Pathways to zero emission delivery – Initial Analysis Report

CITY OF COPENHAGEN

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Executive summary

Within the BuyZET project each city partner has carried out a mapping exercise to identify a shortlist of procurement areas which have the biggest impact on transport emissions within the city <LINK>.

This Initial Analysis Report explores potential pathways to zero emission delivery for these shortlisted areas, through discussion with internal stakeholders, and dialogue with other European cities and projects.

The report is intended to act as the basis for in-depth market engagement activities to identify innovative solutions.

The preliminary research, dialogue within the organization as well as stakeholder and market dialogue has resulted in the narrowing the shortlist down to the two procurement areas that we will focus on is a consolidation approach both regarding a general platforms and ICT equipment, and service contracts (Plumbers, Electricians, Cleaning services, window cleaning, graffiti removal service).

BuyZET project

BuyZET is a Horizon 2020 project that looks into the procurement of innovative solutions for zero emission urban delivery of goods and services.

The main goals of BuyZET project are:

- To boost demand for zero emission vehicles (ZEVs) and other zero emission urban delivery solutions on the European market;
- To develop procurement plans to achieve zero emission urban delivery of goods and services to the public sector, and thereby
1. Prioritisation process

The City of Copenhagen entered into the BuyZET project on the shoulders of the city’s policies and goals for environment and climate. Most prominent of these is the ambitious goal of becoming CO2 neutral by the year 2025. Therefore, the potential for CO2 reduction obviously played a central role in choosing the two procurement areas. But in the process of narrowing the shortlist down to two procurement areas, factors besides those directly related to reduction of emitted CO2 were also considered. In order to give the chosen procurement areas focus in the organization, the City of Copenhagen’s political focus was also taken into account. Furthermore, factors as influence and replicability were also factors in the deciding process (e.g. technical, organizational and legislative factors also play a part and have to be taken into account).

1.1. Prioritisation methodology

Firstly, the primary interest of the City of Copenhagen is on the embedded transport related to our procurement of services and goods. So even though we in category 2 find the procurement areas with the largest CO2 emission, we will not focus on this area, because it is mainly about technological challenges and development. The technology is still very expensive and due to the annual spends on these contract areas it is non proportional to ask our suppliers to change their fleet. Therefore, category 2 was emitted.

Secondly, there were not assigned a weighting to each of the criteria. Instead, for each of the shortlisted procurement areas, all the criteria was evaluated subjectively, resulting in an overall conclusion on which procurement categories to narrow the project down to.

Thirdly, besides looking solely on the individual procurement areas, we also looked into the possibility of combining a lot of the smaller procurement areas, and hence get a big potential CO2 reduction. This consolidation of procurement areas was considered both on the external level of consolidation of deliveries from the distributor, but also on the internal level of consolidation of orders within the organization.

Finally, discussions with both internal and external stakeholders have been key in defining the final selection of areas, in terms of identifying potential opportunities and partnerships.

1.2. Applied criteria for prioritisation

To select the final priority procurement areas to be addressed by Copenhagen in the BuyZET project the following criteria were used:

1. CO2 footprint
2. Local political focus (e.g. congestion, local air quality, liveability, traffic safety)

3. Ability to influence procurement process

4. Replicability

5. Project priorities

The criteria are elaborated below.

1.2.1 CO2 footprint

Based on the results from the mapping report, the following procurement areas were shortlisted, due to having the highest amount of emitted CO2, within each of the two categories below:

<table>
<thead>
<tr>
<th>Procurement area</th>
<th>Category</th>
<th>CO2 emit. In tonnes (pct category total)</th>
<th>Distance travelled km</th>
<th>gram NOx</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport of citizen</td>
<td>2</td>
<td>3.641 (9%)</td>
<td>No data</td>
<td>No data</td>
</tr>
<tr>
<td>Courier services</td>
<td>2</td>
<td>2.008 (5%)</td>
<td>No data</td>
<td>No data</td>
</tr>
<tr>
<td>Food and beverage</td>
<td>3 - goods</td>
<td>1.233 (16%)</td>
<td>1.339.275</td>
<td>5.995.550</td>
</tr>
<tr>
<td>Components for ICT</td>
<td>3 - goods</td>
<td>503 (7%)</td>
<td>612.845</td>
<td>602.350</td>
</tr>
<tr>
<td>Personal paper products and accessories</td>
<td>3 - goods</td>
<td>361 (5%)</td>
<td>387.951</td>
<td>203.799</td>
</tr>
<tr>
<td>Independent living aids</td>
<td>3 - goods</td>
<td>296 (4%)</td>
<td>309.667</td>
<td>304.655</td>
</tr>
<tr>
<td>Building and Construction and Maintenance Services</td>
<td>3 - services</td>
<td>259 (3%)</td>
<td>290.536</td>
<td>77.301</td>
</tr>
<tr>
<td>Transportation, storage and mail services</td>
<td>3 - services</td>
<td>249 (3%)</td>
<td>286.332</td>
<td>1.194.445</td>
</tr>
<tr>
<td>Facility Service</td>
<td>3 - services</td>
<td>193 (3%)</td>
<td>209.813</td>
<td>150.559</td>
</tr>
<tr>
<td>Marketing and distribution</td>
<td>3 - services</td>
<td>191 (3%)</td>
<td>260.979</td>
<td>1.187.022</td>
</tr>
</tbody>
</table>

