



Essex Police, Fire and Crime Commissioner Fire and Rescue Authority

Decision Report

Please ensure all sections below are completed

Report reference number: 016-23
Government security classification: Official Not protectively marked
Title of report: Scheduled Replacement of Pumping Appliances
Area of county / stakeholders affected: Service wide
Report by : Matthew Parsons, Acting Engineering Manager, Head of Fleet Services, Jenny White, Category Manager (Corporate inc Fleet)
Date of report: 8 March 2023
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1. Purpose of the report

The purpose of this report is to seek the approval of the Police, Fire and Crime Commissioner (PFCC) for the procurement of and agree the scheduled replacement of 12 new fire appliances.

It is anticipated that all 12 units can be delivered and in service before the end of the 25/26 financial year. We now seek approval from the Police, Fire and Crime Commissioner (PFCC) to purchase six units at the tendered budgeted price within the 24/25 financial year and to purchase six units at the tendered budgeted price within the 25/26 financial year.

2. Recommendations

The Commissioner is asked to:

- a) Approve the procurement of the 12 replacement appliances under appropriate procurement processes and through UK Fire and Rescue Emergency Response Vehicles (ERV) (Pumping Appliances, Aerials and Special Vehicles) framework ref DS339-20. The appliances are expected to be available to bring into use in 2024/25 and 2025/26.



There is currently long lead time in the marketplace for chassis. The ERV framework does enable there to be a future price increase applied (up to CPI) on the Chassis.

Based on the current level of CPI (10.5%) this could result in a revised total cost [REDACTED]. The government are projecting inflation rates to drop to approximately 6% in 2023 with the overall inflation target remaining at 2%. Therefore, it is expected that the actual costs will be lower than those projected above.

There could be some additional costs in relation to new technologies that the Service will discuss with the supplier that need further investigation and pricing before order to determine meeting the needs of the user and welfare of the crew.

The current capital programme as included in the 2023/24, includes a budget of £4m for the replacement of 12 fire appliances over the period 2024/25 and 2025/26. It is therefore expected that total cost will be kept within the overall budget.

- b) To note that there is a requirement to replace a further 9 appliances. These are being reviewed as part of a longer-term capital forecast. This will be presented to the Strategic Board later in 2023/24.
- c) To delegate authority to the Chief Finance Officer to approve the purchase order in Dream.

3. Benefits of the proposal

The main benefits of this investment proposal are:

- The Service is able to take advantage of more up to date technology in terms of engine efficiency and electronic safety features alongside clean cab, station and crew welfare requirements that new vehicles now offer.
- Older time served appliances will be removed from the fleet and disposed of.
- The older vehicles being replaced have now reached the end of their designated useful life and are likely to become less reliable and more costly to maintain. Particularly as spare parts become harder and more expensive to obtain on 15-year-old assets with world-wide supply chain issues.

Indeed, we have already had issues with sourcing, some now very expensive, scarce and obsolete parts for our aging fleet assets.

4. Background and proposal

These replacements are in accordance with the current agreed Vehicle and Equipment Asset Management Strategy 2021 – 2026 Revision 8. This strategy was discussed at the Strategic Board in March 2021 and agreed via Decision Report 12-21.

COVID 19 has meant the Service was not able to procure any new appliances in the financial year 2020/21, and therefore the requirement for 12, accounts for the requirement for 21/22 and realigning for those not procured in 20/21 or 21/22. Due to budgetary rephasing it was not possible to purchase in accordance with the approved Fleet replacement strategy therefore there is still a need to invest in the fleet in the future years to bring replacements back on track.

5. Alternative options considered and rejected

It would be possible for the Commissioner not to agree to purchase these appliances however this is not recommended because of the reasons set out below.

- The fleet is the “Trademark” of the Fire and Rescue Service and often the first thing the public of Essex see of the Service. The ongoing investment in renewal of the fleet assets goes towards maintaining the trust and confidence of the public.
- Not replacing the appliances would result in less reliable vehicles being used for front line fire and rescue response activities. These assets would become increasingly more expensive to maintain and would incur increased downtime as parts become more difficult to obtain or become obsolete.
- Alternative fuel options for the appliances have been reviewed for this tender but are still not considered to be viable as considered too expensive at approximately £1m each, but emerging technologies of electric and hydrogen powered appliances are being developed and current trials around the world are under observation and will be considerations for the future.

