



## **City Government proposition 1123/19**

### **STANDARD CLIMATE AND ENVIRONMENTAL REQUIREMENTS FOR TRANSPORT FOR THE CITY OF OSLO'S GOODS AND SERVICES PROCUREMENTS**

#### Summary:

The City of Oslo has ambitious climate targets and shall reduce greenhouse gas (GHG) emissions by 95% by 2030. The municipality's Procurement strategy and Climate strategy for Oslo leading up to 2030 contain clear provisions for how this is to be achieved by transforming the transport sector. A significant proportion of Oslo's GHG emissions come from transport operated by suppliers delivering goods or carrying out work for the municipality. The standard requirements presented in this City Government proposition relate to direct emissions from transport in the City of Oslo and aim to accelerate the transition to a zero-emission capital.

This proposition is being submitted to ensure that the City of Oslo achieves its climate targets, improves local air quality and reduces traffic impact. By setting climate and environmental requirements for transport for its procurements and ensuring its entities act in a consistent and coordinated manner, the municipality is sending a clear signal to the market that zero-emissions and biogas vehicles is desired for all jobs and deliveries that include transport. The environmental requirements submitted in this proposition will also lead to significant emissions reductions for the Oslo region. This is because suppliers who invest in zero-emissions and biogas vehicles will also use these when working for other customers who do not typically demand climate- and environmentally friendly transport solutions.

Zero-emissions technologies (electricity and hydrogen) will be a significant part of the solution for avoiding GHG emissions from vehicles and machinery in the zero-emissions city. However, the City Government wishes to emphasise that biogas – and any other biofuels that are sustainably produced and can be documented as providing equivalent climate benefits to electricity and hydrogen – is an important part of the climate solution for heavy vehicles, construction machinery and ships. Using biogas causes some emissions that contribute to local air pollution. However, producing biogas from local waste resources is a good use of resources and does not have the same negative effects in production as some other biofuels.

To ensure that the municipality's deliveries are made with the lowest possible GHG emissions, strict requirements must be applied in procurements that include transport. Suppliers who use zero-emissions or biogas technology shall be given a significant advantage in the evaluation process. The "Environmental performance" award criterion shall be used as standard. For procurements where there are a sufficient number of suppliers who can use zero-emissions or biogas vehicles, use of these technologies shall be set as a minimum requirement. A minimum requirement of this nature will be mandatory for the municipality's procurements from 2025. For the suppliers, common requirements – with notice that they will be tightened – will be important in creating predictability and protecting investments in necessary infrastructure and vehicles.

Energy-efficient driving, sensible transport planning and route optimisation, as well as switching more goods to electric cargo bikes, are examples of measures that reduce emissions and traffic. Requirements for such measures shall therefore be included in relevant procurements.

This City Government proposition paves the way for the City of Oslo's entities to use standardised requirements in procurements. The entities have a duty to carry out market surveys so that the requirements to be used are applied in a way that produces the best results. The municipality's Agency for Improvement and Development (AID) shall be responsible for developing requirements and guidance, and assisting the entities in implementing the requirements.

Oslo has already distinguished itself as a city with a strong focus on climate-friendly mobility solutions. This City Government proposition makes an important contribution in achieving the climate targets. The proposal could also play an important role in mobilising equivalent efforts among other public-sector purchasers, both in Norway and internationally.

The standard requirements adopted in this proposition have been developed on the basis of several years' experiences and mapping via the BuyZET pilot project, in which the City of Oslo was represented by AID<sup>1</sup>. The requirements are also based on input from affected municipal entities and selected suppliers.

### Statement of proposition:

#### **1. Introduction**

The challenges of climate change require a significant transformation in all sectors. The goal is to limit global warming and its consequences. The City of Oslo has set itself ambitious climate targets and shall reduce its emissions by 95% (from the 1990 baseline) by 2030. Achieving this climate target requires all individual and sectoral emissions to be addressed.

More than 60% of Oslo's GHG emissions come from mobile sources, predominantly road transport. In addition, at times, the city has high concentrations of particulate emissions and airborne dust, which means poor living conditions for many of the city's residents. Fossil fuel vehicles also generate a lot of noise, and a transition to zero-emissions technologies will contribute to reduce noise pollution. The vehicle fleet has undergone a rapid technological shift, with battery-electric passenger cars now dominating new car sales. The same development is expected within heavier vehicle groups, and several of the municipality's suppliers have already started using zero-emissions vans and smaller heavy vehicles. Biogas is already a mature technology and is widely used in larger vehicles such as buses and refuse collection trucks.

