

Insights report:

ZERO EMISSION DELIVERY OF GOODS



Welcome to the Information webinar:

ZERO EMISSION DELIVERY OF GOODS

Time: April 29th 2020, 13.00-15.00

Place: Digitally on Teams

Register: <https://events.provisoevent.no/nho/events/zero-emission-delivery-260320/register>

Agenda: 13:00 – 13:45 Information about the project and presentation of the Insights report
13:45 – 13:50 Request for Information
13:50 – 15:00 Questions and answers

We kindly advice you to turn off the microphone and camera so that the stream can work as smoothly as possible. Use the chat to ask questions. We are recording. The information webinar session will also be published on the project page:

<https://innovativeanskaffelser.no/zeroemissiondelivery/>

Hosted by Nordic municipalities and supporting functions



Oslo



TRONDHEIM
KOMMUNE

Kaarina 



AALBORG
KOMMUNE



Stockholms
stad



Kristiansand
kommune



BERGEN
KOMMUNE



TURKU
ÅBO



GLADSAXE



ÖREBRO



Göteborgs
Stad

Digitaliseringsdirektoratet
Norwegian Digitalisation Agency



Miljø- og Fødevareministeriet
Miljøstyrelsen



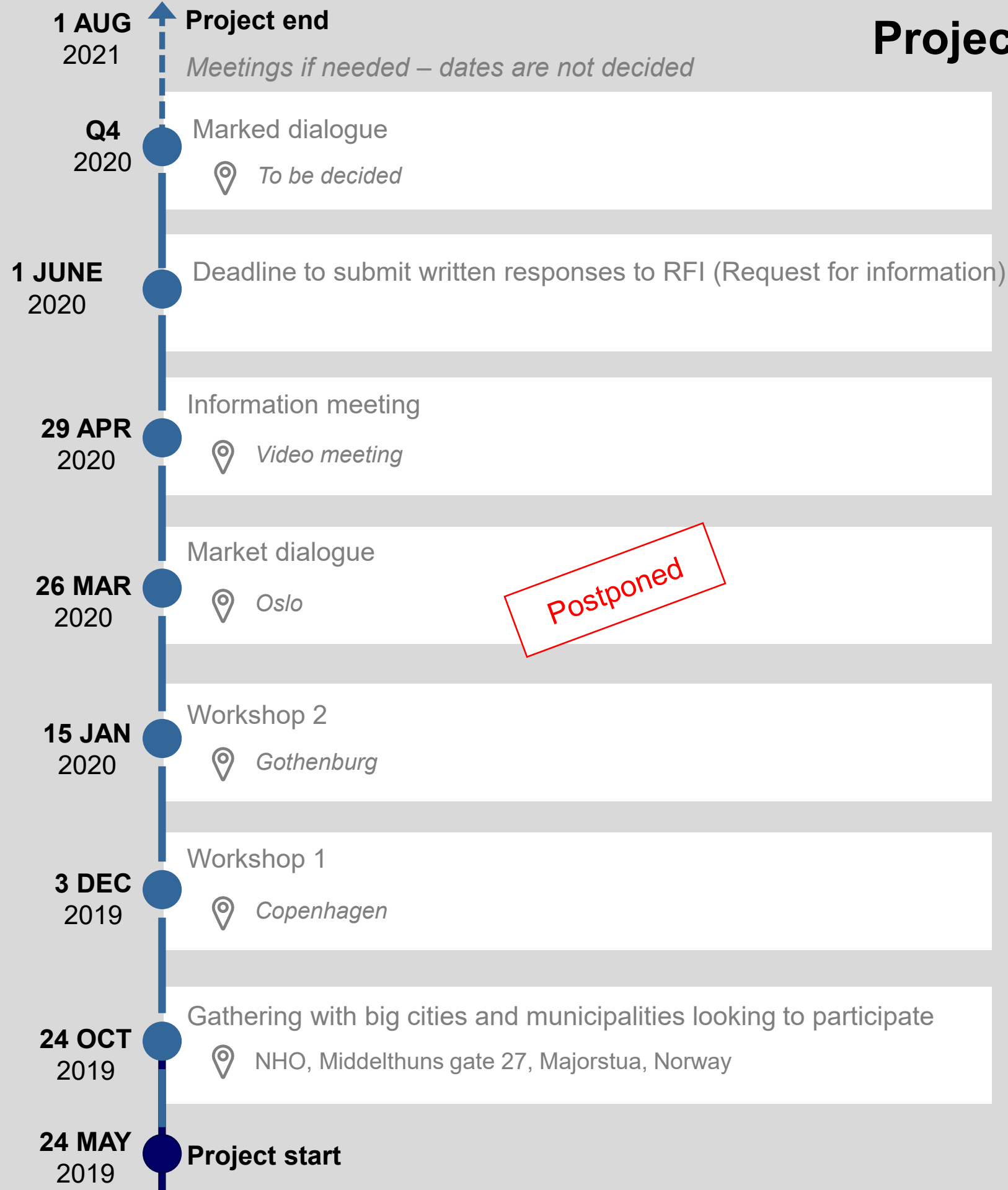
 Nordisk
Ministerråd

Innovative
anskaffelser

/ STATENS INNKJØPSSENTER



Project timeline



Dialogue and cooperation

We know that the current COVID-19 situation creates major challenges for the branches, businesses and suppliers. Regardless, we want to have discussion with the market, so that you can have predictability and insight into our plans and needs in the long term.

