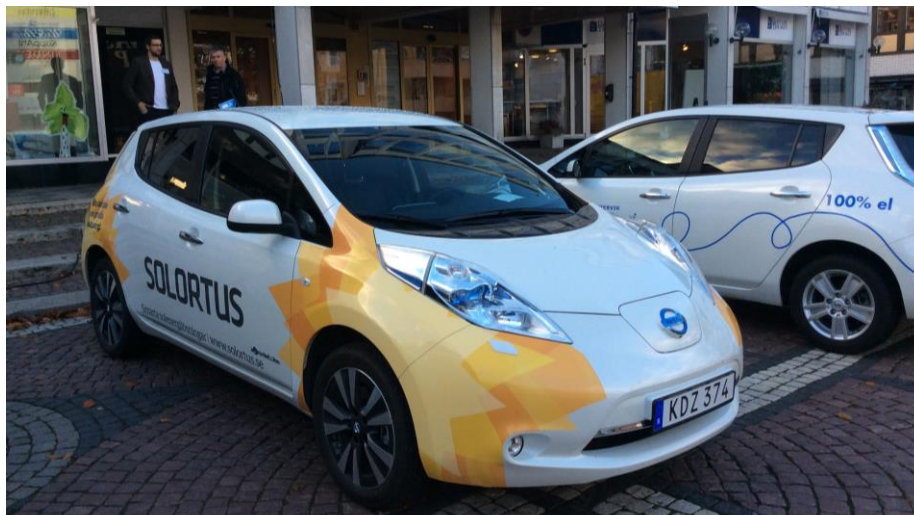




# Procurement of vehicles

## Tingsryd municipality

- Lower carbon foot print
- Reduced CO<sub>2</sub>-emissions
- Higher demand for renewable fuel



Standard product / conventional tender

- Fossil fuel vehicles

GPP (PRIMES) tender

- More efficient cars
- Vehicles with lower CO<sub>2</sub>-emissions
- Renewable fuel vehicles
- .

Results

- CO<sub>2</sub>-savings
- Less use of energy

## Introduction to case

### 1.1 PITCH-TALK – SUMMARY

Tingsryd municipality is gradually developing a more sustainable vehicle fleet in a pace that is acceptable for the local conditions. The types of vehicles are chosen according to the needs of the organization. Still more fuel-efficient vehicles and vehicles with renewable fuels are available locally, and are therefore chosen more often. On a more strategic and political level there are of course also investigations of how to get more renewable fuels available in the local market. There is a good internal cooperation in the organization, which is important for proper work with the procurement of vehicles.

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### 1.2 CASE CONTENT AND ISSUE

- The mission and the challenge for the municipality is to both be a role model and to show that it is possible to choose sustainable ways by, e.g. buying more sustainable public vehicles, and on the other hand, set the criteria in a way that several suppliers can join a procurement. The criteria are developed from local (such as environmental strategies, SEAPs etc.), regional and national targets, and recommendations adjusted to the experience from the local market to be able to land the procurement in a proper way.

### 1.3 SOLUTIONS APPLIED

The cars were categorized into five different categories, and the tenders could be submitted separately for each of them.

- Type 1: Two 5-door passenger cars 1050-1400 kg (such as Renault Clio, VW Polo or similar)
- Type 2: Three 5-door passenger cars with large luggage space 1200-1500 kg (such as Opel Astra, Renault Megane or similar)
- Type 3: Four 5-door passenger cars with step in level 1100-1500 kg (such as Ford C-Max, Renault Scenic or similar)
- Type 4: six 5-door passenger cars with high step in, high level to ground, 4-wheel drive 1200-1950 kg
- Type 5: Two low weight vans, diesel 1200-1500 kg (such as Renault Kangoo or similar)

Option: The municipality will have the opportunity to include two more cars in the contract from type 3 and 4 if the need comes up.

## Tender features

- Subject matter: Full service leasing of 17 new passenger vehicles
- Value of the contract: A rough estimation of the value indicate on around 380 000 EUR with a rest value of 50% after three years
- Type of procedure: Open and follow Swedish rules for public procurement
- Type of contract: Leasing including service and other costs
- Nature of contract: Framework contract for 3 years
- Division in lots: Separated with an opportunity to give a tender for one, a few or many types of vehicles.

