



An Roinn Iompair
Department of Transport

Clean Vehicles Directive Targeted Consultation Feedback

Stakeholder responses to
procurement questions asked as
part of Pre-RIA analysis

11 August 2021

Note on the Clean Vehicles Directive pre-RIA stakeholder feedback

The following stakeholder feedback was compiled between February and May 2020 to help inform the Regulatory Impact Assessment (RIA) that was carried out in advance of the transposition of the revised Clean Vehicles Directive ([Directive \(EU\) 2019/1161](#)) by the Department of Transport. The RIA was published as part of the public consultation on the revised Directive, and can be accessed at:

<https://www.gov.ie/en/consultation/268a1-public-consultation-on-the-eu-clean-vehicles-directive/>

In advance of the production of the RIA, public bodies and organisations affected the provisions of the revised Directive were invited by the Department to supply answers to five targeted vehicle procurement-related questions.

These questions were intended to help ensure that the RIA would allow public bodies to accurately identify how the revised Directive would impact their procurement processes. The revised Directive entered into force on 02 August 2021.

The five questions asked by the Department were:

1. Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?
2. Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?
3. What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?
4. Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

5. Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

List of respondents

Responses to the Department's questions from the following public bodies have been collated and are set out in this document:

- An Garda Síochána
- An Post
- Bord na Móna
- Dublin City Council
- Fingal County Council
- Irish Water
- Kerry County Council
- National Transport Authority
- Schools Transport
- Transport Infrastructure Ireland
- Tusla

Respondent	An Garda Síochana
Date of response	26 February 2020
Questions	
<ol style="list-style-type: none"> 1. Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken? 2. Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years? 3. What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)? 4. Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts? 5. Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)? 	
Single response to all questions	
<p>Response:</p> <p>The Garda fleet as at 31 December 2019 was 2,794 vehicles made up of –</p> <ul style="list-style-type: none"> • 2,044 Standard Cars • 500 Van's • 116 Motorcycles • 81 4x4's • 53 Others <p>An Garda Síochána procure all vehicles under Office of Public Procurement (OGP) publicly tendered contracts for the various vehicle types.</p> <p>Vehicles are not leased.</p> <p>Vehicles are purchased in an annual cycle, within the allocated budget.</p>	

Below is a breakdown of purchases in recent years.

Purchase of vehicles

Year	Cost	No. of vehicles purchased
2013	€10,109,000	518
2014	€10,751,000	532
2015	€8,861,000	412
2016	€9,992,696	462
2017	€5,645,703	209
2018	€4,667,400	189
2019	€12,700,000	495

The purchase plan for 2020 is not yet finalised but will be in the order of 300 vehicles of which approximately 270 cars and 10 each of vans, motorcycles and 4x4's. This may change during the year as operational priorities change.

An Garda Síochána has been awarded an ISO50001 accreditation in relation to systems put in place to meet the Governments energy efficiency targets.

As part of the continuous improvement AGS has purchased 4 fully electric and 10 Hybrid cars. As a 24/7 Emergency service spread throughout the country, the introduction of alternative fuelled vehicles poses particular challenges. These vehicles are being piloted to assess opportunities and limitations in live Garda operational environment.

Experience to date - the poor public charging infrastructure is a significant limitation. In addition, the OPW as property owners of Garda stations are responsible for installing charging infrastructure on site. Currently, their capacity in this area is a limiting factor.

Additional notes: None

Respondent	An Post
Date of response	05 March 2020
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>We placed contracts for both purchase and lease management of vehicles in 2018 and 2019. In 2018 the lease contracts were over the EU Threshold. In 2019 both lease and purchase contracts were above EU Threshold. Leases included diesel, electric zero emission vehicles and purchase was for electric zero emissions trikes.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>Yes. It is planned to place contracts/ orders for lease management and possibly purchase of vehicles. It is planned to replace diesel vehicles with zero emission electric vehicles where possible.</p> <p>Vehicles are typically replaced every 4 – 6 years, depending on vehicle type, i.e. Light Commercial Vehicle or Heavy Goods Vehicles. However, vehicles are replaced at different times, so we replace a number of vehicles annually.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p> <p>Light Commercial Vehicles, Heavy Goods Vehicles, Double deck Trailers, Single Deck Trailers, Electric Trikes and electric passenger cars.</p>	
<p>Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?</p> <p>Response:</p>	

Yes.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Yes. We intend to purchase additional electric trikes and electric LCVs and to place lease contracts for electric LCV's and HGV's in 2020.

Additional notes: None.