We want your feedback on how we can get more innovation in the delivery of goods, greener delivery and business development in the Nordic countries.

Instead of a traditional procurement – we tell you our needs, and hope that you have an innovative idea on how we can solve it!

What is possible on a short and long term – and how can we get there, together?

Ask questions, give us feedback and input – now is the time!

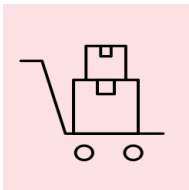


Contracting authorities

Receive more and new information on how public procurements can contribute to zero emission delivery of goods.

Talk to new companies, entrepreneurs, research communities, and experts.

Be inspired and establish the basis for procurements that contribute to a green transition in the Nordic countries.



Suppliers / Research communities / Experts

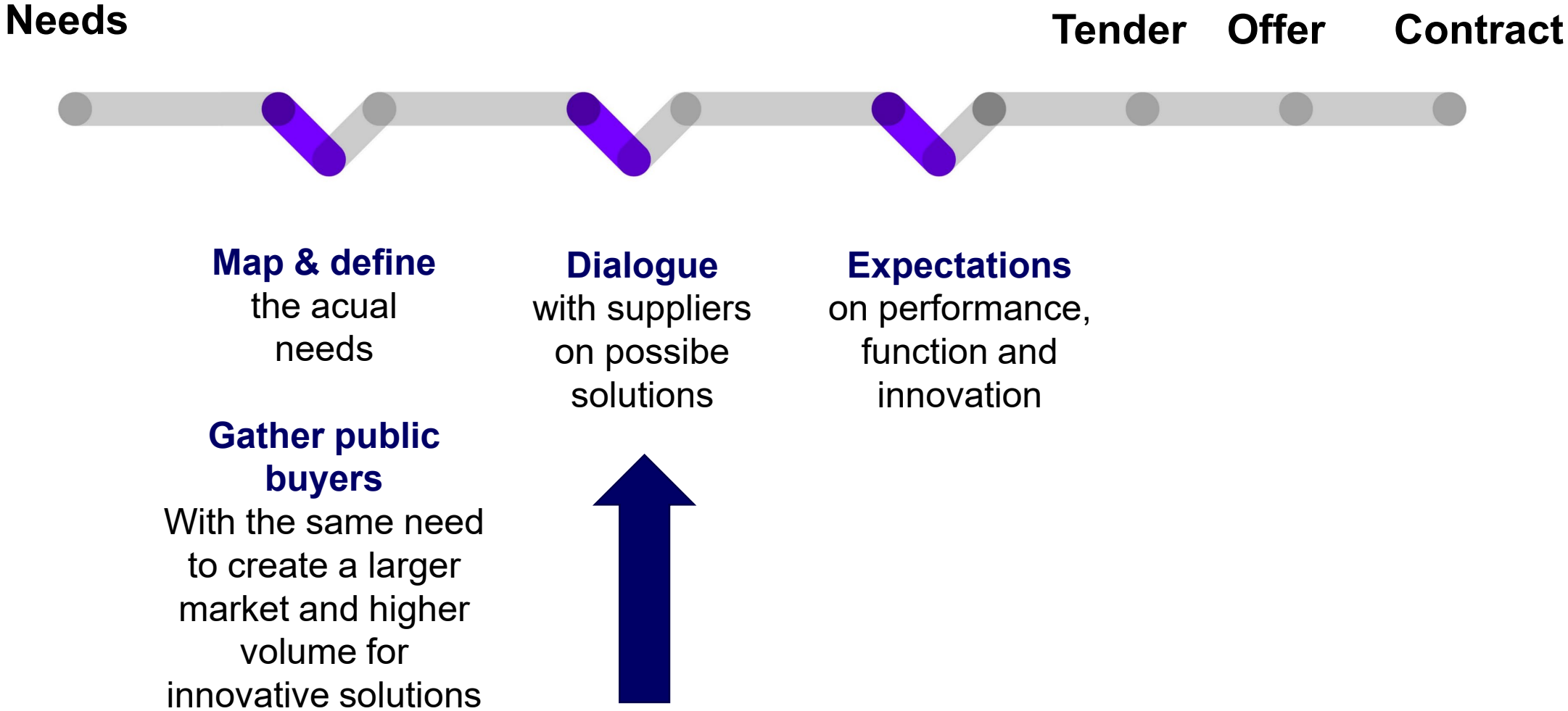
Receive market signals and understand ambitions, needs, and challenges for the contracting authorities.

Meet contracting authorities, other suppliers, research communities, and experts.

Be inspired and see the potential for new business opportunities through new and innovative solutions and alliances.



How we work in innovative procurements



Clarity, volume and predictability reduces risk associated with green initiatives

The Nordic market engagement will bring **clarity** about contracting authorities' needs and ambitions, as well as the market's ability to deliver on those needs.



By gathering public contracting authorities with the same needs, we create a larger market and higher **volume** for new and innovative solutions.



