



# **Sustainable Fleet Management Strategy 2021 – 2024**

## **Forward**

I am pleased to introduce Bournemouth, Christchurch and Poole Council's first Sustainable Fleet Management Strategy. Its aim is to ensure services have compliant assets in the right place at the right time and that offer value for money. Very importantly through the adoption of a measured evidenced based approach Fleet Services will make ambitious strides to support the council's commitment to become carbon neutral by 2030.

Our fleet and equipment are vital assets in the delivery of services to our residents, businesses and visitors. The high-profile brand of BCP Council vehicles amongst our communities has implications for the council's reputation. A well maintained and efficient fleet contributes to public confidence in the council.

All vehicles and equipment must be fit for purpose and need to be managed effectively to support our services and ensure the health and safety of staff, customers and the wider community.

The timely procurement and management of these assets is key to delivering the council's five priorities:

- Sustainable Environment
- Dynamic Places
- Connected Communities
- Brighter Futures
- Fulfilled Lives.

This strategy provides the framework for the procurement, management and maintenance of all the vehicles, plant and mechanical equipment operated and required by the council. It also helps the council to deliver its services and meet its regulatory obligations as a Department of Transport Operator Licence holder.

Its success will be dependent on securing long term financial commitment and the support and co-operation of all employees to ensure our asset portfolio is always operated efficiently, responsibly, and sustainably.

**Councillor Mike Greene**

**Portfolio Holder for Transport & Sustainability**

## **Content**

Vision & Objectives	1
Fleet Services Profile & Operating Budget	2
Corporate Fleet Assets Roles and Responsibilities	3
Key Functions of the Fleet Services Team	4
Fleet Asset Replacement and Management Process	7
Replacement Financing Strategy and Operating Budget	8
Decarbonising Our Vehicle Fleet 2021 – 2024	9
Key Targets and Measures	14

## Vision and Objectives

Effective management of fleet related assets is critical to the delivery and performance of council services. This Sustainable Fleet Management Strategy sets out and controls the management of council fleet related assets.

***Our vision is to provide effective fleet procurement, management, and a workshop maintenance service, enabling our users to deliver safe, reliable and cost-effective services to our communities, with a commitment to significantly reducing our reliance on fossil fuels and to make our assets environmentally sustainable***

The objectives of the Sustainable Fleet Management Strategy are:

- i. Assets fit for purpose - All vehicles/plant and equipment will be 'fit for purpose' in terms of condition and suitability for the intended use.
- ii. Safety - The vehicle/plant or equipment must secure the minimum health and safety risk to our staff and members of the public.
- iii. Assets used effectively – Assets will be treated as a corporate resource, and the need to own/maintain the vehicles/equipment will be regularly challenged with users and the performance of assets will be monitored and reported with the aim of eliminating unnecessary expenditure.
- iv. Sustainability - Assets, which run efficiently, maximise value for money, are environmentally and energy efficient contributing directly to delivering reductions in carbon emissions inclusive of the environmental life cycle of the vehicle and component parts (including fuel).
- v. Centralised financial management - All asset expenditure will be managed by Fleet Services via an agreed sustainable replacement/maintenance plan, appropriately funded from dedicated service revenue budget allocations. Fleet Services will work with services when additional/high cost assets are required that are outside of the approved replacement/maintenance plan to determine if the need can be met through existing wider fleet assets or confirm the need for service units to identify funds to cover such items.

Note: This strategy is not intended to cover the council's grey fleet - Vehicles that are owned and driven by an employee for business purposes. Separate future policies and processes are to be considered to address grey fleet and sustainable travel.

## Fleet Services Profile

The current assets comprise of 611 vehicles.

This is made up of a diverse range of vehicles from small vans, light goods caged and tipper vans, tail-lift box vehicles, mini-sweepers, minibuses, gritters and tippers, skip loaders and a range of heavy goods vehicles.

