operation and maintenance
- reducing the environmental impact of vehicle and fuel manufacture

## Scope of the criteria

The criteria apply from 9 September 2020 until the next version enters into force, at the earliest on 9 September 2023. Any company wishing to label a product with Good Environmental Choice must satisfy all the demands stated in these criteria and the associated rules on use of the label, and enter into a licensing agreement with the SSNC.

These criteria are aimed at transport providers in Europe.

If not all of the licensee's transport services are included in the ecolabelling, the service or services that the licensee wishes to ecolabel must be clearly distinguishable from the other transport activities that they provide.

A licensee may hold a licence for several different means of transport. Each means of transport must meet the requirements set for that particular type. However, an exception is made regarding the requirement for 50% ecolabelled electricity. This requirement must be met as an average for the means of transport that are included in the ecolabelling. Example: a company provides both rail and bus transport – the requirement for 50% ecolabelled electricity only has to be met as an average for these.

Examples of what a company's ecolabelled transport service might comprise:

- Car sharing: the whole car sharing service in the town/in the district/in a country *or* the company offers certain models of car that meet the requirements of the Good Environmental Choice label.
- Train operators: all the operator's charter train services *or* all the operator's train services between two locations.
- Local public transport operator: All the local public transport operator's services by rail and bus *or* all the operator's services. For a local public transport operator to be able to market all its services as ecolabelled, all the means of transport offered must meet the respective Good Environmental Choice requirements. An exception may be made for means of transport\* that in total account for less than 2% of the local public transport operator's total transport provision, measured in passenger kilometres. These cannot, however, carry the Good Environmental Choice label.

\* e.g. taxi service and ferry services. (Replacement services are already exempted.)

- Vessels: all the operator's vessels, one vessel *or* specified ferry lines.

## How to use this document

When putting together an application, it is easiest to read this criteria document together with the document *Application [mode of transport] (Ansökan)* and *Appendix A (Bilaga A)* for a clearer understanding of how each requirement is to be verified on application and during annual inspections.

The licensee enters and calculates all the values in the Excel document Appendix A (Bilaga A), or (on approval by the product manager for Good Environmental Choice Passenger Transport) their own Excel document demonstrating compliance with the requirements. Any calculation and reporting of greenhouse gas emissions and energy use is to follow the standard SS-EN 16258:2012.

## Definitions

Clarification of terms used in this document.

Battery	in this document may also include fuel cells and other energy converters, where chemical energy is converted into electricity.
Carbon dioxide equivalents	also CO <sub>2</sub> -eq, a universal measure for emissions of greenhouse gases. It states the amount of greenhouse gases expressed as the amount of carbon dioxide that gives the same impact on the climate.
Critical raw material	See the EU's regularly updated list: <a href="https://ec.europa.eu/growth/sectors/raw-materials/specific-interest/critical_en">https://ec.europa.eu/growth/sectors/raw-materials/specific-interest/critical_en</a> .
Emission classes	All models of car and bus have an assigned emission class, based on their emissions of carbon dioxide, hydrocarbons, nitrogen oxides and particulate matter. Euro 6 is mandatory for all new cars sold since 1 September 2015. Euro 6d is mandatory in order to register new cars from 1 January 2021. (Find out more from the Swedish Consumer Agency, <a href="http://www.bilsvar.se/sv/ordlista/Utslappsklass/">www.bilsvar.se/sv/ordlista/Utslappsklass/</a> ).
EPD	stands for Environmental Product Declaration. An EPD reports the environmental impact of a product, whether a good or a service, over its entire life cycle in line with international standards such as SS-ISO 14025.
Equivalent ecolabels	In this document, equivalent ecolabels are those labels that meet the six conditions set out on the Swedish National Agency for Public Procurement's website, <a href="https://www.upphandlingsmyndigheten.se/hallbarhet/stall-hallbarhetskrav/Anvandning-av-markning/">https://www.upphandlingsmyndigheten.se/hallbarhet/stall-hallbarhetskrav/Anvandning-av-markning/</a> , and that have criteria and a scope that equates to the ecolabels stated in the criteria. Contact Good Environmental Choice with any questions.
Fossil fuel	is made of organic material from organisms that lived millions of years ago. These organic remains were covered by increasingly thick layers of sediment and subjected to rising pressure and temperature for a very long time and were gradually converted into coal, oil and fossil gas.
Fuel	refers to liquid, gas and electricity-based energy for the propulsion of vehicles.
Green Gas Principle	In a system that also distributes natural gas, the volume of biogas added to the system should be equal to the volume consumed.
Mode of transport	refers here to different means of transport. These criteria contain requirements concerning bike sharing, car sharing, taxi, long-distance bus, local and region bus services, rail transport and vessels.
NEDC	The New European Driving Cycle (NEDC) is the previous EU test cycle for cars, which has been replaced by WLTP.
Passenger kilometre, pkm	The measure of passenger transport work, i.e. the total number of kilometres (km) that the passengers travel in a vehicle. Example calculation: 10 passengers are carried 10 km: 10 x 10 = 100 pkm. All passengers should be included in the number, whether or not they have paid/been registered. The driver and any staff on board should not be counted in the calculation.
PFAD	Palm Fatty Acid Distillate is a co-product from the refining of palm oil.
REACH, Article 33	REACH stands for Registration, Evaluation, Authorisation and Restriction of Chemicals, and is the EU's chemicals regulation. Under Article 33, a consumer can ask a manufacturer whether their product contains any substances of very high

concern and expect a response within 45 days. Substances of very high concern are substances that may have serious effects on human health or the environment and are therefore inscribed on the EU's Candidate List for assessment and potentially a future ban. [https://ec.europa.eu/environment/chemicals/reach/right\\_en.htm](https://ec.europa.eu/environment/chemicals/reach/right_en.htm)

Reduction obligation	The reduction obligation entered into force on 1 July 2018 as an instrument for cutting greenhouse gas emissions from transport in Sweden by increasing the proportion of biofuel in petrol and diesel. The reduction obligation is governed by Swedish Act (2017:1201).
Renewable electricity	derives from sun, wind, water and biomass, i.e. sources that are renewed during a human lifetime and that are not at risk of running out for a very long time.
Renewable fuel	derives from sources that are renewed during a human lifetime, such as sun, wind, water and biomass. Common fuels of this type are electricity from renewable sources, biodiesel, biogas and ethanol.
the Service	refers to the transport service stated in the application and for which the licensee is seeking a licence. In the application, the Service is to meet the definition of the Product in the Licence terms and conditions.
Sustainability criteria	are set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598). The criteria contain requirements covering the whole production chain of a renewable fuel, including its climate benefit and protection of areas with high levels of biodiversity. A renewable fuel must meet the requirements in order to obtain the right tax relief. To demonstrate compliance with the sustainability criteria, the supplier must apply for a sustainability decision from the Swedish Energy Agency.
Technical File	Engines must be CE marked in order to be marketed and sold in the EU. An approved Technical File/production documentation is required for every engine. Practically all engines are checked by having the actual function, the classification and the NOx-critical components, settings and operational values compared against the stated data in the Technical File.
Vehicle	In the general texts, a vehicle is any type of transport, including vessels.
WLTP	The Worldwide Harmonised Light Duty Test Procedure (WLTP) is the EU test cycle that has applied to all new car models since 1 September 2017 and to all newly registered cars since 1 September 2018.

# 1 Bike sharing

Here bike sharing also includes the hiring of scooters and electric mopeds that may be used on cycle paths. These will be referred to hereafter as rental vehicles. In the criteria, we also include service vehicles, since they account for the greatest environmental impact during the use of the service.