Getting together and discussing potential solutions and alliances increase **predictability** for all parties, which might spark initiative and add speed.



Combined, this helps **reduce risk** related to innovation and enables the parties to take lead in the green transition 

What is the history behind
this initiative?



The Nordic green transition

In 2018, the Nordic Council of Ministers published a report urging for more Nordic co-operation on environment and climate. The aim is to limit global rise in temperature to a maximum of 1.5°, in accordance with the Paris Agreement.

The report propose 12 recommendations for Nordic co-operation, whereof one covers public procurements. As a response to this, larger Nordic cities and municipalities have come together to identify common Nordic ambitions and engage suppliers and other stakeholders to take part in the green transition.



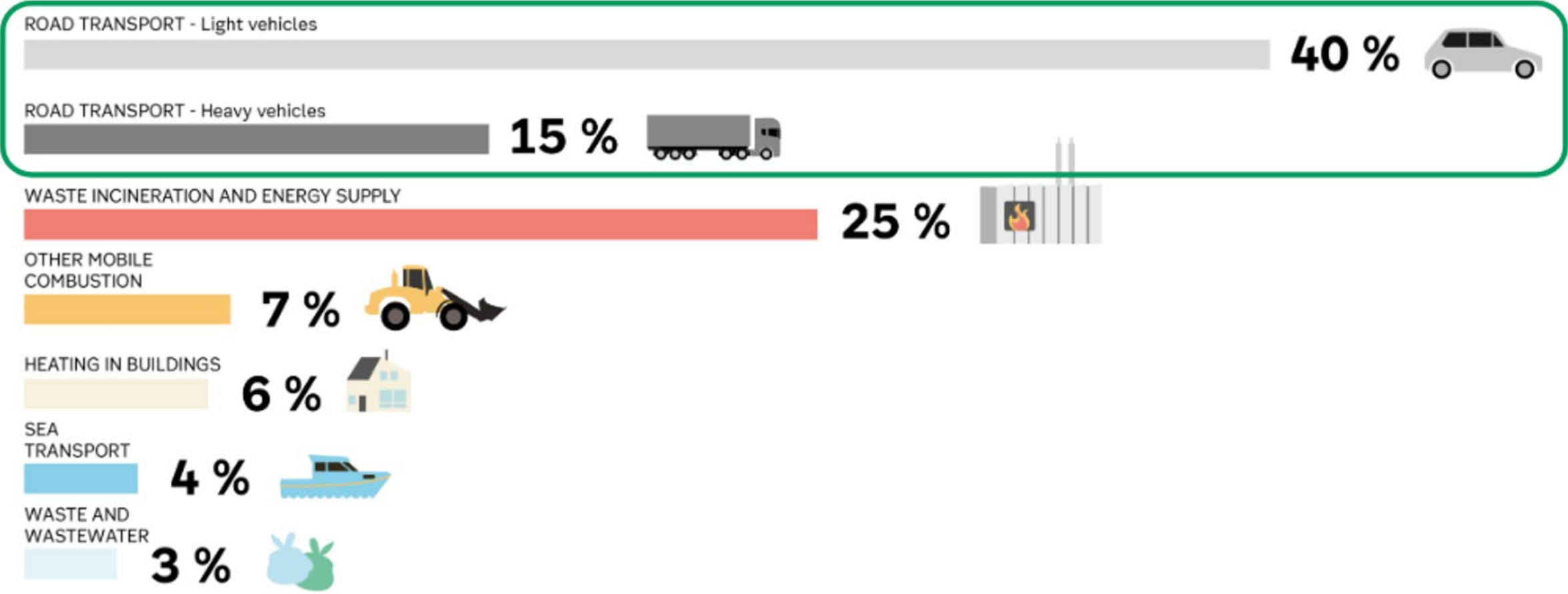
«The Nordic Region constitutes the world's 11th largest economy with considerable green purchasing power, and therefore substantial resources for change.»

Tine Sundtoft, Nordic Council of Ministers

Why zero emission delivery
of goods?



Road transport is a significant source of CO2 emissions



Source: CO2 emissions in Oslo 2017, Oslo Kommune

Road transport is used within several public procurement areas

①



Vehicles

Vehicles owned or leased by public to carry out their public services, such as road and green space maintenance, office car pools etc⁴.

②



Transportation services

Services contracted to private operators for the transportation of people and goods, such as bus services, disabled transport, parcel delivery, waste collection etc.

③



Other services with a transportation footprint

A wide variety of further services such as cleaning, catering, plumbing, or locksmith services, all of which require the movement of people and goods in their delivery.

④



Goods

The purchase of products, which then need to be delivered to public premises.

⑤



Construction

Public infrastructure and building works, typically requiring significant transportation of construction materials, equipment, waste and workers.

⑥



Non-transport relevant procurement

A small number of contracts which involve no, or a negligible amount, of transport in their delivery, such as desk-based consultancy services.