Table 1 Shortlist of procurement areas

In the process of narrowing the shortlist down to two procurement areas, potential for CO2 reduction obviously played a central role in choosing. But the category with the highest emitted CO2, is not necessarily is the category that has the biggest potential for CO2 reduction, since it might not be possible to eliminate the entire amount of CO2 in a given procurement category. This is due to the fact, that e.g. technical, organizational and legislative factors also play a part and has to be taken into account.
1.2.2 Local political focus

Local political focus was chosen as a criterion to take into account, in order to give the chosen procurement areas focus in the organization, and hence making it easier to get the organization to support activities within the chosen procurement areas. In Copenhagen, a main target is to become carbon neutral by 2025, hence reducing CO2 emission is an important driver for implementing changes in Copenhagen. But the chosen procurement areas will also benefit from playing into the following political focus areas:

Copenhagen is not complying with the European limits for air quality with regard to nitrogen dioxide (NO2) although environmental restrictions on heavy duty vehicles have been set up within the Copenhagen metropolitan area. Therefore, there is a political focus on lowering emissions of NO2 as well as particles. This also plays into the important agenda on Copenhagen being a liveable city.

Like many large cities, Copenhagen is challenged by congestion. Solutions to reduce congestion will therefore have political focus.

Copenhagen has a major focus on cyclists. Lots are being done in order to get more citizens to use their bikes more. Surveys shows, that one of the major deterrents from using the bike in Copenhagen is traffic safety issues. Initiatives that will reduce congestion, especially from large trucks, will therefore play well into the political agenda on cycling.

1.2.3 Ability to influence procurement process

The ability to influence the procurement process was a criterion in deciding the procurement areas, i.e. that the City of Copenhagen should have a good possibility to affect the procurement areas in question (e.g. own tenders, and e.g. not being reliant on getting national legislation changed in order to succeed).

1.2.4 Replicability

The two procurement areas chosen only represent the tip of the iceberg. Therefore, the possibility to replicate the solutions found to other procurement areas was a criterion, so that a lot more CO2 could be eliminated from other procurement areas in a replicable way.

1.2.5 Other project priorities

From the beginning it has been clear that we in this project primarily were interested in focusing on the embedded transport related to our procurement of services and goods.

Even though we in category 2 find the procurement areas with the largest CO2 emission, we will not focus on this area, because it is mainly about technological challenges and development. The
technology is still very expensive and due to the annual spends on these contract areas it is non proportional to ask our suppliers to change their fleet.

It has also from the beginning of the project been decided that we didn’t want to look into the procurement category “Food and beverage” partly because there already is a lot of consolidation. We mainly use one supplier for most of the daily deliveries of meat, dairy, fruit, vegetables etc. to the different institutions. Secondly we know it’s a difficult area because the cold chain must not be interrupted.

1.3. Stakeholders involved

As a starting point we have presented the BuyZET project and the results from the mapping exercise to several internal and external stakeholders, to insure engagement and knowledge sharing as well as to make sure that we are aware of close links or cross cutting elements to other projects. In the following we will present the key points from the stakeholder dialogue.

Also, internally we have been seeking support for the short listed procurement areas, and externally knowledge on how to achieve zero emission transportation.

A brief summary of each stakeholder is provided below.

1.3.1 Internal stakeholders

Technical and Environmental Administration

In the Technical and Environmental Administration the city’s political wishes are transformed into strategies, plans and goal. These areas are relevant to follow closely to make sure that the recommendations from the BuyZET project will be aligned with the strategies, plans and goals and that the areas support each others. Furthermore, the stakeholder dialogue has served to ensure engagement and opening possibilities for implementing the results and findings from the BuyZET project.