## 1.1 Vehicle production

Before purchasing new rental vehicles, the licensee shall send a written request to the manufacturer(s) for the following information:

- a) The climate impact from the manufacture of the vehicle and the battery (CO<sub>2</sub>-eq). *(It is preferable for the vehicles and the batteries to have been produced in a factory powered by renewable energy.)*
- b) For batteries: percentage of cobalt in the batteries and its origin. *(0% cobalt is preferable.)*
- c) Percentage of recycled materials in the vehicle and in any battery.
- d) Percentage of the rental vehicle that can be recycled, and the proportion of any battery that can be recycled, with the *critical raw materials* specifically stated.

Critical raw material, see Definitions

## 1.2 Servicing and repairs

The licensee shall have a system in place to ensure the servicing and repair of the rental vehicles, so that each component can remain in use for as long as possible.

## 1.3 Tracking and recovery

- a) Licensees with rental vehicles that have no fixed stations must have built-in tracking systems so that they can locate all their rental vehicles.
- b) The licensee must always try to recover 100% of the rental vehicles that are moved unlawfully (e.g. stolen, thrown into a river). A loss of max 2% per year of the total number of rental vehicles is acceptable, or alternatively losing max 2% on average per year over a period of three years.

## 1.4 Use of the rental vehicles

The licensee shall actively work to ensure that the average use per rental vehicle and battery increases year on year. The licensee shall annually (e.g. for the period 1 Jan 2020 – 31 Dec 2020) report the average number of passenger kilometres per rental vehicle and per battery for the following:

- a) all rental vehicles that have been scrapped, sold or lost (not recovered) during the period
- b) all batteries that been scrapped, sold or lost (not recovered) during the period
- c) all rental vehicles that have been in use for the whole period
- d) all batteries that have been in use for the whole period
- e) all new rental vehicles that have been brought into use during the period
- f) all new batteries that have been brought into use during the period

## 1.5 Processing of end-of-life components

The licensee shall have an established procedure in place for the reuse and recycling of batteries, as well as end-of-life digital components and metal components from the rental vehicles.



## 1.6 Electricity

At least 50% of the electricity used to operate all the licensee's ecolabelled transport must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source.

If the licensee does not have their own electricity contract for the facility where the vehicles are charged, the licensee shall compensate for this by paying for the added value of electricity with the Good Environmental Choice label, so that it at least matches the amount of electricity used to charge the vehicles.

## 1.7 Service vehicle requirements

### 1.7.1 Ownership

Only the licensee's own vehicles or the vehicles of a subcontracted service provider may be used as service vehicles. The vehicles may only be owned by legal persons.

### 1.7.2 Type of vehicle

Only cargo bikes, electric vehicles, biogas vehicles and fuel cell vehicles may be used. Plug-in hybrid electric vehicles are not permitted.

### 1.7.3 Gas-powered vehicles

Gas-powered vehicles must fall into the lowest emission class, Euro 6, and must only be filled with biogas (Green Gas Principle approved).

### 1.7.4 Fuel cell vehicles

Fuel cell vehicles are to be filled with hydrogen that is produced using renewable energy.

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## Reasons for requirements

[1.1] Batteries are currently produced in a way that places major burdens on people and the environment, primarily through the mining of minerals such as cobalt and lithium (<https://www.amnesty.se/vara-rattighetsfragor/foretagsansvar/kobolt/>). It is important for batteries to be designed so that as much as possible, particularly of the critical raw materials, can be recovered and put back into the production of new batteries. At the present time, in 2020, we are unfortunately unable to require licensees to provide the necessary information, since most manufacturers do not have it available, and what there is has not been quality assured and thus cannot be followed up. By requiring the questions to be asked lower down the chain in the production stage, the criteria help to demonstrate a demand for answers to these important questions. As information becomes more available, it may be possible to set tougher requirements in the next version of the criteria. During annual inspections, the licensee must submit a list that answers the following questions: 1) Which suppliers have been asked the questions? 2) Which have answered? 3) What answers have been given? 4) What choices, if any, has the licensee made?

[1.2] Regular checking and servicing of the vehicles reduces the risk of them breaking down, while also ensuring that broken vehicles are repaired and usable parts can be recycled as spares. The licensee must report its servicing and repair procedures for all rental vehicles (how often, where, who, when?).

[1.3] Vandalism and theft are a major reason for a shorter life span, particularly for electric scooters (<https://www.breakit.se/artikel/17320/vandalism-och-bristande-kvalitet-hotar-elsparkcyklarna>). A transport service becomes a major environmental burden if the rental vehicles have a short life span and have to be replaced with new ones. The purpose of the requirement is to ensure that the licensee recovers as many of the rental vehicles as possible. Having a real-time tracking system on a rental vehicle enables the licensee to see where it is at any given moment and receive notifications when a rental vehicle is moved but not actually hired (e.g. when the vehicle is laid down and moved in a van).

[1.4] There is currently no simple and standardised way of measuring the life span of electric scooters that takes account of their entire life cycle. An electric scooter also comprises many parts that can be replaced. It is therefore difficult to set any form of life span requirement that the licensee has to meet. The data required instead gives a measure that can be compared from one year to the next. As the average use per rental vehicle increases, the average environmental impact from the manufacture of the rental vehicle may decrease from a life cycle perspective. Since the parts are replaceable, the information also has to be provided for batteries.

[1.5] The components contain valuable substances that can be reused, and they should be processed in a responsible manner that takes account of the environment and poses no risk to the health of humans and wildlife.

[1.6] By setting a requirement that the electricity must bear the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still

contact their own electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label (if the company sells Good Environmental Choice electricity). This means that the electricity cannot be used by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system. It can be difficult for some companies to exert any influence over the electricity contract, and they may not have their own contract. It is for this reason that only 50% has to be Good Environmental Choice electricity, while the rest must be renewable.

[1.7] Alongside the life span of the rental vehicles, the service vehicles play a major role in the overall environmental impact of the service (Hollingsworth, J; Copeland, B & Johnson, J.X. (2019). Are e-scooters polluters? The environmental impacts of shared dockless electric scooters. <https://iopscience.iop.org/article/10.1088/1748-9326/ab2da8> [Accessed 11 Feb 2020]). Only the company/subcontractor's own vehicles may be used so that the company can plan efficient routes when depositing and collecting the rental vehicles, and clearly monitor which vehicles have been used. Requirement corresponds to Sweden's class 3 low emission zone (miljözon klass 3).

## 2 Car sharing

In this context, car sharing are services with pool cars and cars for short-term rental.

### 2.1 Basic requirements

#### 2.1.1 Ownership of the vehicles

The licensee owns or has a leasing agreement for all the vehicles included in the ecolabelled service. If the licensee uses subcontractors (legal persons), contracts between the parties must include clauses ensuring that the ecolabelling requirements are met.

*Exception:* On request, a different type of ownership may be approved on condition that the licensee has full operational responsibility for the vehicles included in the ecolabelled service, can establish the vehicles' environmental performance and can obtain data on the use of the vehicles in order to verify that they meet the ecolabelling requirements.

#### 2.1.2 Multiple users

Each vehicle in a car sharing club must have several different users – at least four (4) per month.

#### 2.1.3 Vehicle availability

Vehicles used by companies and organisations during the day shall be available for private individuals to book during evenings and weekends.

#### 2.1.4 Availability of smaller vehicles

A car sharing club must also market and provide vehicles smaller than cars, such as cargo bikes or electric flatbed scooters, at at least one of the licensee's collection points/stations. This may be done in partnership with a third party. These vehicles may only be driven by muscle power or electricity, in which case they must meet requirement 2.6 Electricity.

### 2.2 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC. This means that the licensee has one year to ensure that all permanent drivers/staff have undergone the training.