Our focus is to reduce emissions from delivery of goods

①



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Source: [Purchasing zero emission delivery of goods and services](#)

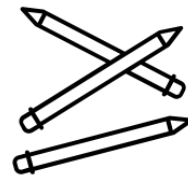
Five categories of goods are frequently ordered by and delivered to municipal premises



Food and catering



Medical supplies



Office supplies

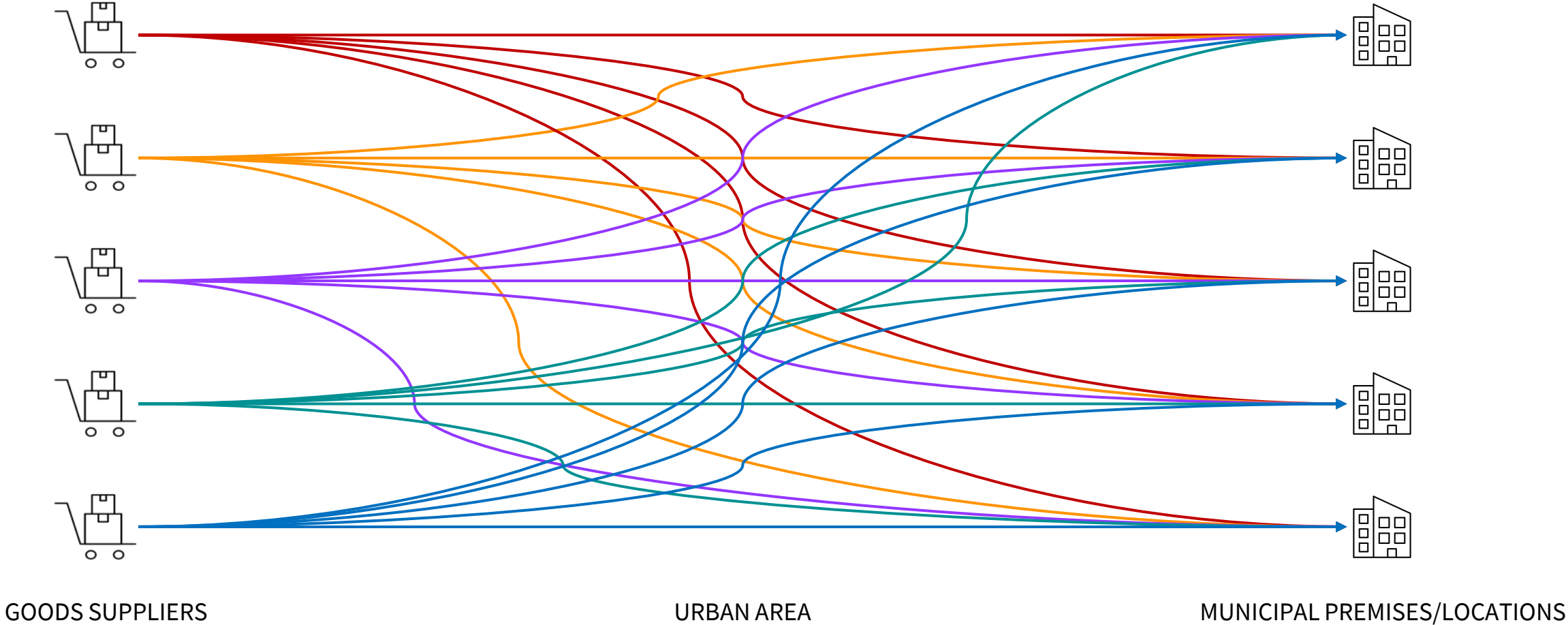


IT hardware and assets

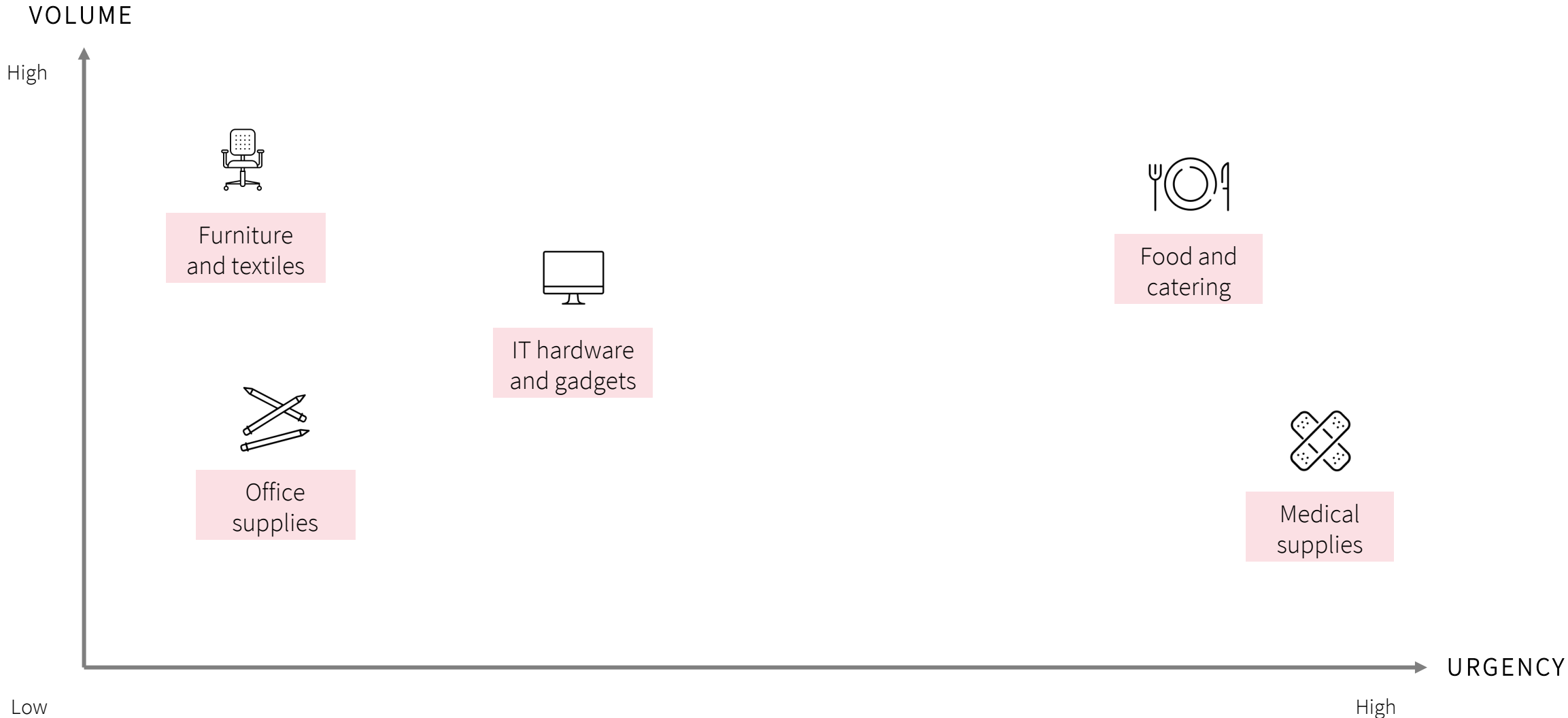


Furniture and textiles

Goods are typically delivered by many suppliers, to many locations, many times a day; putting pressure on urban areas



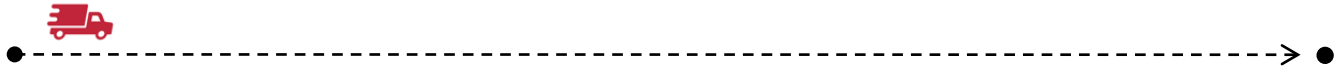
Size and urgency of deliveries varies across goods categories; making consolidation more complex



Numerous actors in the supply chain makes cooperation critical



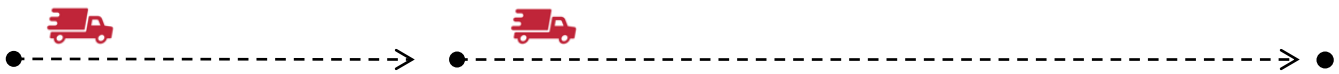
Goods supplied directly to user



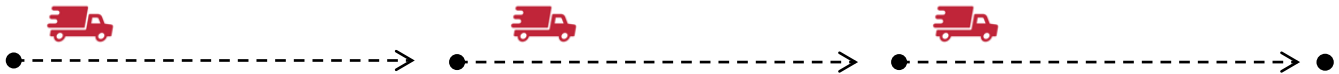
Goods supplied to user via buyer



Goods supplied to user via distributor



Goods supplied to user via distributor and buyer



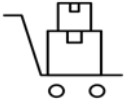
Procurement patterns in municipalities affects goods delivery patterns and emissions



PUBLIC USER
e.g. school worker



PUBLIC BUYER