The different activities related to green mobility and clean air strategies are also relevant to follow and see if we can work together within the framework of BuyZET. There are different activities related to freight, like for example partnership with private companies and deliveries by bikes. There might be some possibilities to work together to achieve synergies. We will look further into this during the next phase of the project.

Child and youth administration

The procurement unit from the Child and Youth administration was the second administration that was given a presentation of the BuyZET project.
They have occasionally mentioned that they are interested in looking into different possibilities related to optimizing the deliveries for the institutions under the administration. One of the reasons is partly because they in general focus on their environmental impact, but also because of the challenges they face regarding traffic around the institutions and their focus on safe routes to schools – many of those in densely populated areas. A third general focus in the city is how to release more time to core activities. Here they see a possibility in the consolidation of deliveries which will liberate time to core activities.

Central Procurement Unit

The BuyZET project has been presented to the central procurement unit in Copenhagen who are in charge of the mandatory framework agreements that all the city’s administrations are obligated to use. They are also the ones represented in the working groups set down by SKI\(^1\), who makes framework agreements on behalf of the Danish local authorities.

A close collaboration with the central procurement unit is crucial to implement the results and the findings from the BuyZET project.

The procurement director Allan Åge Christensen has been presented with the result from the project as well as the idea to work with a consolidation approach which he finds interesting from a cost saving/efficiency perspective. Allan was involved in the process when the Capital Region was implementing their consolidation centre and there is a lot of knowledge to obtain from the Capital Region.

1.3.2 External stakeholders

ATEA

ATEA\(^2\) is a supplier of ICT equipment like computers, electronics and accessories. They have won a SKI framework agreement and are therefore the supplier of electronic equipment for most of the local authorities in Denmark. They also have market shares in other Nordic countries. From the mapping exercise it became clear that there were quite some transport linked to the contract. We have initiated the dialogue with ATEA to learn more about how they organize their deliveries and what possibilities they see to lower the emissions within their contract area.

\(^1\) National Procurement LTD

Municipality of Roskilde

The municipality of Roskilde is a smaller Danish city of around 40,000 inhabitants. They have just started to corporate with City Logistik, which is a small Danish company that sells consolidation solutions. We went there to learn more about why the politicians in Roskilde made this decision and to learn more about the city’s experiences with implementing and using the consolidation solution.

The Danish Partnership for Green Public Procurement

The Danish partnership for Green Public Procurement\(^3\) is a collaborative effort of public organisations that are committed to making extra efforts in partnership with other organisations to reduce their environmental impact from their procurement actions and drive the market in a greener direction. The Partnership is founded by the Danish Ministry of Environment and has 16 members that count municipalities regions, a Danish water and wastewater company and the Ministry of the Environment and Food. All together the partners stand for approximately 17 percent of the total public spend in Denmark.

The City of Copenhagen is involved in a working group set up by the partnership to revise and update the criteria regarding transportation. We think it will be relevant to follow this work closely to see if would be relevant to work together with the partnership to implement the results from the BuyZET project. We have presented the results from the mapping exercise and next step will be to see if the partners are interested in working with the same areas that we choose to focus on.

1.4. Decision on procurement areas

Based on the above mentioned criteria, consolidation was chosen as the first area and Craft and facility management services was chosen as the second.

Consolidation was chosen because it plays very well into all our criteria. It gives us the possibility to combine many areas, hence gaining a potential for a large CO2 reduction. The areas of political interest, congestion, local air quality and traffic safety, all have a potential for improving when using consolidation. We have a lot of influence on the process and the solution can be replicated to most procurement areas. Finally there is also an interest from the Central Procurement Unit.

Craft and facility management services were chosen because it has a relatively high share of the total CO2 emission within category 3. It will be possible to replicate this to several other service categories where the supplier uses own vehicles. Also, we will have the ability to influence

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\(^3\) http://www.gronneindkob.dk/
procurement process through our tenders and it plays well into the political agenda on congestion and local air quality.

2. Procurement area 1 – Consolidation

The first procurement area that we will focus on is consolidation.

We will explore two different approaches to consolidation:

A. Consolidation of deliveries from several suppliers
B. Consolidation of orders placed

In the following we describe the two different ways we will work with a consolidation approach.

