



RCMP FLEET

Management, Operations, & Modernization

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Gendarmerie royale
du Canada

Royal Canadian
Mounted Police

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Canada

Presentation

Fleet Management

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Fleet Operations

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Fleet Modernization

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Fleet Management

Logan Murphy



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Background

- Largest on-road (non-military) fleet in the federal government (~12,000)
- Largest law enforcement land fleet in North America
- Operates within 3 main areas of responsibility:
 - Contract and Indigenous Policing
 - Federal Policing
 - Specialized Policing Services



Programs Served

Canadian Police College

Provincial/Territorial Policing

International Operations

Materiel Services

Crisis Negotiation

Municipal Policing

Search & Rescue

Forensic Science & Investigation

Chemical, Biological, Radiological
and Nuclear Explosive Detection

Criminal Intelligence

Indigenous Policing

Protective Operations

Management & Oversight Services

Explosives Disposal

Canadian Firearms Program

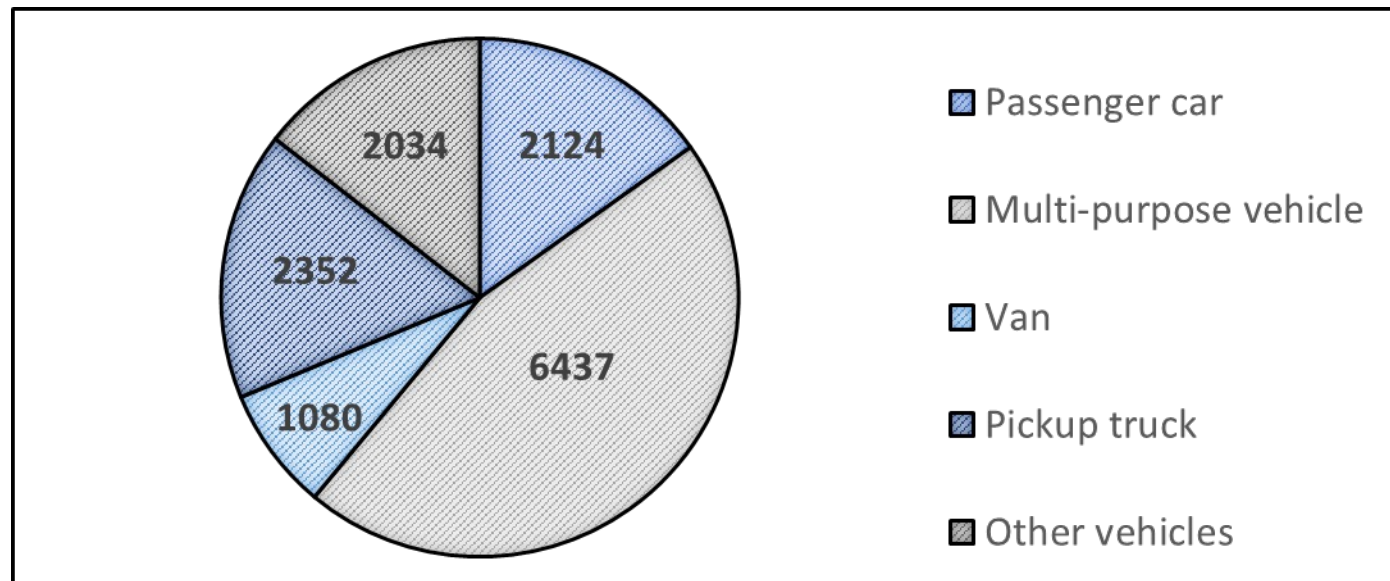
Tactical Operations

Police Dog Services

Cybercrime

Current State of the Fleet

RCMP's National Safety and Security (NSS) Land Vehicle Inventory for fiscal year (FY) 2021-22 was **14,027** vehicles.