The City of Oslo's Procurement strategy (City Government proposition 1104/17), Climate strategy for Oslo towards 2030 (City Government proposition 214/19) and Climate and environmental requirements for the City of Oslo's construction sites (City Government proposition 1091/19) contain explicit provisions on how the municipality shall use its purchasing power to achieve the target of Oslo becoming a zero-emissions city. In the Climate budget 2019, cf. proposition 1/2019, setting requirements for the municipality's procurements is an important measure for encouraging the switch to climate-friendly goods and utility transport. Thanks to its citywide framework agreements, the City of Oslo has valuable experience of setting ambitious requirements. 100% zero-emissions vehicles are now

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<sup>1</sup> In Norwegian: Utviklings- og kompetanseetaten (UKE)

used to carry out work for the municipality in an increasing number of the agreements. Biogas or other biofuels are used in several of the agreements where zero-emissions vehicles are not feasible. This has been achieved by scoring zero-emissions vehicles and biofuels highly on the “Environmental performance” award criterion in procurements.

Since November 2018, the Agency for Improvement and Development (AID) has published recommended requirements for transport on the municipality’s online procurement guidance. This practice will continue, but the requirements will be further tightened and made mandatory. Guidance will be drawn up to accompany the requirements. This shall ensure better general compliance with the adopted Standard requirements across the municipality.

**The main purpose of this City Government proposition is to contribute in realising the City Government’s climate targets and ambitions set out in the City Government declaration and the municipality’s Climate budget, Climate strategy and Procurement strategy. This shall be achieved by:**

1. **Emissions reductions**: By using the City of Oslo’s purchasing power to set strict climate and environmental requirements, direct emissions from transport in the City of Oslo’s goods and services procurements will be reduced. The proposal ensures that key points in the Procurement strategy and Climate strategy are followed up in a consistent and coordinated manner in the affected entities.
2. **Predictability**: Setting standard climate and environmental requirements for transport for all jobs carried out for the City of Oslo creates predictability for the suppliers, giving them the opportunity to adapt. The predictability will also help to make major investments in vehicles and infrastructure a safe choice, as the City of Oslo will increasingly be demanding climate- and environmentally friendly solutions in the years ahead.
3. **Innovation and market development**: At present, only limited numbers of large zero-emissions vehicles are available. By requiring such vehicles to be used, the municipality is actively leveraging its purchasing power and thus helping to create a market for zero-emissions technology in an area under development. Requiring use of biogas vehicles safeguards the municipality’s investment in using biological waste in a sustainable and resource-efficient way.

### ***Mandatory requirements***

Climate and environmental requirements for transport shall be made mandatory in all of the municipality’s procurements that include a transport element. The requirements relate to the last final part of the transport of goods or services to the municipality’s locations, often referred to as the “last mile”. Requirements and guidance shall be published in the municipality’s online procurement guidelines.

### ***Access to infrastructure***

An increase in the number of battery-electric, hydrogen and biogas vehicles will require continued expansion of and investment in infrastructure. To achieve a successful transition to these fuels, the municipality must continue the work under way to establish energy stations and to expand charging infrastructure in the city.

### ***Dialogue with suppliers***

The requirements being adopted in this proposition have been developed on the basis of experience from previous procurements and input from suppliers. The work has been carried out in the context of implementation of the BuyZET project, a European collaboration project that aims to find innovative methods for achieving reductions in emissions and transport volumes from procurements. Feedback from suppliers is that they want to take part in the

Green Shift by investing in vehicles and that they are positive about being evaluated on this criterion in competitive tendering.

### ***Stepping up requirements***

Requirements for vehicles and fuel shall either be able to be set as a minimum requirement or used as an award criterion in procurements. It is assumed that from 2025, the market will be mature and there will be a sufficient number of suppliers such that from this time only a minimum requirement will be used, stating that all vehicles working for or delivering to the City of Oslo must either be zero-emissions or use biogas. Until 2025, however, it is possible for (some of) the requirements to be applied as award criteria if, based on the market survey, it is not considered that using minimum requirements would ensure a sufficient number of relevant tenders in the competition.