e.g. ordering office



SUPPLIER
e.g. Staples

Goods ordered directly by user



Goods ordered by user via public buyer



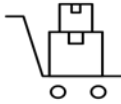
The transition to zero-emission vehicles in municipalities relies on several actors



TECHNOLOGY SUPPLIER
e.g. battery producer



VEHICLE PRODUCER
e.g. Volvo



GOODS SUPPLIER
e.g. Tine or Staples



DISTRIBUTOR
e.g. Bring

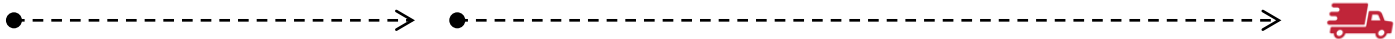


PUBLIC BUYER
e.g. Municipality

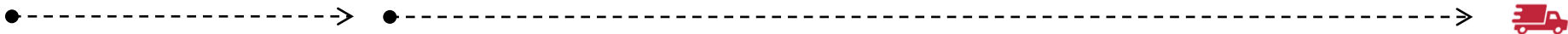
Supplier owned vehicles



Distributor owned vehicles



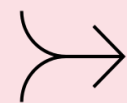
Municipality owned vehicles



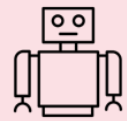
Why we have chosen to focus on delivery of goods



Delivery of goods continues to grow in the cities. This is to some extent driven by e-commerce and because urbanization causes cities to grow – and thus, the volume of goods increases. A major challenge is to limit the effect of the increase on the urban traffic system.



Public sector goods are typically ordered individually by different municipal departments or units/locations, with contracted suppliers delivering directly to the site. Improvement of procurement and delivery patterns can help reduce emissions from delivery of goods.



