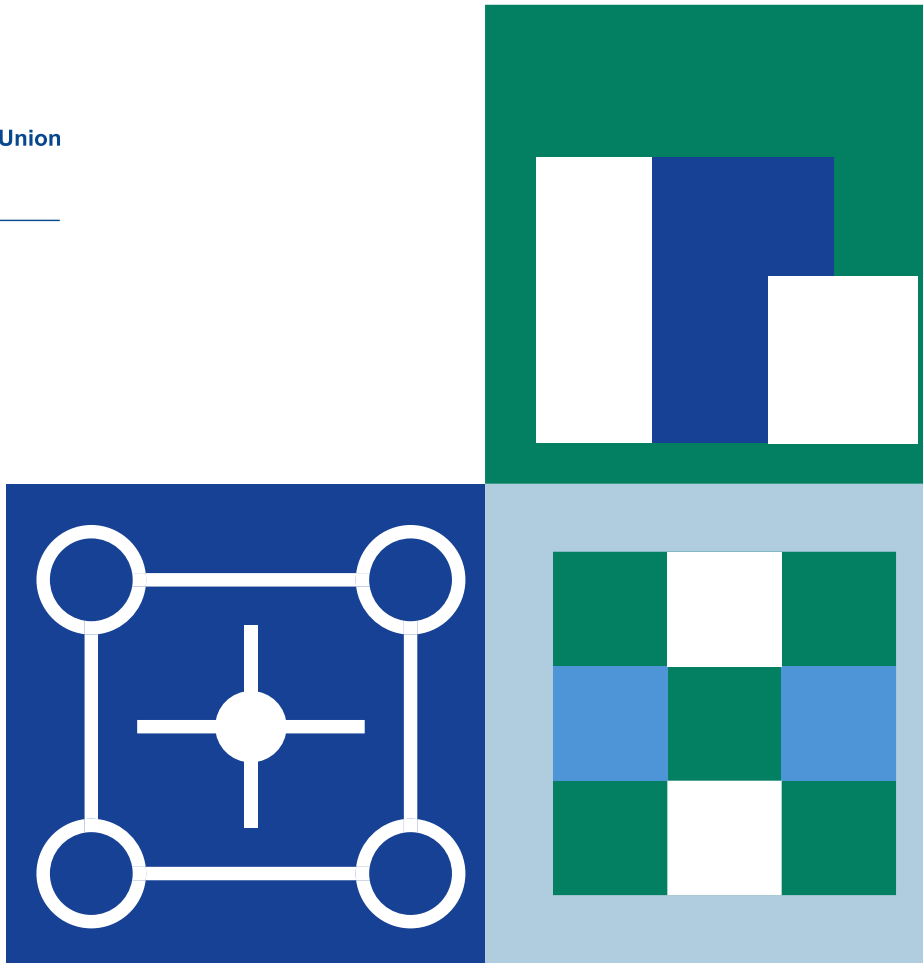
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GETTING STARTED WITH CO_2 PRICING

A practical guide for French public authorities

Action Plan for public authorities in France

October 2026

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Introduction

Getting started with carbon pricing

Addressing climate change calls for decisions that deliver benefits not just today, but over the long term. Carbon pricing can help public authorities factor the wider societal costs of emissions into policies, projects and public procurement, making sustainable options easier to identify and choose.

This document is intended to help French local and regional authorities implement CO_2 pricing in policies, projects and public procurement. It was developed as part of the **European Interreg DeCarb-Pro project**.

The action plan provides a practical starting guide for public authorities that want to begin working with CO_2 pricing. It outlines the key steps required to successfully implement CO_2 pricing, offering a clear roadmap for organizations that are at the beginning of this process.

This action plan provides a general indication of the steps that can be taken. The specific approach will depend on the ambitions, organizational structure and context of each authority. To learn more about the application of CO_2 pricing or discuss the possibilities for each organization, please contact the project team at decarb-pro@klimaatverbond.nl or the local authors of the French action plan:

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Steps to start with CO2 pricing

1. Getting started: understanding carbon pricing in procurement

At its core, carbon pricing is a simple concept: it puts a financial value on greenhouse gas emissions. The principle is that emissions are not cost-free: they contribute to climate change and create costs for society. By putting a price on those emissions, these wider costs become visible and can be considered alongside direct financial costs. This creates an incentive to reduce emissions and can make lower-carbon options more attractive.

