



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 724101



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION



Zero emission deliveries through smart procurement

PROCUREMENT OF INNOVATIVE
SOLUTIONS FOR ZERO EMISSION URBAN
DELIVERY OF GOODS AND SERVICES

Simon Clement, ICLEI – Local Governments for Sustainability

22 November 2018 | Polis Conference 2018

Manchester, UK

Our starting point – sustainable mobility



European cities face key challenges:

- Achieving efficient, uncongested and seamless mobility
- Reducing CO₂ emissions
- Minimising local emissions of PMs, NO_x and noise
- Meeting ever stricter public budgets

Transport and procurement

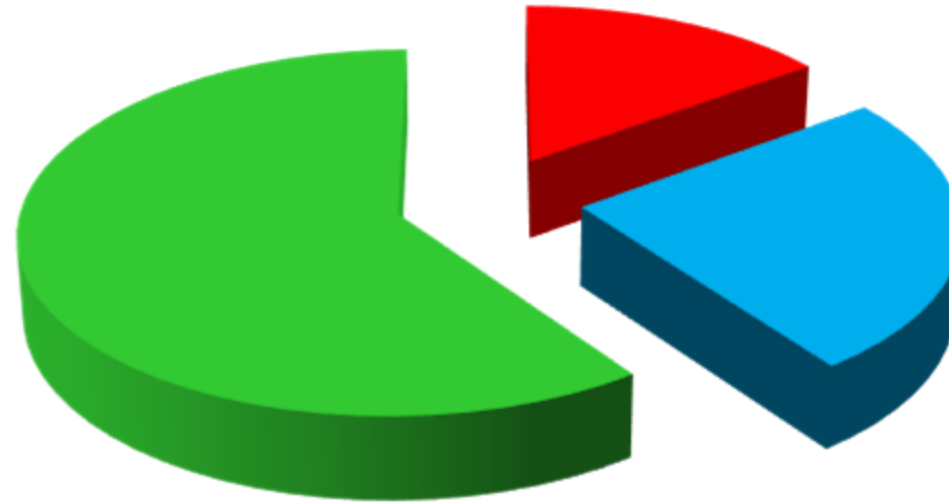


Almost all procured contracts involve transportation

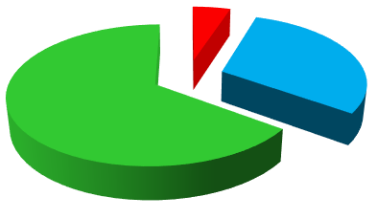


Role of procurement

Impact of local government operations on vehicle trips in the city



- Cat 1: Own fleet vehicles
- Cat 2: Purchased transport services
- Cat 3: Delivery of other goods and services



?



Procurement categories

1. Own fleet

- Garbage trucks
- Office car fleet
- Maintenance staff
- ...

2. Purchased transport services

- Bus services
- Social transportation
- School transport
- ...

3. Other goods and services

- Construction
- Road maintenance
- Office supplies
- Cleaning services
- School catering
- ...

BuyZET project

- Procurement of innovative solutions for zero emission urban delivery of goods and services
- 10 cities involved
 - › Core cities: Rotterdam, Oslo, Copenhagen
 - › Observer (partner) cities: Southampton, Brussels, Bologna, Jerusalem, Bielefeld, Manchester and Munich
- Timeline: Nov 2016 – Apr 2019
- Website: www.buyzet.eu



BuyZET – Phase 1: Footprint mapping

1. Identify goods and service procurement areas with highest 'transportation footprint'.
2. Select two procurement areas to focus on per city

(Methodology: <http://www.buyzet.eu/wp-content/uploads/2017/12/Deliverable-2.1-BuyZET-final-20170227.pdf>)



Footprint mapping - results

Copenhagen

	Tonnes CO ₂
Category 1 – Own fleet	2.964
Category 2 – Transport service	39.097
Category 3 – Delivery of goods and services	7.551
Total for Copenhagen	49,612



Footprint mapping - results

Oslo

City of Oslo	Tonnes CO ₂	Kilograms CO	Kilograms NO _x	Kilograms PM
Transport service Category 1	2,377	3,249	10,434	380
Transport service Category 2	2,159	2,635	6,177	89
Transport service Category 3	1,302	1,716	4,299	83
Total for transport service Categories	5,838	7,600	20,910	552
Public transportation	16,934	N/A *	64,960	6,093
Total for the City of Oslo	22,772	7,600	27,406	6,645

Footprint mapping - results

Rotterdam

Emissions	Tonnes CO ₂	kg NO _x	kg PM	kg SO ₂
Category 1 – Own fleet	6,633	48,190	1,163	39.9
Category 2 – Transport service	19,420	112,984	3,833	114.6
Category 3 – Delivery of goods and services	2,632	8,321	676	18.6
Total for Rotterdam	28,685	169,494	5.672	173.1

