



Purchase of electric and hybrid vehicles

Société Dauphinoise de l'Habitat (SDH)

CO2 savings through the purchase of clean fleets



Standard product / old tender = benchmark

- standard vehicles
- no emissions, no consumption criteria have been used

GPP tender

- Euro VI criteria
- Low emissions
- Low consumption

Results

- 1.4 toe energy savings (/year)
- 3.5 t CO2 savings (/year)

Introduction to case

1.1 PITCH-TALK

SDH (french social housing company) has decided to renew a large part of its fleet by purchasing both thermal and cleaner vehicles and electric vehicles, resulting in a total of 45 vehicles.

1.2 CASE CONTENT AND CASE ISSUE

As part of its environmental policy, SDH decided to renew a part of its fleet by purchasing vehicles with low consumption and less polluting vehicles, electric vehicles and hybrids vehicles. To this aim, a consultation has been launched for 45 vehicles which will be selected not only for their price but also for their environmental and energy performance.

SDH is engaged in an internal procedure designed to take into account sustainable development gradually in most of its markets. The car market is one of the first major markets considered in this new policy.

1.3 SOLUTIONS APPLIED

This is a supply contract to renew SDH's car fleet.

Contract tendered

- a) Tender for 45 cars purchased by the SDH (public social house company)
- b) Value of the contract : 803 600 € (excluding VAT)
- c) Type of procedure : open
- d) Type of contract : supply, 48 month contract
- e) Nature of contract : direct
- f) Divisions in lots : 5 Lots tendered – Lot 1 and 2: two electric cars each, Lot 3 thirty diesel and gasoline cars; Lot 4: one diesel car and Lot 5 five hybrid vehicles

The case study is related to and explains Lot 1, Lot2 and Lot 5.

Procurement objectives

The sustainable development plan of the SDH is aiming to implement green public procurement more intensively in its purchasing in the future.

Procurement approach

Tendering followed the open procedure, and was in this case divided into the above referred lots whereas the division of Lot 1, Lot 2 and Lot 5 has been detailed as follows::

Lot 1: 2 electric vehicles	
Technical specifications <ul style="list-style-type: none"> - Recycled material in the vehicle and waste <2.5 % of the weight - Deconstruction process - Noise < 75 dB 	Award criteria <ul style="list-style-type: none"> - Price : 50 % - Technical : 20 %, including <ul style="list-style-type: none"> - Comfort - Guarantee time



	<ul style="list-style-type: none"> - Environmental : 30 %, including - Electricity consumption - Share of recycled material
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Lot 2: 2 electric vehicles	
Technical specifications <ul style="list-style-type: none"> - Recycled material in the vehicle and waste ≤ 2.5 % of the weight - Deconstruction process - Noise < 75 dB 	Award criteria <ul style="list-style-type: none"> - Price : 50 % - Technical : 20 %, including <ul style="list-style-type: none"> - Comfort - Guarantee time - Environmental : 30 %, including <ul style="list-style-type: none"> - Electricity consumption - Share of recycled material

Lot 3: 30 diesel or gasoline vehicles	
Technical specifications <ul style="list-style-type: none"> - Emissions standard: EURO 6 VI - NOx, PM emissions (g/km) - CO₂ emissions : maximum 110 g/km - Fuel consumption (l/100km) - Recycled material in the vehicle and waste ≤ 2.5 % of the weight - Deconstruction process - Noise < 75 dB 	Award criteria <ul style="list-style-type: none"> - Price : 50 % - Technical : 20 %, of which including <ul style="list-style-type: none"> - Comfort - Guarantee time - Environmental : 30 %, of which including <ul style="list-style-type: none"> - Emissions - Emissions - Fuel consumption - Share of recycled material

Lot 4: 1 diesel or gasoline vehicle	
Technical specifications <ul style="list-style-type: none"> - Emissions standard: EURO 6 <u>VI</u> - NOx, PM emissions (g/km) - CO₂ emissions : maximum 110 g/km - Fuel consumption (l/100km) - Recycled material in the vehicle and waste <2.5 % of the weight - Deconstruction process - Noise < 75 dB 	Award criteria <ul style="list-style-type: none"> - Price : 50 % - Technical : 20 %, of which including <ul style="list-style-type: none"> - comfort - Guarantee time - Environmental : 30 %, of which including <ul style="list-style-type: none"> - Emissions - Emissions - Fuel consumption - Share of recycled material

Lot 5: 5 hybrid vehicles	
Technical specifications <ul style="list-style-type: none"> - Emissions standard: EURO VI - NOx, PM emissions (g/km) - CO₂ emissions : maximum 110 g/km - Fuel consumption (l/100km) - Recycled material in the vehicle and waste <2.5 % of the weight 	Award criteria <ul style="list-style-type: none"> - Price : 50 % - Technical : 20 %, of which <ul style="list-style-type: none"> - Comfort - Guarantee time - Environmental : 30 %, including <ul style="list-style-type: none"> - Emissions

- Deconstruction process	- Fuel consumption
- Noise < 75 dB	- Share of recycled material

Contract clauses

- Process of dismantling
- Air emissions (Euro VI)
- Fuel consumption
- Share of recycled or renewable material in the vehicle

Award criteria :

- Price (50 %)
- Technical performance (20 %)
- Environmental criteria (30 %)



Criteria development

The environmental criteria were developed by using the EU GPP toolkit, the technical specifications coming from European Directive (Clean vehicle directive), several publications coming from ICLEI and Clean fleets, and previous experiences from our regional and national networks on GPP. A first draft was submitted and then discussed step by step with SDH.

Results

This procurement is achieved.

	t CO2e/year	Energy consumption toe/year
Low Carbon Solution	33.95	13.58
Last Tender/or „worst case“	48.37	19.35
Total savings	14.42	5.77

Lessons learned

- g) the operators and procurement department were still requiring information about GPP but were very interested by the proposal
- h) It's easier to work both with people in charge of procurement and sustainable development
- i) The technical specifications and the methodology used to build them are also highly

replicable for all people in charge of vehicle procurement.

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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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related to the procedure please contact the partner as indicated in this document.