### 2.3 Vehicle production

Before purchasing new vehicles, the licensee must contact the vehicle supplier in writing to request a life cycle analysis (LCA) for the model of vehicle in question.

### 2.4 Vehicle requirements

#### 2.4.1 Climate impact

In the years 2020-2022 vehicles that form part of the ecolabelled service must, at individual level, have a certified emission value of max. 95 g CO<sub>2</sub>-eq/km according to the WLTP driving cycle, or be biogas vehicles. Plug-in hybrids must have a certified emission value of max. 45 g CO<sub>2</sub>-eq/km according to the WLTP driving cycle. If there is no WLTP value for the vehicle model in question, the NEDC value is to be multiplied by 1.23 for hybrid electric vehicles and 1.27 for plug-in hybrids.

From January 2023, only electric, fuel cell and biogas vehicles may be included in the ecolabelled service (not plug-in hybrids or hybrid electric vehicles).

#### **2.4.2 Plug-in hybrids**

- a) The vehicles must have a certified range of at least 50 km on electricity alone.
- b) The vehicle cabin is to be heated using electricity from a battery or mains connection (not from an internal combustion engine).
- c) The vehicles must always be fully charged when issued from the home station each morning.

#### **2.4.3 Emission class**

All the vehicles offered as part of the ecolabelled service must, as a minimum, meet emission class Euro 6. When procuring new vehicles, they must meet the latest emission class.

#### **2.5 Liquid and gaseous fuels**

Fuels that the licensee puts into the ecolabelled means of transport must meet the following requirements.

- a)
  1. At the time of application, the licensee shall investigate which suppliers provide fuels that are free from (or have the lowest proportion of) palm oil, PFAD and soya, and from the start of the licence seek to choose renewable fuel that does not contain these raw materials.
  2. If such fuels are not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force. Meanwhile, the licensee shall purchase the available renewable fuel that has the lowest content of the ingredients above.
- b) Renewable fuel must meet the requirements set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598).
- c) Gas-powered vehicles are to be filled with biogas (Green Gas Principle approved), but up to 5% liquid fuel (as a proportion of the total energy amount) may be used to drive the vehicle.
- d) Hydrogen must be produced using renewable energy.

#### **2.6 Electricity**

At least 50% of the electricity used to operate all the licensee's ecolabelled transport must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source.

If the licensee does not have their own electricity contract for the facility where the vehicles are charged, the licensee shall compensate for this by paying for the added value of electricity with the Good Environmental Choice label, so that it at least matches the amount of electricity used to charge the vehicles.

#### **2.7 Cleaning**

##### **2.7.1 Cleaning products**

Cleaning products that are used for interior respective exterior cleaning, must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel, or alternatively be listed on Kemikaliesvepet, SSNC's list of approved car care products.

##### **2.7.2 Washing facilities**

Car sharing vehicles may only be washed at facilities that are intended and approved for car washing – with water treatment, water recycling and an oil and sludge separator.

If washing is performed without water run-off, it may take place outside dedicated vehicle wash installations. The requirement concerning cleaning products must be fulfilled. The cloths and absorbent mats used during cleaning are to be washed at a laundry that meets the local municipality's threshold values.

## Reasons for requirements

[2.1.1] The licensee must have full operational responsibility for the vehicles included in the ecolabelled service, establish the vehicles' environmental performance and be able to obtain data on the use of the vehicles in order to verify that they meet the ecolabelling requirements. We do not ecolabel services where private individuals rent out their vehicles, due to a lack of control over the type of vehicle used and the way it is used. Business models for car sharing look very different today, compared with a couple of years ago, and it is difficult to know what they will look like in another few years. We are therefore open to enquiries about different types of ownership, as long as they meet the purpose of the requirement.

[2.1.2] It is currently possible to lease/rent a car for several months and even several years. In these criteria, however, we do not consider rentals of such length to be car sharing. Such use is more like that of a privately owned car.

[2.1.3] Making vehicles available increases the access to cars, so that fewer people need to own a car themselves.

[2.1.4] We want to encourage the use of as small a vehicle as is practical, in order to promote lower use of resources. The requirement does not apply per location. Instead, the licensee is able to decide where these smaller vehicles might potentially be used most.

[2.2] A customer who uses an ecolabelled transport service should encounter drivers/staff who at least have a basic knowledge of the ecolabel and what it means for the service. The licensee must provide a description of how drivers/staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may be carried out.

[2.3] As of 2020, there is no standard for the way life cycle analyses (LCA) are performed for cars. It is therefore not possible to compare the environmental impact of different cars from a life cycle perspective. There are also very few manufacturers that present an LCA for their cars. By requiring the question to be asked lower down the chain in the production stage, the criteria help to demonstrate a demand for answers about the total environmental impact of a vehicle. Hopefully in the next revision of the criteria, it may be possible to set a requirement for licensees to choose cars with the lowest environmental impact from a life cycle perspective. During the annual inspections, the licensee must submit a list that answers the following questions: 1) Which suppliers have been asked the question? 2) Which have answered? 3) What answers have been given? 4) What choices, if any, has the licensee made?

[2.4.1] Large car rental companies currently, in 2020, have difficulty charging vehicles due to a lack of charging points where cars are located, and the fact that most renters are not familiar with the charging system. In 2020, electric cars are also difficult for the car rental companies to obtain due to supply shortages. The threshold value is set at 95 grams for 2020-2022 so that electric hybrids can be covered by the ecolabel to start with. The threshold value is lower for plug-in hybrids, since they can be driven on liquid fuel to a higher degree than the certification value states. The requirement is stricter from 2023, since the availability of electric cars should have increased significantly and the charging infrastructure should be much better than in 2020. The requirement is set at the same level as the requirements for Sweden's class 3 low emission zone for cars, and the Swedish National Agency for Public Procurement's "spearhead" level for cars. The multiplication factor to be used when there is no WLTP value is sourced from Vroom: [www.mynewsdesk.com/se/vroom/pressreleases/oevergaang-till-wltp-ger-kraftig-oekning-av-redovisade-co2-utslaep-2692331](http://www.mynewsdesk.com/se/vroom/pressreleases/oevergaang-till-wltp-ger-kraftig-oekning-av-redovisade-co2-utslaep-2692331).

[2.4.2] The vehicle's cabin is to be heated with electricity from the battery when in transit, in order that the vehicle can be driven emission-free. In order for the vehicles to be fully charged each morning, there must be sufficient charging capacity for all the vehicles that require charging.

[2.4.3] All newly launched car models must comply with Euro 6d from 1 January 2020, and from 1 January 2021 all newly registered cars must meet Euro 6d, irrespective of when the model was launched. Euro 6d is a better reflection of real-world driving, while sharing the factual requirements of Euro 6.

[2.5] The requirement applies to the fuel that the licensees refuel. It is difficult for the licensee to choose fuels that are entirely free from palm oil and PFAD (and perhaps also soya in the future), since Sweden's sustainability criteria approve certified traceable palm oil and PFAD and these may thus be found in fuels that are subject to the reduction obligation. The postponed requirement for climate and origin information regarding fuels will now come into force in October 2021, so it may be difficult for licensees to obtain this information. Demand is, however, important in influencing the fuel market. From 2023, the criteria only permit electric, fuel cell and biogas vehicles. At that point, only biogas vehicles will be allowed to be filled with a low proportion of liquid fuel in order for the vehicles to operate at their best. In conjunction with the application and inspections, the licensee must state which fuel they use, the fuel supplier, the proportion of palm oil, PFAD and soya, and the amount of fuel used.