These assets are critical for delivering statutory frontline and income generating services which include:

- collection of waste and cleansing services including commercial
- maintenance of roads, cycleways/footpaths and winter operations
- passenger transport provision
- maintenance of open spaces including beaches
- maintenance of public buildings the council's housing stock.

In addition, there are a further 801 items of plant and equipment necessary to deliver our core services.

## Fleet Operating Budget

Current capital assets £38.9 million

The council's overall annual fleet operating budget is £4,603,330

Item	Spend	Notes
Vehicle fuel	£1,472,030	Existing vehicle fleet Based on £1.10 pl
Servicing and maintenance	£1,283,100	Includes labour and centre operating costs
Parts and materials	£1,133,300	Includes external works
Leasing and hire charges	£603,100	
Licences	£111,800	

Note – Insurance is excluded as it is part of the council's overall insurance premium.

## **Corporate Fleet Assets Roles and Responsibilities**

### **Fleet Services**

Overarching responsibility for the compliance of all requirements associated with the council's Vehicle Operators Licence and for the delivery of strategic fleet procurement, maintenance, and management.

Fleet Services will provide advice and guidance for all departments within the council on all aspects related to vehicle, plant and equipment assets operation related matters, including provision of driver training where required.

### **Directorates/Service Units**

Timely identification and clear communication of requirements to deliver services including the pursuit of alternative environmentally suitable modes of travel. Production of evidence-based business cases including financial commitment to seek amendments to fleet portfolio. Managing staff to ensure they comply with BCP Council policies and procedures, Transport and Road Traffic laws. Suitably manage drivers to ensure adherence to regulations and that there is no damage to the assets in their control and that the safety of themselves and others is not compromised in any way.

### **Drivers/Operators**

Compliance with all elements of BCP Council's driver policies, transport and road traffic laws. Use the assets in accordance with operating instructions and return them in good condition. Provide feedback via their service unit on the suitability of vehicles currently in service and any demo vehicles they are asked to trial.

BCP Council will ensure it develops a robust Vehicle Usage Policy and that it is reviewed periodically to maintain its integrity and effectiveness. The Vehicle Usage Policy's aim will be to clearly set out standards of driving conduct for staff to ensure their own and others safety. This will include the monitoring of drivers' hours, driver licences, and fitness to drive, vehicle use and accident reporting. Council vehicles include council owned, leased or hired vehicles.

### **Strategic Procurement**

Provide specialist advice and support to Fleet Services and lead manage the procurement process and compliance with BCP Council and public procurement regulations.

### **Financial Services**

Work with Fleet Services and service units to produce, maintain and monitor a sustainable financial plan to support the strategy to ensure approved budgets are not exceeded. Provide appropriate financial analysis on business cases, work with Fleet Services and service units to identify appropriate funding for additional assets outside of the approved plan and challenge to ensure maximum efficiency and sustainability.

## **Key Functions of the Fleet Services Team**

### **Act as holder of Operator's Licence ('O' Licence) on behalf of the Council maintaining safe and compliant assets.**

Our operations are highly regulated and must adhere to the 'O' Licence terms and conditions, European Directives, health and safety legislation, Driver & Vehicle Standards Agency (DVSA) and Driver & Vehicle Licencing Agency (DVLA) rules and regulations as well as BCP Council policies and guidelines covering vehicles and driver usage. Running a modern fleet is a safety critical operation that must ensure employee and public safety. This is achieved through best practice in vehicle inspection, maintenance, operation and procurement.

The general requirements of the 'O' Licence cover:

- laws relating to driving and vehicle operation are observed
- vehicle maintenance arrangements
- drivers' hours and records management
- vehicle overloading
- maintaining our operating centres
- provision of sufficient financial resource
- professional competence
- good repute.

### **Maintenance of in-house fleet and plant assets via in house workshops and external providers that support the enabling of front-line services to deliver their service requirements**

Our workshops and support team employ 36 full time employees (FTEs) and currently operate across four locations - Southcote Depot Bournemouth, Hatchpond Depot Poole King's Park Depot Bournemouth (satellite site) and Grange Road Christchurch (satellite site)

Accident damage repairs will be arranged in liaison with the council's insurers. External vehicle body shop repair facilities will be used for accident damage repair and the work inspected by Fleet Services for compliance with standards.

