



MOPAC

MAYOR OF LONDON
OFFICE FOR POLICING AND CRIME

Fleet Services Goods & Services Support Contracts

MOPAC Investment Advisory & Monitoring meeting 4th October 2023

Report by Jason Powell (Deputy Director – Fleet Services) on behalf of the Chief People and Resources Officer

Part 1 – This section of the report will be published by MOPAC. It is classified as OFFICIAL – PUBLIC

EXECUTIVE SUMMARY

This business justification paper seeks approval to initiate procurement activity and provide delegated authority to the Commercial Director to award multiple contract(s) for business as usual requirement(s) to support Fleet Services.

Maintaining access to fleet support goods and services enables Fleet Services to deliver a fit-for-purpose, available and flexible fleet for all officers and staff and will allow the MPS to meet its strategic targets and ensures it remains a mobile policing service capable of responding proactively to crime and policing matters and supporting community engagement activities.

Recommendations

The Deputy Mayor for Policing and Crime, via the Investment Advisory and Monitoring meeting (IAM), is asked to:

- 1. Approve the procurement initiation for multiple business as usual Fleet Support contracts for goods and services, the total value of all contracts is estimated at £258M, see Appendix 1 (Procurement Pipeline) with details of individual requirement breakdown.**

Funding to be met from existing MPS capital & revenue budgets and recovered externally where applicable. Any shortfall identified prior to contract award will be require MPS Corporate Finance review and approval.

- 2. Approve uplift of original contract award value £8.3M by 50% (£4.150M) for the Provision of Vehicle Hire with Enterprise Rent A Car Ltd & Flex E Rent Ltd with immediate effect. Funding to be met from existing MPS revenue budgets and recovered externally where applicable.**
- 3. Approve uplift of original contract award value £1.710M by 50% (£0.855M) for the Provision of Coach & Driver Hire Services with Kings Ferry Ltd with immediate effect. Funding to be met from existing MPS revenue budgets and recovered externally where applicable.**

4. **Approve uplift of original contract award value £450k by 50% (£225k) for the Provision of Calibration of Workshop Equipment with Calibration Engineering Services with immediate effect. Funding to be met from existing MPS revenue budgets.**
5. **Approve a retrospective Single Tender Action contract to the value of £350K for Vehicle Hire to support Kings Coronation to Global Autocare Ltd, the duration of this arrangement was from 1st May until 31st May 2023. The event was externally funded by the Home Office.**
6. **Delegate authority to award contracts to the Director of Commercial Services for all contracts listed in Appendix 1 (Procurement Pipeline).**

Time sensitivity

A decision is required from the Deputy Mayor by 30/10/2023. This will allow formal procurement activity to commence at the earliest opportunity.

Non-confidential facts and advice to the Deputy Mayor for Policing and Crime

Introduction and background

1. The Met's mission of 'more trust, less crime high standards' underpins the vision to be the most trusted police service in the world.
2. The new Met for London plan sets out how the mission will be achieved.
3. The Met's vehicle fleet is a critical enabler of this mission, and effective management of the fleet ensures our officers are equipped and set up to succeed to deliver on our core policing activities:
 - Keeping the public safe
 - Responding to and resolving calls
 - Investigating and solving crimes
 - Upholding public order
 - Targeting the most prolific and dangerous offenders
 - Protecting the most vulnerable and repeat victims
 - Identifying and resolving neighbourhood priorities,
 - Using strategic prevention initiatives to reduce crime
 - Operating with Integrity
4. We operate a fleet of over 5,500 assets on the road and river, plus 1,000 bicycles, with Met vehicles covering over 52 million miles per year. We're continuously working to improve the fleet and provide a better experience for our customers.
5. The challenges and opportunities facing the MPS are always changing. London is growing, and changes in crime and non-crime demand mean the context within which our vehicles operate must continually evolve. Growing concerns about air pollution and accelerating climate change are driving the need for

alternative fuel vehicles. Finances and public expectation also affect the size, makeup, and deployment of the MPS fleet.