[2.6] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible

for the electricity contract in the facility where the vehicles are charged, they can still contact their own electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label (if the company sells Good Environmental Choice electricity). This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system. It can be difficult for some companies to exert any influence over the electricity contract, and they may not have their own contract. It is for this reason that only 50% has to be Good Environmental Choice electricity, while the rest must be renewable.

[2.7] We want to reduce the use of hazardous chemicals, and their dispersal into nature when vehicles are washed on the street or at wash installations that do not meet high environmental standards.

## 3 Taxi

Taxi refer to taxi services with a driver.

### 3.1 Ownership of the vehicles

The licensee or its affiliated drivers are the owners of all the vehicles included in the ecolabelled service. For taxi companies with individual affiliated drivers, contracts between the parties must include clauses ensuring that the ecolabelling requirements are met. The vehicles must be registered for commercial use.

### 3.2 Coverage by the ecolabel

The licensee's whole fleet of taxis is covered by the ecolabel.

*Exception – location:* If there is a clearly delimited service within the company that meets the requirement and it is very clear to the customer, exceptions may be made on request from the licensee. For example, a taxi service may be based in several locations, and the taxi fleet in one or more of these locations may be able to meet the requirements.

*Exception – types of vehicle:* Specialist vehicles, such as wheelchair-adapted vehicles or vehicles approved for eight passengers plus the driver (large car/minibus), that do not meet the requirements for the Good Environmental Choice label may be exempted from inclusion in the ecolabel. It must be absolutely clear that these are not included in the ecolabelled service.

### 3.3 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent drivers/staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC. This means that the licensee has one year to ensure that all permanent drivers/staff have undergone the training.

### 3.4 Vehicle production

Before purchasing new vehicles, the licensee must request a third-party-audited life cycle analysis (LCA) from the vehicle manufacturers/suppliers.

### 3.5 Vehicle requirements

#### 3.5.1 Type of vehicle

Only electric vehicles, fuel cell vehicles and biogas vehicles may be included in the ecolabelled service. Plug-in hybrid electric vehicles are not permitted.

#### 3.5.2 Requirement for biogas vehicles

Gas-powered vehicles must as a minimum, meet emission class Euro 6, and are to be filled with biogas (Green Gas Principle approved), but up to 5% petrol (as a proportion of the total energy amount per calendar year) may be used to drive the vehicle.

#### 3.5.3 Requirement for electric vehicles

100% of the electricity used to power the vehicle must carry the Good Environmental Choice label or an equivalent ecolabel.

If the licensee does not have their own electricity contract for the facility where the vehicles are charged, the licensee shall compensate for this by paying for the added

value of electricity with the Good Environmental Choice label, so that it at least matches the amount of electricity used to charge the vehicles.

*Example:* An ordering centre is registered as the licensee and has several different drivers attached to it. In this situation, the ordering centre can purchase the added value of the Good Environmental Choice label through their electricity company (which sells Good Environmental Choice electricity) so that it matches all the electricity used to charge the vehicles. The extra cost of the ecolabelled electricity can then be distributed between all the drivers.

### 3.5.4 Requirement for fuel cell vehicles

Fuel cell vehicles are to be filled with hydrogen that is produced using renewable energy.

## 3.6 Cleaning

### 3.6.1 Cleaning products

Cleaning products that are used for interior respective exterior cleaning, must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel, or alternatively be listed on Kemikaliesvepet, SSNC's list of approved car care products. Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC.

### 3.6.2 Washing facilities

The vehicles may only be washed at facilities that are intended and approved for car washing – with water treatment and an oil and sludge separator.

If washing is performed without water run-off, it may take place outside dedicated vehicle wash installations. The requirement concerning cleaning products must be fulfilled. The cloths and absorbent mats used during cleaning are to be washed at a laundry that meets the local municipality's threshold values.

The receipts/invoices from the washing facility/company are to be saved for the annual audits of the previous year.

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## Reasons for requirements

[3.1] The licensee must have full control over the vehicles included in the ecolabelled services and be able to obtain necessary data on the use of the vehicles in order to verify that they meet the ecolabelling requirements. This can also be regulated via contracts with the respective drivers. We do not ecolabel services where private individuals take payment for driving other people in their vehicle, due to a lack of control over the type of vehicle used and the way it is used. A taxi driver ID is required in order to drive a taxi, and a taxi service permit is required in order to run a taxi service (<https://transportstyrelsen.se/sv/vagtrafik/Yrkestrafik/Taxi/>). This is dealt with in point 5a of the licensing terms.

[3.2] When a taxi customer orders a taxi, they generally have no control over what model of vehicle arrives. Taxi companies need to be able to offer minibuses in order to win contracts. In 2020 hardly any of these currently run on electricity, hydrogen or biogas.

[3.3] A customer who uses an ecolabelled transport service should encounter drivers/staff who at least have a basic knowledge of the ecolabel and what it means for the service. The licensee must provide a description of how drivers/staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may be carried out.

[3.4] As of 2020, there is no comprehensive standard for the way life cycle analyses (LCA) are performed for cars (<https://www.concawe.eu/wp-content/uploads/Life-cycle-analysis.pdf>). It is therefore not possible to compare the environmental impact of different cars from a life cycle perspective. There are also very few manufacturers that present an LCA for their cars. By requiring the question to be asked lower down the chain in the production stage, the criteria help to demonstrate a demand for answers about the total environmental impact of a vehicle. Hopefully in the next revision of the criteria, it may be possible to set a requirement for licensees to choose cars with the lowest environmental impact from a life cycle perspective.

[3.5.1] The purpose of the requirement is to ensure that the service vehicles used have a low climate impact and low emissions of hazardous substances into the local environment, and that their fuel can be produced locally/within Sweden's borders. The approved vehicle types are harmonised with the requirements for vehicles that are permitted to drive in a class 3 low emission zone (<https://transportstyrelsen.se/sv/vagtrafik/miljo/miljozoner/>).



[3.5.2] Biogas-powered vehicles often require a small amount of petrol in order for the vehicle to operate at its best. All newly launched car models must comply with Euro 6d from 1 January 2020, and from 1 January 2021 all newly registered cars must meet Euro 6d, irrespective of when the model was launched. Euro 6d is a better reflection of real-world driving, while sharing the factual requirements of Euro 6.

[3.5.3] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use.

If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still contact their own electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label (if the company sells Good Environmental Choice electricity). This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system.

[3.5.4] Hydrogen produced using fossil energy provides no benefits for the climate. However, we do not require the hydrogen to be produced using Good Environmental Choice labelled electricity, since so few vehicles run on hydrogen at the time of writing.

[3.6] We want to reduce the use of hazardous chemicals, and their dispersal into nature when vehicles are washed on the street or at wash installations that do not meet the local municipality's environmental standards.

## 4 Bus, long-distance

These criteria apply to bus journeys that take place primarily in a commercial context, and relate to both scheduled routes and chartered bus journeys that are made regionally, nationally and internationally.

### 4.1 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent drivers/staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC. This means that the licensee has one year to ensure that all permanent drivers/staff have undergone the training.

### 4.2 Emission class

The vehicles used for the ecolabelled service must meet emission class Euro 6 or better. Euro 5 is acceptable for replacement vehicles.

### 4.3 Climate impact

The climate impact from all travel provided by the ecolabelled service must not, as an annual average, exceed 25 g CO<sub>2</sub>-eq per passenger kilometre. Fuel consumption for all driving is to be included, including any driving without passengers that is required for the service.

### 4.4 Liquid and gaseous fuels

The fuel used for the ecolabelled means of transport must meet the following requirements.

- a)
  1. At the time of application, the licensee shall investigate which suppliers provide fuels that are free from (or have the lowest proportion of) palm oil, PFAD and soya, and from the start of the licence seek to choose renewable fuel that does not contain these raw materials.
  2. If such fuels are not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force. Meanwhile, the licensee shall purchase the available renewable fuel that has the lowest content of the ingredients above.
- b) Renewable fuel must meet the requirements set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598).
- c) If hydrogen is used, it must be produced using renewable energy.

