

## MES Response

MES has been reviewed many times over the past five years. Through the DP review in 2006/2007 where In house services were benchmarked against the private sector in the three main Direct Production areas in Scotland. In FC Wales via the Light vehicles usage review. The FC Scotland light Vehicles review reporting in 2009.

Within all of these reviews MES has performed well against the Private Sector which we enclose.

To Describe MES as that part of the organisation that procures and manages the fleet of FC vehicles is rather disingenuous to both its staff and the professionalism with which they carry out the services they supply to the FC.

We think that it is very important that you understand that MES does far more than simply vans. Our colleagues within the FC demand that MES is a complete service.

We hope that a balance view of what both the customers needs and senior management desire are taken into account.

Lets consider what we do.

Using the FC Scotland review figures presented last Friday as a source, we spend 25% of our mechanics time on light vehicles, 25% on H&M, 21% on minor and sundry items, 14% on FCE and tractors and 15% non VME.

Consider the following.

Light vehicles, we do not just supply service and maintain vehicles, we also consult and design Ranger vehicles, modify vehicle to meet operational needs, advise and encourage customers on the best and lowest CO2 vehicle to meet their need. We also manage their accidents, speeding and other offences. MES (TME Scotland) takes on the role of the nominated transport officer for FCS and could loss his personal licence as a result of their misdemeanours. These are some of the extras that we do with regards to Light vehicles.

Harvesting & Marketing, we do not just supply service and maintain Harvesting and Marketing machines, we also evaluate new machines and new technology. Think of Timberlink and the uses made of the Opti systems. We have made complete machines and accessories to help our operational needs. Tracked harvesters, pole trailers, sprayers, planting machines have all been done in the past and we are currently looking and developing 10 wheel forwarders, Help produce acoustic measuring systems for Harvesters by liasing with Forest Research and utilising the professionalism and skills of our engineers within MES and, Radio &Electronics Branch. These are some of the extras that we do with regards to H&M machines.

Minor and Sundry items, we do not just supply service and maintain minor and sundry items (Annual charge) with 21% of our time. The name is a bit misleading as these items are not minor in the eye of the user these are absolutely essential and vital

pieces of kit. Only in the accounting terms are these minor due to their financial value.

How could a ranger get the culled red stag of the hill with out his quad, or how does a forester cut a huge edge tree without his chainsaw?

All these items need to be inspected and serviced under PUWER and in some cases LOLER to comply with the law. (Provision and use of work equipment regulations PUWER and Lifting operations and lifting equipment regulations LOLER)

Whilst these may not be the most expensive items of kit these are the ones that are most likely to be in use when an accident or fatality occurs and hence it is vital that they are properly maintained with a robust control system. These are some of the extras that we do with regards to minor and sundry items.

Civil engineering equipment, we do not just supply service and maintain Civil Engineering Equipment with 14% of our time. Again many of our machines and the way we use them are special. Having 12,000km of roads all non-tarmac gives different and unusual needs. Think again of graders, rollers, multilift and drilling machines all have a unique task to play. These are some of the extras that we do with regards to Civil engineering equipment.

Other non-VME items, we do not just supply a standard service. This is where among other things we support the forest industry for mutual benefit. Work for major manufactures and their customers is an area where the local MES can help and this helps MES in parts and knowledge turnover. Contractor's machines breakdown as well as ours (and usually with the same things). We are the ones that will go out and repair a barrier that has been damaged over the weekend ensuring that our forest are secure. These are some of the extras that we do with regards to Non VME equipment

Our members are expected to be able to move from one item of VME to an other and our customers expect it. It is not unusual for a van to be booked in for a repair/ service and will come to the workshop with addition items of VME for repair/service as well. I.e. a van and trailer and quad or saw or both.

To quote the recent Light Vehicle consultant David Roberts comments about MES skills that "The demise of general engineering workshops in the private sector geared to looking after sectors such as textiles, process plant, vehicle manufacture and the like has left the MES Workshops one of few sources of genuine engineering skills"

Some of the other points for consideration are.

1. Efficiency of management and administration. Repeating the management and admin in each country would apparently be more expensive.
2. Economies of scale. This gives improved buying power, and it also minimises management and administration requirement. This is especially relevant to current demanding procurement requirements.

3. Skills and abilities of staff. Having a large structure allows the development of national specialists and sharing of best practice.
4. Focus on business objectives. MES staff are able to concentrate on delivery of services and are prevented from ignoring FC requirements by key performance indicators.
5. Unique business model of workshops, as demonstrated in the vehicle consultation part of the MES Scotland Review
6. An exemplar for practices and policies by the private sector, e.g. use of biodegradable oils in harvesting machines
7. Providing direct support to the private forestry sector. For example some MES apprentices transfer to the private forestry machine sector on completion of their training.
8. Development of health and safety policies and practices

#### Radio & Electronics Branch.

This small unit has supplied services to its Colleagues in FCW, FCS, and Forestry Commission England as well as other partners within the Business Units.

This ranges from Radio Networks in England and Wales, Electronic work on Machines such as the audio harvesting project. The installation and maintenance of wildlife monitoring systems for Visitor Centres, and, for Conservation. It has also supplied and maintained systems for monitoring Visitor and Traffic numbers.

Supplied fibre optic solutions for the FC network at locations in England and Scotland for FC offices. Performed upgrades to the FC computer network at offices and Deer Larders.