In addition, contractual requirements shall be set to ensure compliance with requirements set in the tender and agreed performance in the contract period.

### ***Guidance for purchasers***

To succeed in achieving the municipality's climate and environmental targets, climate and environmental requirements must have a strong focus and be prioritised throughout the procurement process. In addition to setting environmental requirements, market surveys must be conducted in the planning phase and suppliers must be followed up after new contracts have been signed.

Market surveys shall provide the premise for which climate and environmental requirements are to be used. This requires the City of Oslo, as the Principal, to enter into dialogue with the market to a greater extent than previously to be able to identify which transport solutions the suppliers can use. Market dialogue is also an ideal arena for creating predictability in terms of the municipality's expectations of the supplier market.

It is extremely important to ensure that the municipality's suppliers actually deliver the solutions they offered in the competition and conform to the requirements they have committed to in the contract. The City of Oslo shall follow up suppliers and require documentation to show that the vehicles and fuel types the suppliers included in their tenders are actually being used. This follow-up shall be based in the contractual clauses presented in this proposition. Methodologies and routines that the municipality's entities should use for contract follow-up shall be presented in more detail in the guidance on the requirements.

## **2. Definitions**

<b>Definitions</b>	
Fossil-free	Fuel that does not emit new CO <sub>2</sub> to the atmosphere in use. Fossil-free fuels in this context are biodiesel, bioethanol, biogas, electricity and hydrogen.
Zero-emission	Fuel that does not produce any form of emissions in use, neither CO <sub>2</sub> nor other gases that affect local air quality (such as particulate emissions and airborne dust). Zero-emission fuels are electricity and hydrogen. Zero-emission vehicles include battery-electric vehicles and vehicles that run on hydrogen.
European emissions standard	Type approval of all new vehicles and new engines for vehicles. The Euro requirements specify the maximum emissions from new vehicle engines in order to be approved for sale in EU member states. European emissions

	standards only set requirements for emissions that primarily affect local air pollution (such as particulate emissions and airborne dust). No requirements are set for CO <sub>2</sub> emissions. Incorporated in chapter 25 of the Norwegian Vehicle Regulations.
Minimum requirement	Description of the properties required of the product/service to be procured.
Award criteria	The properties in the tenders that must be considered to determine which tender will win the competition.
Contractual clauses	The general and special terms and conditions that apply to the contract.

### 3. New requirements

Climate and environmental requirements for transport are formulated as a combination of minimum requirements, award criteria and contractual clauses. Which requirements are to be included will depend on the specific procurement and the Supplier's maturity. For vehicles and fuel, there are two variants: minimum requirements and award criteria. From 2025, all jobs and deliveries for the City of Oslo shall be carried out using zero-emissions or biogas vehicles.

The requirements shall be used for all procurements that include transport and apply to procurements worth over NOK 500,000 excl. VAT.

The requirements may be waived in innovative procurement processes, provided that efforts are made to perform the contract using zero-emissions or biogas vehicles.

To ensure that suppliers to the City of Oslo transition to zero-emissions or biogas vehicles, the following text shall be included in tenders:

#### ***Notice of tightening of requirements from 2025***

*From 1 January 2025, all deliveries to/jobs for the City of Oslo that include transport shall be carried out using zero-emissions (i.e. battery-electric or hydrogen) or biogas technology that as a minimum meets the requirements of Euro 6/VI according to the European emissions standards. [The transition to vehicles with the specified fuel technologies shall be included in the price for the work.]*

The last sentence in brackets is to be included for contracts that start before 2025 and where the term of the contract extends into 2025. Achievement of and compliance with this must be included as part of the follow-up for each individual contract. This notice is not required for contracts starting after 31 December 2024, after which *minimum requirement I* shall be used.

#### **3.1. Minimum requirement**

- I. All vehicles that are to be used in connection with performance of this contract shall either be zero-emissions (i.e. battery-electric or hydrogen) or biogas vehicles that as a minimum meet the requirement for Euro 6/VI according to the European emissions standards.*

The minimum requirement shall be imposed in procurements where market surveys show that at least three suppliers can use zero-emissions or biogas vehicles. Suppliers can choose themselves which of these technologies shall be used to perform the contract. If the minimum requirement is used, there shall be no evaluation in terms of vehicle or fuel. If the market

survey shows there is not a sufficient number of relevant suppliers in the market to ensure an adequate competition, climate and environmental requirements shall be applied as award criteria.