### 4.5 Electricity

At least 50% of the electricity used to operate all the licensee's ecolabelled transport provision must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source.

If the licensee does not have their own electricity contract for the facility where the vehicles are charged, the licensee shall compensate for this by paying for the added value of electricity with the Good Environmental Choice label, so that it at least matches the amount of electricity used to charge the vehicles.

## **4.6 Cleaning**

### **4.6.1 Cleaning products**

Cleaning products that are used for interior respective exterior cleaning, must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel, or alternatively be listed on Kemikaliesvepet, SSNC's list of approved car care products. Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC.

*Exception:* The requirement does not apply for the specific removal of very stubborn stains or ingrained dirt, for example on the floor, if there is no ecolabelled cleaning agent that works for this purpose (e.g. solvents for removing graffiti).

### **4.6.2 Washing facilities**

The vehicles may only be washed at facilities that are intended and approved for vehicle washing – with water treatment and an oil and sludge separator.

## **4.7 Ecolabelled items on board**

### **4.7.1 Toiletries**

On buses with a toilet on board, only toilet paper, soap and paper towels carrying the Good Environmental Choice label, the Nordic Swan Ecolabel and/or the EU Ecolabel shall be used. Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC.

### **4.7.2 Food served on board**

Of the following seven (7) food groups, at least five (5) must be organic (KRAV, EU Organic or MSC):

- coffee
- tea
- chocolate
- bananas
- grapes (incl. raisins and wine)
- milk
- fish and shellfish

If, for example, a licensee only has coffee, tea, milk and chocolate, all four (4) of these must be organic.

Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC.

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## **Reasons for requirements**

[4.1] A customer who uses an ecolabelled transport service should encounter drivers/staff who at least have a basic knowledge of the ecolabel and what it means for the service. The licensee must provide a description of how drivers/staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may be carried out.

[4.2] The requirements also cover replacement busses, as these are often owned by the companies themselves.

[4.3] The threshold value encourages use of the best possible fuel, while accepting the reality that diesel is the dominant fuel and that as of 2020 there is a shortage of biodiesel that is free from PFAD/palm oil. The threshold value also requires high occupancy in order to fulfil the requirement.

[4.4] As of 2020, there are essentially no alternatives to diesel-powered long-distance buses. It is also difficult for a company that operates these to completely avoid added PFAD in the MK1 diesel they fill up with while on the road. MK1 diesel contains an increasing proportion of renewable fuel due to the reduction obligation, with PFAD approved as a raw material under Sweden's sustainability criteria, as long as it is traceable. Licensees can try to use a supplier that provides fuel without palm oil and PFAD, but they cannot control the supplier's access to this and they sometimes need to refuel from a different supplier. Demand is, however, important in influencing the fuel market. In the application and

inspections, the licensee must state which fuel they use, the fuel supplier, the proportion of palm oil, PFAD and soya, and the amount of fuel used.

[4.5] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still contact their electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label. This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system.

[4.6] The purpose of the requirement is to ensure the use of products that are not harmful to health and that have a lower environmental impact. We want to reduce the use of hazardous chemicals, and their dispersal into nature when vehicles are washed at wash installations that do not meet high environmental standards.

[4.7] The passengers on an ecolabelled journey should find ecolabelled products and organic food and drinks on board. Coffee, tea, bananas and grapes that are not grown organically are sprayed with a great deal of pesticides. Organic milk also helps to ensure that pesticides are not spread through feed production. The oceans are being emptied of fish; MSC and KRAV labelled fish and shellfish is sourced from sustainable stocks and caught using sustainable methods.

## 5 Bus, local and regional

These criteria apply to bus travel on public transport. Replacement bus services are not included.

### 5.1 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent drivers/staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

The requirement applies to all new bus traffic procurements from the date the license for Good Environmental Choice has been obtained.

### 5.2 Vehicle production

#### 5.2.1 Chemicals on board

From the date the license for Good Environmental Choice has been obtained, during all new procurements of vehicles, refurbishments or conversions, the licensee shall require a report on hazardous chemicals in the vehicles (according to the REACH regulation) and information on where in the vehicles these can be found.

#### 5.2.2 Batteries

The licensee shall work in an active and structured manner to obtain more information about the origin of the batteries' *critical raw material* with the aim of achieving 100% traceability along the whole supply chain. (Example: During procurement, the licensee sets a requirement that each year the transport provider shall be able to demonstrate traceability one more step down the supply chain.)

Critical raw material, see Definitions

### 5.3 Emission class

All the licensee's new contracts signed with transport providers after the date that the Good Environmental Choice license is obtained shall only permit vehicles that, as a minimum, meet the requirements of the latest emission class. Biogas and ethanol buses are, however, exempted from this requirement.

From 2023 onwards, no buses with an emission class lower than Euro 5 may be used for the ecolabelled service.

### 5.4 Climate impact

The climate impact from all bus travel provided by the ecolabelled service must not, as an annual average, exceed 35 g CO<sub>2</sub>-eq per passenger kilometre. Fuel consumption for all driving is to be included, including any driving without passengers that is required for the service.

### 5.5 Liquid and gaseous fuels

The fuel used for the ecolabelled means of transport must meet the following requirements.

- a) For vehicles that can run on fuel containing palm oil, PFAD and soya:
  1. If renewable fuel without these raw materials is available on the market in bulk, the licensee shall write to their transport providers during the first year of the licence to recommend purchasing this fuel.
  2. If such fuels are not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force.

- b) Renewable fuel must meet the requirements set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598).
- c) If hydrogen is used, it must be produced using renewable energy.

## 5.6 Electricity

At least 50% of the electricity used for all the licensee's ecolabelled transport must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source.

## 5.7 Cleaning and ecolabelled items on board

### 5.7.1 Cleaning products

Cleaning products that are used for interior respective exterior cleaning, must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel, or alternatively be listed on Kemikaliesvepet, SSNC's list of approved car care products.

The requirement applies to all new bus traffic procurements from the date the license for Good Environmental Choice has been obtained.

*Exception:* The requirement does not apply for the specific removal of very stubborn stains or ingrained dirt, for example on the floor, if there is no ecolabelled cleaning agent that works for this purpose (e.g. solvents for removing graffiti).

### 5.7.2 Washing facilities

The vehicles may only be washed at facilities that are intended and approved by the local municipality for vehicle washing – with water treatment and an oil and sludge separator.

### 5.7.3 Toiletries

On buses with a toilet on board, only toilet paper, soap and paper towels carrying the Good Environmental Choice label, the Nordic Swan Ecolabel and/or the EU Ecolabel shall be used.

The requirement applies to all new bus traffic procurements from the date the license for Good Environmental Choice has been obtained.

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## Reasons for requirements

[5] Emergency or planned replacement bus services are not covered by the requirements, since placing tough environmental requirements on replacement services can make it impossible to source buses when needed and difficult to monitor compliance with the requirements. Such journeys also make up a very small proportion of the total distance travelled.

[5] That several of the requirements only apply from the time of new agreements with traffic suppliers is due to the fact that it would be an excessively high cost for the licensee to make changes to agreements during the current agreement period.

[5.1] A customer who uses an ecolabelled transport service should encounter drivers/staff who at least have a basic knowledge of the ecolabel and what it means for the service. Phasing in the training is permitted because licensees have contracts with multiple transport providers and so that all staff are able to complete the training. The licensee must provide a description of how drivers/staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may also be carried out.