6. Of the 5500 assets we operate approximately 1400 are maintained by the MPS fleet workshops, and key to effective operations and service delivery is access to a number of good and services support contract.
7. Maintaining access to these goods and services will ensure the MPS remain effective to support all aspects of day-to-day policing; meet strategic targets; deliver sufficient flexibility to respond to evolving crime and policing needs; and can be relied upon to help protect those living and working in London.
8. Successful re-procurement of these business as usual requirements averts service failure, provides business continuity and ensures compliance with Public Contracts Regulation 2015 and ensure we are able to provide and maintain a fit for purpose and operationally effective fleet of assets.
9. Table below provides a summary of the required fleet support goods and services:

Good & Services	User	Description
Provision of Vehicle Hire	MPS Wide	<p>Vehicle hire is required to support policing operations and events that see a surge in vehicle demand, for example New Year's Eve and Notting Hill Carnival, plus unplanned events which happen on an ad hoc basis. The vehicle types include but are not limited to, cars, vans, minibuses, 4x4, HCV and occasionally HGV.</p> <p>The MPS requires use of additional vehicles outside of its fleet for a wide range of activities such as transportation of officers, movement of large items, placement of CCTV, etc.</p>
Supply & Delivery of Tyres & Roadside Tyre Replacement Services	Fleet Services	<p>The contract for the Supply, Fit and Disposal of Tyres is essential to enable the MPS to maintain its covert and specialist fleet, ensuring the fleet remains safe and legal to operate and provide tyre disposal services that is compliant with environmental regulations.</p> <p>The MPS currently operates a diverse range of covert and specialist fleet of maintained by the MPS workshops each of which will require regular tyre replacement due to usage wear and tear, deterioration with age and damage.</p>
Provision of Car & Driver Hire Services	MPS Wide	The MPS has a requirement to provide a secure vehicle and driver hire service which is available 24 hours per day, 365 days per year to support

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		<p>operational policing.</p> <p>This service provision enables the secure transportation of senior police officers, vulnerable victims or witnesses required to participate in judicial proceedings.</p>
Provision of Vehicle Glass Repair & Replacement Services	Fleet Services	<p>The MPS require can flexibly supply glass and/or fitment services, allowing the MPS discreet and specialist fleet services to adapt to the operational demands of the policing units it serves.</p> <p>Due to the diversity of the MPS discreet and specialist fleet, this means there is a requirement for a wide range of glass product types, which means there is a significant requirement for stock management and storage along with fitment labour.</p>
Original Equipment (OE) / Original Equipment Manufacturer (OEM) Vehicle Parts	Fleet Services	<p>This requirement is essential to enable Fleet Services to maintain its covert and specialist fleet at its workshops.</p> <p>The MPS classifies replacement vehicle parts into two main categories, Safety and Non-Safety related. Safety related items are those whose failure would have a catastrophic impact on the asset. Therefore they are required to be supplied as OE or OEM only. Example of such items include:</p> <ul style="list-style-type: none"> • Steering & suspension • Wheels & tyres • Braking components • Vehicle restraint components (e.g. airbags, seatbelts, safety control modules etc.); and • Structural body components
Supply & Delivery of Workshop Parts & Spares	Fleet Services	<p>The replacement of vehicle parts, workshop tools and equipment is essential to deliver the required levels of vehicle availability and for continued efficient operation of the MPS fleet maintenance workshops that manage repairs to the fleet, which comprises of all covert and specialist and marine assets.</p> <p>The supply of consumables (e.g screen wash, sponges) is for the wider MPS to enable local officers and staff to purchase from an agreed catalogue of items for daily use when using the fleet.</p>
Provision of Coach & Driver	MPS Wide	<p>This service plays a key role in transporting police officers to provide operational support to major</p>

<p>Hire Services</p>		<p>events, planned officer movements and emergency redeployments.</p> <p>The level of the requirement is dependent on unforeseen operational demand or events for which an adhoc requirement is needed. However there are some known peak periods each year, including:</p> <ul style="list-style-type: none"> • Notting Hill Carnival • New Year's Eve • Other State Occasions e.g. State Visits
<p>Calibration of Workshop Equipment</p>	<p>Fleet Services & MPS Wide</p>	<p>The MPS is seeking a Supplier to service, calibrate, repair and certificate a range of vehicle workshop related equipment and provide scope to purchase new workshop equipment and tools through the duration of the contract.</p>
<p>Supply & Delivery of Marine OEM Parts and Spares</p>	<p>Fleet Services</p>	<p>The fleet of 24 marine vessels is maintained by fully trained and specialist MPS staff at a dedicated Marine Workshop in London. Half of these vessels are equipped with a common diesel engine platform manufactured by Volvo.</p> <p>The replacement of marine vessels engine parts is essential to deliver the required levels of availability and for continued efficient operation of the MPS vessel fleet which enable the MPU to Police the river Thames.</p> <p>Marine vessels are maintained in accordance with the manufacturer's instruction, the prevailing brackish (a mixture of salt and fresh water which is harsh on components such as water pump impellers) water conditions mean that engines and drive legs are maintained at 100 hour intervals and require major servicing every 800 hours.</p>
<p>Provision of Vehicle Commissioning and Decommissioning Services</p>	<p>Fleet Services</p>	<p>The provision of quality vehicle conversion and decommissioning services is integral to achieving a fit-for-purpose fleet.</p> <p>Vehicle conversion and decommissioning services involves changing vehicles to meet policing, environmental, and other requirements.</p>
<p>Cycle purchase, Maintenance and Repair</p>	<p>MPS Wide</p>	<p>The use of cycles have a varied purpose across the MPS, they not only increase police presence and visibility which increase public confidence in policing but also benefit health and fitness of users.</p> <p>Cycles allow officers to effectively maintain</p>