Applying this principle in procurement does not necessarily require complex calculations or new datasets. Much of the information needed for a basic assessment is already available, allowing procurement teams to start with relatively simple examples and build their experience from there. The schoolyard example below shows how even a straightforward calculation can change the comparison between two otherwise similarly priced options.

Example: workshop on new or reused paving

During a DeCarb-Pro workshop, participants explored a real-life procurement choice: repaving an existing schoolyard. The direct cost of reusing the existing paving was approximately the same as buying new paving. Looking only at the purchase price, the choice seemed obvious: “If new costs the same as reused, of course we’ll go for new paving stones. Who wouldn’t?”

The picture changed when the climate impact was given a financial value. Using available existing data and a simple calculation, participants found that the climate costs of new paving were around €30,000 higher than those of reusing the existing materials.

The exercise demonstrates the practical value of carbon pricing: it makes costs that would otherwise remain invisible part of the decision, providing a more complete basis for comparing procurement options.

2. Laying the groundwork: national policies on carbon pricing

Before introducing carbon pricing into procurement, it is important to understand what is already in place. This chapter looks at the existing policies and legislation that provide the framework for carbon pricing and greener public procurement in France. Starting here ensures you build on existing requirements and initiatives, rather than developing an approach from scratch.

France has integrated several forms of carbon pricing into its regulatory framework. The European Union Emissions Trading System (EU ETS) covered around 20% of the country's greenhouse gas emissions in 2022 and about 80% of industrial emissions. In addition, France applies a carbon component to taxes on energy products, natural gas, and coal. Since 2019, this carbon price has been set at €44.6 per tonne of CO_2 equivalent.

The carbon component applied to energy products, natural gas, and coal was originally expected to increase from €44.6 per tonne of CO_2 equivalent in 2019 to €100 per tonne by 2030. However, after significant social protests against the increase, the tax was frozen at its 2019 level. Research indicates that the tax has a greater impact on low-income households and people living in rural areas. Furthermore, more than 90% of companies are exempt because they are already covered by the EU ETS.

Locally, there is the possibility to adopt a SPASER (Schéma de Promotion des Achats Socialement et Ecologiquement Responsables), a scheme to promote socially and environmentally responsible public procurement . It was reinforced on July 1st, 2023, to **become mandatory for all buyers whose budget is superior to 50 million euros** (before, the threshold was 100 million euros).

From August 21st, 2026, there is also an obligation for all public buyers to introduce **environmental considerations while shaping the procurement process**, with at least one environmental criterion and at least one performance condition that takes account of the environment (implementation of Article 35 of the Climate and Resilience Act)- Loi Climat et Résilience)

French legislation also encourages the **integration of environmental costs into procurement decisions** through life cycle costing (LCC). This approach may include environmental externalities (greenhouse gas emissions, other pollutant emissions, climate change mitigation costs if they can be measured and verified). The government is required to provide practical tools to help buyers assess life cycle costs for major purchasing categories. In addition, public contracts for renovations and new buildings will be required to use low-carbon or bio-based materials in at least 25% of projects, starting in 2030.

France also uses the "Value of Climate Action" (Valeur de l'Action pour le Climat – VAC) as a reference tool for public decision-making. The VAC was defined to estimate the economic value of one tonne of CO_2 avoided. The VAC is not a direct fiscal instrument, but rather a tool used to evaluate public policies and investments. It helps public authorities integrate long-term climate objectives into economic evaluations, especially in sectors such as transport, infrastructure, and public procurement. The principle behind the VAC is based on the estimated cost required to achieve carbon neutrality by 2050. The reference value increases over the years and according to the latest estimates, it could reach around €250 per tonne of CO_2 by 2030. Although this value is not yet systematically applied in procurement procedures, it gives a useful framework to encourage low-carbon choices in public policies and spending.

3. Involving stakeholders: roles to carry out carbon pricing

The implementation of carbon criteria/carbon pricing in public procurement requires the involvement of a wide range of internal and external stakeholders from the beginning of the process. It is important to ensure a shared understanding of the objectives and a good technical application in order to avoid implementation barriers or resistance within the process.