[5.2.1] Hazardous substances in the vehicle's interior could be released into the air and could be harmful if breathed in. The substances are also hazardous to those who manufacture the vehicles and to the environment when residual material is processed at the end of its life. Setting up this requirement sends a signal to the manufacturers that the buyers consider it an important issue that the producers need to begin working on, forcing them to become more aware and putting them in a position where they can do something to reduce the use of the hazardous chemicals. It also gives us a reasonable idea of how much we can influence the manufacturers.

[5.2.2] Batteries are currently produced in a way that places major burdens on people and the environment, primarily through the mining of minerals such as cobalt and lithium (<https://www.amnesty.se/vara-rattighetsfragor/foretagsansvar/kobolt/>). Although the licensee doesn't always have the power to choose batteries that involve greater consideration for people and the environment, since there are large holes in the information along the supply chain, they do have an opportunity to encourage the gradual achievement of full traceability. There are advantages to setting a more open requirement, compared with setting specific requirements that may perhaps be difficult to

follow up in a credible way and that risk becoming wrongly targeted as the market develops. Most transport authorities already take a structured approach to these issues.

[5.3] Public transport authorities have long agreements with their transport providers. There are often also multiple transport providers and contracts covering routes in different areas. The transport authority cannot force the providers to purchase new buses during current contracts without paying extremely high additional costs. The requirement therefore applies to all new contracts.

[5.4] The threshold value requires high occupancy and a high proportion of biofuel with a low climate impact. The threshold value is higher than for coaches on the grounds of lower average occupancy for the publicly owned bus services, although a higher proportion of buses run on biofuel and electricity.

[5.5] Large regional transport authorities have long contracts with a large number of different transport providers, and it is not possible to introduce a ban on certain raw materials in fuel during a current contractual period. They also have little opportunity to influence whether a fuel is free from palm oil, PFAD and soya, as long as it meets the national sustainability criteria. Demand is, however, important in influencing the fuel market. Transport authorities have ambitious targets to be 100% fossil free, but a large proportion of the buses that serve rural areas still run on diesel. If we were to introduce a ban on palm oil, PFAD and soya from a particular year, it would be difficult to reliably monitor compliance with the requirement. It would also mean that HVO would not be permitted as a fuel, because it may contain these raw materials. Gas filling stations are not realistic for bus routes across Sweden and RME, for example, degrades faster than HVO, making it less suitable for filling stations with low sales.

[5.6] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still contact their electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label. This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system. The additional cost of Good Environmental Choice labelled electricity is significant for large consumers, which is why only 50% Good Environmental Choice is required. If a licensee offers ecolabelled travel by multiple means of transport, the requirement must be met as an average across these.

[5.7] The purpose of the requirement is to ensure the use of products that are not harmful to health and that have a lower environmental impact. We want to reduce the use of hazardous chemicals, and their dispersal into nature when vehicles are washed at wash installations that do not meet high environmental standards. However, cleaning agents don't work on all marks, which is why an exception is made for the removal of more stubborn stains.

## 6 Rail transport

These criteria apply to travel by all kinds of rail transport.

### 6.1 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent drivers/staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

For licensees that procure rail transport services, phasing in among all service providers may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC. This means that the licensee has one year to ensure that all permanent drivers/staff have undergone the training.

For licensees with procured rail transports: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

### 6.2 Vehicle production

#### 6.2.1 Environmental impact

From the date the license for Good Environmental Choice has been obtained, during the procurement of new vehicles, the licensee shall require an *EPD* from the vehicle manufacturer stating the vehicle's environmental impact over its entire life cycle. The standard for third-party declarations, ISO 14025, shall be followed.

EPD, see  
Definitions

#### 6.2.2 Chemicals on board

From the date the license for Good Environmental Choice has been obtained, when refurbishments and conversions are required, the licensee shall require a report from the manufacturer on hazardous chemicals in the vehicles (according to the REACH regulation) and information on where in the vehicles these can be found.

### 6.3 Electricity

At least 50% of the electricity used to operate all the licensee's ecolabelled transport must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source.

### 6.4 Energy use

The licensee shall have an action plan for making the ecolabelled transport service's energy use more efficient. It must cover the energy needed for equipment, heating/cooling and ventilation on board, and to operate the vehicle. The action plan must set out measures, assessments of their effects, how the reduced energy use is measured, who is responsible for each measure, scheduling and completion of each measure.

### 6.5 Ecolabelled items on board

#### 6.5.1 Interior cleaning products

If cleaning agents are used for onboard cleaning (incl. toilet cleaning), these must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel.



For licensees with procured rail transports: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

*Exception:* The requirement does not apply for the specific removal of very stubborn stains or ingrained dirt, for example on the floor, if there is no ecolabelled cleaning agent that works for this purpose (e.g. solvents for removing graffiti).

#### **6.5.2 Toiletries**

On trains with a toilet on board, only toilet paper, soap and paper towels carrying the Good Environmental Choice label, the Nordic Swan Ecolabel and/or the EU Ecolabel shall be used.

#### **6.5.3 Food sales on board**

Of the following seven (7) food groups, at least five (5) must be organic (KRAV, EU Organic or MSC):

- coffee
- tea
- chocolate
- bananas
- grapes (incl. raisins and wine)
- milk
- fish and shellfish

If, for example, a licensee only has coffee, tea, milk and chocolate, all four (4) of these must be organic.

*Alternative to requirement above:* the licensee has a restaurant that is KRAV-certified, level 1-3. If food and drinks are offered somewhere other than in the KRAV-certified restaurant, these must meet the requirement above.

For licensees with procured rail transports: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

### **6.6 Additional requirements for trains with internal combustion engines**

In addition to the above requirements for rail transport, the following requirements also apply:

#### **6.6.1 Climate impact**

The climate impact must not, as an annual average, exceed 35 g CO<sub>2</sub>-eq per passenger kilometre for all journeys made on trains driven by an internal combustion engine. Fuel consumption for all driving is to be included, including any driving without passengers that is required for the service.

#### **6.6.2 Fuels**

The fuel used for the ecolabelled means of transport must meet the following requirements.

- a) 1. If any renewable fuel that is free from palm oil, PFAD and soya is available for trains, this shall be purchased.  
2. If such fuel is not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force. Meanwhile, the licensee shall purchase the renewable fuel available for trains that has the lowest content of the ingredients above.
- b) Renewable fuel must meet the requirements set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598).

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### **Reasons for requirements**

[6] That several of the requirements only apply from the time of new agreements with traffic suppliers is due to the fact that it would be an excessively high cost for the licensee to make changes to agreements during the current agreement period.

[6.1] A customer who uses an ecolabelled transport service should encounter drivers/staff who at least have a basic knowledge of the ecolabel and what it means for the service. Phasing in the training is permitted so that all staff are able to complete the training. The licensee must provide a description of how staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may be carried out.

[6.2.1] Trains have a long lifespan. An EPD provides a licensee with information on the particular model of train's recycling level, content of metals, plastics and so on, and energy use during operation. The requirement puts the manufacturer on notice that they need to be fully aware of their product's environmental impact, and that they need to develop a life cycle analysis if they have not done so already. (The UNIFE Product Category Rules for Rail Vehicles (PCR 2009:05) state what an EPD for trains should contain, [www.environdec.com/PCR/Detail/?Pcr=5846](http://www.environdec.com/PCR/Detail/?Pcr=5846).)

[6.2.2] Hazardous substances in the vehicle's interior could be released into the air and could be harmful if breathed in. The substances are also hazardous to those who manufacture the vehicles and to the environment when residual material is processed at the end of its life. The requirement puts the manufacturer on notice that they need to be fully aware of their product's environmental impact and may thus do something to reduce the use of the hazardous chemicals. It also gives us a reasonable idea of how much we can influence the manufacturers.