		<p>interactions with the public which is often lost when using cars, vans or motorcycles. The cycle fleet enables the MPS to respond proactively to crime and policing matters and support community engagement activities. They provide MPS access to low traffic neighbourhoods which vehicles are unable to access.</p> <p>Cycles are also being used to support and encourage a fit and healthy workforce. The use of cycles contribute to increased fitness levels of officers on Safer Neighbourhoods Teams. There are also significant mental health benefits from using cycles including, but not limited to, reduced stress and anxiety¹.</p> <p>The contract contributes to the Net Zero Carbon Emissions target by 2030 set by the Mayor of London by utilising a means of transportation which reduces the MPS carbon footprint.</p> <p>The MPS management of cycles has been updated to emulate a similar approach to vehicle replacement programme and the MPS cycle policy will regularly be reviewed and updated.</p> <p>The contract value reflects the scope of the requirement which includes the purchase of cycles, service, repair and maintenance and technology to support allocation and utilisation.</p>
<p>Agency Fuel Cards</p>	<p>MPS Wide</p>	<p>The provision of agency fuel cards provides a method of payment for fuel via a single supplier. This will provide MPS access to fuel and associated services regionally, nationwide and European coverage.</p> <p>As the MPS reduce reliance on fossil fuel it is anticipated there would be increased demand for alternative products such as electric charging, hydrogen, etc easily accessible via retail forecourts.</p>
<p>Bulk Liquid Fuel</p>	<p>MPS Wide</p>	<p>Currently MPS supply and delivery of bulk liquid fuel contributes to the resilience plans for London's emergency services during fuel shortages or disruption to the supply chain. In the event of industrial action affecting the supply, the MPS is required to provide critical reserve to ensure continuation of operational policing for a minimum of</p>

		<p>10 days, before the national emergency plans for fuel is invoked by the Department of Business, Energy and Industrial Strategy.</p> <p>Fuel for MPS vehicle fleet is currently supplied across six sites geographically spread across London at locations where there are concentrations of sufficient fleet vehicles to necessitate resilience measures.</p> <p>Marine fuel (Gas to Liquid) is fundamental in supporting the operation of the MPS Marine Policing Unit (MPU) which is responsible for policing the 47 miles of River Thames within the MPS area (Dartford to Hampton Court) as well as providing specialist response capability to over 250 miles of canals and waterways, lakes and reservoirs and other bodies of water in London.</p> <p>Bulk fuel for MPS buildings provides heating and back up generation in the event of disruption to energy supply at local level.</p> <p>As the MPS are working towards meeting Net Zero Carbon 2030 target, a reduced reliance on fossil fuels is anticipated. Previously the MPS intended to close / reduce its fuel storage sites so the reduction in contract value is an estimated reflection of that scenario, if there is no change then the MPS may need to re-tender earlier than anticipated.</p>
<p>Vehicle Lease</p>	<p>MPS Wide</p>	<p>The vehicles through this route are mainly used to support the MPS.</p>

Issues for consideration

10. Fleet Services business as usual requirements have been captured into a single BJP for approval, this is to enable a more efficient and effective process that supports the delivery of standard core goods and services that are aligned to the MPS procurement pipeline activity. This approach reduces duplication of multiple BJP's for individual procurements and awards, the MPS also benefit from forward planning of procurements and mobilisation of contracts.

11. This paper includes requests for procurement initiations, delegated authority to awards contracts which are above the £500,000 threshold and seeks approval to direct award contracts which are all required to go through the MPS and MOPAC governance process (three stages of approval (PIB DA, PIB and MOPAC) that can take up to 4 months to achieve decision).