Stakeholders		Main role in the integration of carbon criteria
Internal stakeholders	Technical departments and project managers	Contribute to defining carbon criteria, making sure they are realistic and compatible with project execution. Can initiate pilot projects and experiments.
	Public procurement services	Ensure the legal and regulatory requirements of carbon criteria within tender documents, procedures, and contract implementation.
	Climate and environment services	Provide environmental and methodological expertise on carbon accounting methods. The experiments can also be driven by these services.
	General management	Ensure overall coordination and consistency across departments. It is crucial to engage at this level in order to facilitate the implementation of wider changes within the organization.
	Elected representatives	Provide political steering. Can validate the integration of carbon criteria into procurement strategies and increase the weight of the environmental report compared to the price and the technical report.
External stakeholders	External consultants	Help design the methodology, the selection of tools, and the operational integration of carbon criteria in public procurement.
	Companies	Participate in testing and improving the methodology during project implementation. Their valuable feedback contributes to continuous improvement.
	Institutional partners (regional and national level)	Help ensure coherence across methodology. Participate in the harmonization of practices, so that companies don't face different requirements
	Local climate agencies	Provide technical assistance and advice, particularly to smaller public authorities (ex: Strasbourg Climate Agency).
	Regional and national networks	Facilitate the share of knowledge, training, and the dissemination of best practices in sustainable procurement.

4. Exploring the options: tools and methods for carbon pricing

Before applying carbon pricing in procurement, it is also useful to understand the tools and methods already available. Different examples from across North-West Europe have been compiled in the CO_2 Pricing Inventory[1], providing an overview of existing approaches and practical applications. This chapter builds on that overview by taking a closer look at tools and methods that are particularly relevant in the French context, helping organisations identify approaches that could work in practice.

A variety of tools and methods used to assess scope 1, 2 and 3 emissions already exist and are well-suited to the French context. While some make it easy to compare bids based on their carbon impacts, others are more general and more useful to evaluate the environmental impacts at the organization's level. The following list presents the context, the advantages and the drawbacks of each tool or method. With art. 36 of the Climate and Resilience Law, the French government also committed itself to provide public buyers with certified LCC (Life Cycle Costing) and LCA (Life Cycle Analysis) tools for specific procurement sectors to be used in the selection of the winning bid[2].

Road and construction sector:

- **SEVE-TP**. SEVE-TP is a tool developed by the French Federation of Public Works (FNTP) and audited externally. After completing the different items/provisions of the project, SEVE-TP provides a detailed report **identifying the most emitting materials and services.** It allows bidders and project managers within local authorities (LAs) to compare environmental alternatives for public works, foundations, roads, and leveling projects. The software is free and easily accessible with multiple online training sessions to get used to the tool. SEVE-TP uses reliable databases from the French Agency on Ecological Transition ADEME with the possibility for providers to add their own environmental and sanitary disclosure factsheet (Fiche de Déclaration Environnementale et Sanitaire, FDES in French) if the type of material they use is not already on the platform. Furthermore, the tool is certified by the French government, ensuring its reliability. Disadvantage : despite being regularly updated, SEVE-TP does not yet account for certain provisions (construction site infrastructure, etc.) and may be seen as time-consuming for smaller projects.
- **OMEGA-TP**. Also developed by the FNTP, OMEGA-TP is a GHG calculator that helps professionals **assess emissions related to their project.** This tool does not compare different solutions like SEVE-TP but is still useful to monitor the construction works. OMEGA-TP is quite intuitive to use and considers scope 1, 2, and 3 emissions. It produces detailed reports for four key indicators: energy used (MJ), GHG emissions (tCO_2eq), resources saved (tonnes), and transport of materials (tonnes/km).
- **CIBLE**. Developed by the CERIB (Centre for Studies and Research into the Concrete Industry- Centre d'études et de recherches de l'industrie du béton in French), this tool allows to **compare the carbon footprint of road materials** such as cement and asphalt to choose the most sustainable option.
- **EFFC/DFI Carbon Calculator**. This tool was developed by the European Federation of Foundation Contractors (EFFC) and the Deep Foundations Institute (DFI) to **calculate the CO_2 emissions of leveling works**. It can be used throughout the whole project to monitor emissions and compare the final environmental performance with the previsions made at the beginning of the project. The software uses various databases (Bilan Carbone v7, Defra 2012, EcoInvent V2.2, IEA 2012, etc.) and national and international ecological accounting standards (Bilan Carbone, GHG Protocol, etc.) to ensure its reliability.
- **BatiCarbone**. This tool specifically targets public work companies which are answering tender offers from public authorities. With three different modules (construction site, unit, and company scale), BatiCarbone **precisely assesses emissions from construction works.** The tool uses the Bilan Carbone methodology, INIES database from the ADEME, and complies with the RE2020 regulatory framework. The only downside of this software is that it is only available to the Fédération Française du Bâtiment (FFB) members.