[6.3] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still contact their electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label. This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system. The additional cost of Good Environmental Choice labelled electricity is significant for large consumers, which is why only 50% Good Environmental Choice is required. If a licensee offers ecolabelled travel by multiple means of transport, the requirement must be met as an average across these.

[6.4] All electricity production has a negative environmental impact, but to different degrees, plus energy efficiencies need to be made throughout society, hence the requirement.

[6.5.1], [6.5.2] The purpose of the requirement is to ensure the use of products that do not damage health and that have a lower environmental impact.

[6.5.3] The passengers on an ecolabelled journey should find organic food and drinks on board. Coffee, tea, bananas and grapes that are not grown organically are sprayed with a great deal of pesticides. Organic milk also helps to ensure that pesticides are not spread through feed production. The oceans are being emptied of fish; MSC and KRAV labelled fish and shellfish is sourced from sustainable stocks and caught using sustainable methods.

[6.6.1] The requirement encourages a very high proportion of biofuel, since it is also linked to occupancy, which is often low. There may be an option of hybrid trains, where the train is equipped with both an internal combustion engine and an electric motor connected to power cables. With hybrid trains, when the train is being powered by electricity it must meet the criteria for electricity, and when it is being powered by an internal combustion engine it must meet the criteria for operation with an internal combustion engine.

[6.6.2] Fuel is bought in bulk, but it can still be difficult to source renewable fuel that is free from palm oil, PFAD and soya. Demand is, however, important in influencing the fuel market.

## 7 Vessels

This section relates to passenger travels by boat and ferry.

### 7.1 Knowledge of Good Environmental Choice

The licensee must have procedures in place to ensure that all permanent staff who deal with users of the ecolabelled service in their daily work have at least the following knowledge regarding the Good Environmental Choice label:

- a) The Swedish Society for Nature Conservation is behind the Good Environmental Choice label (Bra Miljöval in Swedish).
- b) Two of the requirements that the service has to meet in order to carry the Good Environmental Choice label. The licensee can decide which requirements they want to highlight.

Phasing in may take up to a maximum of one (1) year from the date that the application for a Good Environmental Choice licence is submitted to the SSNC. This means that the licensee has one year to ensure that all permanent drivers/staff have undergone the training.

### 7.2 Batteries

The licensee shall work in an active and structured manner to obtain more information about the origin of the batteries' *critical raw material* with the aim of achieving 100% traceability along the whole supply chain. (Example: During procurement, the licensee sets a requirement that each year the transport provider shall be able to demonstrate traceability one more step down the supply chain.)

Critical raw material,  
see Definitions

### 7.3 Liquid and gaseous fuels

The fuel used for the ecolabelled means of transport must meet the following requirements.

- a) For procured boat- and ferry services:
  1. If renewable fuel without palm oil, PFAD and soya is available in bulk for vessels, the licensee shall write to their transport providers during the first year of the licence to recommend purchasing this fuel.
  2. If such fuel is not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force.
- b) For boat- and ferry services where the licensee is the provider:
  1. At the time of application, the licensee shall investigate which suppliers provide fuels that are free from (or have the lowest proportion of) palm oil, PFAD and soya, and seek to buy fuel that does not contain these raw materials.
  2. If such fuels are not available, the licensee shall request this in writing from at least three (3) different fuel suppliers at least once a year from the time that the licence enters into force. Meanwhile, the licensee shall purchase the renewable fuel available for vessels that has the lowest content of the ingredients above.
- c) Renewable fuel must meet the requirements set out in the Act on sustainability criteria for biofuels and bioliquids (2010:598).

### 7.4 Proportion of renewable fuel

Vessels covered by the licence must run on an increasing proportion of renewable fuel. The proportion relates to the average for each year and each vessel. With liquid and gaseous fuels, the requirement levels are set on an energy basis for the total fuel purchased. In the case of electric operation (via batteries charged on land or via a power cable), the requirement level relates to the total distance travelled.

- In 2020-2022, at least 50% of the total fuel purchased must be renewable or at least 50% of the total distance travelled must have used electric power.
- In 2023-2025, at least 90% of the total fuel purchased must be renewable or at least 90% of the total distance travelled must have used electric power.
- From 2026, 100% of the total fuel purchased must be renewable or 100% of the total distance travelled must have used electric power.

*Exception:* Vessels transitioning to battery power that, after 2022, have technical problems with operating on battery power shall meet the same conditions as the requirement level for the years 2020-2022, but for no more than two (2) years.

*Example:* If during the years 2020-2022 a vessel runs on electricity for 40% of its total annual travel, the remaining distance up to 50% is to be travelled on renewable fuel.

## 7.5 Electricity

At least 50% of the electricity used for all the licensee's ecolabelled transport provision must carry the Good Environmental Choice label or an equivalent ecolabel, and the remaining percentage must be from a renewable source. Vessels consume electricity, for example, in the context of battery charging, cable operation and shore power connection.

If the licensee or its subcontractor does not have their own electricity contract for the facility from which the electricity is supplied, the licensee shall compensate for this by paying for the added value of electricity with the Good Environmental Choice label, so that it at least matches the amount of electricity used by the vessel for its operation and drawn from a shore power connection as set out in the requirement below.

## 7.6 Shore power connection

- Archipelago boats and ferries (e.g. car ferries) that remain moored up for a planned period of more than 15 minutes at a time must connect to shore power where such a connection is available. During this time, the machinery for propulsion and for electricity generation on board must be switched off.
- Ferries and boats serving routes beyond the archipelagos (international routes and traffic between the mainland and Gotland) that remain moored up for 90 minutes or more must connect to shore power where such a connection is available.

## 7.7 Energy use

The licensee shall have an action plan for making each vessel's energy use more efficient within a 10-year period. The action plan must set out measures to improve each vessel's energy efficiency, how this will be measured, adopted targets and how these will be achieved.

## 7.8 Emissions

### 7.8.1 Sulphur

Sulphur levels in fuel used for:

- national maritime transport must not exceed 10 ppm (MK1 diesel meets this)
- international maritime transport must not exceed 500 ppm (0.05 percent by weight)

### 7.8.2 Nitrogen oxides

Both engines and generators are subject to the following requirements concerning the vessel's emissions of nitrogen oxides, NOx:

- All new and modified engines over 130 kWh that enter into service from 2021 onwards must meet Tier III in the IMO's regulations, max 2 g NOx/kWh. A Technical File must be presented on request. Installed exhaust gas cleaning systems are approved.

- All new engines under 130 kW that enter into service from 2021 onwards must have emissions of max 0.4 g NO<sub>x</sub>/kWh (corresponding to “EPA Tier 4 final”) and meet the EU standard “Inland Waterway Vessels Stage V”. Installed exhaust gas cleaning systems are approved.

Vessels without battery power must not have engines or generators with emissions exceeding 2 g NO<sub>x</sub>/kWh. The requirement does not relate to vessels where a diesel engine is only used as an emergency backup in the event that the electric power temporarily fails.

The engine’s Electronic Control Unit (ECU) must be checked to ensure the function of the exhaust cleaning system. The check is to be carried out at least every three years.

## **7.9 Ecolabelled items on board**

### **7.9.1 Interior cleaning products**

If cleaning agents are used for onboard cleaning (incl. toilet cleaning), these must carry the Good Environmental Choice label, the Nordic Swan Ecolabel, the EU Ecolabel and/or an equivalent ecolabel. This does not apply to cleaning of machinery and the car deck/deck.

*Exception:* The requirement does not apply for the specific removal of very stubborn stains or ingrained dirt, for example on the deck, if there is no ecolabelled cleaning agent that works for this purpose (e.g. solvents for removing graffiti).

