

Transitioning the Fleet

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Eastleigh Borough Council

- Medium sized district
- South Hampshire
- Population 137,000
- Southampton Airport,
- Hampshire Cricket –AGEAS Bowl
- 450 employees
- Very ambitious Council
- Net Zero by 2030!
- Fleet 100+ vehicles and kit
- Fleet 2nd largest emissions





Background, catalysts for change and options

- Eastleigh Borough Councils commitment to net zero for its own activities by 2025
- The borough as a whole by 2030
- RCV's 28 in total ranging from 7.5 tonne to 26 tonne
- Increasing fuel costs
- Increasing maintenance costs
- Vehicle replacement programme increasing capital
- Electric Hydrogen?
- Transitional fuels



Staffing & Procurement – changing Environment

- Staff
 - Transport Manager Fleet Workshop Manager!!
 - Vehicle technicians! Drivers!!!!
 - Other staff!!
- Staff working groups
 - Vehicle options
 - New or Repowered
 - Other equipment
 - Alternative Fuels
 - Training
- Procurement
 - Framework
 - Direct Award procurement waivers!



Charging Infrastructure

- Does your depot have enough electric capacity?
 - Often the answer is no, you may be able to do half your fleet
 - increasing capacity expensive!
 - Which type of chargers direct current (DC) or alternating current (AC)
 - You need to know how quickly vehicles will charge
 - The larger the fleet the more complex the charging infrastructure needs to be
 - What happens if grid goes down!
 - Infrastructure upgrades needs lead in time and capital investment
 - Sub-depots



Outcomes and Future Targets & Goals

- 3 Electric RCV's
- 7 car derived vans
- 11 3.5 tonne pick ups
- All Grounds maintenance hand-held equipment (apart from chainsaws) electric
- Transitional Fuel Hydrogenated Vegetable Oil (HVO)
 - the main manufacturers confirm their warranties are still valid
 - Drop in replacement for diesel
 - Guaranteed from sustainable sources
 - Approx 0.5p pl more than diesel at the moment
- Repowering existing RCV fleet and extending the life to 15 years!



Questions / Discussion

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