Warranty repairs will be undertaken both internally and externally wherever most effective in the circumstances to minimise downtime.

The frequency of servicing can vary depending on the type of vehicle, this is governed by the terms of the council's Operators Licence, manufacturers recommendation and safety related compliance in general terms the frequencies are:

- annual service for all types
- annual MOT for all Large Goods Vehicles (LGV) and small vehicles + three years
- six weekly inspections / for O licence (LGV & Public Service Vehicles PSV)
- six monthly inspections for light commercials
- yearly services for small plant

## **Professional advice to users on vehicle specification and operation**

We will work in partnership with service users to identify suitable replacement types, combining the expert knowledge and experience of service users to that of the fleet teams technical staff to ensure we secure the right product correctly specified to meet current and anticipated future needs. Fleet Services will arrange and manage suitable vehicle and technology demonstrators that will enable services to sample the current market, providing access to the latest technical advances in vehicle and vehicle management technology.

We will ensure vehicles are supplied with training, certification, support packages and warranties to ensure operators utilise vehicles and equipment safely, and managers are equipped to maximise any potential efficiencies and savings through the use of auxiliary systems – such as equipment telemetry and CCTV.

## **Manage vehicle procurement and branding for service users**

Procurement of approved replacement vehicles will be subject to BCP Council Procurement Rules/Financial Regulations and EU Public Procurement Regulations.

There are several framework agreements available to us that can provide the service with a range of potential suppliers. Alternatively, and increasingly proving advantageous we can conduct our own bespoke procurement exercise. The options for procurement will be regularly reviewed by Procurement and Financial Services to ensure the most appropriate and cost-effective methods are used.

The evaluation and award criteria of the most appropriate vehicles/plant or equipment to select will include purchase costs, whole life running costs, spare parts, warranty provision and environmental credentials including full life cycle.

It is important that our vehicles comply with our brand guidelines and present a professional and consistent face to our surrounding communities. Only the BCP Council logo should appear on council vehicles – not individual directorate or service names.

## **Storage and supply of fuel**

Fuel is supplied from three bunkered sites. The procurement and distribution of this fuel is managed by Environment Services.

Fuel management is key to monitoring vehicle use and detailed reporting is required to report on and manage CO<sub>2</sub> emissions. Work is underway to consolidate fuel system telemetry and establish a direct link into Fleets management system *Tranman* which will provide detailed reporting on fuel use by type, class and service area.

Combined fuel use for the current BCP Council vehicle fleet excluding small plant equipment is estimated at 1.34 million litres which equates to approximately 3358 tonnes of CO<sub>2</sub>. Based on current diesel blend (7%)

## **Provision of a corporate vehicle hire facility**

We will arrange car hire for any period over 12 days to ensure the vehicle appears on fourth directive insurance database. Hires for less than 12 days should be dealt with by individual service units directly via the corporately approved provider. All other hired vehicles are arranged centrally by Fleet Services, including commercial vehicles, to ensure compliance with insurance and Operators Licence requirements. All large commercial vehicles over 3500kgs have a safety inspection prior to service unit operation under 'best practice'.



### **Provision of core driver/operator training**

Our driver / operator training is undertaken by our in-house training team Fleet Training Services. This training has been developed to fulfil our health and safety responsibilities, statutory duty and to provide staff with the skills they need to undertake their roles.

We are a Joint Approvals Unit for Periodic Training (JAUPT) accredited training centre this enables us to deliver Driver Certificate of Professional Competence training straight to our teams and in a way that ensures as little disruption to services as possible. We also have qualified instructors / assessors accredited with Independent Training Standards Scheme & Register (ITSSAR) delivering plant and machinery training.

### **Income generation via safety inspections and MOTs**

We are an established and trusted organisation offering competitive prices. Our vehicle technicians are fully skilled in both light and heavy vehicles and are committed to carbon reduction and environmental sustainability.