[1] CO_2 Pricing Inventory
[2] https://achats-durables.gouv.fr/utiliser-outils-danalyse-cycle-vie-acv-contrats-commande-publique-678

IT provision

Some tools exist and are already well-developed to assess GHG emissions from IT infrastructure, provision of IT furniture and software. Yet, they are not free but owned by private companies, making them less likely to be used by a public local authority.

Food and textile

- **Ecobalyse**. Ecobalyse is an initiative from the ADEME used to assess the environmental impact of products distributed in France for three sectors: food, textile, and objects. The tool relies on 16 impact categories of the Product Environmental Footprint (PEF) methodology favored by the European Commission. Climate change, water use, resource us and freshwater eutrophication are considered among others. The metric used to compare two items is not the classical kg CO_2eq but instead the environmental cost expressed in "impact points" (pts) or impact points per 100 grams of product (pts/100g). This metric makes it possible to **compare two items and allows providers to inform consumers about the ecological impacts of their products.** While the tool is already available online, its methodology is still being evaluated, in particular for the food and objects simulators which remain to be finalized.

Other tools

- **CO2 Performance Ladder**. The CO_2 Performance Ladder (CO2PL) is a **Dutch procurement and CO_2 management instrument** managed by the Foundation for Climate Friendly Procurement and Business (SKAO). It is used by various organizations to decarbonize their activities by tackling scope 1, 2, and 3 emissions. The difference with the other tools mentioned is that CO2PL shifts from purely declarative commitments to a performance-based, externally certified and continuous improvement approach. CO2PL is in line with the European Directive on procurement and can be used as an award criterion in a procurement based on a best-price-quality ratio (BPQR). The CO2PL follows the four following stages: (1) the contracting authority must include the award criterion in the tender, (2) bidders submit their bid with the intended CO_2 ambition level for the project, (3) the contracting authority awards the contract based on the BPQR with the CO_2 ambition level selected by the bidder, and (4) the contractor executes the contract in line with the provisions agreed upon and provides proof of compliance with the CO_2 ambition level. This tool has recently been introduced in France with a few public organizations choosing to use it (for instance by La Poste, RTE, and the Union des groupements d'achats publics or UGAP in short).
- **Carbon footprint calculator - EMS 14000**. This tool is a **simple calculator for scope 1 and 2 emissions from organizations' day-to-day activities.** It relies on emission factors from the American Environmental Protection Agency (EPA) and is based on ISO 14000 standards. Companies or LAs can calculate their monthly GHG emissions with detailed breakdown by source using data such as monthly electricity usage, fuel use, number of employees, facility size, etc. However, this tool cannot be used for procurement per se as it only gives some descriptive information about an organization's carbon footprint.
- **La clause verte** (the green clause in English). La *clause verte* is a clause template collection ("clausier" in French) created by the CD2E(Centre for the Roll-out of the Green Transition in Businesses and Regions", "Centre de déploiement de l'écotransition dans les entreprises et les territoires" in French) and used for public buyers **to insert environmental clauses and criteria within their contracts**. The website provides examples of green clauses usable for the attribution, execution, and technical specificities of the contract. Covering a wide range of procurement sectors, the templates were written and used in actual contracts from French public authorities (SNCF Réseau, Société des Grands Projets, European Metropolis of Lille, amongst others) showcasing their relevance in the French context. Furthermore, this initiative by the CD2E is supported by the French Ministry for the ecological transition and the Ministry of the economy and finances.
- **Fresque des achats publics durables**. The fresque is **an awareness-raising tool** that helps local authorities with **structuring a sustainable procurement strategy** which addresses the transversal nature

of the procurement process within an organization. Like other fresque workshops (on climate, biodiversity, etc.), it is a participatory workshop based on collective intelligence that enables complex concepts to be explored in a fun and engaging way. The different workshops are hosted by regional procurement networks with the aim of training public buyers and elected officials across France. In 2026, 214 sessions have been held with 1424 people trained and 200 hosts have been trained to organize training sessions.

See annex 1: "Tools & methods for CO_2 calculation"

Accounting methodologies

- The Bilan Carbone©. This methodology is a standardized framework developed by the ADEME **to measure greenhouse gas emissions associated with an organization, activity, or territory** across the full range of direct and indirect sources (Scopes 1, 2, and 3). It relies on a structured inventory of activity data (such as energy consumption, transport, goods and services) combined with officially recognized emission factors, primarily drawn from the French "Base Empreinte." When necessary, collected data may be adapted or recalculated to ensure compatibility with these factors. The approach focuses on consistency over time, making it possible to compare results with a baseline year and track progress. It can be carried out regularly, such as every year, with more detailed assessments conducted from time to time. Depending on available resources, it can be done internally or with external support. Overall, the methodology provides a clear and consistent tool for carbon accounting and climate strategy planning.