2.1. Procurement area 1A – Consolidation of deliveries from several suppliers

Firstly, we will explore consolidation of several of the (smaller) procurement areas in category 3 (goods). Although the individual procurement areas may not be that significant, we expect it will be possible to address the issues regarding CO2 emission related to embedded transport in the same way in several areas, and thus get a bigger impact. The solutions found are expected to be replicable to many procurement areas. The specific areas to be consolidated are not chosen yet, but will be chosen among possible areas, pending a further investigation of contract terms organizational barriers etc. regarding each individual procurement area.

2.1.1 Current procurement approach

Today, there is no known consolidation taking place. Goods are ordered individually from each of the city’s units/locations. The supplier (or his distributor) probably pools several deliveries in a specific area into one trip, but this will have to be investigated. Coordination of deliveries to the same units/locations between different suppliers is, to our knowledge, not taking place. A distributor might do some coordination/consolidation, if he is delivering for several suppliers, but this is not done at a coordinated level.

2.1.2 Potential pathways to zero emission delivery

We plan to investigate a scheme to consolidate the selected procurement areas. We will focus the consolidation in an area in a limited geographical part of Copenhagen, where the city as well as the
location of the city’ units are dense, and in that way creating a potential for getting benefits from consolidating (CO2 emission, economically, congestion, traffic safety, local environment).

2.1.3 Potential for buyers’ group

For all the selected areas within the BuyZET project we will look at the possibility to work together with the Partners in the Danish Partnership for Green Public Procurement (for more about the partnership see page 7).

If the partnership supports the results and the recommendations that we come up with within the framework of the BuyZET project we have the leverage to influence the market.

The Danish Partnership has also made an agreement with SKI about implementing the criteria that the partnership makes in their framework agreement and this gives us the possibility to have an even greater impact.

Buyers groups and consolidation perspective

The results from the work regarding the establishment of an actual consolidation centre is more relevant for bigger cities or international level though to the complexity of the many delivery addresses and challenges regarding congestion and air quality. Though smaller cities will on the other hand also get the benefits from fewer deliveries and therefore more time to the core activities. There could also be other secondary benefits by using a consolidation platform like economical savings regarding procurement price since there is only one delivery address.

2.1.4 Next steps

One of the next steps will be a further dialogue with cities that already have implemented consolidation platforms. This could for example be Gothenburg and Hamburg. We will also continue the dialogue about consolidation with relevant stakeholders within our own organization. Especially it’s relevant to ensure the support and commitment from the Central Procurement Unite, because they are responsible for strategic decisions regarding procurement in the City of Copenhagen.

We will also need to talk with existing package delivery companies to learn more about practicalities, trends, state of art solutions etc. Relevant companies could be:

- UPS
- GLS
- Dachser
2.2. Procurement area 1B – Consolidation of orders placed

Secondly, we will explore if it is possible to consolidate orders in the organization within a specific procurement area/contract, before placing the order at the supplier, and thus possibly getting fewer deliveries of bigger volume at each location. In order for this scheme to have potential for CO2 reduction, it needs to be an area with a large amount of embedded CO2 emission related to transportation.

We have chosen to look at the procurement category ITC Equipment as a case on how it could be possible to work with consolidation. From the mapping exercise we know that the category has the second largest emission related to transport in category 3 (goods). We have also chosen this category, because the control of orders placed is partly centralized, and thus it is expected to be easier to coordinate a consolidation effort.

Another argument to look at this procurement area is that SKI have made and framework agreement on this procurement area which means that many local authorities in Denmark uses this framework agreement. ATEA are the supplier for the existing contract.

2.2.1 Current procurement approach

As already written the consolidation of orders within the city’s own system is limited. A further investigation on if it is possible to change this or somehow work to enhance and promote the consolidation of orders within the organisation itself is needed. In the selected area of ICT Equipment we see some degree of consolidation. And this will be further investigated.

We have to divide the procurement area into two subcategories, thus its different contracts and the orders are placed differently within the subcategories.

Procurement of computers

The first category is the procurement of computers which is centralized under KIT\textsuperscript{4}, the central ICT Unite. They are in charge of all the procurements and preparation of computers for the different administrations in Copenhagen. This also means that the procurement of computers goes through KIT. The orders, thus are shipped directly from the sample factory to one address in the City of Copenhagen.

\textsuperscript{4} KIT is a centralized ICT Unite who are in charge of the procurement, preparation and maintenance of computers for the administrations in Copenhagen.
Procurement of Electronics and Accessories

In contrast to the procurement of computers we have the procurement of electronics and accessories which consists of everything from mousetrapper, cables, USB sticks etc. These kinds of procurements are not centralized, thus the order goes directly from the local user in the organization to ATEA. The items are typically shipped from one of ATEA’s three subcontractors in the region. The ways these are distributed to the units are not quite clear, but mostly the items are shipped directly to one of the city’s 1,300 locations via a distributor. This will have to be further investigated.

