

Electric Hybrid Vehicles drive into Benalla Rural City Council



The Reasons for Change

We have objectives in our Fleet Management policy;

- Reduce environmental impact – carbon emissions benchmarking
- Reduce whole of life cost of fleet
- Improve consideration of fit for purpose (meets operational needs)
- Include local content where possible
- Achieve best value

But we found it difficult to monitor our progress against these objectives.



The Reasons for Change

The exit of Australian Vehicle Manufacturing provided opportunities for incremental change in our policy and also the type of vehicles we were leasing.

We deepened our knowledge and experience with the electric vehicle types available in the market.

We undertook consultation with our local dealers, read the RACV newsletter, read motor articles in newspapers, listened to Toby Hagon on ABC radio on Thursday nights “Motortorque” (personal favourite).



The Reasons for Change

We then identified opportunities for more suitable vehicles by researching what the vehicle was actually being required to do, analysing fuel and kilometre data along with the length of trips and terrain/areas travelled to.

This allowed us to match the compatibility of the electric vehicle with the needs of our Council.

We had an opportunity to introduce a hybrid (as we do not currently have a recharging station in Benalla) and we seized it with both hands on the wheel.





Analysis

- Odometer readings indicated that vehicles travelled less than 10,000km a year on average, indicating frequent, short trips.
- The majority of travel is within the municipality where the speed limit is a maximum of 80km/hour of single lane travel
- Highway travel is infrequent. Trips are reported to be below 50km distance 90% of the time.
- The stop-start nature of this type of travel on our regular petrol engines was achieving well above the recommended manufacturer's specifications for fuel consumption.

The Specification



- ANCAP 5 star rated
- Euro 5 rated
- Wagon - boot space must fit wheelchairs/walkers/shopping bags
- Vehicle must be low to the ground to allow ready access/egress
- Ease of operation for not just Council officers but also for volunteer drivers
- Sourced from Local Dealerships

Engagement

We engaged with the target user group – Community Services and after some preliminary discussions with the Manager, we arranged a series of test-drives with the local dealer at the Community Services location.

We ensured that every staff member attended one of the test-drives as well as volunteer drivers if possible.

(Seeing is believing but sitting in a vehicle with someone showing you the features and undertaking a test drive made our job easy)

We also asked them to consider their clients needs and concerns.

Engagement

Their feedback was recorded and the savings analysis was completed.

The business case was submitted firstly to the Community Services team and then to the Executive team.

Consultation with the individuals who perform the work, their preferences, tactile and visual presentation of the vehicle, test driving, combined with involvement in the selection enhanced the uptake and use of the vehicles.

Price

Fuel Savings

- 36% Fuel savings on Wagon Model
- 11% Fuel Savings on Camry Sedans



Everybody wins – clients, Council, community and the environment

This opportunity has given us a proven template for introducing other vehicle types to staff.

Suitable vehicle with no loss of operability combined with a reduction in fuel/cost and CO₂ emissions.

End and Questions please