We offer regular inspections and MOT classes 4 ,5 & 7 vehicles to businesses and private vehicle owners offering a full service and repair facility via our skilled fitters.

We provide a testing service for licensed taxis operating within the authority's area, in conjunction with and at the request of the licensing section of the council.

### **Disposal**

Prior to disposal of vehicles at the end of their useful lives with the council, we will remove council equipment and livery. Prior to pre-sale, we undertake roadworthiness checks to maximise potential sale proceeds. Once de-commissioned, vehicles will be sold at auction using approved providers, or direct to public and private organisations where value for money can be demonstrated.

Proceeds from any sales of vehicles will be credited to the Fleet Asset Replacement Fund. Vehicles which are deemed to be beyond any use and have reached the end of life will be disposed of through recognised accredited vehicle dismantlers.

## **Fleet Asset Replacement and Management Process**

We have identified our current core fleet assets needs via the formation of a live register. Service units have and will continue to be required to confirm a continuing need for the assets. We must invest in such assets to enable the delivery of our core functions and responsibilities. For additional new vehicles or vehicle modifications/enhancements service units must provide an approved business case clearly demonstrating the necessary ongoing funding is in place or which other parts of their fleet profile is to be reduced to accommodate any increased funding costs.

The financial investment required to support such a large and diverse asset replacement programme must not be underestimated and poses a very real challenge, with only minimal capital allocations secured significant additional funding is necessary to keep services operational. With demands exceeding available financial resources the need for a robust replacement plan is essential to prioritise replacements based on necessity.

The asset register will identify assets coming to end of operating life and/or when an asset is coming to the end of its funding arrangement or when cost of replacement has risen. Fleet Services will engage with service units to determine if there is an ongoing future need and if so, explore marketplace advances to inform replacement options including Ultra Low Emission Vehicles (ULEV).

Replacement factor considerations:

- condition of vehicle
- mileage of vehicle
- age of vehicle
- service unit's requirement needs
- whole life costs incurred to date
- projected future maintenance costs if retention a consideration
- existing fuel type and carbon impact
- alternative marketplace fuelling options available and viable
- carbon footprint of repair versus new.

## **Replacement Financing Strategy and Operating Budget**

The approved live replacement strategy will be funded from prudential borrowing. This has the benefit of spreading the financial impact of fleet acquisition over the useful life of the asset and ensures the financial sustainability of the fleet. This is because ongoing revenue budgets are established for borrowing repayments, from which future vehicle replacements are funded when vehicle lives expire. The Prudential Code for Capital Finance stipulates that a council can undertake prudential borrowing:

- I. to finance capital expenditure
- II. where it is supported by a robust business case that demonstrates that both the borrowing capital and associated interest repayments can be funded over the life of the asset.

In line with the council's 'invest to save' framework, prudential borrowing would be repaid over the useful life of each vehicle, at a 'low risk' borrowing rate currently of 3 per cent.

The funding required to operate and maintain the approved fleet will be through an approved revenue budget allocation held centrally by Fleet Services with support from Financial Services and will take account of the known requirements. Any additional/exceptional requirements will need funding from other sources and will be agreed with services prior to any purchases/works taking place. Increasing costs affecting many assets e.g. fuel prices will be dealt with through the council's annual budget setting process.

## **Decarbonising Our Vehicle Fleet 2021 – 2024**

July 2019 saw the council declare a Climate and Ecological Emergency making a formal commitment to doing all it can to achieve the target of becoming carbon neutral by 2030.

The way in which council vehicles are operated and renewed is seen as a vital part of our response to the climate emergency and the expectation that council become a leader in the fight to reduce the conurbations carbon emissions.

