Slovenian Joint Procurement of Cars and Vans

Clean Fleets case study

- Technology-neutral joint procurement
- Operational lifetime costs used as award criteria
- A decrease of up to 45 g/km CO_2 per vehicle



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Contract tendered

- Tender for 57 vehicles published in 2011, broken down into 11 lots covering a variety of vehicle types from small cars to larger vans
- Contract for 18 public authorities (national ministries and agencies)

Targets and planning considerations

The Public Procurement Agency in Slovenia was responsible for carrying out joint procurement for Slovenian public authorities for a number of product and service groups and currently purchases on behalf of about 130 authorities across the public sector. As part of its mandate, the Agency implements GPP criteria in its procurement of electricity, paper and office IT equipment as well as vehicles. Joint public procurement procedures for vehicles that were carried out in 2010 and 2011 included recommendations from Directive 2009/33/EC which was adopted in Decree on Green Public Procurement at the end of 2011.

Tendering

This was a technology neutral tender run through the open procedure. Technical specifications were based on comprehensive market research (using catalogues, web and pricelists).

The tender included minimum environmental specifications, and also used the operational lifetime cost methodology from the Clean Vehicles Directive (CVD), to monetise energy efficiency and emissions in the overall cost calculation. This ensured sufficient competition in the tender, whilst also encouraging better environmental performance.

Technical specifications:

- All vehicles must meet the EURO 5 emissions standard or equivalent.
- Maximum CO_2 emissions range from 115 g/km for small cars to 180 g/km for mini-buses

Award criteria

The contract was awarded to the most economically advantageous tender, evaluated in terms of:

- Overall cost (*see below*) - 81 points
- Service network – 5 points
- Safety and environmental equipment: 4 points
- Gear shift indicator: 1 point
- Warranty period: 4 points
- Delivery time: 3 points
- Tyre pressure monitor: 2 points

Overall cost calculation:

To determine the cost of each offer, the “operational lifetime cost” (OLC) of the vehicles was added to the bid price. OLC is calculated according to a methodology defined under the CVD, and allows the procurer to monetises energy use based on fuel consumption and emissions of CO_2, NO_x NMHC and PM according to values specified by the CVD.

A full description of the OLC methodology can be found in a separate Clean Fleets factsheet

Results

- There were fewer bidders than expected, but all bidders were well able to meet the CO_2 emission limits. Only diesel vehicles were offered.
- The cost was lower than foreseen.

Environmental impacts

Applying operational Life-Cycle Costing (LCC) as a part of award criteria on one hand, and setting requirements for maximum levels of CO_2 released on the other, has led contractors to submit offers for vehicles with lower CO_2 emissions. In comparison to previous tenders emissions were from 3g/km to 45 g/km lower per vehicle, depending on the lot.

Lessons learned

- When administering contracts, it is necessary to foster competitiveness among contractors to deliver good economic and environmental performance. High priority should be given to surveying the market and ensuring that the procurer has up-to-date information in order to set and achieve appropriate standards.

Contact information

Matjaž Uhan

Slovenian Ministry of Finance

Matjaz.Uhan@mf-rs.si