- Life Cycle Analysis (LCA) for building projects, it is a method used **to evaluate the environmental impacts of a building throughout its entire life cycle**. This includes all stages, from extracting raw materials and construction to use, maintenance, and eventual demolition. It looks at factors like energy use, resource consumption, and greenhouse gas emissions. By identifying which stages have the biggest impact, LCA helps designers and decision-makers choose materials and solutions that reduce the building's overall environmental footprint.

- Life climate assessment for public procurement: A life-cycle assessment tool may be used to help **determine the environmental criterion as part of a multi-criteria analysis**. Three conditions must be met:
  - A contracting authority that decides to use an LCA tool must clearly state this in the tender documents and provide a comprehensive explanation of the data to be supplied;
  - The provision of data must not require an excessive amount of research and processing by tenderers;
  - The contracting authority must allow tenderers for a reasonable period to collect and submit the data.

  If the contracting authority deems it necessary, it may require a test report or a certificate from an assessment body. If the tenderer does not have access to these documents or is unable to obtain them within the specified timeframe, the contracting authority must accept any other appropriate means of proof.

- Method for Budget Climate Assessment (BCA): This method was developed within a project carried out as a collaboration between I4CE (Institute for Climate Economics, Institut de l'Economie pour le Climat in French), five French local authorities, France Urbaine, and the French Mayors' Association (AMF) to **examine the impacts all expenditure included in the budget of a local authority can have on climate mitigation.** It consists of an analysis of the budget line by line, based on a list of actions that are rated highly favourable, favourable, neutral or unfavourable for the climate. The method is compliant with the EU taxonomy, and it addresses the topics of climate (climate mitigation and adaptation) and biodiversity. A simplified version of the method is available for all French local authorities with more than 3,500 inhabitants (mandatory since 2024, article 191 of the French finance law for 2024).

5. Building on existing networks: finding opportunities for cooperation

Introducing CO_2 pricing is easier and more effective when Local Authorities can build on the knowledge and experience of others. Cooperation with national networks, public bodies and sector organisations provides access to expertise and existing approaches, reduces duplication, and creates opportunities to test and develop CO_2 pricing collaboratively while supporting more consistent implementation.

Network/ Organization	Keywords
France urbaine	
France Urbaine is a cross-party association of local authorities that embodies urban diversity and promotes cooperation between regions. It brings together France's major cities, metropolitan areas, urban communities and conurbations, and represents 2,000 local authorities of all sizes. France Urbaine pursues a political and technical vision in the service of its members and citizens by engaging in ongoing dialogue with all stakeholders in society at local, national, European and international levels; it informs public decision-making on key issues affecting urban areas and decentralization. Local authorities can participate to different working groups led by France Urbaine, especially on responsible purchasing and green budgeting.	**Green procurement** **Green budgeting** **Finance**
FNTP	
As the professional body for the civil engineering sector, the National Federation of Public Works (FNTP in French) represents companies of all sizes and specialisms that build and maintain infrastructure and networks throughout France. It brings together contractors and public works professionals through its Federal Committees, Regional Federations and Specialist Trade Unions. It works in synergy with the construction and building sectors and the wider industry and cooperates continuously with public bodies and other stakeholders at national, European and international levels. It has developed SEVE-TP, a tool to estimate the carbon impact of infrastructure projects.	**Infrastructure projects** **SEVE-TP**
CERIB	
CERIB is an industrial technical centre dedicated to research and innovation. Its expertise in the construction sector, and in particular in the concrete industry, enables it to support manufacturers and specifiers in the market by providing them with technical support and information. CERIB has a regional presence through its quality auditors, environmental and safety specialists, metrologists equipped with mobile laboratories, and its regional representatives. Moreover, it has developed CIBLE, a tool that allows to compare the carbon footprint of road materials such as cement and asphalt to choose the most sustainable option.	**Construction** **Low-carbon concrete** **CIBLE**
Agency Asea	
Asea is an agency specialising in consultancy, training and auditing in the field of responsible procurement. Asea works alongside public and private companies, local authorities and other organizations to improve their sustainability and performance through procurement and supplier relations. Since 2023, Asea has been working with SKAO on the implementation of the CO2 Performance Ladder in France. See: L'Échelle de Performance CO_2 | Marchés Publics durables	**Green procurement** **CO2 Performance Ladder (CO2PL)**