However, from 1 January 2025, it will be mandatory to set the adopted requirements as minimum requirements. It is assumed that from this date the market will be sufficiently mature for the requirements to be set as minimum requirements. The European emissions standard required for biogas vehicles shall be made more rigorous in line with development and market adoption. The same applies to the contractual clauses.

*II. Passenger cars (vehicle group: M1) shall not be used to transport [goods, products, equipment, machinery] when performing the contract.*

The minimum requirement is voluntary and is used in procurements where it is appropriate to avoid passenger cars being used for transport purposes instead of vans or heavy vehicles. The text in brackets is adapted to the individual competition.

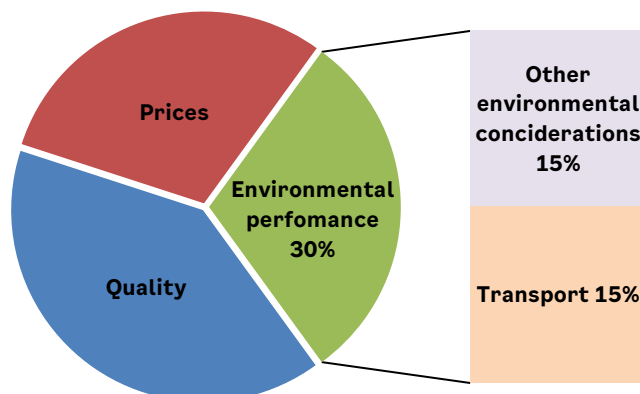
### **3.2. Award criterion**

Pursuant to section 7-9 of the Norwegian Public Procurements Regulation, environment should be given a minimum weighting of 30% where it is used as an award criterion. The “Environmental performance” award criterion may encompass more than emissions from transport. It may also be appropriate to set environmental requirements for products, materials, raw materials, tools or other aspects of the manufacturing, use or disposal phase for what is being procured.

The transport volume in the municipality’s contracts varies significantly in scope and character. In the case of transport services, the choice of vehicle will often have the greatest significance for emissions. Where procurements of goods are concerned, the biggest GHG emissions or the biggest environmental impact may also be linked to the product itself.

In the case of socially critical transport services, for example waste collection and snow clearing, it is extremely important that a high environmental weighting is not at the expense of quality criteria and the suppliers’ implementation capacity.

It is recommended that the “Environmental performance” award criterion is given a minimum weighting of 30%. Transport as a subcriterion shall not account for less than 15% of the total weighting. If the minimum requirement concerning zero-emissions and biogas vehicles is used, the requirement for transport to be used as an award criterion ceases to apply.



***Figure showing a possible breakdown of the subcriteria in the “Environmental performance” award criterion.***

There are two subcriteria for transport that may be relevant in the evaluation:

- Climate-friendly vehicles
- Route optimisation

#### **I. *Climate-friendly vehicles***

*In the evaluation, the Supplier is scored on use of climate-friendly vehicles [and/or electric bikes] in the contract period. See “Appendix xx: List of vehicles” for detailed information.*

The award criterion relates to the vehicles and fuel types that the suppliers are to use in the contract period. The text in brackets shall be included for procurements of goods and any other procurements where it is possible to deliver goods by electric bike.

Vehicles will be given a score based on the fuel technologies used, ranked as follows:

1. Battery-electric and hydrogen
2. Biogas
3. Other biofuel

The prioritisation of fuel types shall follow the technological development and can be adjusted if new fuel types with greater climate benefits are introduced in the market. An evaluation model will be found in the guidance on the standard requirements.

In some procurements, getting a sufficient number of relevant tenders may be challenging if the award criterion is used in combination with a contract clause stipulating a minimum of Euro 6/VI according to the European emissions standards. There is an opening here for suppliers to use European emissions standard 5/V and be given a higher score for using a higher emissions standard.

#### **II. *Route optimisation***

*In the evaluation, the Supplier is scored on planning and optimising transport in the contract period. The Supplier shall append a description including:*

- *Account of the systems and routines/responsibilities the Supplier and/or subcontractor have/has for route optimisation.*
- *Which input data is used in the systems and how the systems are used to improve environmental performance by selecting optimal solutions during operation, and how the systems facilitate further improvements in planning routes. For example, this could be by means of reducing transport by selecting optimal routes, increasing the percentage utilisation of the volume (occupancy/volume of goods) in vehicles, improving operating patterns/driving behaviour or other measures with a positive impact.*

Route optimisation requirements shall be used in procurements where deliveries are made or work is performed at regular intervals at specific addresses and where the Supplier or subcontractor is responsible for planning the routes. The requirement can be used for both transport services and goods procurements. A standardised evaluation model shall be used.

### 3.3. **Contractual clauses: Environment**

The following contractual clauses shall be applied in the municipality's contracts that include transport:

#### **I. Vehicle and fuel**

*In performing the contract, the Supplier undertakes only to use vehicles that are either zero-emissions (i.e. battery-electric or hydrogen) or biogas vehicles that as a minimum meet the requirements for Euro 6/VI according to the European emissions standards. The Supplier shall at all times be able to account for the vehicles being used and, at the Principal's request, forward a copy of the vehicles registration document.*

This contractual clause shall be included if the minimum requirement concerning zero-emissions and biogas vehicles is being used.

#### **II. Vehicle and fuel**

*The Supplier undertakes to use the vehicle technologies and/or fuel types specified in the tender submission. New vehicles or fuel types that are introduced in the course of the contractual relationship shall be at least as climate- and environmentally friendly as originally agreed. The number of vehicles used for the contract may be increased or reduced, provided there is no increase in the total environmental impact.*

*The Supplier may not introduce vehicles or make other changes that would have led to a lower score in total for the award criteria. The Principal shall be notified in advance of changes to vehicles or transition to other fuel types. All vehicles that are used for this contract shall as a minimum meet the requirements for Euro 6/VI according to the European emissions standards. The Supplier shall at all times be able to account for the vehicles being used and, at the Principal's request, forward a copy of the registration document.*

The contractual clause shall be included when the tender is evaluated on the criteria of climate-friendly vehicles and fuel. The requirement for Euro 6/VI according to the European emissions standards may be set at a lower standard in contracts where market surveys show that suppliers do not have vehicles available that meet the requirements of Euro 6/VI.

#### **III. Hydrogen**

*If the Supplier has committed to using hydrogen vehicles for this contract, the Supplier shall at all times be able to submit documentation showing that renewable hydrogen has been procured. The documentation may include the following information: fuel producer, fuel supplier, quantity, origin and certification.*

#### **IV. Biogas**

*If the Supplier has committed to using biogas vehicles for this contract, the main rule is that the vehicles shall use biogas and not natural gas as fuel. A blend including natural gas is only acceptable in specific cases where 100% pure biogas is not available in the market. The Principal shall be informed if this situation arises. The Supplier shall at all times be able to submit documentation showing that an adequate quantity of biogas has been procured. The documentation may include the following information: fuel producer, fuel supplier, quantity, origin and certification.*

*If the Supplier has committed to using biogas for this contract, the fuel used shall meet the EU sustainability criteria\* for biofuels. The Supplier shall at all times be able to submit documentation showing that an adequate quantity of biogas has been*



*procured and that this has been produced sustainably. The documentation may include the following information: fuel producer, fuel supplier, quantity, origin and certification. \* Sections 3-6 to 3-9 of the Regulations relating to restrictions on the use of chemicals and other products hazardous to health and the environment (Product Regulations).*

**V. Biofuel**

*If the Supplier has committed to using biofuel for this contract, the fuel used shall meet the EU sustainability criteria\* for biofuel. The Supplier shall at all times be able to submit documentation showing that an adequate quantity of biofuel has been procured and that this has been produced sustainably.*

*The documentation may include the following information: fuel producer, fuel supplier, quantity, origin and certification.*

*\* Sections 3-6 to 3-9 of the Regulations relating to restrictions on the use of chemicals and other products hazardous to health and the environment (Product Regulations).*

This contractual clause is omitted if minimum requirements are imposed for zero-emissions and biogas vehicles.

**VI. Energy-efficient driving**

*Drivers who deliver for or on behalf of the Supplier shall have completed a course in energy-efficient driving (eco-driving or equivalent). In the case of drivers who have not already completed such a course, this shall be done no later than six months from the start of the contract. This requirement also applies to new drivers who start work after the contract has entered into force. These drivers shall complete an equivalent course within six months of taking up their position. The Supplier shall at all times be able to document that drivers have completed a course, or shall do so, and that new drivers have been enrolled on a course.*

This clause in the contract may be omitted if courses in energy-efficient driving are not widespread in the procurement area.

**VII. Multiple concurrent contractual relationships**

*If the Supplier has other concurrent contractual relationships with the Principal, the parties may agree on coordination/coordinated delivery of all or parts of the different contracts. Deviations from the Supplier's tendered solution for transport for this contract is only permitted if the total environmental impact is reduced as a result of such a change.*

**VIII. Changed delivery terms**

*The Principal may, in consultation with the Supplier, choose to waive any provisions concerning delivery times/job time for all or parts of the contract in order to achieve more efficient deliveries by avoiding driving at rush hour or making other changes. The consequences this will have for the surrounding area/neighbours shall be thoroughly investigated, and their views taken into account before such a scheme can be initiated, as a change of this kind may have negative consequences for HSE and lead to unwanted traffic and noise for the area around the delivery location/place of work.*

**IX. Idling**

*The Supplier shall strive to minimise idling. Idling shall not occur at the Principal's addresses.*

**X. Exemptions**

*The Principal may grant a dispensation from all or parts of contractual clause I., II., III., IV., V. and VI. if the Supplier can document that the market situation makes it impossible to fulfil the requirement. Dispensation shall be given in writing and state, among other things, the time and scope of the dispensation.*

**XI. Breach of environmental provisions**

*If the Supplier fails to fulfil one or more of the environmental requirements or does not deliver in accordance with the tender description, the Principal may levy a daily penalty for as long as the breach continues. The daily penalty for minor breaches of environmental provisions is NOK x excl. VAT per workday. The daily penalty for more serious breaches of environmental provisions, such as deviations from agreed vehicle or fuel technologies, is NOK x excl. VAT per workday.*

*In the case of repeated or gross breaches of the environmental provisions, the Principal may revoke the contract with immediate effect.*

The procurements covered by these requirements vary in character, size and scope. The level of the daily penalty must therefore be considered by the Principal on a case-by-case basis.

**4. Guidance and evaluation**

The Agency for Improvement and Development (AID) shall draw up guidance for the municipality's buyers, describing the necessary evaluations linked to use of the requirements. This will concern which requirements are to be used, the weighting given to environmental aspects and other relevant information. AID will also draw up the necessary documents that shall be included as an appendix to the competition documents and a spreadsheet for evaluating the "Environment" award criterion.

Minor changes will be made to the requirements and the guidance as the City of Oslo gains experience in using them.

AID will offer guidance and technical assistance in connection with implementing new standard requirements. The initiative will also be taken for coordinated market dialogue to communicate the content of requirements and identify possible challenges linked to implementation.

**5. Documentation and follow-up**

The Supplier is required to be able to document that they can meet the requirements in the competition and during the contract period. AID is responsible for drawing up guidance on the routines and documentation to be used in contract follow-up.

**6. Legislation and regulations, previous resolutions**

Minimising environmental impact has its basis in Section 7-9 of the Norwegian Public Procurements Regulation. This states that in cases where environmental aspects are used as an award criterion, the standard weighting should be 30%.

City of Oslo Climate budget 2019, cf. proposition 1/2019, chapter 2:

Minimum requirements, possibly adapted award criteria that reward climate-friendly solutions, will be used to stimulate changes in the suppliers' vehicle fleets. Requirements for route optimisation and coordination of goods to ensure climate-efficient deliveries will be evaluated, including the possible HSE aspects of imposing such requirements.

City of Oslo Procurement strategy, cf. City Government proposition 1104/17:

Subtarget 2:

The City of Oslo's procurements shall make Oslo a greener city.

Vehicles and construction machinery used to perform work for the City of Oslo shall as a rule use zero-emissions technology.

Climate strategy for Oslo leading up to 2030, cf. City Government proposition 214/19 (discussed by the City Council in autumn 2019):

Priority area 5:

Use purchasing power to demand zero-emissions or biogas-powered vehicles as a general rule. In procurements for transport services, the City of Oslo shall set requirements for use of renewables, preferably electricity, hydrogen or biogas. The necessary guidance shall be drawn up on how to include climate requirements in the procurement documents.