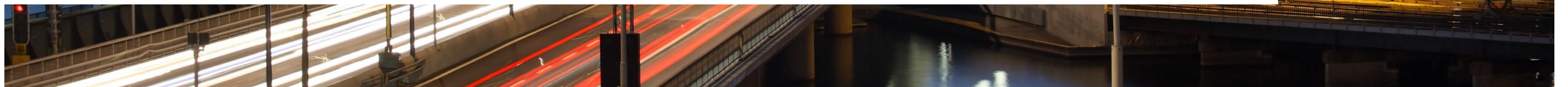
The availability of technology not only for zero emission vehicles, but also for crowd sourcing, data sharing, machine learning, and AI, suggest this is an area ripe for new and more innovative solutions.



Cities in the Nordic share the same challenges and have similar ambitions, and in many cases also use the same suppliers and distributors; making this an area where Nordic collaboration can prove beneficial to all parties.



Stockholm aims to become fossil-free within 2040 and has developed a Freight Plan that urges for innovation. This results in initiatives such as Älskade Stad and the Zeus project. In the Zeus project, Stockholm, Scania and McDonalds tests night time-delivery (off-peak). In the night-time-delivery, the truck transfer to electric when it enters an urban area automatically by using geofencing.



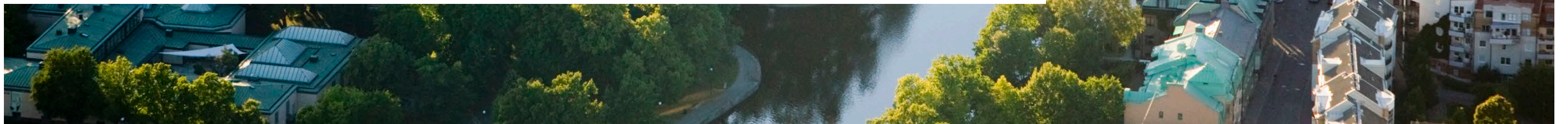


Gothenburg aims for a zero emission fleet of vehicles owned/used by the municipality in 2023.





Örebro aims to be climate neutral by 2030, and uses green procurement as a key instrument to reach this goal. E.g. transportation of goods to different municipal departments and locations are consolidated to reduce emissions.





Turku aims to reduce emissions 50 % during 2021, 70 % within 2025 and will be carbon neutral by 2029. Emissions by car traffic will be reduced by investing both in emission-free or low-emission vehicles and new innovative logistic models.



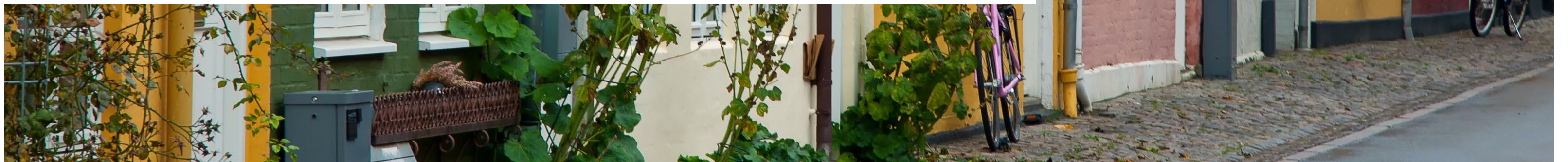
Kaarina is currently working on its climate strategy, and as part of it aims to move towards smarter deliveries of goods to and within the city in order to reduce CO2 emissions.



Copenhagen has linked their strategy to the UN sustainability goals, and will impose stricter requirements to reduce CO2 emission from vehicles in coming tenders.



Aalborg focuses on green procurement and will require zero emission delivery of goods in coming tenders, in addition to asking for circular models.



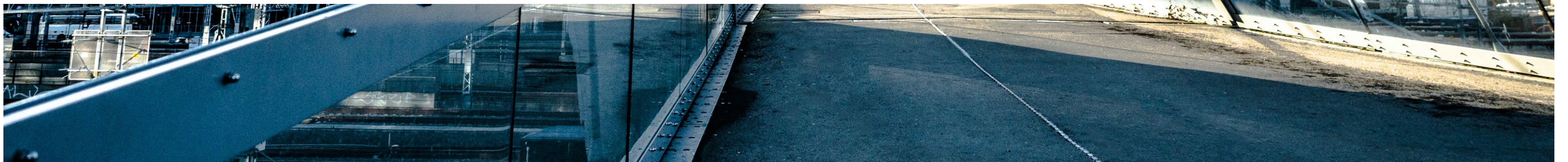


Gladsaxe has incorporated the UN sustainability goals in their strategy, and wish to consolidate delivery of goods to reduce CO2 emissions.