Other vehicles include – Commercial e.g., medium and heavy-duty trucks (107), Busses (4), other commercial vehicles (2), motorcycles (73), snowmobiles (723) off-road vehicles (893), industrial equipment (171), tactical vehicles (61).

Note that the NSS Land Vehicle Inventory is reported annually to Treasury Board. The last reporting period was for FY 2021-22. The RCMP had not provided the NSS Land Vehicle Inventory for FY 2022-23 at time of writing.

Vehicle Types

Light-Duty Vehicles

- Sedans, Sport Utility Vehicles (SUVs), Pick Up Trucks, Vans (cargo & passenger)



Armoured Vehicles

- Protective Armoured Vehicles (PAVs)
- Tactical Armoured Vehicles (TAVs)



Critical Incident Vehicles (CIV)

- Explosive Disposal
- Mobile Command Post
- Quick Response Vehicles



Off Road Vehicles

- Utility Terrain Vehicles (UTVs), All Terrain Vehicles (ATVs),
- Snowmobiles



Fleet Management Team

Over 100 public service employees oversee the life-cycle management of land fleet assets

National Fleet Program

- Policy
- Funding / Investment Planning
- Lifecycle Management
- Technical Standards
- Internal / External Stakeholder Support

Land Fleet Procurement Team

- Vehicle Purchases

Regions / Divisions

- Fleet Managers
- Fleet Analysts
- Post Garage Managers
- Technicians
- Carpool
- Detachment Fleet Coordinators

Vehicle Categories & Replacement Criteria

Category	Description	Replacement Criteria
Level 1	Operational Vehicles <ul style="list-style-type: none">• General Duty• Traffic Services• Investigations• Emergency Response Team	<ul style="list-style-type: none">• 130,000 kms / 8 years• Maximum 180,000 kms• No longer suitable for Level 1
Level 2	Direct Operational Support <ul style="list-style-type: none">• Tactical Teams,• Police Dog Services• Operational IT	<ul style="list-style-type: none">• 150,000 kms / 8 years• Maximum 200,000 kms
Level 3	Indirect Operational Support <ul style="list-style-type: none">• Victim Services• Community Outreach	<ul style="list-style-type: none">• 160,000 kms / 8 years• Maximum 200,000 kms
Level 4	General Transportation & Administrative <ul style="list-style-type: none">• Travel• Program Administration• Materiel Services	<ul style="list-style-type: none">• Maximum 220,000 kms / 8 years

Vehicle Upfit

3 Staged Process

- OEM Platform
- Up-Fitter
- RCMP Solution



Did you know that it can take 12 – 18 months from the time a police vehicle is ordered to get it in service?



Fleet Operations

Shaun Vickery



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What is in a Rural RCMP Vehicle?

- Police Vehicle Equipment

- Laptop
- Siren & Light controller
- Radio & signal repeater
- Printer
- Weapon storage
- Radar, Laser
- In-Car Video
- Prisoner Partition
- Traffic advisor lighting

- Officer Equipment

- Food & Water, Change of Clothes
- Bug-out Bag (Survival supplies)
- Weapons and extra ammunition
- Medical/Rescue Supplies
- Tools (Shovels, Screwdrivers, Rope, fire extinguishers, flashlights, etc)
- Police Equipment (Spike belt, ballistic shield, breaching tool, restraints, etc.)
- Winter accessories (winter coats, boots, gloves, etc.)

All of this can add upwards of 1000lbs of “cargo” into the vehicle

What is in a Rural RCMP Vehicle?