Figure 1: The procurement of Computers in the City of Copenhagen
2.2.2 Potential pathways to zero emission delivery

Using the ICT contract with ATEA as a case, we will explore how to pool orders within one of the big procurement area in category 3. The reason for choosing this area is, that there is a degree of central coordination within the organization already, hence it might be possible to consolidate the organizations orders even more when it comes to the procurement of Electronics and accessories regarding placement time and geographically.

2.2.3 Potential for buyers’ group

The findings regarding consolidation of orders within the organisation could be relevant for all kinds of organisations and public authorities. Thus it could be relevant for the Danish partnership as well to support the work and implement the results or the findings related to the consolidation approach in different steps.

The potential findings that the research will reveal from our work with the ATEA contract regarding electronics and accessories can be relevant for different stakeholders. The annual spend on this procurement area is significant and therefore it could be an area where the Danish Partnership for Green Public Procurement would agree on implementing the criteria recommend from the BuyZET project to enforce Zero emission transportation.

Figure 2: The procurement of Electronics and accessories. The City of Copenhagen has approximately 1300 delivery addresses and each of them can place an order for ICT Equipment. The order goes through ATEA, who send it directly to one of their distributor. The distributor then send the order directly to one of the 1,300 delivery addresses.
2.2.4 Next steps

Further dialogue with ATEA and other ICT suppliers will be initiated to get a further understanding of their supply chain and how the delivery of the different kinds of equipment is organized.

Relevant stakeholders

- DELL
- The ICT Business Association
3. Procurement area 2 – Craft and facility management services

The second procurement area we will focus on is the different services purchased within category 3 because it has a relative high share of the total CO2 emission within Category 3. We assume it will be possible to address the issues regarding CO2 emission related to the embedded transport in the same way within several of the categories.

We will only look at services categories where we think there is relatively a lot of embedded transportation and where the suppliers use their own vehicles and where we assume that it will be possible to use emission free vehicles like for example bikes, scooters, EVs or in other ways lower the emission.

We will focus on the categories where some sort of vehicle is needed in order to fulfill the task. Therefore, we will not include consultant services like interpreters or advisors because they in most cases are located in or near Copenhagen, may be using public transportation or bike, and is not dependant on bringing an amount of equipment to fulfill their task.

We will only consider categories where there is already framework agreements that all the city’s seven administrations are bound to use, or procurement areas where we know there has been made decisions to make a central agreement. However it’s important to emphasize that there were no contracts on all the categories in 2016.

Therefore, the two service categories we will look further into in this project are:

1. **Craft services** (Building and Construction and Maintenance Services)
2. **Facility management services** (e.g. cleaning, window cleaner, graffiti cleaner) (Building construction and support and maintenance and repair services)

Each of these two categories consists of several sub categories. We will choose the ones where:

1. There is framework agreement today
2. the suppliers have to visit several different locations during a work day
3. The nature of the service and requirements for equipment makes it possible to substitute the vehicles used with zero emission vehicle, EVs, bikes or set criteria regarding use of alternative fuels.
The table shows key figures on each of the subcategories within the two selected service categories. Despite the fact that there were no contracts on most of the areas in 2016 this gives us an indication of the procurement pattern of each subcategory.

Other areas of interest could be areas like for example lock service, lift service or other kinds of installer services, but at the moment there are no framework agreements on these areas and it will therefore not be a part of this research.

Each of the subcategories we choose represents a relatively small amount of the overall category, but we believe that the finding will be replicable to many of the other subcategories in these procurement areas.

### 3.1. Current procurement approach

Applicable for all the procurement categories mentioned in the table above is that there exist framework agreements that the seven administrations use. The framework agreements are utilized by many individual users that are spread out on most locations in all seven administrations. A centralized control of the use of the agreement is therefore very difficult. The control has to be exerted via criteria set during the tendering process.

Depending on the subcategory in question, the framework agreements may either have a single supplier or be a cascade model. The agreement may be divided into geographical area with different suppliers, or one supplier may cover the whole city.

