



Report of the Chair of the Economy and Infrastructure Policy Development Committee

Cabinet – 20 December 2018

Green Fleet Policy

Purpose:	To seek approval to formally adopt the Green Fleet Policy to ensure that the acquisition, use and management of the corporate vehicle fleet consistently and continuously seeks to contribute to the Council's Corporate Plan commitments in respect of the Well-Being of Future Generations (Wales) Act 2015.
Policy Framework:	Well-Being of Future Generations (Wales) Act 2015.
Consultation:	Economy and Infrastructure Policy Development Committee, Access to Services, Finance, Legal
Recommendation(s):	It is recommended that: 1) The Green Fleet Policy be adopted.
Report Author:	Mark Barrow
Finance Officer:	Ben Smith
Legal Officer:	Tracey Meredith
Access to Services Officer:	Rhian Millar

1. Introduction

- 1.1 As road transport contributes significantly to air quality issues, The Council has made a commitment to *'work with others to provide sustainable and low carbon transport and infrastructure, providing improved and cheaper connectivity and mobility and associated benefits at reduced environmental cost and improved air quality'*.

1.2 The Council operates a large and diverse fleet in excess of 750 vehicles, travelling some 8 million miles every year, with the majority of their journeys undertaken in and around urban areas. This provides the Council with a clear opportunity to lead on the adoption of low carbon vehicles and respond to the challenges of transport generated pollutants.

2. Green Fleet Policy

2.1 'Green Fleet' management focuses on vehicle specification, selection, use and fuel choices and the adoption of a 'Green Fleet Policy' effectively aligns the existing approaches with key Corporate Objectives.

2.2 The purpose of the policy is to ensure that the corporate vehicle fleet consistently and continuously seeks to contribute to the Council's Corporate plan 'well being objectives' in relation to the Well-Being of Future Generations Act 2015.

2.3 The 'Green Fleet Policy' seeks to establish the scope, aims, strategies, targets and responsibilities for consistent environmental impact improvements within the fleet.

2.4 The policy will apply to all vehicles operated by the Council, whether owned, leased or rented short term. (Private vehicles used by employees on Council business fall outside of the scope of this policy and their impacts will be addressed through the Business Travel Review)

2.5 The primary aim is to continually reduce the impact of the Council's vehicles operations on air quality and strive towards an optimised, sustainable low carbon fleet.

2.6 The key strategies in support of these policy aims centre on vehicle specification and selection, fuel choices, supporting technologies, vehicle use and establishing annual 'Green Fleet' targets.

2.7 Vehicle specification and selection will adopt a range of environmentally beneficial criteria within the procurement processes, to maximise the opportunities for a 'greener' fleet, whilst ensuring that vehicle acquisition is both fit for purpose and viable for the Council.

2.8 Collaboration with other bodies and aligned partners will also be pursued to aggregate procurement spend and grant opportunities in support of increasing the uptake of low carbon alternatives within the region.

2.9 The UK Government's intention to ban the sale of new 'conventional' diesel and petrol cars and vans from 2040, acts as a key driver for the Council to transition to low carbon fuel alternatives as soon as viably possible.

- 2.10 The emergence of alternative fuel and drive train options such as biofuels, hybrid drive, electric, liquid petroleum gas (LPG) and hydrogen fuel cells, allows the Council to actively consider the environmental benefits and business case for these choices within the framework provided by the policy.
- 2.11 Supporting technologies that enhance fleet performance will be considered under the policy, alongside opportunities to 'Demonstrate and Deploy' to determine the viability of greener fleet alternatives.
- 2.12 Vehicle use and demand management strategies would seek to modify and rationalise the extent of fleet mileage.
- 2.13 Driver styles and behaviours also have a considerable contribution to make to improve environmental performance. Analysis, training, awareness and governance would ensure that corrective interventions are actively focussed on areas such as excess engine idling, speeding and harsh braking.
- 2.14 Annual 'Green Fleet' targets would be set over a cyclical 3 year programme to monitor progress against continuous percentile improvements for key areas. These include litres of diesel and petrol used, the number of miles travelled, the amount of CO2 emitted and the extent of low carbon vehicles in the fleet.
- 2.15 It is proposed that an annual 5% target is set for improvement across all the metrics.

3. General Issues

- 3.1 The adoption of the Green Fleet Policy would commit the Council to recommending the greenest viable option, particularly in vehicle selection decisions.
- 3.2 A range of key 'Green' fleet criteria would be used in vehicle specification and procurement evaluation processes, dependant on vehicle class required.
- 3.3 Consideration would also be given to any attendant cost implications as part of the overall viability of the business case.

4. Equality and Engagement Implications

- 4.1 The Council is subject to the Public Sector Equality Duty (Wales) and must, in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
 - Advance equality of opportunity between people who share a protected characteristic and those who do not.

- Foster good relations between people who share a protected characteristic and those who do not.

Our Equality Impact Assessment process ensures that we have paid due regard to the above.

- 4.2 In order to comply with the relevant equality regulations, an EIA screening was carried out and it was noted that the adoption of a Green Fleet Policy had no equality implications as its implementation will have no impact on equality groups.

5. Financial Implications

- 5.1 The financial implications of this report are not known at this point. As the relevant associated technologies develop and are adopted in the mainstream, the unit costs invariably decrease but it is recognised that there may be an additional cost when making 'greener' fleet choices, particularly in vehicle selection.

- 5.2 The policy is clear in committing to viable green options but is equally clear in ensuring due consideration is given to the attendant cost implications.

- 5.3 The policy is equally clear with regard to the use of Contract Procedure Rules and the provision of business cases for each individual green fleet decision.

6. Legal Implications

- 6.1 Save that the Authority will need to comply with the Contract Procedure Rules, there are no additional legal implications associated with this report.

Background Papers: None

Appendices:

Appendix A – Green Fleet Policy

Appendix B – Equality Impact Assessment Screening Form