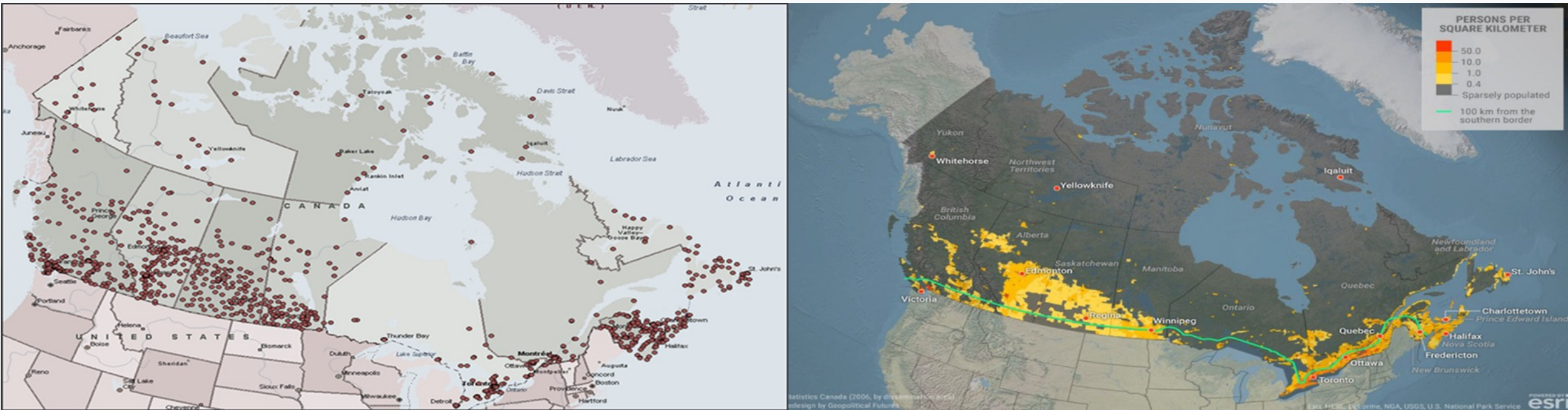
Rugged

- to traverse the roads, terrain and landscape in our operational jurisdiction from West to East to North Coast.



Reliable

- to not have a failure or breakdown during extreme driving situations (weather, speed) or in very remote areas.



Large

- to carry all the required police equipment, gear and be comfortable to use as a mobile office spending hours sitting in with full police uniform.



Powerful

- to catch a speeding vehicle on an open highway, or respond to an emergency across a rural area in a timely fashion.



Safe

- To protect the occupants; as police vehicles are often involved in collisions due to their placement on the roadway, or used as a tool to stop criminals



Impaired driver crashes into police vehicle, then restaurant: West Kelowna



Alberta police officer hospitalised following collision with suspect | News



Operational Challenges

- To protect the occupants; as police vehicles are often involved in collisions due to their placement on the roadway, or used as a tool to stop criminals
 - Range and charging infrastructure in rural Canada;
 - Ruggedness (ground clearance, mud and water resistance, rough gravel roads);
 - Size and carrying capacity (interior cabin space, decreased cargo capacity);
 - Collision safety (Front and rear high speed impacts, collision avoidance and automatic braking technology);
 - Civilian market design features (leather seats, glass roof, cell phone apps, large infotainment screens).





Fleet Modernization

Yves Madore



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Fleet Modernization Initiative

Modernize the RCMP fleet in a sustainable and financially responsible way while maintaining or enhancing operational capabilities



Consultation & Collaboration

Internal

- Departmental Security Branch (DSB)
- Real Property (RP)
- Communications
- Operational Policy Centres
- Division Fleet Managers
- Post Garages
- Contract Policing (West Shore, BC)
- Protective Policing (Governor General Protective Detail)

External

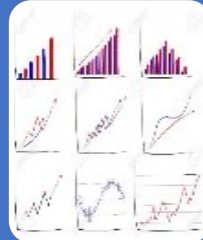
- Vehicle Original Equipment Manufacturer (OEMs)
- Policing Up-Fitters
- Michigan State Police (MSP)
- New York Police Department (NYPP)
- Consultants