French mayor's association	
The AMF (Association of French mayors, Association des Maires de France in French) stands alongside mayors and inter-municipal association presidents and works to ensure that decentralisation guarantees local authorities genuine autonomy in the management of local affairs. It is strongly committed to ensuring that mayors have sufficient legal and financial resources to carry out their duties. The AMF acts as a key interlocutor for the public authorities, at a very early stage of projects.	**Local authorities** **Elected representatives** **Green budgeting**
Intercommunalités de France	
Intercommunalités de France is the national federation of elected representatives. It represents inter-municipal bodies in dealings with national public authorities (Government, Parliament, national agencies). It participates in debates on developments in their territorial organization and decentralised public policies and develops specialist expertise to serve its members. The Intercommunalités de France network represents over 80% of the French population living in inter-municipal areas; the association acts as their spokesperson in dealings with public authorities.	**Local authorities** **Elected representatives**
Guichet vert (the Green Desk)	
The Green Desk is a free, local environmental advisory service aimed at buyers subject to the Public Procurement Code, designed to help them incorporate sustainability considerations into their public procurement processes. This service contributes to achieving the objectives set by the 2021 Climate and Resilience Act, which makes the integration of environmental considerations into public contracts mandatory from August 2026 onwards.	**Green procurement**
Grand Est Public Procurement Network	
Initiated by the Grand Est region and the French government, the Grand Est Public Procurement Network is a scheme operated by Grand Est Développement, the regional agency for transformation. The network aims to promote regional and national public procurement among businesses in the Grand Est region, strengthen businesses' capabilities to enable them to access public procurement markets, develop dialogue between public and private sector stakeholders and encourage discussions between public sector stakeholders on the topic of procurement in the Grand Est region.	**Public procurement** **Local authorities**
GIP Maximilien	
The GIP Maximilien's mission is to support all contracting authorities in the Île-de-France region in the complete digitalization of their procurement procedures. It also serves as the network for responsible procurement in the Île-de-France region.	**Green procurement** **Local authorities**

6. Learning from practical examples: front runners in France

Some local authorities in France have already experienced implementing a carbon-based award criterion in their tenders or using tools to assess the GHG emissions of a given project. Examples of implementation by these front runners serve as a good starting point to understand the possibilities of applying CO_2 pricing.

Case study n°1: use of SEVE-TP in road infrastructure contracts by the Isère and Loire-Atlantique departmental councils

The departmental councils in Isère (CD38) and Loire-Atlantique (CD44) applied CO_2 pricing approaches to decarbonise their road infrastructure projects. It is worth noting that this choice to focus on road projects at the departmental level is pertinent as they are public authorities in charge of large portions of roads (4 700 kms for the CD38 and 4 300 kms for the CD44).

Approach of the Isère departmental council (slides presented here):

- Implementation of a quantitative carbon criterion in four major road works projects (€8 million for the project presented)
- Identifcation of the four main sources of emissions (representing 35 to 50% of the total amount) using both national monetary emission factors provided by the ADEME and SEVE-TP
- Quantification of the reference point of the administration (in tCO2eq) to compare it with the offers
- Giving a significant weight to this criterion (60% of the environmental criterion or 9% of the final grade)
- Gradation of each offer on a linear gradation where the lowest GHG emission proposal receives the highest grade and where each offer with lower emissions than the reference point receives at least a 25/100
- Verification ofthe coherence of the offers using SEVE-TP: quantities, technical specificities of the materials, etc.
- Writing in the contract the GHG emissions ambition level to be achieved by the contractor
- Asking the contractor to provide a monthly SEVE-TP report to monitor the trajectory and compliance with the emissions level. The project manager (MOE) oversees the collection of these documents for project monitoring.
- Incentivizing companies to comply with the contract by implementing a bonus/penalty fee of ± 2.00 € per kgCO2eq per unit compared to the objective agreed upon and with a cap of ± 2% of the total amount
- Overall, the potential for emissions reduction represents 30% of the carbon impact of the four provisions identified, or 10.5-15% of the whole project

Approach of the Loire-Atlantique departmental council (slides presented here):

- Signing an agreement for voluntary commitments for green growth (“convention d’engagements volontaires pour la croissance verte” in French) with the National Federation of Public Works (FNTP) with specific actions to tackle GHG emissions in public works (use of recycled aggregates, etc.)
- Focusing on the two provisions in the contract with the highest GHG emissions.
- Retrieving the reports on the energy to be consumed and the planned GHG emissions from SEVE-TP to evaluate offers on these two indicators.
- Grading offers on a linear gradation with the lowest in terms of energy consumed and GHG emissions produced receiving the highest grade.
- Monitoring of the compliance by comparing the information provided by the contractors through SEVE-TP (number of trucks used, tonnes of materials, distance between the construction site and the quarry, etc.)