For licensees with procured maritime traffic: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

### **7.9.2 Toiletries**

On vessels with a toilet on board, only toilet paper, soap and paper towels carrying the Good Environmental Choice label, the Nordic Swan Ecolabel and/or the EU Ecolabel shall be used.

For licensees with procured maritime traffic: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

### **7.9.3 Food served on board**

Where food is served on board, of the following seven (7) food groups, at least five (5) must be organic (KRAV, EU Organic or MSC):

- coffee
- tea
- chocolate
- bananas
- grapes (incl. raisins and wine)
- milk
- fish and shellfish

If, for example, a licensee only has coffee, tea, milk and chocolate, all four (4) of these must be organic.

*Alternative to requirement above:* the licensee has a restaurant that is KRAV-certified, level 1-3. If food and drinks are offered somewhere other than in the KRAV-certified restaurant, these must meet the requirement above.

For licensees with procured maritime traffic: the requirement applies to all new traffic procurements from the date the license for Good Environmental Choice has been obtained.

## Reasons for requirements

[7.1] A customer who uses an ecolabelled service should encounter staff who at least have a basic knowledge of the ecolabel and what it means for the service. Phasing in the training is permitted so that all staff are able to complete the training. The licensee must provide a description of how staff are or will be trained, for example via posters, at staff meetings, and so on. Random testing may be carried out.

[7.2] The life-span of the batteries on the vessel is much shorter than the life-span of the vessel itself. Batteries are currently produced in a way that places major burdens on people and the environment, primarily through the mining of minerals such as cobalt and lithium (<https://www.amnesty.se/vara-rattighetsfragor/foretagsansvar/kobolt/>). Although the licensee doesn't always have the power to choose batteries that involve greater consideration for people and the environment, since there are large holes in the information along the supply chain, they do have an opportunity to encourage the gradual achievement of full traceability. There are advantages to setting a more open requirement, compared with setting specific requirements that may perhaps be difficult to follow up in a credible way and that risk becoming wrongly targeted as the market develops.

[7.3] Regional transport authorities have long contracts with ferry service providers, and it is not possible to introduce a ban on certain raw materials in fuel during a current contractual period. Most ferries are still powered by diesel, but electric and hybrid electric vessels are starting to become available. If the vessels are to reduce their CO<sub>2</sub> emissions, HVO is the main alternative for the time being. If we were to introduce a ban on palm oil, PFAD and soya from a particular year, it would be difficult to reliably monitor compliance with the requirement. It would also mean that HVO would not be permitted as a fuel, because it may contain these raw materials. Demand is, however, important in influencing the fuel market. Gas power is problematic for archipelago services, not least due to the safety risks on the quayside during refilling.

[7.4] The requirement encourages the increased use of renewable fuel to power the vessels covered by the ecolabel. An exemption is made for vessels transitioning to battery power for economic reasons. It is not economically viable to require the purchase of more expensive renewable fuel in addition to the investment being made in expensive battery technology. Due to different efficiency levels, electric power cannot be included in the requirement on an energy basis.

[7.5] By requiring electricity with the Good Environmental Choice label, the licensee is made responsible for ensuring that the electricity they use for their transport services is produced to high environmental standards. In addition, for every ecolabelled kWh purchased, money goes to foundation projects to reverse environmental damage and reduce electricity use. If the licensee is not responsible for the electricity contract in the facility where the vehicles are charged, they can still contact their electricity company and buy what are known as guarantees of origin for electricity with the Good Environmental Choice label. This means that the electricity cannot be claimed by anyone else, since the guarantees of origin are cancelled when used and disappear from the electricity trading system. The additional cost of Good Environmental Choice labelled electricity is significant for large consumers, which is why only 50% Good Environmental Choice is required.

[7.6] The purpose of the requirement is to help ensure better air quality in the local environment, less noise and lower fuel consumption. It is very time consuming for larger vessels to connect to and disconnect from shore power. On smaller vessels, the small crew can make it impractical to connect to shore power for brief stops.

[7.7] Since there is a limited supply of the raw materials needed to produce renewable fuel for all types of transport in the world, it is important not only to reduce the greenhouse gas emissions of the transport services, but also to reduce the amount of fuel required. We therefore consider it very important for licensees to work actively on improving energy efficiency.

[7.8.1] The combustion of fuels containing sulphur forms sulphur oxides that contribute to acidification and, by forming particles in the atmosphere, also pose a risk to human health ([https://havsmiljoinstitutet.se/digitalAssets/1493/1493722\\_sjofartens\\_svaveldioxidutslapp.pdf](https://havsmiljoinstitutet.se/digitalAssets/1493/1493722_sjofartens_svaveldioxidutslapp.pdf)). MK1 diesel meets the requirement for max 10 ppm. The legal limit for fuels that may be used in the sulphur emission control area (SECA – North Sea, Baltic Sea, English Channel) has stood at 1000 ppm/0.10 percent by weight of sulphur since 2015. The sulphur content in international waters must not exceed 5000 ppm/0.5 percent by weight as of January 2020, unless the vessel has a scrubber installed in line with the rules of the IMO.

[7.8.2] Emissions of nitrogen oxides (NO<sub>x</sub>) contribute to acidification and eutrophication, and to the formation of harmful tropospheric ozone. Vessels generally have relatively high emissions of NO<sub>x</sub> compared with road transport, which is subject to tougher legal requirements. The IMO has decided that the Baltic Sea, the North Sea and English Channel will become a NO<sub>x</sub> emission control area (NECA) from January 2021 in order to reduce NO<sub>x</sub> emissions. This entails stricter emission requirements (IMO Tier III) for new and modified engines over 130 kW installed in vessels that sail these waters. (<https://www.transportstyrelsen.se/sv/sjofart/Miljo-och-halsa/Luftfororening/NOx---kvaveoxider/>) A catalytic converter is required in order for existing diesel-powered vessels to achieve this. The Tier rules are based on RPM, and for smaller engines the Tier III requirement corresponds to around 2 g/kWh. There are no legal requirements regarding NO<sub>x</sub> emissions for diesel engines under 130 kW. EPA Tier 1 level was at 9.2 g NO<sub>x</sub>/kWh – there are no lower levels in Tiers 2 and 3, but in Tier 4 the level is 0.4 g NO<sub>x</sub>/kWh. The engine's ECU has sensors that set off an alarm if the exhaust cleaning system fails.

[7.9.1], [7.9.2] The purpose of the requirement is to ensure the use of products that do not damage health and that have a lower environmental impact. We want to reduce the use of hazardous chemicals and their dispersal into nature. However, cleaning agents don't work on all marks, which is why an exception is made for the removal of more stubborn stains.

[7.9.3] The passengers on an ecolabelled journey should find organic food and drinks on board. Coffee, tea, bananas and grapes that are not grown organically are sprayed with a great deal of pesticides. Organic milk also helps to ensure that pesticides are not spread through feed production. The oceans are being emptied of fish. MSC and KRAV labelled fish and shellfish is sourced from sustainable stocks and caught using sustainable methods. Find out more here: <https://www.naturskyddsforeningen.se/vad-vi-gor/jordbruk/5-viktiga-varor-att-byta-till-eko>

Good Environmental Choice (Bra Miljöval) is an independent ecolabelling scheme run by the Swedish Society for Nature Conservation, Sweden's largest environmental organisation with over 230,000 members. Launched in 1990, Good Environmental Choice is based on two founding ideas: that natural resources must be saved and that biodiversity and human health must not be threatened. Our criteria for licensees are strict and under continuous development. Products and services that carry the Good Environmental Choice label therefore have to constantly evolve in order to be kinder to health and the environment.

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