

NORTHERN JOINT POLICE BOARD

29 August 2008

Agenda Item	
Report No	

Fleet Management Unit Update

Report by the Chief Constable

SUMMARY

To inform the NJPB of the initiatives that the Northern Constabulary Fleet Management Unit is undertaking in relation to fleet efficiency.

CURRENT SITUATION:

- 1. Fleet Procurement.** All vehicles operated by Northern Constabulary are purchased through the national PITO/NAPFM Framework arrangement. This gives access to nationally agreed pricing structures and removes the need to undertake individual tendering exercises.

All vehicles available through the national framework have been formally assessed and have been subjected to the nationally agreed brake and electrical system testing regime that is in place for police vehicles.

A collaborative tendering exercise with Lothian & Borders Police is currently underway to allow the purchase of a limited number of pre-owned vehicles for specialist roles.

- 2. Vehicle Number.** The current fleet establishment is detailed below:-

	Car	Van	Motorcycle	Scooter	Trailer	Total
Diesel	129	41				170
Petrol	30		7	2		39
Other					5	5
Totals	159	41	7	2	5	214

The vehicles are variously deployed across three divisions and two specialist units, with a number retained at Headquarters.

- 3. Mileage & Environmental Impact.** On average the force covers in excess of 4,500,000 miles per annum, utilises in excess of 4,622,620 litres of fuel and incurs expenditure in excess of £580,000 per annum on fuel. Regular monitoring of the fleets fuel utilisation is undertaken and advice given to divisional commanders as required to help achieve efficiency savings.

The carbon footprint for the Constabulary during the period April to June 2007 was 318,818 Kg of CO₂. Work is ongoing with Arval (our fuel card provider) to receive regular updates of this data so that we are able to track our performance.

The recording of Co₂ emissions has been incorporated into the new national vehicle hire framework, this allows the fleet management unit to track vehicle usage and recommend improvements to operational departments.

- 4. Environmental Reviews:** - In 2003 a full environmental review of the fleet was undertaken in conjunction with the Environment Agency. This identified a number of potential improvements which have been incorporated over the intervening period. These included model changes and an increase in high performance diesel units to replace petrol vehicles.

A further review is due to commence with assistance from the Energy Saving Trust and it is anticipated that further efficiency savings will be identified.

Discussions are currently ongoing with emergency lighting equipment manufacturers to develop a means of providing high output lighting systems that are either integral within the vehicles structure or offer a very low drag factor. It is anticipated that considerable fuel savings may be achievable and a limited trial will be undertaken this financial year.

- 5. Fleet Benchmarking.** The fleet management unit is working in partnership with all police fleets on a national benchmarking process, it is anticipated that this will identify areas of best practice and allow fleet management and operational vehicle improvements to be implemented.

- 6. Tri-Partite Arrangements.** Northern are actively participating in the arrangement and will shortly be acting as the lead police authority on a new research and development group working across all three emergency services. Part of the groups remit is to identify and incorporate environmental efficiencies.

- 7. Vehicle Movement Reductions.** The fleet management unit has actively moved to reduce the number of service and repair visits undertaken by its fleet. Changes in service intervals and a move to local service provision utilising community based facilities has considerably reduced the amount of waste produced (due to extended oil drain intervals etc) and the number of vehicle journeys.

Northern is one of a very small number of Police authorities that operate its vehicle fleet to manufacturers service intervals, these extended intervals have resulted in a greater vehicle fleet availability and a considerable reduction in the number of vehicle journeys undertaken. Service related journeys have reduced from 746 per annum to around the 300 per annum mark over the last five years.

The fleet management unit actively reviews its local requirements and participates in national initiatives to ensure that its fleet operations are as efficient as possible. These reviews are generally undertaken as a matter of day to day

business, but are placed on a more formal footing as required. Vehicle and industry efficiencies are constantly evolving and developing, the fleet management unit strives to ensure that we remain flexible enough to actively participate in national and local developments to ensure that we are able to take advantage of these developments.

RECOMMENDATION

The Board is invited to note the position.

**I Latimer
Chief Constable**

August 2008