12. Paragraph 7.23 of the MOPAC Scheme of Consent and Delegation delegates to the Director of Strategic Procurement 'The approval of...The award of all contracts, with the exception of those called in through the agreed call in

procedure'. Approval is sought to delegate authority to the Commercial Director to initiate procurement action and award contracts for Fleet Support Contracts, see Appendix 1 (Procurement Pipeline) for anticipated commercial activity.

13. This will improve efficiency, reduce the lead times between procurement and contract award and so reduce risk. Robust internal governance in line with Commercial Services Scheme of Delegation and Commercial Handbook will be applied.
14. A decision is required from the Deputy Mayor for Policing and Crime by 30th October 2023. This will allow formal procurement activity to commence at the earliest opportunity.
15. Decision 2, 3 and 4 refer to three MPS contracts that have insufficient contract value remaining:
 - Provision of Vehicle Hire with Enterprise Rent A Car Ltd
 - Provision of Coach & Driver Hire Services with Kings Ferry Ltd
 - Provision of Calibration of Workshop Equipment with Calibration Engineering Services

Vehicle Hire and Coach and Driver Hire contracts have been severely impacted by significantly high demand during Operation Bridges in September 2022 and Operation Golden Orb in May 2023.

The actual volume of vehicles and coaches needed for these events were far greater than initial planning indicated, although it is recognised the exact requirements for these events could not realistically be predicted in advance. The MPS priority during these high profile events was to minimise any operational risk by guaranteeing service delivery. This has resulted in spend through the contract faster than originally anticipated and as a consequence the MPS will need to re-tender for services.

The Calibration of Workshop Equipment contract not only services the MPS Fleet Workshops but also the wider MPS organisation that has equipment that requires calibration therefore as spend against the contract is higher than anticipated the contract value will become insufficient and re-tender activity will be initiated.

To enable service continuity for an interim period and sufficient time for re-procurement the MPS have requested an uplift of the contract value by up to 50%. To support this the MPS rely on Public Contract Regulations 2015 72(1)(b), if the MPS run a separate procurement for the short term the MPS would be duplicating efforts of in house resources (Fleet Services, Users and Commercial Services) as well as tendering for the longer term contract.

There would also be duplicating effort within a short timeframe to mobilise multiple contracts - exit and transition considerations such as training / familiarisation of supplier booking systems, security implications such as vetting of key supplier employees (applicable to Calibration of Workshop Equipment contract and is likely to applied to Vehicle Hire & Coach & Driver Hire contracts going forward), potential for TUPE to apply (currently not known) and MPS vetting for supplier and sub-contractor key staff. In addition to the above the MPS has a preference to create greater supply chain resilience potentially

through multiple suppliers so running multiple procurements could confuse the market and fewer interested bidders (due to cost incurred by suppliers in bidding).

The MPS are currently undertaking pre-procurement activity and going through the governance process for approval to initiate under decision 1 of this paper, the MPS intend to publish the re-tender at the earliest opportunity following MOPAC approval. Appendix 1 (Procurement Pipeline) indicates the estimated commencement dates as 1st January 2024 however the timescales could be impacted by delays therefore the 50% contingency uplifts allows for service continuity in the event it becomes necessary due to unforeseen events.

Decision 5 relates to urgent operational services necessary to support the Kings Coronation in London on the 6th May. This event resulted in significantly high demand for additional vehicles (798 vehicles), to ensure fulfilment of volume the MPS engaged the primary provider Enterprise at the earliest opportunity in the planning. However in late February 2023 it became known there was a high risk there may be insufficient supply of vehicles to meet the policing demand for Golden Orb via Enterprise Ltd. This resulted in urgent need to establish alternative supplier's interest and capability and this resulted in a Single Tender Action (STA) to Global Autocare for 109 vehicles expected to be utilised by the Royalty and Specialist Protection unit for overseas delegates requiring police protection for the duration of their stay. There was insufficient time to go through the governance process to seek approval from MOPAC in advance to award this contract as it was necessary to confirm commitment with Global Autocare in order to secure the volume therefore approval is being sought retrospectively. The funding for vehicle hire services for this event was met by external budgets.

