

MFB Case Study

May 2013



1 Introduction

Metropolitan Fire and Emergency Services Board (MFB) participated in a 12-month pilot of the Victorian FleetWise program.

The purpose of the pilot was twofold: to assist participating organisations improve the energy efficiency of their fleets, and to also evaluate the usefulness of the FleetWise program.

2 About the organisation

MFB is a statutory authority constituted under the Metropolitan Fire Brigades Act providing fire and rescue services to metropolitan Melbourne.

The area covered is more than 1,000 square kilometres, four million residents, workers and visitors, and billions of dollars of assets and infrastructure.

MFB operates out of 47 stations across five districts within Melbourne, has a training facility in Burnley, and a head office located in the CBD.

3 Nature of the fleet

As at 31 May 2012, MFB's light vehicle fleet included 196 vehicles. These vehicles were estimated to produce approximately 959.6 tonnes of GHG emissions (CO₂-e) at an average intensity of 274 grams of CO₂-e per kilometre travelled.

MFB's light vehicle fleet comprised of 20% light commercial vehicles (utes and vans), and the remainder passenger vehicles, including a number of hybrid vehicles.

4 Fleet improvement actions

MFB planned to implement the following fleet strategies over the May 2012 – April 2013 period:

- replacement of approximately four petrol vehicles with gas or hybrid equivalent (utes and a sedan)
- promotion of ride to work day
- myki cards to be available for travel between sites during work hours.

5 Results

A follow-up assessment of the emissions performance of the MFB fleet was undertaken in May 2013, and at 31 May 2013, the MFB fleet had grown and included 209 passenger and light commercial vehicles.

The total annual distance travelled by the fleet increased by 2% on the fleet baseline year, however the total fuel use decreased slightly by 0.2%, and the total GHG emissions increased by 1% (11 tonnes of CO₂-e).

The assessment revealed that improvements implemented under the FleetWise program resulted in **a 1% improvement in GHG emissions intensity** (271.1 g CO₂-e per km travelled), and a 0.07 improvement in the average air quality score.

6 Summary and learnings

The experience of MFB in the FleetWise program gave rise to the following observations which are relevant for all FleetWise participants:

- Having a fast, reliable public transport between major office sites and offsite meeting venues in the inner city can make MYKI attractive to senior staff.
- Vehicle supply restrictions can mean opportunities are missed. MFB's preferred local manufacturer was unable to produce LPG vehicles during the year. Vehicles to be changed over at this time were therefore replaced with equivalent petrol vehicles.
- Resale value is still a significant factor in vehicle choice. Resale of hybrid vehicles was less than the fuel savings over the three year life of the vehicle.
- Fleet improvement strategies need to be owned by both the fleet manager and operational management. Without the accountability for environmental targets by these roles, opportunities are limited. For the next term MFB has assigned accountabilities to these roles and incorporates quarterly progress reporting to the Executive Leadership Team against the targets.
- The hybrid vehicles within the fleet were recording an average fuel consumption rate of 8.1L/100km.

"Participating in this program pilot helped us better understand the challenges and opportunities available to meet our transport greenhouse gas emissions targets."

*Miriam Powell/ Caroline Van Oosterom, Environmental Leadership Co-ordinator,
Metropolitan Fire and Emergency Services Board*