Prioritisation



- **Meaningful:** the emission reduction realised has to be significant.
- **Doable:** it has to be possible to realise the changes.
- **Visible:** the achieved results have to be clear and demonstrable to people within and outside the organisation.
- Potential for **snowball impact** on the wider impact
- **Replicable** within the organisation

BuyZET – Phase 2: Research & Dialogue

1. Market dialogue with all key supply chain actors
 2. Internal stakeholder involvement
 3. European best practice research
 4. Identify other key buyers for co-operation
- August 2017 – July 2018



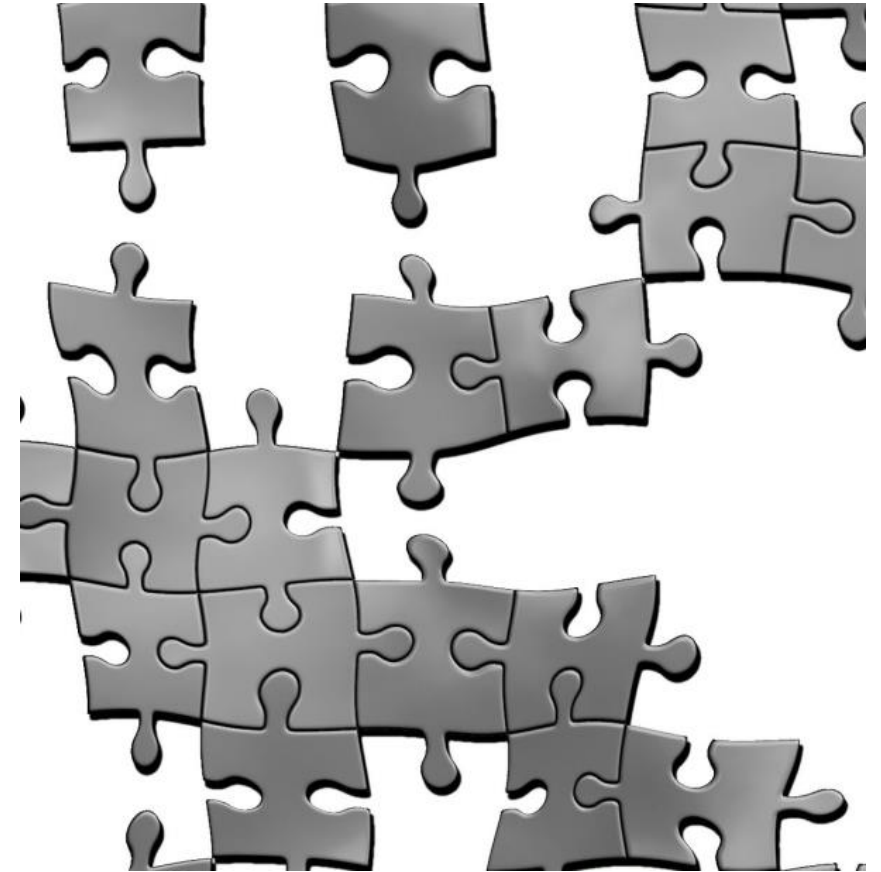
1 – Maintenance and repair services

- Contract clauses requiring an increase in usage of ZE vehicles
- Requiring contractors to join a fleet management scheme (e.g. EcoStars)
- Make storage space and recharging infrastructure available
- Split contracts geographically
- Setting award criteria or tender specifications on ZE use (or combination)



2 – Consolidation of public deliveries

- Consolidation needed on both supply and demand side
- Collaboration between delivery companies unlikely without intervention (but such intervention may be welcomed)
- Unclear if (subsidy free) business case exists for consolidation centre based on public deliveries
- Would likely need complementary measures



3 – Facility waste collection

- Zero-emission waste trucks already existing for most uses (though more expensive)
- Potentially area of collaboration between cities (though technical and administrative barriers exist)
- Aiming to develop local authority joint statement of demand in Norway



4 – Construction material consolidation

- Sand deliveries = biggest transportation footprint in Rotterdam
- Construction materials purchased directly by the city
- Pilot project starting to deliver sand from central hub to all sites by EV



Get involved

Sign up to our Interest Group:

- › **Access** to project meetings and study visits
- › **Participation** in regular city update and thematic webinars
- › Further **updates** on project activities
- › Opportunity to **join** buyers groups
 - Identify and engage with other public/private buyers = collaborative procurement actions



Contact us

Reach us:

Visit the project website: www.buyzet.eu

Join the discussion at the BuyZET Procurement Forum Group:
<https://procurement-forum.eu/>

Follow BuyZET on Twitter: [@BuyZETproject](https://twitter.com/BuyZETproject)

Join the BuyZET LinkedIn Group: [BuyZET Project](#)

For more information:

Simon Clement

BuyZET Co-ordinator, ICLEI – Local Governments for Sustainability

Phone: +49-761 / 3 68 92-0

Email: simon.clement@iclei.org

Giacomo Lozzi

Urban Freight Coordinator, Polis Network

Phone: + 32 2 5005686

Email: glozzi@polisnetwork.eu

Partners:

