

## Appendix A

### Refuse Vehicle Supply Contract Carbon Impact Assessment Rationale

The Tender document will ask the bidders to supply information on how they are reducing the amount of Co<sup>2</sup> generated from their production methods and within their overall operations as a company. The Supplier will therefore be required to use reasonable endeavours to limit the impact of their activities on the environment during the manufacturing process, and will be asked to provide details of actions or plans with regard to (but not limited to):

- Reducing their carbon footprint, reducing the volume of waste produced, especially where requiring specialist disposal, and reducing energy use and increasing energy efficiency and self-sufficiency;
- Increasing the proportion of materials reused / recycled.

The Consortium has pledged to phase out its use of single-use plastic. Suppliers will be expected to support this aspiration through their delivery of the framework wherever realistically feasible.

The supply of new vehicles does mean that as a group the Consortium will have access to new vehicles manufactured to the latest emission standards which will mean the removal of older “dirtier engine vehicles” from their fleets. The newer internal combustion engine vehicles will be able to use Hydrotreated Vegetable oil which can replace standard diesel fuel. The use of HVO fuel can remove 80 to 90% of the Co<sup>2</sup> emitted from the tail pipe.

The new contract will include the option for members to purchase ULEV types of chassis for the refuse vehicles which are zero tail pipe emission vehicles in the most cases. Many of the spare parts and components for the Refuse vehicle bodies are manufactured within the UK therefore shipping emissions generated are reduced.

As new vehicles will be going in to service they will break down less therefore the likelihood of an engineer coming to site to carry out warranty repair work is reduced and therefore less mileage is recorded by the engineer’s service van thus lessening the harmful emissions being produced across the region potentially by a diesel vehicle.

See below the Pie chart from the Carbon Impact Assessment Template.