Respondent	Bord na Móna
Date of response	12 May 2020
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>No.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>Procurement of new vehicles occurs when the existing lease ends and subject to business needs, therefore procurement is ongoing. Not anticipated to put in place any new master contract in the coming year. Fleet will not be expanding.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p> <p>Passenger Cars and Vans.</p>	
<p>Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?</p> <p>Response:</p> <p>We have estimated that there are around 100 vehicles being used to transport BNM product in Energy.</p>	

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Not presently as infrastructure to support not in place yet. Long term strategy will be to move to electric vehicles. Note B[ord] n[a] M[óna] locations are remote and away from urban or suburban settings. Should also note that we currently have planning application with Laois County Council for Anaerobic Digester to produce Biomethane that will be injected into the Gas Grid. This can be used to fuel biomethane HGVs [i.e. Heavy Goods Vehicles]. In addition, we are also involved Hydrogen Mobility Ireland and exploring the production of green Hydrogen that can be used in Transport. In years to come Bord Na Mona maybe viewed as renewable transport fuel production centre. In doing so we may be viewed as exemplars in Ireland` s journey to decarbonise.

Additional notes:

Note 1: Bord na Móna (12/05/2021)

In relation to [Bord na Móna's] historical business model and road transport, SEAI were correct in identifying Bord Na Mona as [a] high energy user in transport [...] but [this] is now somewhat outdated.

The fact is that a lot of the SEAI data collect[ed] is historical data that reflects Bord Na Móna`s business model of the time. We were not only involved in peat harvesting, but also[were] one of [the] largest procurers and distributors of solid fuels and horticultural products in Ireland.

With the advent of our strategy of "Brown to Green", that reflects Irelands need to decarbonize, Bord Na Mona has made large strides, [and] has moved away from its traditional industry to build sustainable and profitable future. There are probably two examples of this in our current activity that reflect our new business model:

- A. Over 50% of Bord Na Móna's turnover is non-peat related.
- B. Over 70% of the Energy we supply to the national grid is renewable energy.

As we move rapidly through the current decade, Bord Na Móna will continue to transform to a green sustainable semi-state company and away from its proud heritage but, historical activities.

Note 2: (04/08/2021)

Since the submission of the above replies to D/Transport's questions in 2020, Bord na Móna has also taken ownership of an electric Refuse Collection Vehicle (RCV).

Respondent	Dublin City Council
Date of response	25 February 2020
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <ul style="list-style-type: none"> a) Established two single party framework agreements for the supply on lease hire with maintenance of electric light commercial vehicles. Twenty-one vehicles have been ordered under the two frameworks for delivery in 2020. b) Supply and delivery of three gully cleaning trucks (two x 18,000kg and one x 7,500kg). 	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <ul style="list-style-type: none"> a) Yes, further vehicle procurement is planned for 2020/2021, approximately ten vehicles. Some of the vehicles will be procured through OGP frameworks where suitable frameworks are in place. b) In general, our light commercial fleet (GVW<=3,500kg) tends to be leased with maintenance on five/six year contracts. This fleet consists mainly of small and medium size panel vans and 3,500kg small chassis cab trucks. The majority of the light commercial fleet is not due for renewal until 2023/24. c) We would purchase the majority of our heavy goods fleet (GVW>3,500kg) and the vehicles would be retained for their full operating life which would be twelve plus years. 	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p>	

- Mainly small and medium vans, pedestrian sweepers, compact sweepers, large sweepers and heavy duty vehicles.

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

- [A]s stated above our light commercial fleet tends to be leased with maintenance and the vehicles would be repaired and maintained by the leasing company. Some of our Council owned vehicles are repaired in house but the majority are repaired through a maintenance and repair framework agreement.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

- Dublin City Council has twenty electric vehicles in its fleet (mainly small panel vans) and, as stated above, will be taking delivery of a further twenty-one electric vehicles (mainly small panel vans) in 2020. As vehicles fall due for replacement, it is the intention of Dublin City Council to procure more light commercial electric vehicles where it is feasible and viable to do so

Additional notes: None.

Respondent	Fingal County Council
Date of response	25 February 2020
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>Vehicles were procured in 2018/2019 but the contracts were below OJEU threshold. No contracts were put in place for lease or hire purchase.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>Yes, vehicle procurement is planned for 2020/2021. Procurement is undertaken annually.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p> <p>Vans, light commercial vehicles and heavy duty vehicles.</p>	
<p>Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?</p> <p>Response:</p> <p>No.</p>	

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Yes. Fingal procured 5 fully electric vans in 2018, 7 fully electric vans, 2 fully electric 3.5 ton tippers and a fully electric utility vehicle were purchased in 2019. In 2020 Fingal have so far purchased 14 fully electric vans, 1 fully electric 7.5 ton tipper and a fully electric zero turn mower.

Additional notes:

Note: Dublin City Council (05/08/2021):

To add to Q5. response, in 2021 Fingal County Council purchased 20 fully electric vans and 5 fully electric 3.5 ton tipper trucks.

