



Heavy Duty vehicle (HDV) procurement

Bourg en Bresse

Truck (maximum towing weight 7 t) for parks management



(c) Etablissements Coquidé

Standard product / conventional tender

- Old tender consumption > 12.5l/100 km
- Emissions : Euro 1
- .

GPP (PRIMES) tender

- .New tender consumption 11 l/100 km
- Emissions ≥ Euro 5
- .
- .

Results

- CO2 savings 12 %
- Energy savings 12 %

Introduction to case

1.1 PITCH-TALK – SUMMARY

- The department of the technical services in charge of parks and gardens of the city of Bourg en Bresse tendered this heavy duty vehicle (towing weight 7 t) to replace a vehicle of the same size aged 21 years.

1.2 CASE CONTENT AND ISSUE

- This procurement clearly aimed both to replace a quite old vehicle (21 years old) used by the department of the technical services in charge of parks but also to increase vehicle performance and reduce air pollution, CO2 emissions and fuel consumption (both to protect the environment but also to reduce budget costs). It wasn't easy to find a similar electric vehicle (i.e in the same technical category) so the city of Bourg en Bresse preferred to buy a gas-oil vehicle who has better environmental and energy performances.

1.3 SOLUTIONS APPLIED

The choice was to buy a new vehicle with improved Euro performance (at least Euro 5) but also other environmental specifications. Some environmental specifications were also used to award the vehicle.

Tender features

- Subject matter: Tendering for a heavy vehicle (towing weight 7 t) for parks and gardens
- Value of the contract: 32 000 € (excluding VAT)
- Type of procedure: Open
- Type of contract: supply
- Nature of contract: direct
- Division in lots : no

Procurement objectives

- Why did the public procurer in this case go for GPP?
 - GPP is mandatory in France and a new law strengthens even more the obligations about it from 1st April 2016. Political decision makers and technical officers of Bourg en Bresse municipality are very committed to sustainable urban development.
 - The main aim was to replace a very old vehicle first but also to do it with new environmental specifications, so that it will be possible to reduce CO2 emissions, air pollution and energy consumption.
- What is innovative about your GPP example?
 - Even if this tender is not so much innovative it is worth mentioning that environmental criteria was awarded with a quite high weight (30 % of the final notation).
 - LCC wasn't addressed because at this time this issue wasn't clearly admitted: until now in France it was only possible to take into account environmental specifications directly linked with the needs. It would be different now because since 1st April it is possible to use every stage of the life's cycle and consider environmental specifications.

Procurement approach

- “Tendering for a heavy vehicle (towing weight 7 t) for parks and gardens”:
 - **Technical specification:**
 - Euro 5 as a minimum
 - Power : 120 – 130 hp
 - Fuel consumption : between 9 and 12,5 l / 100 km
 - Exhaust gas recycling
 - Max empty weight
 - Noise level : < 80 dB
 - 3 years warranty
 - **Verification:** Technical fact sheet
 - **Award criteria:**
 - Price 40 %
 - Technical specifications 30 %
 - Environmental criteria 30% (it depends on fuel consumption and Co2 emissions, recycled material rate, recyclability of truck rate and noise performance).
 - **Verification:** Technical fact sheet

Criteria development

The environmental criteria were developed by using EU GPP toolkit, clean vehicle directive (2009), some of the technical specifications coming from Procura + and previous experiences from the regional and national networks on GPP (several meetings have been held about it by the regional network). A first draft was submitted and then discussed with the municipality. Very recently more than 20 members of the regional network also accepted to re write this old document and update it.

Results

- This procurement is achieved. The CO₂ reductions and energy savings are 12 % of previous energy consumption due to low fuel consumption and Euro 5 standard.

	CO ₂ e emissions	Energy consumption
Low Carbon Solution	2.32 t CO ₂ /year	1.28 toe/year
Last Tender/or „worst case“	2.64 t CO ₂ /year	1.46 toe/year
Total savings	0.32 t CO ₂ /year	0.18 toe/year

- Calculation basis
 - 11 l/100 km. Last tender 12.5 l/100 km
 - CO₂ emissions was calculated by taking the yearly amount of fuel (6000 km) and multiplying it with the CO₂ emissions per liters (2.7 kg CO₂/l).
- It was also interesting to notice that there wasn't any difference of cost between this last offer and the previous one.

Lessons learned

- How did the market respond? Was it difficult to get bids/offers? Despite of what was thought before the procurement, it wasn't difficult for Bourg en Bresse to have some answers from the bidders.
- How difficult or easy was it to define tender criteria? The operators were interested by this approach but were missing information about GPP and didn't know at all for instance EU GPP criteria.
- Some recommendations for other interested procurers? Don't hesitate to spend some time with potential bidders to discuss with them before the tender itself so that it will be easier for them to answer and understand your needs about environmental specifications.

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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 CO₂ reductions.– www.primes-eu.net

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 CO₂ savings. Moreover, GPP 2020 is running a capacity building programme that includes trainings and exchange. – www.gpp2020.eu



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