Interdepartmental

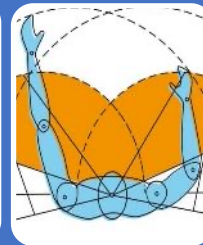
- National Resources Canada (NRCan)
- Treasury Board Secretariat (TBS)
- Public Services and Procurement Canada (PSPC)
- National Research Council (NRC)

Considerations

Financial



Ergonomics



Upfit



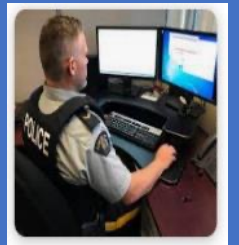
Cybersecurity



Charging
Infrastructure



Awareness



Market Analysis

Type	Subtype	Y2023	Y2024	Y2025	Y2026	Y2027	Y2028	Y2029	Y2030
Sedans	2WD	Med	High	High	High	High	High	High	High
Sedans	AWD	Med	Med	High	High	High	High	High	High
Passenger vans	4-8 Passengers	No	Low	Low	Med	Med	High	High	High
Passenger vans	12-15 Passengers	No	No	Low	Low	Med	Med	High	High
SUV/Crossover/Station Wagons	Compact 2WD	Med	High	High	High	High	High	High	High
SUV/Crossover/Station Wagons	4x4/AWD	Med	High	High	High	High	High	High	High
SUV/Crossover/Station Wagons	Intermediate to Large 2WD	Med	Med	Med	High	High	High	High	High
SUV/Crossover/Station Wagons	4x4/AWD	Med	Med	Med	High	High	High	High	High
SUV/Crossover/Station Wagons	Full-size 4x4/AWD	Med	Med	Med	High	High	High	High	High
Cargo vans	Compact	No	No	Low	Low	Med	Med	High	High
Cargo vans	Intermediate	Low	Med	Med	High	High	High	High	High
Cargo vans	Large	No	Low	Low	Med	Med	High	High	High
Pick-up trucks	Mid-Size to 1/2-Ton 2WD	No	No	Low	Low	Med	Med	High	High
Pick-up trucks	Mid-Size to 1/2-Ton 4x4	Low	Low	Med	High	High	High	High	High
Pick-up trucks	3/4-Ton 2WD	No	No	No	Low	Low	Med	Med	High
Pick-up trucks	3/4-Ton 4x4	No	No	No	Low	Low	Med	Med	High
Pick-up trucks	1-Ton 2WD	No	No	No	Low	Low	Med	Med	High
Pick-up trucks	1-Ton 4x4	No	No	No	Low	Low	Med	Med	High
	Full-Size SUVs								
NSS - Special Services	4x4/AWD	No	No	Low	Low	Med	Med	High	High
NSS - Special Services	Pick-Up Trucks 4x4	Low	Low	Med	High	High	High	High	High
NSS - Police Pursuit	Sedans 2WD	No	Low	Low	Med	Med	High	High	High
NSS - Police Pursuit	Sedans AWD	No	Low	Low	Med	Med	High	High	High
	Intermediate SUVs								
NSS - Police Pursuit	AWD	No	No	Low	Low	Med	High	High	High
NSS - Police Pursuit	Full-size SUVs 4x4/AWD	No	No	Low	Low	Med	Med	High	High
NSS - Police Pursuit	Pick-Up Trucks 4x4	No	No	Low	Low	Med	Med	High	High