Respondent	Irish Water
Date of response	20 March 2020
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>All vehicles procured through 2018/2019 were purchased through Ervia's appointed/contracted fleet management framework provider whereby they were instructed to run mini-completions on behalf of Ervia Procurement for the purchase of vehicles. The appointed fleet management framework provider was appointed on a single-supplier framework, however, in running mini-competitions on behalf of Ervia, they went to the market and recommended vehicles on a whole-life value for money basis. Just to note that the appointment of the fleet management framework provider referred to above would have been subject to OJEU protocols.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>A new multi-year framework was established for 2020 allowing for Ervia to procure fleet directly from vehicle distributors as opposed to via a fleet management supplier. The results of the framework competition are valid for 2020, but for subsequent years, a mini-competition will be held with all suppliers appointed to the framework invited to submit a tender.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p>	

Small/medium/large vans, All wheel drive SUV's, 4WD Crewcab pickups, 3.5T Pickup trucks, 7T Pickup trucks, 18T, 26T, 32T trucks.

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

At present, no other operators have been engaged to provide such services.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

Ervia Fleet Team will be procuring electric vans in 2020 under the newly appointed Fleet Management framework supplier as part of their ad-hoc mini-tender competitions on behalf of Ervia. CNG vans will also be considered, pending operational demand.

Additional notes: None.

Respondent	Kerry County Council
Date of response	07 May 2021
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>Contracts signed for 2 no. road patching units in 2019.</p> <p>Tender for Road Paver done in 2019 (Contract carried out in 2020). Over the OJEU threshold.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>Sweeper Vehicle (Killarney) procured in 2018 under OGP framework;</p> <p>2 no. USED Trucks purchased in 2020;</p> <p>1 no. USED Tractor unit purchased in 2021;</p> <p>Tar spreader “proposed” for 2022 (€290,000) but with the Covid pandemic, this has become increasingly uncertain.</p> <p>4no twin axel Trucks “proposed” for 2022 at total coat of €500,000 but with the Covid pandemic, this has become increasingly uncertain.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p>	

Vans/Pickups are procured under the DPS for Plant Hire by the LGOPC, depending on the value if vehicle under €25k quotes will be sought otherwise we would publish a tender on eTenders.

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

We signed a 3-year contract to hire Picks Ups under DPS Plant Hire in 2019 for approx. 23 vehicles.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

We have a plan to run competitions on Supplygov under the DPS for Plant Hire.

The Machinery Complex is at very early stage in discussions with Gas Network Ireland (GNI) re the set-up of a Virtual Gas Pipeline for the possible use of future CNG fleet of vehicles. [It] is by no means certain whether [this] is viable or not yet.

Additional notes: None.

Respondent	National Transport Authority
Date of response	06 March 2021
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>The NTA undertook vehicle purchase contracts in 2018/2019 that were over the OJEU thresholds.</p> <p>These contracts covered the purchase of single-deck regional commuter vehicles and double-deck plug-in hybrid buses for use on PSO services.</p> <p>Of these, only the latter contract covers M3 Class I vehicles to which the CVD currently applies.</p> <p>The NTA also purchased 2 small electric vehicles for rural transport services in 2019 (following an unsuccessful tender competition for larger electric vehicles), but the cost of these was under the OJEU thresholds.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>The NTA intends to undertake further vehicle purchase contracts in 2020/2021 that will be over the OJEU thresholds.</p> <p>At a minimum, these contracts will cover the purchase of double-deck regional commuter vehicles and single-deck battery-electric buses for use on PSO services.</p> <p>Of these, only the latter contract covers M3 Class I vehicles to which the CVD currently applies.</p>	

Vehicle procurement is undertaken annually in order to ensure that the fleet is renewed and expanded.

Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?

Response:

Thus far, the NTA has purchased low-floor buses, coaches (a.k.a. regional commuter vehicles) and the 2 small electric vehicles mentioned above.

Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?

Response:

The NTA contracted operators to procure the following fleets under bus services contracts 2018/2019:

- Route 197 Go Ahead Ireland (3 buses provided by operator)
- Route 139 JJ Kavanagh (3 buses provided by operator)
- Route 975 Wharton (1 bus part-time provided by operator)
- Route KK1 and KK2 City Direct (2 buses provided by operator)

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

The NTA has already undertaken a procurement for clean vehicles (the double-deck plug-in hybrid buses mentioned above).

The NTA also intends to undertake procurements for battery-electric single-deck buses and zero-emission double-deck buses.

The NTA will also be trialling (hydrogen) fuel cell-electric double-deck buses.

Additional notes: None.