The estimated driving distance of each car is 10 000-40 000 km per year.



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## Procurement objectives

- Why did the public procurer in this case go for green tender?
  - To follow national, regional, local climate targets
  - To procure in the frame of the SEAPs – part of Covenant of Mayors' obligations
  - To reduce CO<sub>2</sub>, save energy and costs.
  - To increase the share of cars with a lower environmental impact

To get more competition and more suppliers attending they separated the tender making it possible to submit a tender for one or many vehicles.

## Procurement approach

- Evaluation was carried out on the most economical beneficial tender taking the weighted criteria into consideration; price 80%, service: 15%, and working environment: 5%. One supplier was approved per vehicle type.
- No evaluation considered the environmental requirements. Minimum environmental requirements must be fulfilled.
- Vehicle type 1-3 (passenger vehicles):
  - Ethanol E85 vehicles are allowed maximum emissions corresponding to 8,1 litres gasoline per 100 km
  - Gasoline and diesel vehicles are allowed maximum emissions of 115 grams of CO<sub>2</sub> per km
- Vehicle type 4 (passenger vehicles 4-wheel drive)
  - Diesel vehicles are allowed maximum emissions of 160 grams of CO<sub>2</sub> per km
- Vehicle type 5 (Low weight van)
  - The vehicle is, with mixed ways of driving, allowed maximum 230 grams of CO<sub>2</sub> emission per km., or use of alternative fuels.
  - The vehicle must fulfil Euro 5 emission requirements
- Verification information from the road traffic register or equivalent foreign register, information from the vehicle manufacturer.



## Criteria development

- The development of environmental criteria is based on the municipal goals and policy for sustainability to reduce CO<sub>2</sub>-emissions and to increase the use of alternative fuels. The criteria, developed from previous experiences, challenged the suppliers, and ensured a competitive amount of tenders - In small municipalities it can be difficult to get more than one tender, especially if the requirements are too demanding. The national recommendations from the procurement authority are also considered in the development of the criteria.
- There is regular discussions and cooperation between procurers on a regional level and other actors, such as Energy Agency for Southeast Sweden and County Administrative board of Kronoberg, who tries to strengthen network, dialogue, and the spread of good examples.

## Results

The results of the procurement are

- Reduced CO<sub>2</sub>-emissions
- More fuel efficient cars
- The reduction of CO<sub>2</sub>-emissions is calculated from a comparison of the fuel consumption and emissions of 17 old and 17 new cars. All taking the estimated yearly driving distances of 2500 km per year into consideration.



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	CO <sub>2</sub> e emissions	Energy consumption
Low Carbon Solution	56308 kg CO <sub>2</sub> /year	N/A
Last Tender/or „worst case“	89662 kg CO <sub>2</sub> /year	N/A
Total savings	33355 kg CO <sub>2</sub> /year	N/A

## Lessons learned

- At this stage there was not much information available of other results and lessons learned, but hopefully this case study can be updated with more details before the end of the project.
- One good experience was to separate the procurement and allow tendering only one or a few vehicles and types of vehicles. This allowed more suppliers to join the procurement.

## Contact

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## About PRIMES

Across six countries in Europe; Denmark, Sweden, Latvia, Croatia, France and Italy, PRIMES project seeks to help municipalities overcome barriers in GPP processes, many of which lack capacity and knowledge.

PRIMES aims to develop basic skills and provide hands-on support for public purchasing organisations in order to overcome barriers and implement Green Public Purchasing. This will consequently result in energy savings and CO<sub>2</sub> reductions.– [www.primes-eu.net](http://www.primes-eu.net)

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## About GPP 2020



GPP 2020 aims to mainstream low-carbon procurement across Europe in support of the EU's goals to achieve a 20% reduction in greenhouse gas emissions, a 20% increase in the share of renewable energy and a 20% increase in energy efficiency by 2020.

To this end, GPP 2020 will implement more than 100 low-carbon tenders, which will directly result in substantial CO<sub>2</sub> savings. Moreover, GPP 2020 is running a capacity building programme that includes trainings and exchange. – [www.gpp2020.eu](http://www.gpp2020.eu)



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### Disclaimer

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