6. Strategic priorities

The provision of up-to-date assets and equipment incorporating the latest technology and safety and welfare features which supports the ethos of the Fire and Rescue Plan 2019-2024 in improving efficiency, reducing risk and ensuring that the public in Essex are receiving the best possible fire and rescue service.

7. Operational implications

It is essential that frontline fire crews are equipped with efficient and effective resources to enable them to undertake their front-line response to incidents. Investment in up-to-date assets are key in supporting that operational need, due to the circumstances beyond the control of the Service through the global marketplace, this will require increased funding to bring the approved replacement schedule back on track and to enable and support the move towards clean cab policies and cleaner exhaust emissions in line with station and crew welfare.

8. Financial implications

Based on the recent tender exercise through the NFCC Framework Agreement for Emergency Response Vehicles (ERV) (Pumping Appliances, Aerials and Special Vehicles), the unit cost per appliance of the most economic advantageous tender proposal under the price clause Option 1 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

There is currently long lead time in the marketplace for chassis. The ERV framework does enable there to be a future price increase (up to CPI) on the Chassis.

The potential cost impacts are shown in the table below, and are based on the current level of CPI.

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

The government are projecting inflation rates to drop to approximately 6% in 2023 with their overall inflation target remaining at 2%. Therefore, it is expected that the actual costs will be lower than those projected above.

There could be some additional costs in relation to new technologies that the Service will discuss with the supplier that need further investigation and pricing before order to determine meeting the needs of the user and welfare of the crew.

Based on the current capital programme as included in the 2023/24, the budget for new appliances is £4m over the period 2024/25 and 2025/26. It is therefore expected that total cost will be kept within the overall budget of £4m.

There is a requirement to replace a further 9 appliances. There will be a knock-on effect of increasing the average age of the fleet, which could compound the need to provide increased funding in the years prior to the zero emissions strategy - alternative fuels deadline date of 2030. As noted by the commissioned report for Zero Emission Vehicle Fleet Strategy approximately 30 appliances would be due for replacement between 2030 and 2032, under the current replacement program realignment this number must be increased along with the additional financial implications.

A longer-term capital forecast is currently being prepared and this will be presented to the Strategic Board later in 2023/24.

9. Legal implications

The Service has a duty of care and a legal obligation to ensure that its fleet of vehicles are compliant with applicable road traffic legislation this investment supports that aim. The procurement process is a fully compliant procurement of the replacement appliances under appropriate procurement processes and through the ERV framework Ref DS339-20. Under the framework agreement all contractual terms and conditions have already been set and agreed with each framework supplier during the initial process for them to secure a place on the framework.

10. Staffing implications

There are no adverse implications to this investment. The investment will allow crews to benefit from the more update safety features which come with modern vehicles. There will be a need for driver awareness and crew familiarisation with the new assets to enable the Service to obtain the maximum benefit from this new technology investment. By continuing to buy compatible products to the existing fleet assets, the technical awareness and warranty repair status retains our efficiency.

11. Equality and Diversity implications

We have considered whether individuals with protected characteristics will be disadvantaged because of the actions being taken. Due regard has also been given to whether there is impact on people who identify as being part of each of the following protected groups as defined within the Equality Act 2010:

Race	No	Religion or belief	No
Sex	No	Gender reassignment	No
Age	No	Pregnancy & maternity	No
Disability	No	Marriage and Civil Partnership	No
Sexual orientation	No		

All appliances are built in accordance with the EN 1846 standard for fire fighting vehicles and part of this requirement is to meet needs of a diverse work force, for example, manual handling assessments, stowage requirements and accessibility considerations with the use of air suspension to lower the vehicle for removal of the main rescue ladder.

The Core Code of Ethics Fire Standard has been fully considered and incorporated into the proposals outlined in this paper.

12. Risks

The Vehicle and Equipment Asset Management Strategy 2021 – 26 details the Service's replacement schedule aligned to the current PFCC agreed life cycle for vehicles and equipment. Failure to procure appliances in line with this strategy will result in the Service being unable to meet the replacement schedule detailed within.