Respondent	Schools Transport (Dept of Education & Skills)
Date of response	16 April 2020
Questions	
<ol style="list-style-type: none"> 1. Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken? 2. Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years? 3. What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)? 4. Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts? 5. Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)? 	
Single response to all questions	
<p>Response:</p> <p>School transport is a significant national operation managed by Bus Éireann on behalf of the Department of Education and Skills. The purpose of the scheme is, having regard to available resources, to support the transport to and from school of children who reside remote from their nearest school. While this Department has responsibility for the overall governance of the scheme regarding policy and financial matters, Bus Éireann administers the scheme on our behalf. In this regard the company plans and manages the scheme nationally to ensure that services are in line with the specific requirements of this Department.</p> <p>The 1975 Summary of Accounting Arrangements form the basis of the payment to Bus Éireann for the operation of the School Transport Scheme. In this regard, the Department reimburses Bus Éireann for a range of costs incurred in the operation and administration of the scheme on a cost recovery basis. Within the continuing context</p>	

of the 1975 arrangement, a Service Level Agreement (SLA) was put in place in September 2017. The document sets out the key responsibilities of Bus Éireann and the Department. The SLA outlines the reporting principles in place and financial oversight arrangements by this Department. The document also sets out the key responsibilities of Bus Éireann and the Department while also establishes a formal methodology for monitoring the Key Performance Indicators.

The School Transport Scheme is operated using a mix of Bus Éireann vehicles and private contractors' vehicles under contract to Bus Éireann. Over 90% of the routes operated on the scheme are operated by private contractors and circa 94% of the vehicles on the scheme are private contractor vehicles. There are currently a total of 5,359 vehicles operating on the scheme of which 312 are Bus Éireann vehicles and the remainder are operated by private contractors contracted to Bus Éireann. These are tendered by Bus Éireann in line with EU procurement legislation.

Vehicles operating on the School Transport Scheme must not be older than 20 years. Once a bus reaches this limit it must be retired from the scheme.

Additional notes: None

Respondent	Transport Infrastructure Ireland
Date of response	28 April 2020
Question responses	
<p>Question 1: (i) Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? (ii) Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>(i) No, procurement of vehicles in 2018 was below OJEU thresholds.</p> <p>(ii) Leases – 4 no. electric vehicles.</p>	
<p>Question 2: (i) Are further vehicle procurement contracts planned for 2020/2021? (ii) Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>(i) 2 no. vehicles (PHEVs) leased in 2020.</p> <p>(ii) Not annually; vehicles are procured as need arises. The 2018 and 2020 procurements were to allow for replacement of an ageing fleet. Fleet is now comprised of just 14 no. vehicles. A mix of passenger cars, vans and 4WD vehicles. It is expected that this number will be reduced shortly as the recent leases allow for the disposal of older vehicles.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p> <p>Within the next few years any vehicles procured will be LEVs (most likely EVs or PHEVs) and a mix of cars, vans and 4x4s.</p>	
<p>Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?</p> <p>Response:</p>	

No.

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

We have already leased 4 no. battery electric vehicles (2018) and 2 no Plug-In Hybrid (2020) 4WD. If further procurements occur, the requirement that they be low or zero emissions vehicles will be maintained.

Additional notes: None

Respondent	Tusla
Date of response	27 February 2020
Question responses	
<p>Question 1: Did you undertake vehicle procurement contracts in 2018/2019 over the OJEU thresholds? Were these contracts for vehicle purchase only or were contracts for lease, rental or hire-purchase also undertaken?</p> <p>Response:</p> <p>Our vehicle replacement has all been via existing OGP contracts and after a cost analysis we decided to go solely by purchasing.</p>	
<p>Question 2: Are further vehicle procurement contracts planned for 2020/2021? Is vehicle procurement typically undertaken annually or is it anticipated that the existing fleet will not be renewed or expanded for a number of years?</p> <p>Response:</p> <p>Intention to keep the fleet in a modern safe condition noted.</p>	
<p>Question 3: What types of vehicles are typically procured (passenger cars, vans, heavy-duty vehicles, low-floor buses, coaches)?</p> <p>Response:</p> <p>Fleet consists of family saloons and small number of 9 seater minibuses we would like the option for people carriers if possible.</p>	
<p>Question 4: Have service contracts been undertaken with other operators to provide transport services in 2018/2019? If so, how many vehicles fall under these contracts?</p> <p>Response:</p> <p>The only other transport contract we have is for Taxi services again via OGP contract.</p>	

Question 5: Do you intend to undertake procurements for low or zero-emission fuels and technologies (electric, plug-in hybrid electric, hydrogen, natural gas, biomethane, liquefied petroleum gas)?

Response:

We would like the option if possible for low or zero-emission fuels and technologies.

Additional notes: None.



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Department of Transport