Note: These two illustrations were retrieved from an IDEALCO webinar of January 2025. For further information please see here.

Case study n°2: pilot program – testing the CO2PL in France

Since October 2023, Asea, a specialist in sustainable public procurement, is leading the roll-out of the CO2 Performance Ladder in France. As SKAO's French partner, Asea has formed a consortium with key organisations, including OBsAR (Association for Responsible Procurement) and major contracting authorities. The aim of the pilot program is to adapt the CO2PL to the French context and make it a practical tool for promoting low-carbon procurement and reducing CO_2 emissions across various sectors.

Until November 2025, 8 calls for tenders have been published, representing together over 5 billion euros. Pilot partners include RESAH, RTE, La Poste Groupe and UGAP. Grand Lyon Metropolis, GRDF (French gas provider) will test the CO2PL along 2026.

Case study n°3: use of SEVE-TP in road and water infrastructure contracts by the Eurometropolis of Strasbourg

The Eurometropolis of Strasbourg (EMS) is gradually introducing carbon criteria in public procurement through ongoing experiments in high-emission sectors, such as road and water infrastructure and buildings. At this stage, there was not any internal CO_2 pricing system (neither shadow price nor internal tax). The tested approach is based on the integration of carbon criteria in tender evaluation.

For road and water infrastructure, EMS carried out a benchmark study with an external consultant to select an appropriate carbon calculation tool. The SEVE-TP tool was chosen because it is widely used in France and allows companies to calculate greenhouse gas emissions based on project data such as materials, transport distances, and construction methods. It is easy to use and helps the local authority to compare bids in a consistent way.

The carbon criteria, calculated using SEVE-TP tool, are then included in the environmental assessment report, which is one of the award criteria in the tender evaluation (alongside price and technical report). At this stage, the carbon part represents a limited share of the environmental score (around 20 to 35% depending on the project). The evaluation for now mainly focuses on the quality, completeness, and consistency of the data provided by companies, rather than selecting the lowest carbon offer. The objective is to help companies learn the method and improve their carbon reporting. The goal is to progressively shift to a scoring based on lowest carbon emissions and to increase the part of the carbon scoring in the environmental report over the years. Increasing the overall weighting of the environmental report is also a key challenge for achieving real impact in public procurement, but this depends heavily on political will.

This approach has been developed with stakeholders, including the National Federation of Public Works (FNTP) and external experts. This cooperation led to continuous improvements such as separating emissions by construction phase, using specific calculation modules for some materials (e.g. CIBLE for concrete products), and improving the follow-up of emissions during work execution.

For buildings, the method would be based on life-cycle assessment and would separate new constructions and renovations. It would use national tools that allow automatic and verified calculations. The aim is to create a common framework and to implement a wide use of carbon criteria in this sector. The methodology is still in progress.

Case study n°4: use of SEVE-TP in road infrastructure contracts by the City of Paris

The City of Paris has adopted a highly ambitious green public procurement strategy through its Sustainable Procurement Action Plan (SPASER), which was first published in 2016, and seeks to align procurement practices with climate objectives and territorial solidarity. The City of Paris has progressively strengthened its environmental requirements and has already delivered significant results, including environmental clauses in 75% of contracts, the phase-out of diesel vehicles, and the elimination of single-use plastics.

In 2023, the City of Paris piloted a new approach for roadworks projects by requiring bidders to assess the greenhouse gas (GHG) emissions of their proposals and demonstrate measures to reduce their carbon footprint. Rather than introducing a dedicated environmental award criterion, these requirements were incorporated into the quality assessment of bids.