16. The remaining vehicle hire volume that could not be met by Enterprise was met through use of alternative suppliers via direct award under the CCS framework and various vehicle manufacturers' loaned vehicles via STA, the value of these contingent contracts were under £100k each and were approved by MPS Commercial Services.
17. The Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) may apply to some of the fleet support services contracts. While transfer from an incumbent to successful supplier means the Contracting Authority is not liable for associated costs. Financial implications for the MPS can only be established once the incumbent has been informed of the tender outcome and open dialogue can begin between all affected parties. Current TUPE legislation states Employer Liability Information must be provided to the new employer at least 28 days before the transfer is to be completed. Therefore this will be managed on a case by case basis.
18. The MPS need to formalise multiple arrangements for replacement vehicle parts with Original Equipment Manufacturers (OEM's), these parts are made by specific manufacturers to align with the vehicles exact specification. The MPS policy for part replacement requires all safety related parts to be OEM standard. The MPS purchase these OEM parts direct with manufacturers, or via local agents/distributors of manufacturers, the total estimated collective contract value for all OEM part suppliers equate to approx. £12.6M. The MPS intend to call-off multiple contracts for its OEM parts requirements with vehicle suppliers under

the CCS Framework for the Purchase of Standard and Specialist Vehicles (RM6244) which enables parts to be purchased directly from manufacturers or from local dealers, the MPS has a preference to use local dealers as this will improve vehicle availability where same day deliveries or collection of parts is possible. Even though the CCS framework scope allows for the purchase of parts, CCS did not assess manufacturer's capability in this area therefore this will be assessed by the MPS prior to award. Where the MPS fail to receive a response from suppliers listed on the framework for the supply of parts then alternatively the MPS will need to pursue a Single Tender Action with those suppliers.

Contributes to the MOPAC Police & Crime Plan 2022-25²

19. New contracts need to be sourced for business as usual requirements to provide:
 - Officers and staff access to resources necessary to fulfil frontline policing.
 - Service continuity ensuring MPS are able to maintain a fit for purpose and operationally effective fleet of assets.
 - Deliver value for money obtained for the MPS through support from supplier's expertise.
 - Meet evolving MPS requirements through innovation and technology to improve MPS service experience.
 - Support achievement of environmental sustainability targets through the development of MPS requirements.

20. For each requirement the MPS will consider the following options:
 1. Single Supplier
 2. Multiple Supplier
 3. In-House

21. Various routes to market will be considered for each procurement with Commercial Services, this will provide the MPS with the opportunity to achieve compliance to public contract regulations, value for money via aggregated volume/requirement where procured via joint procurement exercise that could drive economies of scale.

22. The MPS will establish synergies with BlueLight Commercial (BLC) and the General London Authority (GLA) family of functional bodies (London Fire Brigade and Transport for London) in relation to its commercial pipeline activity to establish opportunities and interest to collaborate on procurements. The MPS will use the opportunity to learn from other authorities and adopt aspects that offers improvement and benefits to the MPS service delivery and this is going through the GLA Fleet Forum that the MPS partake.

Financial, Commercial and Procurement Comments

23. The estimated contract values for each of the fleet support agreements are in Appendix 1 (Procurement Pipeline). The MPS does not provide any commitment to suppliers to spend up to the contract values.

² [Police and crime plan: a safer city for all Londoners | London City Hall](#)

24. Funding for BAU contracts is currently met by existing MPS budgets and various externally funded budgets (external funding varies depending on the agreement). The MPS operate a recharge model to recover costs from third parties and existing MPS budgets to cover costs for some contracts.
25. Current budgets are based on recent historical spend and have been validated with MPS Finance Services.
26. Summary of funding information is contained in the restricted section of the report.
27. Fleet Services have a requirement for multiple procurements to enable purchasing of various business as usual goods and services, see Appendix 1 for the procurement pipeline.
28. The procurements will adhere to the Public Contracts Regulations 2015 (PCR 2015) or the new Procurement Act estimated to come into effect October 2024, this will introduce new rules for the purchase of goods, services and works in the Public Sector – the Cabinet Office are releasing guidance regularly. The application of rules will be dependent on the timeline at which the procurements will be published. The new Procurement Act will bring changes to the procurement rules and procedures which the MPS will be required to apply.
29. Routes to market that will be considered individually for each requirement include:
 1. Call-off via an existing framework (Crown Commercial Services, Yorkshire Purchasing Organisation, Bluelight Commercial, other local authority frameworks). Call-Offs shall be a mixture of mini-competitions and direct awards.
 2. MPS lead on joint collaborative procurement with other authorities either by an existing framework or a competitive procedure.
 3. MPS lead own procurement
 4. A negotiated procedure without competition in line with PCR 2015 and or regulation that supersedes and in line with appropriate MPS governance applicable at the time.