COVID 19 has resulted in the Service not being able to procure appliances in the previous year's 20/21 and 21/22. Due to the lead time for the procurement, build and delivery of these vehicles a decision to reject the recommendation will result in the Service being unable to meet the replacement schedule already approved by the PFCC at March 2021 Strategic Board and the capital requirements which were originally agreed via the Capital Board.

This has the potential to create further maintenance and repair costs and difficulty sourcing increasingly more expensive parts for older vehicles with the worldwide supply chain issues, in addition to the service not being able to make the best use of the technology, safety and welfare available on new appliances compared to those that are 15 years old. This has potential to increase vehicle downtime which will impact service delivery.

Investment in up-to-date assets is key in supporting that operational need, due to the circumstances beyond the control of the Service through the global marketplace this will require increased funding to bring the approved replacement schedule back on track and to enable and support the move towards clean cab policies and cleaner exhaust emissions in line with station and crew welfare.

By limiting our number of vehicles now, we will increase the need to more rapidly transition to alternative powered vehicles in the future as the timed serviced vehicle replacements will be overdue as a result of compounding the replacement schedule towards the net zero replacement date.

13. Governance Boards

The recommendation is aligned to the Vehicle and Equipment Asset Management Strategy 2021-2026 Revision 8. This strategy was discussed at the Strategic Board in March 2021 and agreed via Decision Report 12-21, in addition the capital requirements have been agreed previously via the Capital Board.

14. Background papers

Strategies referred to; -


Vehicle and Equipment Asset Management Strategy 2021 – 2026 Revision 8.
2022_11_23 Zero Emission Vehicle Fleet Strategy - Essex Fire & Rescue v1

Decision Process (16)

Step 1A - Chief Fire Officer Comments

(The Chief Fire Officer is asked in their capacity as the Head of Paid Service to comment on the proposal.)

.....I support this recommendation.....

Sign:  Date:.....13/4/23

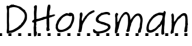
Step 1B – Consultation with representative bodies


(The Chief Fire Officer is to set out the consultation that has been undertaken with the representative bodies)

For the purchase of these appliances the Operations department have been involved due to the technical changes of the specification, at Various H&S Functional Forum meetings the FBU have been advised of the specification and especially the Breathing apparatus coming out of the cab and into a side locker in accordance with the ‘No Time to Lose’ campaign. The FBU will be involved in the further design discussions at the nominated pre build meeting with the supplier as has happened with previous procurement projects.

Step 2 - Statutory Officer Review

The report will be reviewed by the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority’s (“the Commissioner’s”) Monitoring Officer and Chief Finance Officer prior to review and sign off by the Commissioner or their Deputy.

Monitoring Officer Sign: 
Print: Darren Horsman - Deputy Monitoring Officer
Date: 14.4.2023.

Chief Finance Officer Sign: 
Print:Neil Cross.....
Date: ... 12/4/23

Step 3 - Publication

Is the report for publication? **YES**

If 'NO', please give reasons for non-publication (Where relevant, cite the security classification of the document(s). State 'none' if applicable)

.....

If the report is not for publication, the Monitoring Officer will decide if and how the public can be informed of the decision.

Step 4 - Redaction

If the report is for publication, is redaction required:

- 1 Of Decision Sheet **YES**
- 2 Of Appendix **YES/NO**

If 'YES', please provide details of required redaction:

Section 8 - Financials and all breakdowns of financial information, Section 2 - recommendations - all breakdowns of financial information.

Date redaction carried out: 20th April 2023

If redaction is required, the Chief Finance Officer or the Monitoring Officer are to sign off that redaction has been completed.

Sign:  Print: Neil Cross

Date signed: 17/05/23

Step 5 - Decision by the Police, Fire and Crime Commissioner or Deputy Police, Fire and Crime Commissioner

I agree the recommendations to this report:

Sign:  (PFCC)

Print: ...ROGER HIRST.....Date.signed: 19th April 2023.....

I do not agree the recommendations to this report:

Sign: (PFCC / DPFCC)

Print: Date signed: