

# **BLUE ANGEL**

**The German Ecolabel**



**Car Sharing**

**DE-UZ 100**

**Basic Award Criteria**

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**The Environmental Label is supported by the following four institutions:**



The Federal Ministry for the Environment, Nature Conservation and Nuclear Safety is the owner of the label. It regularly provides information on the decisions taken by the Environmental Label Jury.



The German Environmental Agency with its specialist department for "Ecodesign, Eco-Labeling and Environmentally friendly Procurement" acts as office of the Environmental Label Jury and develops the technical criteria of the Basic Criteria for Award of the Blue Angel.



The Environmental Label Jury is the independent, decision-making body for the Blue Angel and includes representatives from environmental and consumer associations, trade unions, industry, the trade, crafts, local authorities, academia, the media, churches, young people and the German federal states.



The RAL gGmbH is the awarding body for the Environmental Label. It organises the process for developing the relevant award criteria in independent expert hearings – which involve all relevant interest groups.

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**This document is a translation of a German original. In case of dispute, the original document should be taken as authoritative.**

# **1 Introduction**

## **1.1 Preface**

In cooperation with the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, the German Environmental Agency and considering the results of the expert hearings conducted by RAL gGmbH, the Environmental Label Jury has set up these Basic Criteria for the Award of the Environmental Label. RAL gGmbH has been tasked with awarding the Environmental Label.

Upon application to RAL gGmbH and on the basis of a Contract on the Use of the Environmental Label to be concluded with RAL gGmbH, the permission to use the Environmental Label may be granted to all products, provided that they comply with the requirements as specified hereinafter.

The product must comply with all the legal requirements in the country in which it is to be marketed. The applicant shall declare that the product meets this requirement.

## **1.2 Background**

By offering people an incentive to change their chosen means of transport, the mobility service car sharing offers considerable potential for easing the burden on the environment in the transport sector because users select this service in combination with other modes of transport within an environmental transport network. There are also positive effects on the environment due to a change in behaviour amongst car sharing users if they consciously choose to give up their own car or not to purchase a new one. Car sharing operators manage a pool of different vehicles and make them available to users. Depending on the type of use, car sharing vehicles can be selected according to the required level of space and comfort and the decision is not based on rarely needed maximum requirements, as is usually the case with private cars. By offering a suitable range of vehicles, car sharing operators can thus contribute to a reduction in greenhouse gas emissions. If people give up their own private cars and combine their car usage in fewer car sharing vehicles, this also reduces the space taken up by car traffic.

Car sharing enables people to use a car (or light commercial vehicle) without having to own their own vehicle. In order to fulfil the wishes of users, the vehicles should be stationed decentrally and as close to people's homes as possible. In an ideal situation, the car sharing scheme is planned and organised so that it is integrated with other modes of transport in the environmental transport network such as public transport, cycling and walking to guarantee interconnected mobility services where required.

Car sharing reduces the number of necessary vehicles and eases the burden on the public traffic system, which is particularly important in cities. Around 50 users on average are eligible to use a station-based car sharing vehicle, while more than 170 users are eligible to use a free-floating car sharing vehicle. In the case of station-based car sharing, one vehicle currently replaces ten or more private cars depending on the local conditions and calculation methods. In the case of free-floating car sharing, this figure is lower with one vehicle replacing around three private cars. Car sharing operators that hold environmental labels can currently receive user benefits in some municipalities, e.g. the ability to park the vehicles at car sharing stations or mobile stations on public roads. The German Car Sharing Law, which has been in force since September 2017, makes it possible for public road space to be made available for the parking of car sharing vehicles at designated car sharing parking spaces. In addition, this special type of use has been defined as a requirement for supplier-specific parking spaces. As part of the transfer of federal

responsibilities, the law can also be applied by municipalities on those roads where they are responsible for construction and maintenance work (local thoroughfares to federal roads). The selection criteria to be used when awarding public parking places to car sharing operators, which still need to be developed, should ensure that the selected car sharing operators make the best possible contribution to lowering the number of privately owned motor vehicles and reducing the air pollutant emissions (especially through the use of electric vehicles).

Car sharing is part of an environmental transport network together with other modes of transport (e.g. public transport, taxi companies and bicycle rental systems) and walking. Significant synergy effects are achievable if car sharing operators network amongst one another and with other mobility services (e.g. using joint tickets, tariff incentives and cooperating in the organisation, sale, booking and coordination of the geographical services).

The target groups for car sharing include single people, families and public administrations, as well as private and public companies.

The technical criteria for the car sharing fleets are designed to reduce air pollution that is harmful to health. Limit values for NO<sub>x</sub> and particulate emissions are imposed, which have to be complied with by newly purchased vehicles. The introduction of limit values is linked to the requirement for the gradual modernisation of the car sharing fleet so that those diesel vehicles with high air pollutant emissions are systematically replaced by low-emission vehicles. The reason for this is the predominant use of car sharing services in inner city areas and conurbations.

In order to promote electromobility, a quota has been set for the integration of electric vehicles into the car sharing fleet.

Direct regulation of the climate-relevant CO<sub>2</sub> emissions is currently not practical and will be examined again during the next update to these Basic Award Criteria.

The real CO<sub>2</sub> emissions deviate significantly today from the emission values measured for the type approval. The monitoring system for CO<sub>2</sub> emissions used for the type approval of vehicles is still currently being revised. The results of this revision process are currently still unclear. There is a physical correlation between the amount of CO<sub>2</sub> emissions and fuel consumption. However, there is also a significant discrepancy here between standardised fuel consumption and real fuel consumption and there is currently no standardised testing procedure for measuring real fuel consumption. Against this background, it is not technically feasible to impose a limit value for compliance with CO<sub>2</sub> emissions.

Initially, it is only possible to restrict CO<sub>2</sub> emissions by placing requirements on the size classes of the vehicles in the car sharing fleets and thus to influence the use of space-saving vehicles.

### **1.3 Objectives of the environmental label**

The award of the Blue Angel to car sharing operators according to Paragraph 2 is designed to ease the environmental burden caused by the transport system with the following objectives:

- The service helps to save space on the roads and encourages the selection of multimodal transport solutions (in combination with the environmental transport network).
- The use of car sharing services reduces air pollution caused by traffic, particularly in inner cities.
- The service enables people to live without owning their own car and thus preserves resources. The service contributes to a reduction in emissions that have an impact on the climate.
- The vehicle fleets also observe the following principles:

- The transport service offered by car sharing operators is provided using space-saving, efficient combustion engine-driven, purely electric-driven or fuel cell-driven vehicles in order to reduce the demand for energy and the CO<sub>2</sub> emissions.
- The transport service offered by the car sharing operators is provided using low-emission vehicles to reduce the air pollutant emissions.
- The environmental label helps to promote electromobility.

Therefore, the following benefits for the environment and health are stated in the explanatory box:



#### 1.4 Definitions

The terms used in the Basic Award Criteria are defined as follows.

The definitions for the systemic, relevant terms are provided in accordance with the Car Sharing Law as follows:

- **Car sharing vehicle:** A car sharing vehicle is a motor vehicle that can be offered for use, independently reserved and used by an undefined number of drivers on the basis of a framework agreement and at an hourly or kilometre rate that includes the energy costs, or mixed forms of such tariffs.
- **Car sharing operator:** A car sharing operator is a company or an organisation irrespective of its legal form that provides free-floating or station-based car sharing vehicles for use by a undefined number of customers in accordance with general criteria, whereby mixed forms of different service models are possible.
- In accordance with the Car Sharing Law, the operator can offer either free-floating or also station-based car sharing, as well as mixed forms of both.
- **Free-floating car sharing:** Free-floating car sharing is a service model in which the use of the vehicle can begin and end without the need for defining fixed stations in advance for the collection and return of the vehicles.
- **Station-based car sharing:** Station-based car sharing is a service model based on vehicles that are reserved in advance and collected or returned at previously defined fixed stations.
- **Vehicle fleet/car sharing fleet:** A vehicle fleet describes all of the vehicles owned by the car sharing operator at all locations for which an application for the use of the Blue Angel has been submitted.
- **Purely electric-drive vehicle:** A purely electric-drive vehicle is a motor vehicle with a drive system whose energy converters are exclusively electric drive units and whose energy storage systems can be recharged from outside the vehicle.
- **Fuel cell vehicle:** A fuel cell vehicle is a motor vehicle with a drive system whose energy converters exclusively consist of the fuel cells and at least one electric drive unit.

- **Energy converter:** The components of the drive unit in a motor vehicle that permanently or temporarily convert energy from one form into another form that is then used to propel the vehicle.
- **Energy storage systems:** The components of the drive unit in a motor vehicle that store the relevant forms of energy that are used to propel the motor vehicle.
- **Passenger car (vehicle class M1):** A vehicle designed for transporting passengers and their luggage with a maximum of eight seats in addition to the driver's seat.
- **Light commercial vehicle (vehicle class N1):** A vehicle for transporting goods with a total mass of less than 3.5 tonnes.
- **KBA segment:** The Federal Motor Transport Authority (KBA) assigns vehicles to KBA segments in cooperation with representatives from the automobile industry. The groupings are made based on optical, technical and market-based characteristics. However, these characteristics are not noted on the approval documents.
- **Model / model series:** According to the KBA, a model / model series is a sales term used to designate a type of vehicle or a type group for a brand on the market. It generally corresponds to the lettering on the vehicle. The assignment of a vehicle to a model series is made based on the model key entered for the type approval within the vehicle identification number (VIN).

The following test procedures used for declaring the air pollutant emissions of individual vehicles are defined here in more detail:

- **RDE test procedure:** In order to better depict the air pollutant emissions in normal operation, the real driving emission test procedure (RDE) was introduced in Regulation (EU) 2016/427. As part of the type approval process, vehicles will be fitted with measurement sensors for determining the air pollutant emissions in road operation from September 2017. The air pollution values determined in RDE tests are valid, depending on the type of vehicle from either September 2017 or September 2019, as the relevant air pollution values for the type approval of the vehicle.
- **WLTP test procedure (incl. WLTC):** In order to better depict the air pollution and CO<sub>2</sub> emissions on the vehicle test stand, the Worldwide harmonised Light-duty vehicles Test Procedures (WLTP) was introduced in Regulation (EC) 2017/1151. As part of the type approval process, vehicles will be tested on vehicle test stands from September 2017 (new vehicle types) or September 2018 (new vehicles) using amended framework conditions and on the basis of an improved test cycle (WLTC) to determine the air pollution and CO<sub>2</sub> emissions.

## 1.5 Compliance with legal requirements

- **German Road Vehicle Registration Ordinance / German Vehicle Registration Ordinance:** The German Road Vehicle Registration Ordinance (StVZO) and the German Vehicle Registration Ordinance (FZV) describe the procedures and requirements for the approval of vehicles and the issuing of an operating licence for the use of the vehicles on public roads. They refer to, amongst other things, the European directives on the type approval of vehicles. The approval of the vehicle can be verified using the registration certificate for the vehicle.
- **EC type approval:** The framework directive 2007/46/EC for the type approval of road vehicles acts as the basis for the approval of road vehicles in Germany. Regulations (EC) 715/2007 and (EC) 692/2008 stipulate the requirements with respect to air pollutant emissions for the type approval of motor vehicles and define the requirements for obtaining the various EC emission classes (e.g. Euro 6).

With respect to the lack of effectiveness of the pollutant reduction measures in real driving conditions, further regulations were issued during 2016 and 2017 (EU/2016/427, EU/2016/646, EU/2017/1151, EU/2017/1154) for the introduction of the so-called real driving emission test procedure (RDE testing). This procedure means that the air pollutant emissions are measured during a vehicle's normal conditions of use and these values are used for the type approval of the vehicles.

The new test procedure will be used for new vehicle models from September 2017. It is then valid for the approval of all new motor vehicles from September 2019.

- **Car Sharing Law (CsgG):** The Car Sharing Law (CsgG), which has been in force since September 2017, provides a framework on which municipalities can prioritise station-based and free-floating car sharing when issuing approvals for general car sharing parking spaces and parking fees for vehicles. In addition, the establishment of company-specific assigned car sharing parking spaces on roads where municipalities are responsible for the construction and maintenance work (local thoroughfares to federal roads) has been approved as a special type of use. The selection criteria used to prioritise car sharing operators should ensure, amongst other things, that they make a contribution to lowering the number of privately owned motor vehicles and reducing the release of pollutants.

## 2 Scope

The Basic Award Criteria apply to car sharing operators according to Paragraph 1.4.

## 3 Requirements

A car sharing operator can be labelled with the environmental label illustrated on the first page of these Basic Award Criteria if it fulfils the following requirements.

### 3.1 The mobility service car sharing

#### 3.1.1 Eligibility to participate in car sharing

The car sharing operator must generally grant every person of legal age eligibility to participate in the car sharing service within the available capacities. This does not affect the operator's rights to e.g. check possession of a driver's licence, the minimum age and creditworthiness in accordance with their general terms and conditions.

### **Compliance verification**

*The car sharing operator shall submit documents (e.g. the general terms and condition) in Annex 2 verifying how people become eligible to participate in the car sharing scheme.*

#### **3.1.2 Minimum level of performance for the use of car sharing vehicles**

The car sharing operator guarantees participants in the car sharing scheme the following minimum level of performance:

- The use of the car sharing vehicle is possible on a daily basis, 24 hours a day, without the need for personal contact with the operator.
- Allowing free journeys is not permitted, except for trips to fill the fuel tank or charge the battery, for maintenance and care of the vehicle or as a one-off offer to new customers.
- Completion of regular care and maintenance of the vehicle in accordance with the manufacturer's recommendations.
- Customer information about environmentally friendly and low-noise driving behaviour for drivers.

### **Compliance verification**

*The car sharing operator shall verify compliance with the requirements by submitting suitable documents (e.g. contractual conditions, tariffs, self-declaration, customer information on environmentally friendly and low-noise driving behaviour and offers of training in environmentally friendly driving behaviour) in Annex 3.*

#### **3.1.3 Minimum level of performance for the car sharing operator**

##### **Ratio of vehicles to eligible drivers**

Car sharing operators with vehicle fleets of up to five vehicles must have at least ten registered and eligible drivers per vehicle and those operators with a fleet of more than five vehicles must have at least 15 registered and eligible drivers per vehicle.

##### **Disclosure of data on the status of the car sharing vehicles**

For the purpose of promoting multimodal transport, car sharing operators with a fleet of more than 50 vehicles must obligate themselves to provide publicly accessible data to car sharing users on the status of the car sharing vehicles (location, size of the vehicle, availability for use) that can be directly displayed in multimodal mobility platforms run by the municipality and locally based transport companies.

### **Compliance verification**

*The car sharing operator shall verify compliance with the ratio of vehicles to eligible drivers by stating the size of the vehicle fleet and the number of eligible drivers in Annex 1. The car sharing operator shall submit a declaration that they are prepared to pass on the required data on the status of the car sharing vehicles in Annex 4.*

#### **3.2 Technical requirements for the car sharing fleet**

##### **3.2.1 Ensuring the traffic and operational safety of the vehicles**

The vehicle fleet provided by the car sharing operator must comply with all of the requirements prescribed by legislators for traffic and operational safety.

### **Compliance verification**

*The car sharing operator shall declare compliance with the requirement in accordance with 3.2.1 and submit a valid registration certificate for all vehicles in the car sharing fleet in an appropriate manner in Annex 5.*

### **3.2.2 Reduction in air pollutant emissions – nitrogen oxide emissions (NO<sub>x</sub>) for vehicles with diesel engines**

All of the diesel vehicles of class M1 (passenger car) and N1 (light commercial vehicle) that are newly added to the car sharing fleet after the time of the application must have a type approval of EC emission class Euro 6d. This type approval ensures compliance with the NO<sub>x</sub> limits for Euro 6 vehicles in accordance with EC/715/2007 including the conformity factor of 1.5 in the RDE test procedure.

Alternatively, compliance with the maximum NO<sub>x</sub> emissions of new diesel vehicles can be verified by stating the NO<sub>x</sub> emission values from the RDE test procedure.

- For passenger cars (M1), the maximum limit for NO<sub>x</sub> emissions is 120 mg/km (80 mg/km \* 1.5).
- For light commercial vehicles (N1), a differentiation is made for the NO<sub>x</sub> emissions based on the group of vehicles in accordance with EC/715/2007 (classification according to reference mass):
  - ♦ N1 / Group I: 120 mg/km ( 80 mg/km \* 1.5),
  - ♦ N1 / Group II: 157.5 mg/km (105 mg/km \* 1.5),
  - ♦ N1 / Group III: 187.5 mg/km (125 mg/km \* 1.5).

A market-related transitional arrangement applies to vehicles in class N1 (light commercial vehicles) until December 31, 2021. If comparable diesel vehicles with the EC emission class Euro 6d-TEMP, 6d-TEMP-EVAP, 6d-TEMP EVAP-ISC are available, these must be procured instead. The requirement regarding the required EC emission class shall be suspended if it is demonstrated that no comparable diesel vehicle meeting the EC emission class Euro 6d-TEMP, 6d-TEMP-EVAP, 6d-TEMP\_EVAP-ISC or the NO<sub>x</sub> requirements according to 3.2.2 is available on the market for the model series used in the fleet and no comparable gasoline vehicle of the same model series meeting the particulate requirements according to 3.2.3 is available."

### **Compliance verification**

*Every year, the car sharing operator shall verify that all new diesel vehicles purchased in the previous year comply with the maximum NO<sub>x</sub> emissions by the 31 March of the following year in each case.*

*To verify compliance with the EC emission class Euro 6d, the applicant shall submit a valid registration certificate for all new diesel vehicles in an appropriate manner in Annex 9a. Alternatively, the car sharing operator shall declare the NO<sub>x</sub> emission value from the RDE test procedure in the table in Annex 8. The values shall be taken from an official database containing NO<sub>x</sub> measurements as part of the type approval process. Another alternative method for verifying compliance is to enclose a declaration from the vehicle manufacturer in Annex 9b verifying compliance with the stated NO<sub>x</sub> emission values.*

*To verify that no comparable vehicle, which meets the requirements in 3.2.2 and 3.2.3, for the relevant model series added to the fleet is available on the market, confirmation of non-availability must be submitted from at least three vehicle manufacturers in Annex 9c.*

### **3.2.3 Reduction in air pollutant emissions – particulate emissions (PN) for vehicles with petrol engines**

All of the petrol vehicles of class M1 (passenger car) and N1 (light commercial vehicle) that are newly added to the car sharing fleet after the time of the application or after September 2018 must have a type approval of EC emission class Euro 6c or better<sup>1</sup>.

Alternatively, compliance with the maximum particulate emissions for new petrol vehicles can be verified by stating the particulate emission values. Verification of compliance does not need to be provided for petrol vehicles without direct injection.

#### **Compliance verification**

*Every year, the car sharing operator shall verify that all new petrol vehicles purchased in the previous year comply with the maximum particulate emissions, both at the time of application and also by the 31 March of the following year in each case. For 2018, this covers all newly purchased vehicles from September 2018 until 31/03/2019.*

*To verify compliance with the EC emission class Euro 6c or better, the applicant shall submit a valid registration certificate for all new petrol vehicles in an appropriate manner in Annex 10a. Alternatively, the car sharing operator shall enter the declared test value for the particulate emissions (number/km) (WLTC or RDE) in the table in Annex 8. The values shall be taken from an official database containing particulate emission measurements as part of the type approval process. Another alternative method of verifying compliance is to enclose a declaration from the vehicle manufacturer in Annex 10b verifying compliance with the stated particulate emission values or the use of an effective particulate filter.*

*Verification that the vehicle is a petrol vehicle without direct injection can be provided in the form of a suitable technical description (Annex 10c).*

### **3.2.4 Modernising the car sharing fleet (diesel vehicles)**

The existing car sharing fleet will be continuously modernised to reduce the air pollutant emissions.

For this purpose,

- by 31/12/2018 at least 30 %,
- by 31/12/2019 at least 60 %,
- by 31/12/2021 at least 90 %,
- by 31/12/2022 100 %

of all the diesel vehicles that were already part of the car sharing fleet as of 31/12/2016

- a) must comply with the requirements for the reduction in NO<sub>x</sub> emissions (see Paragraph 3.2.2.) or
- b) are no longer part of the car sharing fleet.

#### **Compliance verification**

*Every year, the car sharing operator shall verify compliance with the requirement to modernise his/her vehicle fleet in the previous year, both at the time of application and also by the 31 March of the following year in each case. For this purpose, the car sharing operator shall enter all of the diesel vehicles that were part of the car sharing fleet as of 31/12/2016 including the latest information on the NO<sub>x</sub> emission values and whether they are currently included in the*

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<sup>1</sup> This also includes type approvals in accordance with Euro 6c-EVAP, Euro 6d-TEMP, Euro 6d-TEMP-EVAP and Euro 6d.

vehicle fleet in the table in Annex 8. If no information on the NO<sub>x</sub> emission values is available (verification according to Paragraph 3.2.2), it is assumed that the vehicles does not comply with the NO<sub>x</sub> requirements in accordance with Paragraph 3.2.2.

### **3.2.5 Promotion of electromobility – new vehicle quota for electric vehicles**

In order to promote electromobility, car sharing operators with more than 50 vehicles must ensure that

- in 2018 at least 2%,
- in 2019 at least 3%,
- in 2021 at least 4% and
- from 2022 at least 5%

of the vehicle fleet are purely electric-drive vehicles or fuel cell vehicles.

#### **Compliance verification**

*Every year, the car sharing operator shall verify compliance with the required quota of electric vehicles in the existing vehicle fleet for the previous year, both at the time of application and also by the 31 March of the following year in each case. For this purpose, the car sharing operator shall enter information on the drive systems of all vehicles in the fleet in the table in Annex 8.*

### **3.2.6 Origin of the electricity at the operator's own charging stations**

All of the charging points for the car sharing vehicles operated by the car sharing operator themselves or in cooperation with energy supply companies must supply electricity that is sourced 100% from renewable energies.

#### **Compliance verification**

*The car sharing operator shall verify that the stated charging points are supplied with electricity from renewable energies by entering the electricity label (100% electricity from renewable energy sources) for the electricity tariff used by the operator in Annex 6. If the car sharing operator generates and uses their own renewable electricity, he/she shall submit a corresponding declaration of compliance.*

### **3.2.7 Use of low-emission and space-saving vehicles**

By offering vehicles from smaller KBA segments, the use of needs-based passenger cars that are economical, low in greenhouse gas emissions and space-saving is guaranteed in the car sharing scheme.

The vehicle fleet provided by the car sharing operator must thus comply with the following:

- at least 75% of the vehicles are from the KBA segments mini, small compact cars, van/minivans, utility;
- at least 45% of the vehicles are from the KBA segments mini and small cars;
- it does not contain any vehicles in the KBA segments sports cars and luxury class.

Vehicles with type approval as light commercial vehicles (N1) and passenger cars (M1) with eight or more seats are exempted from this requirement.

#### **Compliance verification**

*Every year, the car sharing operator shall verify compliance with the use of low emission and space-saving vehicles in the previous year, both at the time of application and also by the 31*

March of the following year in each case. For this purpose, the car sharing operator shall enter the KBA segments and the number of approved seats for the entire vehicle fleet in the table in Annex 8.

### **3.3 Use of the environmental label in combination with the logo of the car sharing operator**

The car sharing operator obligates themselves to only depict the environmental label in combination with their logo as a car sharing operator at the car sharing stations, on printed materials, advertising materials (for the mobility service) and on the vehicles. In general, the service itself is awarded the environmental label and not just the vehicle or the company. Therefore, it is possible for car sharing operators to apply for the environmental label for individual services within their range of services if they are clearly defined for consumers. The label holder is then only permitted to advertise these services using the Blue Angel. Only those vehicles that are exclusively used for the service awarded with the environmental label may be used to advertise the service using the Blue Angel.

#### ***Compliance verification***

*The car sharing operator shall verify compliance with the requirements by providing the depiction of their logo as a car sharing operator that is used at the car sharing stations, on printed materials, advertising materials (for the mobility service) and on the vehicles in Annex 7.*

## **4 Applicants and Parties Involved**

Car sharing operators according to Paragraph 2 shall be eligible for application.

Parties involved in the award process are:

- RAL gGmbH to award the Blue Angel Environmental Label,
- the federal state being home to the applicant's production site,
- Umweltbundesamt (German Environmental Agency) which after the signing of the contract receives all data and documents submitted in applications for the Blue Angel in order to be able to further develop the Basic Award Criteria.

## **5 Use of the Environmental Label**

The use of the Environmental Label by the applicant is governed by a contract on the use of the Environmental Label concluded with RAL gGmbH.

Within the scope of such contract, the applicant undertakes to comply with the requirements under Paragraph 3 while using the Environmental Label.

Contracts on the Use of the Environmental Label are concluded to fix the terms for the certification of products under Paragraph 2. Such contracts shall run until December 31, 2024. They shall be extended by periods of one year each, unless terminated in writing by March 31, 2024 or March 31 of the respective year of extension.

After the expiry of the contract, the Environmental Label may neither be used for labelling nor for advertising purposes. This regulation shall not affect products being still in the market.

The applicant (manufacturer) shall be entitled to apply to RAL gGmbH for an extension of the right to use the ecolabel on the product entitled to the label if it is to be marketed under another brand/trade name and/or other marketing organisations.

The Contract on the Use of the Environmental Label shall specify:

- Applicant (Car sharing operator)
- Brand/trade name, product description
- Distributor (label user), i.e. the above-mentioned marketing organisations.

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