

## OPTIMISING CAPABILITY

**Optimising Capability is a continuous process of improvement in the way we do business and requires everyone using the service to contribute to further improve and enhance the Capability. As well as the support from ALC and the introduction of more new equipment, ALC and the CMC actively promote:**

### HELP US TO HELP YOU IN OPTIMISING CAPABILITY

This campaign is designed to optimise Capability by removing waste from daily activities which both improves efficiency and reduces cost. The main area for improvement and to allow effective Whole Fleet Management is for Units to submit equipment Demands in a timely manner as the additional cost in time and money of surge requests is a significant waste of MOD resource.

An important area for improvement is recording of repair and maintenance and spares consumption. JSP 818 describes the arrangements and procedures to capture the required information.

Whole Fleet Management relies on up to date knowledge on equipment condition and being able to make decisions to drive improvements in availability and reliability.

Together with guidance from JSP 818, the ALC Helpdesk and the CMC, we can all help to optimise C Vehicle Capability.



## INFORMATION

**For more information, please contact.**

### ALC Helpdesk

ALC Capability Service Centre  
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**Tel:** 01869 259205  
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**Website:** [www.alcvehicles.com](http://www.alcvehicles.com)  
**E-mail:** [helpdesk@alcvehicles.com](mailto:helpdesk@alcvehicles.com)

### C Vehicle Capability Management Cell (CMC)

Project Manager  
Service Provision Project Team  
General Support Group  
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### JSP 818 online reference

<http://defenceintranet.diiweb.r.mil.uk/DefenceIntranet/Library/CivilianAndJointService/BrowseDocumentCategories/SupportServices/IndustrialServices/PlantHire/Jsp818.htm>

For guidance, and to demand equipment from ALC, refer to JSP 818 'C VEHICLE CAPABILITY'.

### Fleet Recognition Book

The 'C Vehicle Capability Handbook (incorporating JSP 818)' is a reference document designed to provide basic data on the entire owned fleet of ALC's assets as well as additional equipment that can be provided through Third Party Hire within the scope of the Contract. Included is a picture and all the relevant information relating to the specific piece of equipment. Each page has the following information:

- Asset Code
- NATO Stock Number (NSN)
- Army Equipment Support Publication (AESP) OCTAD
- Fleet Management System (FMS) Vehicle Type
- FMS Vehicle Model
- Equipment Designation
- Make
- Length
- Height
- Width
- Weight
- ALC's Owned Fleet (Quantity)
- Maximum Equipment Number (MEN)

**For access, please contact the ALC Helpdesk who will advise where the document is distributed.**

Version 4



## C VEHICLE CAPABILITY – WHAT IS BEING PROVIDED TO THE BRITISH ARMED FORCES?

The C Vehicle Capability Contract provides and maintains a worldwide fleet of deployable Engineer Construction Plant and Rough Terrain Mechanical Handling equipment. The Capability includes cranes, dump trucks, excavators, bulldozers, drilling equipment and rough terrain forklifts. A full range of support services are also provided including spares support, a technical documentation service and provision of training for operators and maintainers.

The C Vehicle Capability Contract is highly regarded by its users and their Chain of Command as the effectiveness of the service provided makes a significant improvement in availability of Capability whilst simultaneously reducing the logistic and maintenance burden on the personnel at Unit level.



**Operator Training on Truck Mounted Loader recently introduced into service.**

## HOW IS THE CAPABILITY PROVIDED?

Key to effective Capability provision is the seamless integration between the Service Provider ALC and the MOD's Capability Management Cell (CMC), part of the Service Provision Project Team (SPPT) based at Abbey Wood (see back cover for contact details). The CMC's main roles are to ensure that day to day Unit Demands are met effectively and that the Equipment Replacement and Refurbishment Programme (ERRP) achieves the optimum balance between best commercial practice and current military requirements.

The daily task of the CMC is to validate the numerous equipment Demands from Units prior to them being passed to ALC for delivery. Once ALC has delivered the Capability, the CMC monitors ALC's performance in delivering the contracted service. The interface between Chain of Command, Units and ALC is managed through the arrangements and procedures described in JSP 818.

ALC provides the services directly from its 15 Regional Pools in the UK, Germany and Cyprus and its Capability Service Centre (CSC) at Bicester. ALC also have the capability to provide Field Service Reps into theatre for Operational Support under Contractors on Deployed Operations (CONDO).



**Self Loading Dump Truck (Protected)**

## NEW EQUIPMENT IN SERVICE

New equipment entering into service is selected on a Whole Life Capability basis and comes with a full Integrated Logistic Support package to ensure that it is fully supportable on operations. Uniquely within MOD procurement, the C Vehicle Capability Contract did not specify the precise equipment models to be provided but instead required a joint MOD/ALC approach to deliver foreseeable military requirements. This bold initiative has provided an adaptable solution which has successfully met developing military capability without increasing cost.

The essential rationalisation of the C Vehicle fleet to improve Capability is nearing completion as the original fleet of 3,800 has been managed down to approximately 2000. The number of equipment types and manufacturers has been significantly reduced which in turn has reduced military training needs, spares holdings and technical publications. The benefits of this rationalisation is being realised on operations through the new C Vehicle fleet having a smaller logistic footprint and simultaneously improving operational flexibility.



Significant efficiency gains have been made by selecting a single chassis, the IVECO Trakker, for 5 of the new vehicle types, the Self Loading Dump Truck (SLDT), Medium Dump Truck (MDT), Truck Mounted Loader (TML), Well Drill and Volumetric Mixer. Against the current solution for these capabilities the single chassis solution will reduce spares breadth by over 2500 items, training by over 50%, Special Tools holding by over 100 sets and technical publications by over 80%.

## WHAT'S NEXT?

The MOD has taken the opportunity to exploit the efficient performance of ALC's logistic support capabilities by utilising it to help deliver a number of Urgent Operational Requirements (UOR) for Protected Plant and the High Mobility Engineer Excavator (HMEE), and as these have been delivered, ALC has taken responsibility for spares provision.



The new fleet of 5 types of IVECO chassis based equipment has started entering service, joining over 40 other new lines of equipment introduced so far. The next major equipments for replacement are the tractor and excavator fleets with JCB manufacturing the tractors and Volvo the excavators. These will be closely followed by a range of Engineering Construction Equipment (ECP) including Dumpers, Mini Excavators and 12t Single Drum rollers.



The Royal Navy and Royal Air Force have been trialling the service provided by the C Vehicle Capability contract and their Front Line Commands have confirmed its suitability for their requirements. This significant step change to a full Tri Service capability must be evaluated by DE&S to ensure its value for money and if approved will generate significant savings by rationalising equipment types and allowing Whole Fleet Managing across the three front line commands.