Appendix 1 (Procurement Pipeline) 'Routes to Market' are subject to change and are dependent on above assessment at the time of re-procuring.
30. The duration of initial terms and extensions may vary for each procurement from that stated in Appendix 1 (Procurement Pipeline), the overall contract term for each requirement is not anticipated to exceed the maximum stated however if costs of goods and services reduce we have the opportunity to benefit from longer term arrangements and in exceptional circumstances the supplier market may dictate a longer duration is necessary – in these circumstances a longer term contract may be sought. Where frameworks will be utilised to procure then the maximum duration will be aligned with permitted periods. The strategy for each contract term will be assessed individually as this will need to strike a balance between mitigating risk to MPS and market conditions at the time.
31. Each procurement will undergo end user engagement which will capture the

business needs and supplier market engagement where necessary to establish capability and interest. This will support the development of appropriate future requirements and individual procurements will be designed for successful selection of either single or multiple competent suppliers to ultimately achieve value for money for the MPS.

32. The approach to charging mechanism for determining the cost of goods and services will vary according to individual procurements, however there is a preference for fixed pricing via bid process as this offers greater financial stability for managing spend and budgeting.
33. Each contract value as per Appendix 1 (Procurement Pipeline) - the MPS does not provide commitment of spend within its contracts unless specific volume of goods and services is required.
34. Commercial Services, MO11 Supplier Assurance Function and Fleet Services will regularly monitor contract status including performance, contract term and spend against contracts following award to ensure timely re-procurement.
35. Where a procurement may attract a lot structure, the overarching contract value shall be fragmented and allocated accordingly to each lot and contract value may be subject to movement between lots but not exceed the overarching value in order to support demand of goods and services required. Such practices shall be noted in tender documents for transparency. Where a procurement attracts a lot structure the overarching value shall be seen as the overall contract value for variation purposes (for value) however term extensions shall only apply to individual lots where the MPS will reserve the right not to extend all lots to the same expiry date. The MPS shall upon review of the circumstances choose to transfer value from one lot to the other (where demand dictates) or vary one lot only following an approved variation of contract.
36. The MPS is committed to pioneering socially, environmentally and economically sustainable procurement to deliver improved quality of life and better value for money. Where applicable bidders will be assessed on how they deliver Social Value outcomes including how they will support in the delivery of the 5 key objectives of London Anchor Institution's Charter and how this contract will contribute to the Authority's commitment to support those groups most impacted by the pandemic (COVID).
37. The CCS frameworks are heavily supportive and demonstrate a number of social value priorities. Three main themes include economic benefits, ensuring a diverse base of suppliers and resilient supply chains whilst making opportunities available to SMEs. The inclusion of social value benefits, for example community benefits and fair working practices, employment and skills, capability and skills improvement such as: promotion of training and apprenticeships and mentoring and coaching opportunities. The framework also embeds environmental benefits including sustainable production and consumption and improvement in environmental quality, through less polluting technology and more efficient or alternative approaches to solutions in the reduction in pollution.

38. The MPS shall seek to monitor and set up reporting commitments from awarded suppliers in respect of social value and Sustainability commitments and use these metrics to best inform good practice within companies operating in the market.

Legal Comments

39. The Mayor's Office for Policing and Crime ("MOPAC") is a contracting authority as defined in the Public Contracts Regulations 2015 ("the Regulations"). All awards of, and modifications to, public contracts for goods and/or services valued at £213,477 or above shall be in accordance with the Regulations. This report confirms the values of the applicable contracts exceed this threshold.

40. Recommendation 1:

This report confirms the MOPAC's route to market shall comply with the Regulations.

The MOPAC Scheme of Delegation and Consent provides the Deputy Mayor for Policing and Crime ("DMPC") has delegated authority to approve:

1. Business cases for revenue or capital expenditure of £500,000 and above (paragraph 4.8); and
2. All requests to go out to tender for contracts of £500,000 or above, or where there is a particular public interest (paragraph 4.13).

Paragraph 7.23 of the Scheme provides that the Director of Commercial Services has consent for the approval of the award of all contracts, with the exception of those called in through the agreed call in procedure. Paragraph 4.14 of the Scheme provides the DMPC reserves the right to call in any MPS proposal to award a contract for £500,000 or above.

41. Recommendation 2, 3 & 4:

Regulation 72 permits MOPAC to modify a contract in limited circumstances. Specifically, regulation 72(1)(b) provides MOPAC may modify a contract where:

- It is not possible to change contractor due to technical or economic reasons; and
- To change contractor would cause MOPAC to suffer significant inconvenience or substantial costs duplication

Provided the value of the modification does not exceed 50% of the value of the original contract.