Financial Analysis

Costs Factored in the Analysis

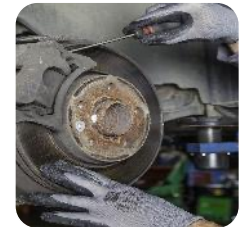
✓ Vehicle Capital Costs



✓ ZEV Charging Infrastructure Costs



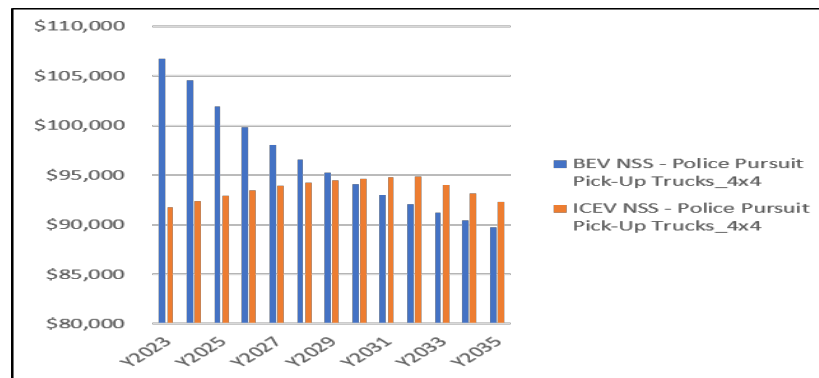
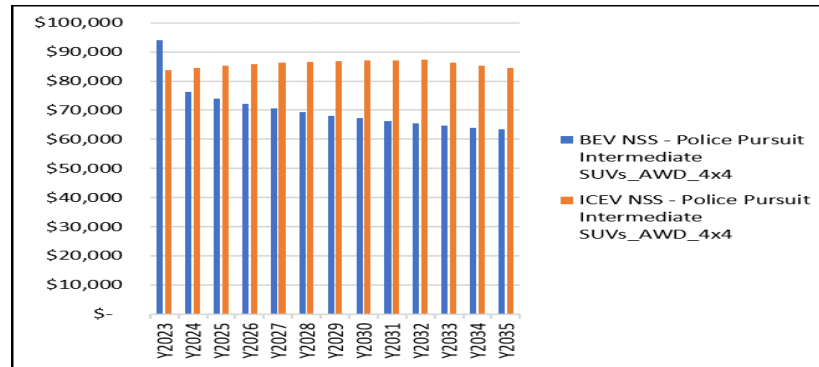
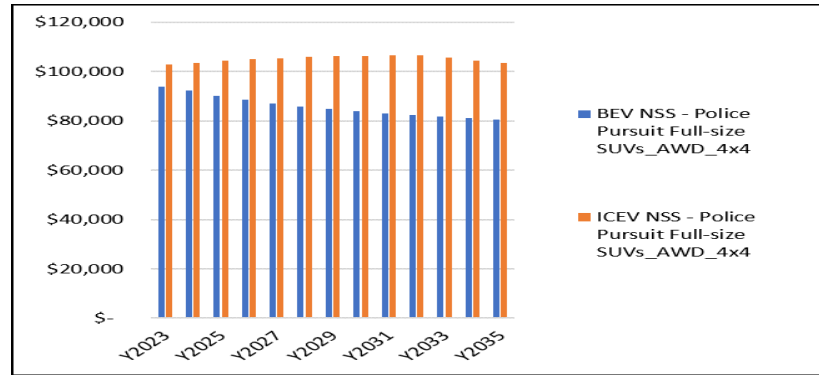
✓ Maintenance Costs



✓ Carbon Pricing



Total Cost of Ownership



Lessons Learned: Challenges



Purpose Built Policing Vehicles

- Market Availability
- Performance

Upfit

- Policing Equipment
- Emerging Technologies

Charging Infrastructure

- Charging Availability
- Payment Methods for Operation & Maintenance

Lessons Learned: Opportunities



Technology

- Optimizing advanced tech for policing

OpEx Reductions

- Reduction in upfit costs
- Reduction in fuel and maintenance costs

Operations

- Reduction in emissions
- ZEVs are quiet
- Acceleration

Next Steps: Pathway to Net-Zero

National Safety and Security (NSS) Fleet

Fiscal year 2023 – 24, the RCMP will develop and regularly update an Operational Fleet Decarbonization Plan that will outline how they it will reduce emissions from operations in line with the overall 2050 target.

Where necessary, the Treasury Board of Canada Secretariat with RCMP may exempt vehicle groups or locations where there are no suitable ZEV options available that meet operational requirements.

Questions?

