What does the new EU Clean Vehicles Directive mean for GPP?

Road transport is responsible for 73% of transport-related greenhouse gas (GHG) emissions in the European Union (EU), and around 20% of the EU’s total GHG emissions (source), making it one of the most important areas of action in the transition to a low-carbon society. The new clean vehicles directive (2019/1161), which enters into force in August 2019, has enhanced the public sector’s ability to demand clean mobility solutions in public procurement tenders, with the goal of supporting the further deployment of clean vehicles across the EU.

One of the main developments in this revision process has been the inclusion of a new definition of ‘clean vehicle’, which brings the Directive into line with Europe’s 2030 climate and energy targets. This includes new minimum procurement targets for each category of vehicle and for each Member State.

The scope of the Clean Vehicle Directive was also broadened to include forms of procurement other than vehicle purchase, including vehicle leasing and vehicle service contracts such as transport services, mail and parcel services, and refuse collection. Finally, the monetisation methodology introduced by the original Clean Vehicles Directive has been abolished.

To read the full article, click here.

Power of NGOs in supporting green procurement actions

Between April 2016 and April 2019, ICLEI – Local Governments for Sustainability, the Regional Environment Center for Central and Eastern Europe (REC) and the European Environmental Bureau (EEB), facilitated the establishment of a European Commission-funded network on GPP for non-governmental organisations (NGOs).

The aim of the European NGO Network on GPP was to support the promotion of GPP policies and practice, and provide NGOs with the capacities and knowledge required to act as local ‘change agents’. With members from 16 different EU countries, the activities of the NGO Network clearly demonstrated that NGOs have a powerful role in fostering GPP across Europe. They can promote good practice, act as a watchdog, play an intermediary role between the public sector and citizens and businesses, and can even provide technical assistance on specific goods, services or supply chains.

To read the full article, click here.
GPP good practice

Procuring energy efficient indoor lighting-as-a-service in Mechelen (Belgium)

When planning the procurement of lighting for four buildings, the City of Mechelen wanted to explore low energy solutions that would also meet the requirements of a circular economy. As such, they decided to use the innovative approach of procuring lighting-as-a-service. This means that rather than buying lighting fixtures upfront, they instead concluded a 15-year contract for lighting services. The main difference between lighting-as-a-service, as opposed to buying lamps as a physical product, is that the supplier maintains ownership of the lighting fixtures and must guarantee their continued maintenance and efficiency.

Offering products-as-a-service is an integral part of the circular economy. When the supplier maintains ownership of a product, there is more incentive to maintain, repair, and recycle resources, as well as make continuous efficiency improvements. Mechelen estimate that procuring lighting-as-a-service will save around 50,500kWh of energy per year, or €15,000 per year (taking into account energy price rises), as well as an annual 9.6 tonnes of CO₂ savings.

Download the full case study here.

An electric vehicle car sharing service for city workers and citizens in Lappeenranta (Finland)

In 2017, the City of Lappeenranta in south-eastern Finland decided to take an innovative approach to procuring vehicles. In addition to converting to a fully electric fleet, it also wanted to make these vehicles available to other users, such as residents, businesses and tourists. The goal of the procurement was to reduce vehicle costs and CO₂ emissions, and promote a wider shift to electric mobility.

Over three years, it is estimated that a minimum 36 tonnes of CO₂ will be saved. Lapperananta has managed to reduce its car fleet, as well as increase the productivity and minimise the cost of vehicles by making them available to third parties outside of office hours. Residents are also provided opportunities to test and use electric cars, contributing to wider mobility behavior change.

Download the full case study here.

To read more GPP examples, visit the European Commission’s GPP website. Previous issues of the GPP News Alert are available here.