Regulation 72(3) provides the MOPAC shall publish a modification notice where a contract is modified in accordance with regulation 72(1)(b).

Paragraph 4.13 of the MOPAC Scheme provides the DMPC has delegated authority to approve all unforeseen variations and extensions to contracts with an original value of £500,000 or above, when the variation or extension is

greater than 10% of the original value and/or is for a period of more than 12 months.

42. Recommendation 5:

Regulation 32 provides MOPAC may award directly a contract without prior publication of a contract notice in limited circumstances. Specifically, regulation 32(1)(c) provides MOPAC may award directly when it is permitted where the works, supplies or services can be supplied only by a particular economic operator insofar as is strictly necessary where, for reasons of extreme urgency brought about by events unforeseeable by the contracting authority.

Paragraph 4.13 of the MOPAC Scheme provides the DMPC has delegated authority to approve all contract exemptions for £100,000 or above.

Equality Comments

43. This business case has undergone initial equality screening. Due regard has been taken to the Equality Act's Public Sector Equality Duty under Sec 149 of the Equality Act 2010.

44. The procurement process for each requirement will assess the suitability of suppliers for working with the public sector. Real consideration will be taken to assess equality impact caused by each contract including effective engagement and analysing relevant equality information. As a result, no positive or negative impact has been identified to any individual and/or group safeguarded by a protected characteristic and to those who are not.

Privacy Comments

45. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act ("DPA") 2018. Both legislative requirements place an obligation on the MPS to process personal data fairly and lawfully in order to safeguard the rights and freedoms of individuals.

46. Under Article 35 of the General Data Protection Regulation ("GDPR") and Section 57 of the DPA 2018, Data Protection Impact Assessments ("DPIA") become mandatory for organisations with technologies and processes that are likely to result in a high risk to the rights of the data subjects.

47. The Information Assurance and Information Rights units within the MPS will be consulted at all stages to ensure each project meets its compliance requirements.

48. Personal data is not required or stored.

49. The various fleet support goods and services contracts do not use personally identifiable data of members of the public or Met personnel, aside from essential basic contact details necessary to ensure the discharge of the contract, so there are no GDPR issues to be considered.

Real Estate Implications

50. There will be no immediate impact to MPS estate as a result of awarding these contracts.
51. MPS Fleet Services will work closely with Property Services Department to share information on these contracts for support on any necessary business changes.
52. Any changes will be in accordance to approvals received via the usual MPS governance process.

Environmental Implications

53. The MPS Environment and Sustainability policy and the MPS Environment & Sustainability Strategy 2023 - 2025³ will be taken into consideration. The specification of requirements for the requirement will capture the MPS commitment to the GLA Responsible Procurement Policy, which was updated in March 2021⁴.
54. The fleet support contracts take into consideration the Net Zero Carbon Emissions target by 2030 set by the Mayor of London and Commercial Services will ensure that PPN 06/21 Taking account of Carbon in the procurement of Government Major Contracts is adhered to⁵.
55. The goods and services delivered through these contracts should demonstrate the application of circular economy principles⁶ where possible, ensuring the supplier maximise the lifespan of any products associated with contract delivery. This should align with successful suppliers' expected commitment to the waste hierarchy and the aforementioned GLA Group Responsible Procurement Policy⁷.
56. Suppliers shall be expected to demonstrate a proactive approach to environment and sustainability in the delivery of the Contract Services and contribute to the objectives and targets of the MPS Environmental and Sustainability Strategy in areas such as recycling and waste reduction (including reducing unnecessary single use plastics), carbon emissions reduction, water management and responsible procurement.
 - The Supplier shall comply with the principles of the MPS Environmental Policy and outline the measures it will take to improve its positive environmental impacts and reduce its negative impacts over the lifetime of the contract, as part of a contract-specific Environmental Management Plan;
 - The Supplier shall use their best endeavours to implement measures to report and reduce carbon emissions (arising from energy use and transport) associated with delivery of the service and its own organisation;

Background/supporting papers

57. PIB Part 2 Fleet Support Goods & Services BJP, exempt from publication.

³ <http://mpswb.intranet.mps/globalassets/campaigns/environment/environment-and-sustainability-strategy-2023-2025.pdf>

⁴ https://www.london.gov.uk/sites/default/files/gla_group_responsible_procurement_policy_2021.pdf

