

# Use of EPD in procurements at the Swedish Transport Administration



**TRAFIKVERKET**  
SWEDISH TRANSPORT ADMINISTRATION

Susanna Toller



# Trafikverket – the Swedish Transport Administration

## Our tasks

- To be responsible for the long-term planning of the transport system for road, rail, shipping and aviation.
- To be responsible for the construction, operation and maintenance of State owned roads and railways.

## Our goal regarding greenhouse gas emissions

- A climate neutral infrastructure by the latest 2050, and 15 percent reduction by 2020 compared to 2015



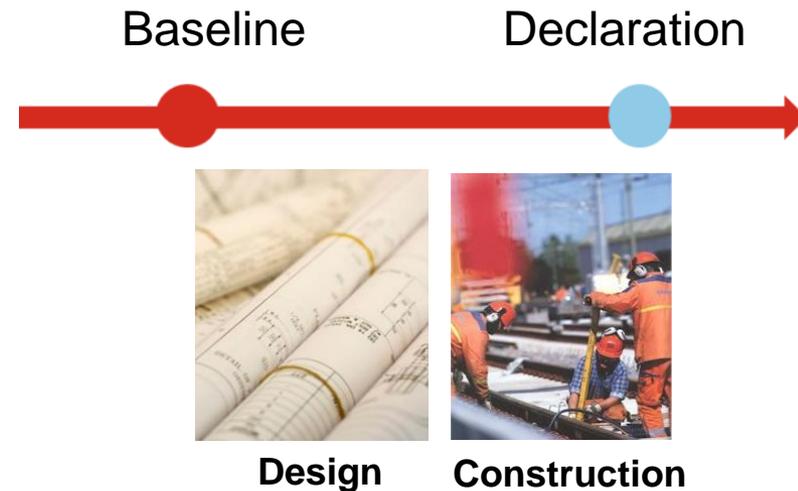
# EPD as a verificate in procurements

If life cycle thinking is to be implemented in the procurement process, we need to be able to evaluate products on the same basis!

- How do we get EPDs that are truly comparable (reproducibility, consistency)?
- How can we facilitate the development of EPDs?

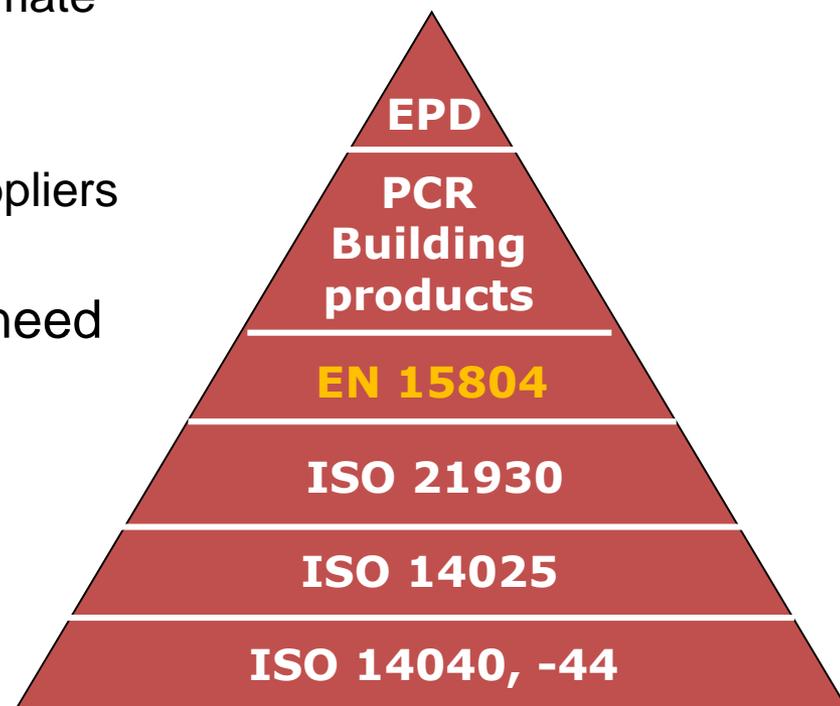
# Towards a transport infrastructure with less GHG emissions

- LCA requirements are implemented for new road and railway investments (>0.6 million USD)
- A total decrease of greenhouse gas emissions, compared to a predefined baseline, is required
- The total decrease of emissions is reported in a climate declaration
- Focus on achievements rather than predefined specific technical solutions – gives room for innovation
- The potential is great and the consultants and contractors are ready to do this work if we ask for it



# Use of specific data in the climate declaration

- Improvement can be achieved by
  - Using less material and fuel
  - Using material and fuel with better climate performance
    - Select the best materials
    - Create incentives for material suppliers to improve the materials further
- Climate performance of the material need to be verifiable
  - EPDs are required
  - EN 15804 provides the "rules for calculations"



*(Erlandsson 2011, IVL report B2019)*

# EPD as a verificate in procurements, remaining questions

- How do we get EPDs that are truly comparable?
  - How do we deal with the fact that EPD program operators interpret the standard slightly differently?
  - How do we interpret EPDs derived under different standards?
  - How can the quality of the generic LCA-data be ensured?
- How can we facilitate the development of EPDs?
  - Do we really need full EPDs in all situations?
  - How specific do the specific data need to be (can average data from different plants be accepted)?