

## Report of the Strategic Director

**FUEL AND TRANSPORT AND FLEET STRATEGY STRAND UPDATE**1. Purpose of report

To provide Members with an update on the progress of the Fuel and the Transport and Fleet Strategy Strands of the Climate Change and Green Futures Programme.

2. Background

Following the adoption of the Climate Change and Green Futures Programme in September 2020 this is the first in series of update reports coming to the Environment and Climate Change Committee. The update reports will expand on the progress of the strategic actions within the relevant Strands.

Further information relating to achievements so far with regards both the Fuel and the Transport and Fleet Strand are expanded upon in appendix 1. An example of the data which can be extracted is shown in appendix 2.

Further update reports will be produced on the each of the Strategic Strands throughout the Environment and Climate Change Committee cycle.

3. Financial implications

There are no financial implications at stage. Further reports will be brought to Committee in due course should the financial position change.

**Recommendation**

**The Committee is asked to NOTE the report.**

Background papers

Nil

**APPENDIX 1****1. Transport and Fleet Strand**

The Transport and Fleet Strategy provides a framework for procurement and management of the Councils fleet and plant required to support the delivery of front line services and transition to carbon net zero by 2027. In support of this the following initiatives are in progress.

Western Power (Power supplier to the depot) have been contacted in order to make arrangement for the site to be surveyed to ascertain the electrical load capacity within the depot. At the time of writing this report Western Power have not confirmed the date of the survey although it is anticipated that this will be before the end of March 2021. The information obtained from the survey will be the starting point for creating a roadmap for how the depot could be able to support a transition to the electrification of the fleet. A full report will be provided to Members in due course, inclusive of any financial implications.

In support of the above contact has also been made with other Local Authorities within Nottinghamshire in order that lessons can be learned, both positive and negative, from those that are a little further ahead with the electrification of their fleet. The learning obtained is aimed at helping the Council review progress to date and inform future approaches. As part of the learning process the Council will arrange a viewing and demonstration of an electric refuse vehicle and use this arrangement to capture how these vehicles perform in the field. Where possible, opportunities will be created to allow Members and employees to view the new technology. It is hoped that the demonstration will be arranged before the end of March 2021.

**2. Fuel Strand**

The Council's emissions from transport fuel account for 36% (831TCO<sub>2e</sub>) of the Council's total emissions. The management and reduction of fuel usage therefore plays an integral part of achieving net carbon zero by 2027.

Progress has been made on leveraging the benefits of the Councils current onboard vehicle monitoring system which is a recent upgrade to the Vehicle Tracking system contract at zero cost. This system is in place for all light commercial vehicles.

This system enables the capture of driver behavior whilst carrying out driving activities through the use of driver ID tags. The system identifies and records activities such as excessive speeding, harsh cornering, acceleration and braking.

The data obtained over the next few months will allow a driver training program to be established in 2021/22 to address the common themes within driving performance. Where it is evident that there are also drivers who are not driving as environmentally and economically as they could these will also be addressed on an individual basis. This will ensure the continuation of safe economical driving as well reducing the of whole life vehicle cost and improving the Councils green performance.

An example of the data which can be extracted is shown in appendix 2

APPENDIX 2

Example activity report showing summaries of driving, idling and stopped times for vehicles and highlighting those which have been idling excessively.

Group	Start	End	Total Time	Moving	% Moving	Idling ▾	% Idling	Stopped	% Stopped	Stops	Miles
Field Service	17/07/19 16:08:20	17/07/19 20:00:23	03:52:03	02:56:35	76.10	00:12:05	5.21	00:43:23	18.70	5	75.2
Field Service	17/07/19 08:36:12	17/07/19 16:21:56	09:45:44	02:56:40	30.16	00:03:49	0.65	06:45:15	69.19	6	115.0
Transport	17/07/19 06:27:06	17/07/19 21:10:29	14:43:23	10:34:09	71.79	00:29:34	3.35	03:39:40	24.87	15	258.9
Cold	17/07/19 03:41:46	17/07/19 20:33:07	16:51:21	10:10:29	60.36	03:38:14	20.79	03:10:38	18.85	11	339.3
Field Service	17/07/19 05:27:23	17/07/19 20:11:09	14:43:46	04:29:53	30.54	00:28:52	3.27	09:45:01	66.20	22	110.0
Field Service	17/07/19 06:05:38	17/07/19 21:52:40	15:47:02	08:53:22	56.32	00:13:35	1.43	06:40:05	42.25	11	395.2
Field Service	17/07/19 06:28:30	17/07/19 14:23:13	07:54:43	03:18:51	41.89	00:06:55	1.46	04:28:57	56.65	13	89.5
Construction	17/07/19 04:10:35	18/07/19 02:16:18	22:05:43	08:53:36	40.25	11:21:45	51.43	01:50:22	8.33	6	405.5
Field Service	17/07/19 06:32:07	17/07/19 17:58:56	11:26:49	01:27:31	12.74	00:21:42	3.16	09:37:36	84.10	7	26.4
Construction	17/07/19 07:48:25	17/07/19 16:10:24	08:21:59	04:15:10	50.83	01:27:11	17.37	02:39:38	31.80	12	84.3
Field Service	17/07/19 06:33:27	17/07/19 14:59:00	08:25:33	03:04:48	36.55	00:02:59	0.59	05:17:46	62.86	8	103.8

In addition to the idling report the system will also allow further reports to be extracted such as the following:

Driving Behaviour (Summary) Driver Behaviour  
EcoDriving Report (Summary) Driver Behaviour  
EcoScore Report (Chart) Driver Behaviour  
Speeding Detail Report Speeding  
Speeding Report (Summary) Speeding  
Utilisation Report (Detailed per vehicle/driver day)

All of these reports are customisable to enable less important data to be filtered so the most important information can be quickly and easily acquired.