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1054374/PPN-0621-Taking-account-of-Carbon-Reduction-Plans-Jan22_1_.pdf

⁶ <https://www.london.gov.uk/publications/circular-economy-statement-guidance>

⁷ https://www.london.gov.uk/sites/default/files/gla_group_responsible_procurement_policy_2021.pdf

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Appendix 1 – Procurement Pipeline

Contract	Estimated New Contract Commencement Dates	Contract Term	Estimated Future Contract Award Value	Route Market
Nissan / Hyundai / Fiat / Renault / Dacia / Jeep / Alfa Romeo OEM Vehicle Parts	01.01.2024	4 Years	£0.077M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Honda OEM Parts	01.01.2024	4 Years	£0.165M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Kawasaki OEM Parts	01.01.2024	4 Years	£0.268M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Mitsubishi / Kia OEM Parts	01.01.2024	4 Years	£0.317M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Ford OEM Parts	01.01.2024	4 Years	£0.376M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Toyota & Lexus OEM Vehicle Parts	01.01.2024	4 Years	£0.718M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Volvo OEM Vehicle Parts	01.01.2024	4 Years	£0.663M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Vauxhall / Peugeot / Suzuki Citroen OEM Vehicle Parts	01.01.2024	4 Years	£0.769M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Mercedes Benz OEM Parts	01.01.2024	4 Years	£1.050M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Volkswagen / SEAT / Audi / Skoda OEM Parts	01.01.2024	4 Years	£1.485M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
BMW OEM Parts	01.01.2024	4 Years	£2.610M	Direct Award via CCS Purchase of Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Jaguar Land Rover	01.01.2024	4 Years	£4.071M	Direct Award via CCS Purchase of

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OEM Parts				Standard & Specialist Vehicle Framework – RM6244 or Single Tender Action with Vehicle Manufacturer/Local OEM Distributor/Local OEM Agent
Provision of Vehicle Lease	01.01.2024	4 Years	£0.403M	Mini Competition via CCS Framework
Provision of Coach & Driver Hire Services	01.01.2024	2 + 1 + 1	£16.686M	Competitive tender exercise or via Mini Competition via available framework
Provision of Vehicle Hire	01.01.2024	4 Years	£26.183M	Mini Competition via CCS Framework or Competitive tender exercise
Provision of Car & Driver Hire Services	01.04.2024	4 Years	£0.231M	Competitive tender exercise
Supply & Delivery of Workshop Parts & Spares	01.04.2024	4 Years	£1.606M	Mini Competition via YPO Framework or Competitive tender exercise
Provision of Vehicle Glass Repair & Replacement Services	16.01.2025	4 Years	£0.453M	Consider available frameworks YPO / CCS Framework
Calibration of Workshop Equipment	01.10.2025	2 + 1 + 1	£0.988M	Competitive tender exercise
Supply & Delivery of Goodyear Tyres & Roadside Tyre Replacement Services	11.10.2025	4 Years	£1.166M	Direct Award via CCS Framework (Emergency Services Lot)
Bulk Liquid Fuel	01.01.2027	4 Years	£9.020M	Mini Competition via CCS Framework
Provision of Vehicle Commissioning and Decommissioning Services	15.06.2027	4+1+1+1	£75.900M	Mini Competition via CCS Framework or Competitive tender exercise
Supply & Delivery of Marine OEM Parts and Spares	01.08.2027	4 +1+1	£3.626M	Competitive tender exercise
Agency Fuel Cards	01.04.2028	4 + 1	£102.461	Mini Competition via CCS Framework or Competitive tender exercise
Cycle purchase, Maintenance and Repair	20.05.2028	4 + 1 + 1	£6.728M	Competitive tender exercise
Total Contract Values			£258.020M	

Part 2 – This section refers to the details of the Part 2 business case which is NOT SUITABLE for MOPAC Publication.

The Government Security Classification marking for Part 2 is:
OFFICIAL-SENSITIVE [COMMERCIAL]
OFFICIAL-SENSITIVE [OPERATIONAL]

Part 2 of PIB Fleet Support Goods & Services BJP is exempt from publication for the following reasons:

- Exempt under Article 2(2)(a) of the Elected Local Policing Bodies (Specified Information) Order 2011 (Data Protection Section 43 – Commercial Interests).
- The relevant sections under the FOIA that would exempt this information from disclosure, for example:
 - Commercial Interest Section 43

The paper will be reviewed following the award of individual contracts to assess the suitability for publication.