

## Q & A

### Zero emission delivery of goods and services, Nordic market dialogue, webinar, 29 april 2020 (ajour pr. 7.5.20)

	Questions and Comments	Answer
1	<p><b>Johan;</b>            a). All vehicles, including electric, generate significant environmental impact during production.            b). The EU electricity mix is currently at around 300 g CO<sub>2</sub>/kWh and we are buying and selling electricity within the EU.            c). Half of pm10 emissions are non-exhaust (road, tyre and brake pad wear). Therefore, I strongly oppose using term "Zero emission" for electric vehicles. Just call them electric vehicles please! Thank you Kristiansand for having some insight in this as opposed to most of the other cities.</p>	<p>Many comments on different issues here. We just link to one of the latest science report on the issue from a highly recognized research center, Transport and Environment;</p> <p><a href="https://www.transportenvironment.org/news/does-electric-vehicle-emit-less-petrol-or-diesel">https://www.transportenvironment.org/news/does-electric-vehicle-emit-less-petrol-or-diesel</a></p>
2	<p><b>Katja Eriksen;</b>            Thank you for the presentation. What are your planned steps in the project after the RFI closes?</p>	<p>The different municipalities will use the respons of the RFI, in their coming tenders. E.g Statens Innkjøpscenter, Norway            We consider if we will have an conference later this year if COVID 19 allows it.</p>
3	<p><b>Eva Tansem Andersen;</b>            Copenhagen RFI --&gt; will you please elaborate what you mean by "How can the production of the goods be improved?" - all the way through the presentation the emphasis has been on emmissions from delivery.</p>	<p><b>Copenhagen;</b> Production often have an impact on how the transport solution will be, so it's important to see the whole picture.</p> <p><b>Aalborg;</b> It's most relevant where the supplier has their own logistic solutions in DK fx Hørkram (fødevarer) and Lyreco (kontor udstyr) and if they in their production can take into account green solutions e.g. packing, which has a positive impact on the transport solutions. (lighter or less packing) Or it could be that the suppliers have a dialog with their costumers to customize their production smarter and greener.</p>
5	<p><b>Johan</b>            Can I hear about the microhubs in Stockholm again?</p>	<p><b>Stockholm;</b> companies collabarate to find the best solution, and we would like to see this happen more often. E.g. Bring and Ragn Sells, in the "älskade stad" solutions.</p>
6	<p><b>Timo Kivistø;</b>            Are the municipalities trying to achieve zero emissions in their own operation or does it also aspire to achieve zero emissions for the private companies and citizens?</p>	<p>Different attitude from different countries, <b>Stockholm;</b> goes for fossil free  <b>Oslo;</b> we also use zero emission solutions for our own fleet, and support establishment for charging solutions for the public and the privat sector.</p>

		<b>Ørebro</b> ; We focus on both <b>Trondheim</b> : wishes to lead by example and upgrade our vehicle fleet, using new technologies sooner rather than later.
<b>7</b>	<b>Johan</b> Thanks Per Erik! Could you also support financially in the setup of hubs, not only open doors?	<b>Stockholm</b> ; No financial support
<b>8</b>	<b>Johannes Alving, PTT Go</b> Is there going to be any discussions regarding transportation of people or solely goods?	No, this RFI is just focusing on goods.
<b>9</b>	<b>Tore Alm</b> ; Hi. I work for one of Norway's largest transport centers that deliver trucks to large customers such as Bring, Schenker, etc. What many people do not know is that these companies do not own the cars themselves, but that they rent cars from subcontractors. I think it is important that several companies come together and can be major suppliers of transport solutions in smaller geographical areas. The big transport companies must stop running one after the other to deliver to the same customers! For example, a school can receive goods from 5-10 suppliers on the same day. This should have been collected at a terminal, with a maximum of 2 deliveries per week.	See question 5
<b>10</b>	<b>Lars Vincent Wartou</b> ; Reducing emission cost are not free. Converting a 24 tons diesel truck to an electric has a significant impact on the logistic cost. In what extend are the municipalities willing to pay extra for this demand?	<b>Norway</b> ; ENOVA support <b>Gladsaxe</b> , with a dialog with the suppliers we may find a solution. <b>Trondheim</b> : Transport solutions/vehicle fleet is commonly evaluated in competitions. How much of the evaluation this accounts for differs between competitions, but in general the municipality accepts a somewhat higher cost by including this as an evaluation criterion.
	<b>Johan to Tore</b> : This consolidation idea has been the favourite solution for cities for decades. But if you only consolidate for the municipal services and not the rest, you might end up suboptimizing	Agree, it's important to see the whole picture and the timeline for introduction for new solutions, technology, ...
<b>11</b>	<b>Jakob Ruus</b> ; As a follow-up on Lars Vincent Wartou's question - have any of the municipalities any experience of increased cost from earlier tenders? If so, to what degree?	<b>Oslo</b> ; No, we have not experienced an increase in cost in our own contracts. We believe the reason is that suppliers use small electric vans, which are cheaper than larger vehicles. Another explanation can be that the suppliers don't want the increased

		cost for the vehicles to be put on their costumers.
<b>12</b>	<p><b>Fredrik Öjdemark</b>, transport company in Örebro:</p> <p>How will the municipalities ensure that the transports are done zero emission, when a lot of goods are bought transports included? Will they buy the transports separately?</p>	<p><b>Örebro;</b> We don't have the solution today, but together with the suppliers will we discuss solutions and innovations to find a way for zero emissions of goods transports and how we can set the criteria in the best way.</p> <p><b>Bergen;</b> We usually ask for both, we need some documentations, example take a picture of the van.</p> <p><b>Oslo;</b> We do not separate in our tenders. For contract management we have dialogue with our suppliers on which vehicles and fuels they are using. It is an ongoing process to further develop good follow-up routines for transport.</p> <p><b>Copenhagen;</b> We do not separate between the good/service and the transportation. As of now, Copenhagen already demand fossil free transportation for three different services. The way we ensure that the suppliers live up to the demands, is by asking them to register the car used for the service delivery in the invoice. We have considered GPS tracking, but this will not be a possible solution. For more information on this, go to:  <a href="https://www.kk.dk/indhold/borgerrepraesentationens-modemateriale/28032019/edoc-agenda/2dd34924-3b86-49e4-b72d-f3020b61c11b/cb135241-ec5d-4a50-adf4-616912eb354f">https://www.kk.dk/indhold/borgerrepraesentationens-modemateriale/28032019/edoc-agenda/2dd34924-3b86-49e4-b72d-f3020b61c11b/cb135241-ec5d-4a50-adf4-616912eb354f</a></p>
<b>13</b>	<p><b>Timo Kivistø;</b></p> <p>You seem to have forgot transports between libraries?</p>	<p><b>Oslo;</b> In a tender for moving inventory from one library to another, we used environmental criteria in the same way as we do for other goods procurements. We do not see any any big difference between moving books than other goods.</p>