The Government's Road to Zero Strategy and Ten Point Green Industrial Revolution presents us all with a challenge to drastically reduce our carbon emissions by 2030. For our fleet management, that means taking a 4-step approach to sustainability:

- collecting accurate data around vehicle use
- managing and reducing demand
- switching to Hydrotreated Vegetable Oil (HVO) a paraffinic, premium quality second-generation renewable fuel that provides a cleaner-burning alternative for use in diesel engines. Whilst not the full solution it offers a significant important interim intervention in reducing greenhouse gas emissions by up to 90%.while other technologies are developed.
- investing in ultra low-emission vehicles (ULEVs) and infrastructure where accessible and proven in the marketplace

Our initial 3 year strategy sets out an exciting beginning of our pathway towards greening our fleet of vehicles to minimise the environmental and health impacts they cause, without compromising on the quality and efficient services we deliver daily to our residents.

Green vehicle technology is developing rapidly all the time and the purpose of this strategy is not to second guess what future technology will emerge within the marketplace or predict our corporate transformation programme outcomes including understanding how and where services will be delivered across our conurbation. At the heart of this strategy is a bold aim to significantly reduce our current carbon emissions and transition as many of our vehicles to be a ULEV fleet over the forthcoming 3 years where these are marketplace available and proven effective, as well as promoting healthier forms of travel such as walking and cycling.

### **Marketplace overview**

Industry acknowledges that the ULEV marketplace is yet to mature particularly in terms of the large goods vehicle fleet with some types of vehicles not widely available. Whilst over the past year development of the larger type of vehicle has expanded onto the market, these new market entrants' longevity and fitness for purpose remains in part unproven, however rapid progress is now being made.

As part of the Government's Green Industrial Revolution, and following extensive consultation with car manufacturers and sellers, the Prime Minister has confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. However, it will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035. Government is also committed to launch a consultation on the phase out of new diesel Heavy Goods Vehicles (HGVs) to put the UK in the vanguard of zero emission freight with a potential focus on hydrogen. No date has been set yet.

## Challenging our approach

The council corporate vehicle fleet assets comprise of 611 vehicles with currently only 2% of the overall fleet being an ULEV.

Profile includes:

- 216 light goods vehicles
- 184 small vans
- 114 Heavy Goods Vehicles
- 48 Minibuses
- 19 Road sweepers
- 21 Cars/motorbikes
- 9 Forklifts/Cherry pickers

Our vehicles currently principally run on Diesel or Petrol with an increasing number of small vans being replaced with electric as standard. The vehicle fleet has been assessed as emitting 3,358 tonnes of carbon on average each year which accounts for 42% of our known direct (Scope 1) CO2 emissions. Total Scope 1 emissions are reported as 7942.3 tonnes per annum.

As an organisation we have already undertaken numerous initiatives to develop more sustainable forms of fleet management including; adoption of fully electric small vans, implementation of grant funded fleet vehicle electric charge points, adoption of bio diesel fuel stocks, driver behaviour monitoring and training, the broader use of telematics and route optimisation software, adoption of electric waste collection vehicle bin lifts, promotion of clean air roadshows including promotion of electric bikes and electric cargo bikes, as well as reducing overall fleet numbers through identification of duplicate resources or via service redesign.

We have secured further Office for Low Emission Vehicle (OLEV) grant funding to increase the number of existing charge points from 9 to 22 with 19 units installed to date, to support ongoing procurement of proven electric small fleet. The work to install these further charging points has started with our own accredited Facilities Management Services team providing the equipment and installation work required.

Locations:

Hatchpond Depot	8
Southcote Road Depot	5
Bournemouth Town Hall	2
Poole Civic Centre	3
Grange Rd Depot	1
Kingland Road Car Park	1
Dalling Rd Depot	1
Kings Park Depot	1

## Pathway to Achieve a Zero Tail Pipe Emissions Fleet

Our pathway details a series of steps to be fully considered before procurement is pursued.

- a. Where possible, in the first instance the fleet will continue to be rationalised as transformation programmes develop, ensuring that vehicle utilisation is maximised whilst balancing a growing conurbation and the operational needs of service units.

- b. To compliment the fleet profile and encourage alternatives to services the introduction of a pool of electric bikes will be evaluated to encourage active travel where it is safe and appropriate to service delivery to do so.
- c. When a vehicle is due to be replaced, it will be replaced with an ultra-low emission vehicle (ULEV) as the vehicle of preference e.g. small van fleet. Essentially, and with consideration to existing council infrastructure and current availability, these are likely to be full electric vehicles or a petrol hybrid configuration at the present time.
- d. When a ULEV is not available, economically viable or cannot secure the necessary supporting infrastructure needs, the replacement vehicle will as a minimum be Clean Air Zone compliant, and fuelled via Hydrotreated Vegetable Oil (HVO) fuel which provides a straightforward alternative to diesel to significantly lower carbon emissions by as much as 90%.
- e. Once vehicles are clean air zone compliant and/or where manufacturer supported fuelled via HVO fuel, where possible the lifecycle will be extended whilst balancing the day to day maintenance costs until alternative fuelling options become common place in the marketplace and suitability is understood.

### **Ultra Low Emission Vehicle Procurement Programme**

Whilst ambitious, this strategy takes a measured approach in investing our limited funds in the rapidly evolving area of electric or other ultra low emissions vehicle (ULEV) technology and recognises that the council is not best placed to stay on the cutting edge of technology development.

Electric vehicle infrastructure requirements are scalable, and our relatively small geography mitigates some of the concerns about electric vehicle range for being a suitable ULEV technology pathway for the council to pursue at this time.

In September 2019 all council buildings across Bournemouth, Christchurch and Poole switched to be powered on 100% renewable electricity – including our operating depots.

The electricity procured is supplied by energy company Npower and it is a fully audited Renewable Energy Guarantees Origin (REGO) certified product. It is generated from wind and hydro sources.

The council, however like any organisation looking to invest in a large number of electric vehicles faces a challenge: charging infrastructure and capacity. Surveys of our sites suggest the capacity is limited to only charge a small number of vehicles, this is not due to the power supply of the site but because of the local grid and insufficient supply capacity.

To realise this 3 year strategy and achieve 104 new ULEV replacements including Large Goods Vehicles (LGV's) significantly bolstering the 13 vehicles already forming part of our ULEV fleet, investment in enabling infrastructure is key and will necessitate funding to upgrade the substation at an existing depot to address the current incoming main capacity limitations of 100kw to achieve 500kw, a large capacity network, a standard EV charger is rated at 7.2 kw and a larger chargers at 40kw / 50kw.

Investigation have shown that axillary sites can generally accommodate between 2 – 3 chargers without the need for infrastructure upgrades although each proposed location will need to be surveyed for confirmation.

### **How Electric Vehicles Stack Up – Investing in our Future**

Electric vehicles are only one of several ULEV technologies within the transport marketplace but are one of the most advanced and readily available. Replacing existing petrol or diesel vehicles with electric vehicles (EVs) brings the environmental benefits of lowering carbon emissions and reducing local air pollution.

Small electric vehicles now achieve cost parity with conventional vehicles in the UK. Cost is no longer a barrier to purchase with councils achieving savings in vehicle running costs, with some research showing a typical electric vehicle saving its operator roughly £100 in fuel for every 1,000 miles driven, when compared to petrol or diesel.

Development continues throughout the motor industry with new market entrants emerging in increasing numbers now including the Large Goods Vehicle market.

### **Pilot Employee Home Charging Scheme**

To enable the future adoption of more electric vehicles across the council fleet and provide solutions to current council owned site charging limitations, a home charging scheme pilot will be launched. Employees who have off-road parking at their home and require a council vehicle to fulfil their employment will be sought to volunteer for the pilot. The council will fit the charge units and pay a reimbursement to the employee aligned to the electricity rate to charge the vehicle. If the employee leaves the authority, the council will remove the unit.

The pilot if successful will be used to inform the development of the council's policy and processes, with appropriate consideration of the legal, financial, environmental, and safety related factors such as on charge point payment mechanisms, paving the way for a wider roll-out.