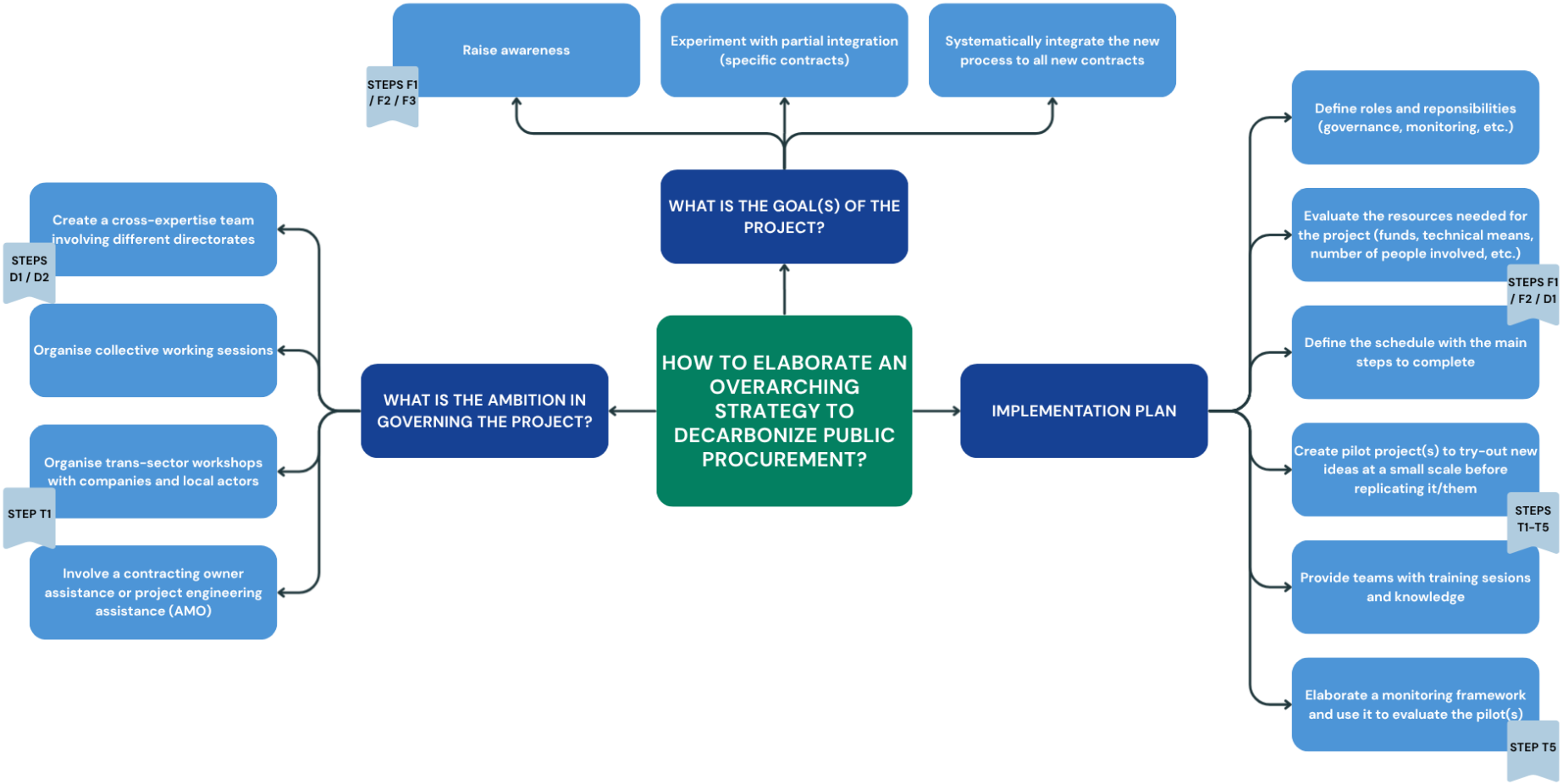
Building on this initial experience, Paris subsequently tested the use of a specific carbon award criterion in public works contracts. Bidders were required to calculate the carbon footprint of their projects during the tender phase using SEVE-TP, a lifecycle assessment-based tool that measures emissions across the full project lifecycle, from material extraction and production to construction activities. Drawing on certified ADEME databases, the tool generates a comprehensive emissions report. Bidders also completed a standard template and could propose alternative materials or construction methods to further reduce emissions.

Tenders were evaluated against four criteria: price, technical quality, provider capacity, and carbon performance. Each criterion was weighted in the final score, with the carbon criterion typically accounting for 5–10%. Contracts were ultimately awarded to the highest-scoring bid overall.

The implementation relied on close collaboration between a multidisciplinary group of stakeholders, including public buyers, procurement and legal experts, civil engineers, and specialists in carbon accounting and climate-budget evaluation.

Strategy to decarbonize procurements[3]

FIGURE N°1: ELABORATING A COMMON STRATEGY TO DECARBONIZE PROCUREMENT



[3] For more information, see the in-depth DeCarb-Pro Strategy, which provides a practical framework for integrating CO_2 pricing into public procurement and embedding climate considerations throughout policy, planning, procurement, and implementation.