## 7. Economic and administrative consequences

Slightly higher costs are expected in connection with the introduction of zero-emissions and biogas vehicles for contracts where this is not yet widespread. This will apply in particular to contracts where large vehicles are used. To achieve a successful transition to hydrogen and biogas, some investments in infrastructure may also be necessary to stimulate suppliers to make the switch. In the long term however, the operating costs may fall, as using new energy sources may be more reasonable and more efficient than those that have traditionally been used.

## 8. Authority to pass resolutions

Pursuant to Section 3-9 of proposition 186/19 Regulations for the City Government, the City Council has authorised the City Government to pass administrative regulations concerning the administration's support functions. Section 3-2, second paragraph of the Regulations states that the City Government may delegate to its members the authority to pass resolutions in matters that do not set precedents.

The Vice Mayor for Finance recommends that the City Government pass the following resolutions:

1. All of the City of Oslo's entities shall use standard climate and environmental requirements for transport in goods and services procurements pursuant to the appendix to the proposition (*Standard climate and environmental requirements for transport for the City of Oslo's goods and services procurements*), including:
  - a. Minimum requirement stating that zero-emissions or biogas vehicles shall be used (*shall be used if at least three suppliers can deliver using these technologies*)
  - b. Minimum requirement stating that passenger cars shall not be used to transport goods (*used in current procurements, cf. guidance*)
  - c. Award criterion for climate-friendly vehicles (*shall be used when the minimum requirement for zero-emissions or biogas vehicles is not relevant*)
  - d. Award criterion for route optimisation (*used in current procurements, cf. guidance*)
  - e. Standard contractual clauses:
    - i. Vehicle and fuel, linked to minimum requirement for zero-emissions and biogas vehicles (*shall be used if minimum requirement a. is used*)
    - ii. Vehicle and fuel, linked to "Environmental performance" award criterion (*shall be used if award criterion c. is used*)

- iii. Hydrogen (*shall always be used*)
  - iv. Biogas (*shall always be used*)
  - v. Biofuel (*shall always be used*)
  - vi. Energy-efficient driving (*used in current procurements, cf. guidance*)
  - vii. Multiple concurrent contractual relationships shall be used (*shall always be used*)
  - viii. Changed delivery terms (*shall always be used*)
  - ix. Idling (*shall always be used*)
  - x. Exemptions (*shall always be used*)
  - xi. Breach of environmental provisions (*shall always be used*)
2. Standard contract provisions linked to transport are applied in all of the municipality's goods and services contracts with a contract value over NOK 500,000 excl. VAT that include transport.
  3. Where the entities choose to use the "Environmental performance" award criterion, this shall as a rule be given a weighting of minimum 30% of the combined award criteria in the request for tender.
  4. Where the entities have to use the "Transport" award criterion, cf. point 1 letter c and possibly d of the resolution, "Transport" is given a weighting of minimum 15% of the combined award criteria in the request for tender, irrespective of whether "Transport" is a subcriterion under the "Environmental performance" criterion or an independent award criterion.
  5. From 2025, all of the City of Oslo's entities shall apply the minimum requirement that zero-emissions or biogas vehicles shall be used in all procurements involving purchase of goods and services for more than NOK 500,000 excl. VAT. Notice that zero-emissions or biogas technology shall be used from 2025 is included in all relevant procurements in the City of Oslo.
  6. A template is being drawn up for the "Environmental performance" award criterion in force at any time and shall be used in all procurements in the City of Oslo's entities. Minor changes that do not set precedents may be made to the template.
  7. If it is not appropriate to use one or more of the environmental requirements for transport, exceptions shall be based on the contract strategy for the individual procurement. The requirements may be waived in innovative procurement processes, provided the premise for the agreement is that efforts are made to obtain zero-emissions or biogas vehicles for the agreement.
  8. The Vice Mayor for Finance is authorised to tighten the standard requirements for transport in line with market developments.
  9. The Vice Mayor for Finance is authorised to make the changes to minimum requirements, award criteria and standard contract clauses considered necessary to realise the legislation and regulations in force at all times, as well as minor changes that do not set precedents.