

## Procurement of containers and vehicles

The responses to questions are a composite of session responses and paraphrase from the discussions and available guidance.

| Question   | Answer  |
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| <b>What are the main issues facing the manufacturing capacity in relation to Simpler Recycling?</b>                                      | Engagement with manufacturers has highlighted that the scale of product orders from the sector is unprecedented. The additional requirements for workshop space, industrial tooling and additional skilled workers needed will take time to work through the requirements. At the same time international supply chain challenges and inflationary pressures are adding costs to different elements of the system.  |
| <b>What has been done to address the large-scale demand of equipment from Local Authorities and avoid very lengthy delays?</b>           | DEFRA and WRAP have worked closely with manufacturers and the supply chain on interventions and measures to reduce the potential supply chain bottlenecks. These supports include developing standardised specifications, encouraging joint contracting, updating procurement guidance and data sharing of regional order numbers. These measures have enabled manufacturers to invest in the infrastructure, equipment and labour they need to streamline processes.   |
| <b>What are lead times for vehicles and containers at present?</b>   | Following the procurement phase from the point of order for an average sized authority it would be over one year for a supply of standard trucks and around six months for supply of containers. The volumes of order and the design specification affect the timescales.   |
| <b>What are the benefits of using the standard specifications that have been created? Are the benefits financial or wider than that?</b> | The supply chain works much more efficiently with fewer variations of the same product. This relates to how many variations of stock need to be ordered and the tooling and training needed to build different profiles. The benefits are financial savings but also that building around a single specification can enable extended warranties, that repair and maintenance is easier to address. Standard specifications also make orders more straightforward to fulfil and are more likely to be delivered earlier. |
| <b>Can you explain the advantages of going down the joint procurement route?</b>   | Large standard orders are naturally more attractive to the manufacturers and supply chain in providing a significant order with fewer permutations.   |
| <b>What are the local authority staff resources we need to put in place to</b>   | Time from a dedicated project or partnership manager is essential, depending on the number of the authorities involved. Some time will be required from legal teams where   |

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| <b>get a joint procurement initiative in place?</b>  | a partnership agreement is not already in place. A lead authority to undertake the procurement is required. The use of the standardised tools and guidance will help alleviate the time burden on staff but some time will be needed from each of the partner authority operational waste managers to agree the specifications and the delivery schedule.   |
| <b>How long does a procurement take in your experience, starting from scratch?</b>   | The WRAP procurement guidance provides indicative timescales of the stages required. Using procurement frameworks will help expedite the process but typically the process length will depend on the complexity of the specification, the partners involved and the frameworks you are working with.  |
| <b>How do we make our procurement attractive? What should be include/exclude?</b>  | Being flexible in demand and realistic on timescales, having larger order numbers, making the request forms to suppliers as clear and concise as possible. For the social value aspect providing examples.  |
| <b>Is it helpful to put deliver-by dates in the procurement?</b>   | Providing a time window of a couple months rather than a specific date is recommended. Suppliers may not bid for unrealistic requests knowing the risks and potential penalties from delay.   |
| <b>Are other types of containers, such as those for communal or dry recycling containers, subject to lengthy manufacturing timescales?</b>         | Larger wheeled bin are not known to be subject to the same delays as the food caddies and containers. The scale of requests from private sector trade waste collectors will increase demand over time.  |
| <b>Does it make sense to do a large or joint procurement on food waste liners? Are liners available on the procurement frameworks?</b>             | Joint procurement also offers benefits in terms of economies of scale. A risk is that joint orders to supply different designs of caddies will require different specifications of liners. Liners are available on national procurement frameworks.   |
| <b>How do the business waste requirements affect the manufacturing capacity overall? Will they affect local authority timescales for delivery?</b> | The later target date for the majority of businesses to comply by has helped alleviate the volume of requests in one year. The same suppliers provide for both the household and business market and have experienced some periods where trade waste requests have occupied capacity that could have been used for household related products. However, the demand in equipment for commercial collections is increasing significantly in line with 2027 compliance date for businesses and will start to impede Local Authority requests if more orders are not made soon. |

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| <b>Would you recommend building in container delivery into the bin procurement or keep that separate?</b>  | Generally, whilst some manufacturers are prepared to organise delivery the industry has suggested keeping the procurement separate is advantageous. The container delivery industry is also receiving unprecedented demand and so tying two complex procurements together may not be advantageous at this time.   |
| <b>Any views on the short-term hire market? Is that a better route to go if we can't get trucks for a while?</b>                                 | The hire market is definitely a sound interim solution, but again given the huge demand Local Authorities advise securing these arrangements as early as possible.  |
| <b>Any recommendations on designs of containers, colours, recycled content etc?</b>  | The WRAP standard specifications were developed in conjunction with industry and Local Authorities and provide detail on recommended options for design and content.  |
| <b>What dialogue has gone on nationally with the Professional Buying Organisations (PBOs) and Frameworks to deal with the supply challenges?</b> | DEFRA and WRAP engaged early with the PBOs in order to detail the forthcoming scale of orders, understand their perspectives on challenges and to design interventions that could help the supply chain issues. The feedback and regular content was incorporated into the design of the interventions mentioned including the procurement guidance and specifications. |

Further questions were asked within the session and are available in the recording.

#### **Key links for further information**

| <b>Content</b>  | <b>Link</b>  |
|---|--|
| <b>WRAP food waste standard specifications for food waste vehicles and containers</b> | <a href="#">Weekly food waste collection implementation – supplementary procurement guidance   WRAP - The Waste and Resources Action Programme</a> |
| <b>WRAP new procurement guidance for food waste equipment</b>                         | <a href="#">Weekly food waste collection implementation – supplementary procurement guidance   WRAP - The Waste and Resources Action Programme</a> |
| <b>WRAP joint procurement data base</b>   | <a href="#">Local Authority Joint Procurement Database for vehicles and containers   WRAP - The Waste and Resources Action Programme</a>           |

