

## Potential of greening national framework contracts



A two-year investigative research project supervised by the [Nordic Council of Minister's Working Group on Sustainable Consumption and Production](#) has shed some light on the untapped potential of greening state/national framework contracts (SFCs) in the Nordic countries. The research (carried out during 2014-15) sought to determine how GPP was being realised in SFCs, and what country-specific solutions could be proposed to improve the current level of GPP implemented. Researchers targeted the key agencies

responsible for preparing SFCs in each Nordic country, political representatives, government officials, consumer and environmental agency officials and others interested in GPP.

A [number of recommendations were drawn](#), among them, recognition of the pivotal role national leadership has in greening SFCs, and the necessary acceptance that 'green and cheap' do not always go hand in hand. Applying total cost of ownership (TCO) perspectives, as opposed to the traditional price approach, will open up for more green procurement. SFCs can be an important instrument for greening of national institutions and of the market; however, in many cases they are primarily used as a tool for reducing costs and providing effective procurement.

[Nordic co-operation](#) is one of the world's most extensive forms of regional collaboration, involving Denmark, Finland, Iceland, Norway, Sweden, the Faroe Islands, Greenland and Åland.



### Zoom in on... GPP criteria for office buildings available in 22 languages

The new European GPP Criteria for Office Buildings published earlier this year (June 2016) are now available in 22 of the EU languages. The guidance aims to assist public authorities interested in procuring greener construction and renovation works by addressing the most significant environmental impacts generated by them in a cost-effective way. Use of the purchasing criteria is voluntary.

[More information...](#)

## GPP example

### Building carbon negative student facilities, Nottingham Trent University (UK)

[Nottingham Trent University](#) (NTU), situated in the East Midlands of England and home to nearly 27,000 students, has a target to reduce carbon emissions by [48% by 2020](#) (against a 2005/2006 baseline).

The University recently reduced its estate's carbon footprint with the construction of a brand-new Pavilion building that generates more energy than it consumes. The 'Pavilion' building opened in September 2014, and includes two levels of social study space, as well as enclosed learning pods, collaborative booths and a coffee shop. The Pavilion has been fitted with energy efficient glazing, 94kW solar panels on the roof, and a high thermal mass. It has achieved carbon negative status and has been awarded [an Energy Performance Certificate \(EPC\) rating of A+](#) (that is, very efficient).

NTU required that the Pavilion building meet a minimum [BREEAM](#) score of 'Excellent'. That is, built using best practice methods to be in the top 10% for sustainability of new non-domestic buildings in the UK.

Download the full case study [here](#).



### Zoom in on... New manual on sustainable procurement

The 3rd edition of ['The Procura+ Manual - a Guide to Implementing Sustainable Procurement'](#) was launched at the [Procura+ Seminar in Rome in October 2016](#). The publication aims to position sustainable procurement in the current economic, political and legal framework. As with previous editions, it is a reference for public authorities and others wishing to understand and implement sustainable purchasing. The Manual was published by [ICLEI - Local Governments for Sustainability](#) and produced as part of the European [SPP Regions project](#).



## Using public procurement strategically to influence the market for 'clean' vehicles

Jonas Ericson works in the Clean Vehicles Group for the City of Stockholm, which has been working with large national joint procurement actions of clean vehicles for 20 years. He is also responsible for the City's Roadmap of reaching fossil free transport by 2040. Over the last few years, the City of Stockholm has been trying out new ways of requiring that clean vehicles form part of all the City's procurement actions where transportation of goods is included.



### What impacts can cities have through their public purchasing practices on the penetration of low-emission vehicles on city streets, and sustainable mobility patterns more generally?

Strategically targeted public procurement of services, requiring the use of clean vehicles, is one of the most important tools for transforming entire vehicle fleets. Targeting contracts with high visibility and spreading potential (like taxi, courier services, mail, small deliveries, etc.), and combining this with bilateral meetings with large local fleet owners (big employers, large malls, etc.) on how to turn a conventional fleet into a clean one, has resulted in Stockholm now having 200,000 clean vehicles in its total rolling stock. It's also worth noting that this result hasn't increased costs. In Sweden, 'clean vehicles' are defined through national legislation as up to medium-sized vehicles running on renewable fuels or electricity; or small, energy efficient fossil-driven cars, including hybrid-electric vehicles.

### How can you (as a procurer) get manufacturers to respond to more stringent environmental demands?

You can't be more effective than working with manufacturers directly: you need to cooperate with them!

Introducing a new vehicle model into a city's existing fleet involves a lot more than just buying that very vehicle. It also

includes a hidden set of other issues which manufacturers and dealers need to take care of, such as buying a full set-up of spare parts, training mechanics, training sellers, carrying out market surveys to find potential buyers, campaigning, offering discounts, train leasing companies about the risk and second-hand values, preparing the second-hand vehicle market, etc. For manufacturers to invest in launching a new model in your city, you need to show the likelihood of there being a long term market available for them. This means that it's crucial that you take a broader approach and work also outside your own municipal fleet (municipal fleets are, in most cases, barely a percent of a city's total rolling stock). You must take many and serious contacts and make informal agreements with large private fleet owners to join you in your command for clean vehicles. Only when there's a large enough potential market, will manufacturers cater to your requests. In my experience, most local government procurers aren't aware of this 'background work' and are then surprised when a manufacturer doesn't respond to their tender for five to ten cars.

Not all cities are able to offer the necessary or desired economic incentives. However, there are sometimes other means of providing incentives, such as through vehicle access restrictions, parking measures, etc.

To view the interview in full, click [here](#).



### Zoom in on... Market engagement

'[Engaging the market in public procurement: A collection of good practice cases](#)' was published earlier this month as part of the European [INNOCAT](#) project on eco-innovative catering. The case studies in this collection present a range of approaches, which can be used for engaging the market in different circumstances and for different purposes. These include market sounding questionnaires, innovation prospectuses, supplier events and online platforms.



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### Zoom in on... 'Closing the loop' on gypsum

The European [Gypsum to Gypsum](#) project aimed to make changes in the way in which gypsum based waste is treated in construction projects. It focused on: trying to improve recycling by dismantling buildings (rather than demolishing them), sorting waste at the source, and having recycled gypsum meet stringent specifications in order for it to be re-incorporated into the manufacturing process. Gypsum is an abundant mineral rock commonly used to make plaster, such as for wall panels.

[More information...](#)

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