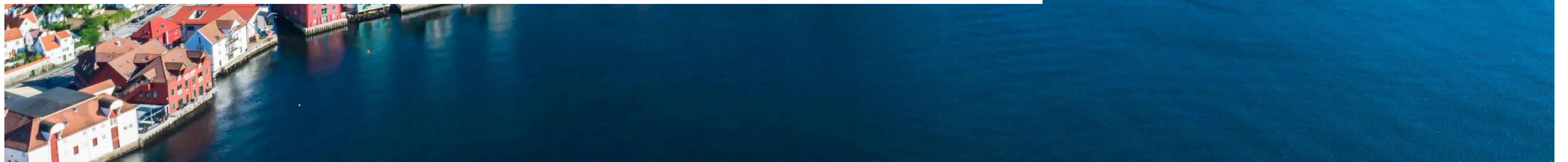


Oslo aims to reduce all GHG emissions by 2030 within the city boundaries, and from 2025 all deliveries to the municipality must be done by zero emission or biogas vehicles.





Bergen will establish a fossil-free city zone in 2020, and aims to reduce emissions by 50% within 2023 and make the whole municipality fossil-free by 2030.

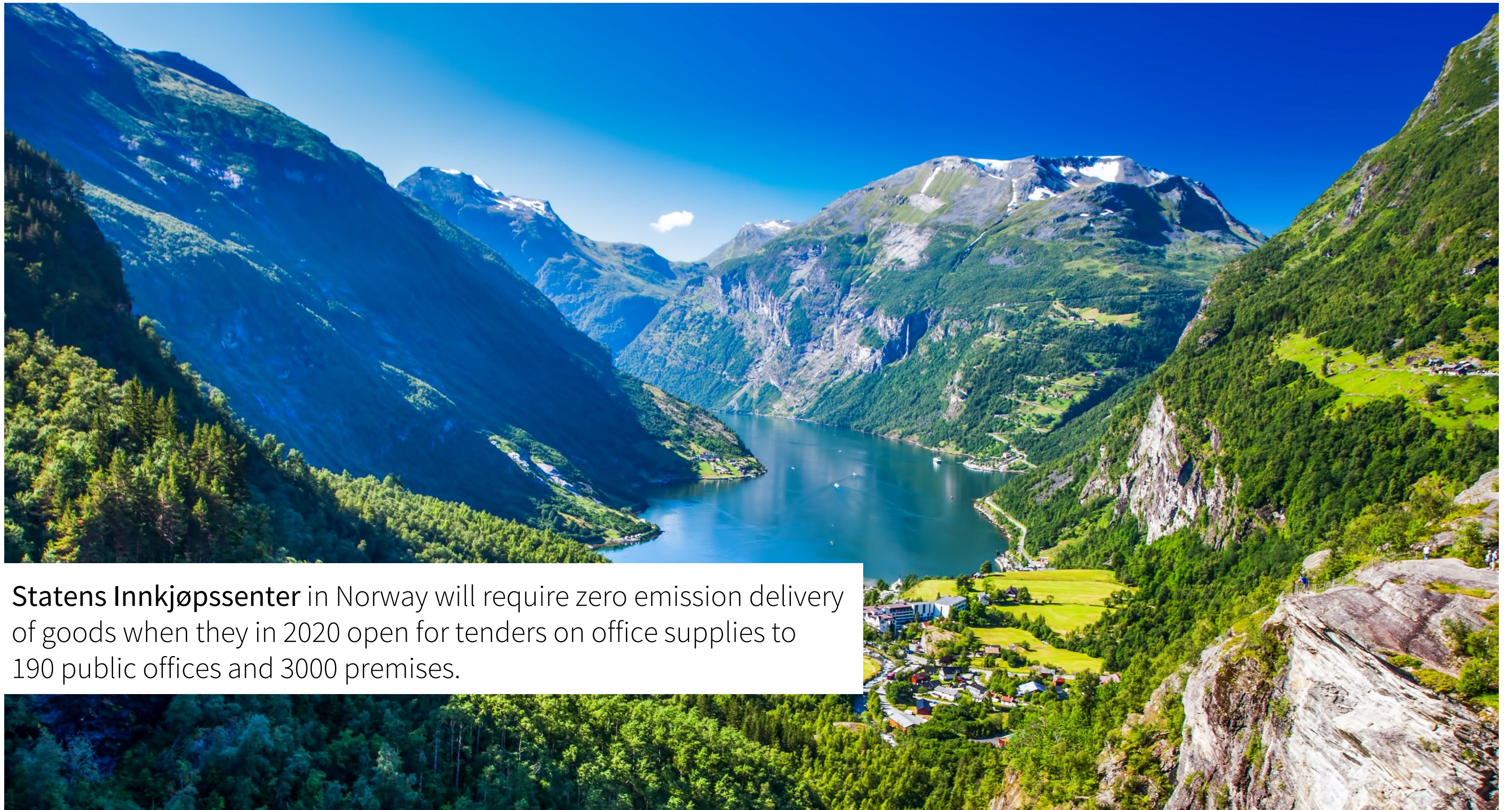




Trondheim aims to reduce direct greenhouse gas emissions by 30% within 2023 and 80% within 2030 compared to 1991. Greenhouse gas emissions from transport shall be reduced by 85% within 2030 compared to 1991.



Kristiansand and the Agder region aims to create the world's first fully electric society with 100% clean energy by 2030.



Statens Innkjøpscenter in Norway will require zero emission delivery of goods when they in 2020 open for tenders on office supplies to 190 public offices and 3000 premises.

What will we explore in the Nordic market engagement?

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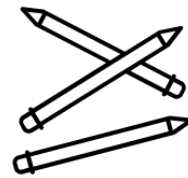
How to achieve zero emission delivery of goods frequently purchased by municipalities



Food and catering



Medical supplies



Office supplies



IT hardware and assets



Furniture and textiles

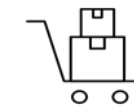
How procurement patterns can be improved to reduce emissions



PUBLIC USER
e.g. school worker



PUBLIC BUYER
e.g. ordering office

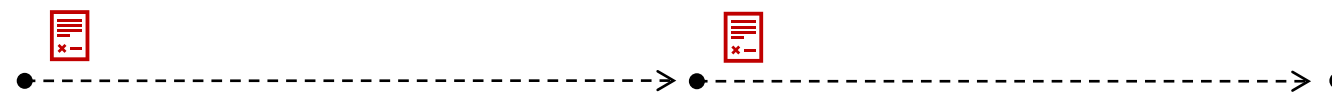


SUPPLIER
e.g. Staples

Goods ordered directly by user



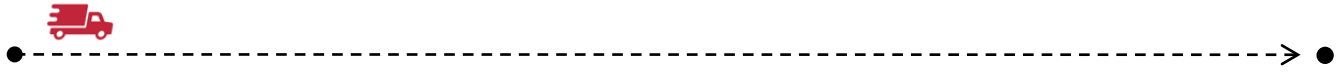
Goods ordered by user via public buyer



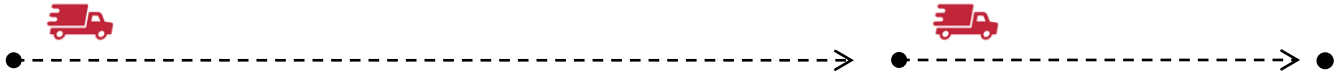
How delivery patterns can be improved to reduce emissions



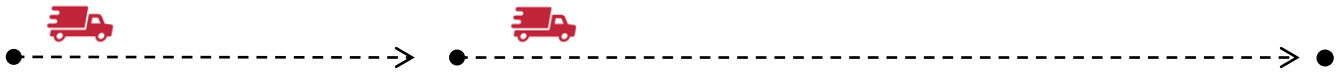
Goods supplied directly to user



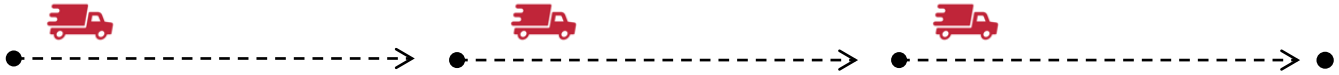
Goods supplied to user via buyer



Goods supplied to user via distributor



Goods supplied to user via distributor and buyer



How to facilitate the use of zero emission vehicles for goods deliveries in municipalities



TECHNOLOGY SUPPLIER
e.g. battery producer



VEHICLE PRODUCER
e.g. Volvo



GOODS SUPPLIER
e.g. Tine or Staples



DISTRIBUTOR
e.g. Bring

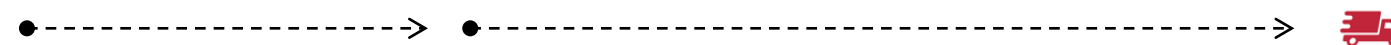


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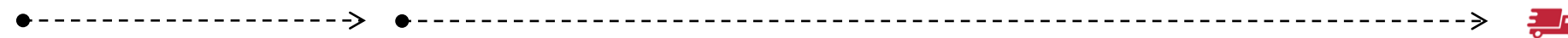
Supplier owned vehicles



Distributor owned vehicles



Publicly owned vehicles



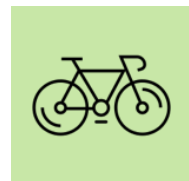
Four key measures to limit emissions from delivery of goods



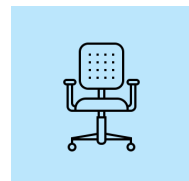
Reduce the number of motorised vehicle trips in the urban area, e.g. by establishing collecting terminals, sharing vehicles and rides, and by consolidating orders and deliveries.



Foster the use of zero emission vehicles, such as electric or hydrogen vehicles, electrical bicycles, and drones.



Encourage a modal shift towards cleaner forms of transportation, such as walking, cycling, and public transportation.



Reduce waste and the number of new purchases by choosing products that last and facilitating for circular models.

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Request for Information (RFI)

[RFI in Sweden](#)

[RFI in Finland](#)

[RFI in Denmark](#)

[RFI in Norway](#)

[RFI on TED](#)

Request for Information (RFI)

- What can a requirement look like in order to get emission-free goods deliveries?
- What possibilities does your business see for future emission-free goods deliveries?
- What can be improved in the production of the good(s)?
- What can be improved in the transport of the good(s)?
- What can be improved in the handover of the good(s)?
- Specify requirement proposals that can give emission-free goods deliveries.
- Do you have other proposals for innovative solutions that can contribute to the reduction of greenhouse gas emissions?
- What should public contracting authority's consider in order to achieve emission-free deliveries?

Answers should be submitted by 1 June 2020



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Thank you for participating

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