A big challenge with these service agreements is that some users, do not use the framework agreement, but just contact the local supplier that they have been using earlier. Compliance though is a general issue which the procurement department is focused on.
3.2. Potential pathways to zero emission delivery

Applicable for all the procurement categories mentioned in the table above is that there exist framework agreements that the seven administrations use. This also means that there are already some suppliers in the area that have the overview over the contract area, where the challenges are and the possibilities to actually change the vehicles used.

From the initial research and discussions it seems like there is a possibility to address the service contract from a generic approach. In Copenhagen there are already some good cases on businesses that use Zero emission vehicles in their daily activities. The City also has some good examples on tenders where Zero emission transportation has been an evaluation criteria or implemented in the contracts.

These cases act as inspiration on how we can implement criteria in tenders or in other ways promote zero emission transportation during our contract with service suppliers. Further investigation/research will be needed to see if it is possible to adapt these examples into other kind of service contracts.

3.2.1 Cases

Logik&Co

Logik&Co is a Danish craftman service company which offers all kinds of services right from small enterprises to total – one of their hallmarks is that they use bikes whenever it’s possible. They have build special designed cargobikes and it’s used in their daily work. For larger enterprises they use trucks for the delivery of the building material needed for the task but all the employees will use the bikes for getting around from one job to another. This is a good case that shows that it’s possible to bicycles or alternative vehicles even within areas where there is a need for transporting heavy material.
AFA JCDecaux

AFA JCDecaux is the supplier of digital street furniture in the City of Copenhagen. They are in charge of the delivery and the daily maintenance of the equipment. In the tender process there were used award criteria and Energy and environmental criteria weighting 20% (energy 30-50 and environmental friendly operation and maintenance 50-70%). One of the elements that gave AFA JCDecaux high score was that they offered to use electric bikes in the old city centre and electric cars in the rest of the city during their daily maintenance of the equipment.

Gifts for occasions/representations

In 2016 the City of Copenhagen made a framework agreement on occasional gifts. During the market engagement process it became clear that some of the relevant suppliers in the market where using bikes for the delivery of goods like vine and flower whenever the weather was suitable. It’s for example not a good idea to bring out flowers if the temperature is below zero because they will be damage, and sometimes the delivery of several wine bottles can be too heavy for a bicycle. The market engagement revealed that it is possible to set minimum criteria regarding the use of bicycles for delivery during the contract.

3.3. Potential for buyers’ group

3.3.1 Private sector partners

It could be relevant to look at private actors/companies to see if it would be possible to make partnerships and set the same criteria for their suppliers. Private sector partners could be companies located in the City of Copenhagen buying the same kind of services and maybe using the same suppliers.

3.4. Next steps

Next step will be to talk directly with the suppliers on the existing contract as well as potential suppliers to see if they find it possible to change the kind of the vehicles they use or to see if there already are some experiences regarding the use of zero emission vehicles or if they interested in cooperation.

It could also be relevant to invite relevant suppliers to some kind of exhibition or show room where they can meet up with suppliers who use zero emission vehicles in their daily activities and hear about their experiences. We will look further into if it will be possible to engage with relevant interest groups like for example Copenhagen Electric and see if they are interested in establishing pilots or in other ways promote the EV agenda.
4. Summary – selection of priority areas

From the beginning of the project it has been clear that we primarily want to focus on the embedded transport related to Copenhagen’s procurement. We also want to focus on how we can deal with multiple procurement areas and take actions that from a cross cutting perspective can lower the emissions.

It is therefore relevant to look further into a consolidation approach and investigate what can be done on the supplier-side as well as within our own organization (the first procurement area).

From our dialogue with ATEA our supplier of ICT Equipment, we believe that there will be some learning to derive from the way they deal with both the delivery of large quantities of one product and on the other hand also deal with the delivery of many small orders. This needs to be investigated further.

The second procurement area we focus on is the procurement of multiple services thus once again there and some similarities between the different contract areas in the way they work in their daily operations. We also have described some good examples on how some companies’ uses zero emission vehicles when doing business in the Copenhagen. We have decided to look primarily at the areas where we already have made framework agreements and therefore have signed contracts with suppliers.

To sum-up we will in the next phase of the BuyZET project work on the following areas:

- Consolidation platforms, focusing on
  - Deliveries from several suppliers
  - ICT equipment
- Services contracts: Plumbers, Electricians, Cleaning services, window cleaning, graffiti removal service
5. About BuyZET

BuyZET stands for BuyZET ‘Procurement of innovative solutions for zero emission urban delivery of goods and services’.

The BuyZET project will develop innovative procurement plans to help the participating cities achieve their goals of zero emission urban delivery of goods and services.

Partners Logos

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