Home charging if proved successful could enable the council to increase its electric vehicle fleet by up to a further 113 home-based vehicles.

### **Fuelling Investment Switch - Hydrotreated Vegetable Oil**

Given the urgency of the climate crisis, there isn't enough time to wait for our vehicles to reach their end of economic life replacement timelines or ongoing increase in marketplace EV uptake to make a significant reduction in our local emissions. The future remains uncertain, in that technology is developing all the time and the purpose of the fleet strategy is not to second guess the future technology; switching to renewable, paraffinic fuels offers a straightforward and immediate solution. It will also support a circular economy, as the HVO fuel is produced from sustainable feedstock, including waste cooking oil.

Our aim is for our vehicles to be ultra-low emission vehicles (ULEVs) by 2030. Ideally this will be achieved by using electric, hydrogen, compressed natural gas (CNG) or other emerging technologies which have zero tailpipe emissions. However, current vehicle technology and local supporting infrastructure does not currently widely support this vision, particularly for the heavy goods vehicles. In response our strategy proposes using renewable fuels to minimise emissions during this transition.

During trials, the fuel has performed well from an operational point of view. HVO requires no additional maintenance or changes to operational procedure as it is used as a direct replacement for conventional diesel so there is no price differential for the vehicles themselves. The fuel costs more per litre than mineral diesel so there is no whole life cost saving however, it represents a cost-effective option for reducing fleet carbon emissions.

Carbon (CO<sub>2</sub>) emissions from the combined Councils' fleet of vehicles represent 42% of the organisations Scope 1 CO<sub>2</sub> emissions, approximately 3,358 tonnes in total. HVO is a paraffinic fuel that is chemically similar to conventional fossil fuel diesel and complies with European Standard EN1590 it can reduce greenhouse emissions by up to 90% depending on the blend.

The council will seek to procure its bulk fuels contract to make HVO its primary road fuel for all vehicles where supported by vehicle manufacturers. A procurement process can be specified as required to be an accredited fuel under the Zemo Partnership Renewable Fuels Assurance Scheme for high -blend renewable fuels, that complements the safeguards included in the Renewable Transport Fuel Obligation (RTFO). The assurance criteria are based on life cycle GHG emissions, feedstock sustainability and supply chain traceability.

In the event of any disruption to supply of HVO the vehicles would revert to using fossil diesel so there is no risk to operational services.



## **Learning from others**

Throughout our journey we will proactively work with partners and external organisations to continue to help shape our future direction, learning with and from others responding to this challenging global issue.

## **Key Targets and Measures**

### **Regulatory Compliance:**

- Operator Licence Compliance
- achieve DVSA Earned Recognition Accredited Operator by 2023.

### **Environmental Measures:**

- report on number and percentage of alternative fuelled vehicles procured
- report on number of alternative fuelled trialled vehicles
- report on emission impact by service units
- report on HVO fuel procured
- trial e-cargo bike usage amongst service units
- overall reported reduction in reliance of fossil fuels.

### **Infrastructure Reviews:**

- undertake transformation depot accommodation review, fuelling infrastructure improvements to support pathway to sustainable fleet
- development of an at home charging options paper

### **Strategic Procurement**

- deliver fleet replacement plan incorporating the sustainability, ethical & environment considerations decision impact assessment
- tender HVO fuel contract as primary fuel source for council owned vehicles where not
- tender short term hire contract
- tender vehicle parts contract
- tender personal protective equipment (PPE) contract.

### **Policy Development**

- develop Driver User Policy in conjunction with Human Resources
- develop Drugs & Alcohol Policy in conjunction with Human Resources
- consolidate Accident Reporting & Repair Procedures
- develop Shared User Agreement Policy.

### **Staff Development**

- reintroduction of workshop apprentices
- upskilling workforce to support emerging fleet technology advances
- annual BCP Council Driver Certificate of Professional Competence compliance.

This strategy will be reviewed annually by Officers to ensure it remains fit for purpose.