



Transport Asset Management Plan

2017 / 2022

Contents

	<i>Section</i>	<i>Page</i>
1	Overview	3
2	Capital Expenditure	3
3	Transport Function	4
4	Vehicle Asset Management	5
5	Vehicle Fleet	7
6	Asset Refresh	9
7	Environmental Considerations	9
8	Vehicle Lease arrangements	11
9	Appendices	13
10	Vehicle Proposed Budget 2017/18- 2021/22	19

Transport Asset Management Plan

1 Overview

This plan supersedes all previous Transport Asset Management Plans and covers the period 2017-2022. The plan is updated on an annual basis in conjunction with the Capital finance programme. This plan details all information relevant to the management and maintenance of the Merseyside Fire and Rescue Service (MFRS) vehicle fleet and is kept live with the assistance of the ICT based Tranman system.

The Operational Preparedness Functional Plan, Service Plan and Integrated Risk Management Plan (IRMP) provide the focus for the annual review of the Asset Management Plan; all of which are supported by the capital programme for medium or long term financial planning.

The Transport Asset Management Plan assists the Service by

- Providing and maintaining a forward looking, progressive and robust transport service, which uses nationally agreed 'best practice' to enhance the current service provision, in turn facilitating improvement and innovation to service delivery.
- Making available all information regarding future intentions within the transport function available to all areas of MFRS to assist with their future planning.

The objectives of the Transport Function are,

- To support MFRS aims and objectives,
- To ensure the most efficient support and use of transport resources,
- To maintain the appropriate levels of operational capability,
- To reduce costs and provide a cost effective environmental impact,
- To maintain a level of flexibility to adjust to the changing demands of MFRS,
- To facilitate the long term planning of transport assets.

2 Capital Expenditure

Merseyside Fire and Rescue Authority (MFRA) has a five year capital programme which supports a 20 year capital forecast.

The capital programme sets out in detail the anticipated expenditure for the current year and the following four years for all committed capital schemes approved MFRA. The Capital programme is set and formally approved by the Fire and Rescue Authority on an annual basis.

The capital programme allows for flexibility to assist with any change in circumstances or new innovation.

The purpose of the Transport Asset Management Plan is to provide focus as to how assets should be managed and how they support the objectives and priorities MFRA. The plan is an essential tool in prioritising capital and revenue expenditure on assets to feed into respective capital and revenue plans.

The assessment of transport spending needs are based on several factors including vehicle age, condition, repair and projected maintenance costs plus the additional requirements of service delivery activity. This ensures that limited resources are targeted in the most effective way.

Where additional transport resources are required, capital and revenue bids are submitted as part of the budget making process annually. Flexibility exists within this process to allow for the introduction of any unplanned requirements that may emerge during the normal process of evaluation and innovation.

Capital bids are evaluated and prioritised and a full scheme appraisal is conducted. Once agreed at Director level the capital and revenue bids are submitted for MFRA consideration of affordability as part of the financial planning process.

3. Transport Function

The role of the transport function within MFRS is the provision and maintenance of vehicles and specialist equipment to meet user and stakeholder requirements which in turn, support MFRS policies and legislative requirements. Whilst doing this, the ongoing promotion of environmental sustainability at a competitive price must be considered.

The transport function provides support to all departments within MFRS in addition to supporting several external agencies, such as Liverpool City Council.

The transport function main areas of responsibility are;

- The design and procurement of fleet vehicles,
- Fleet management,
- Fleet maintenance,
- Engineering and technical support,
- Vehicle disposal.

The Design and Procurement of Fleet Vehicles - specifications are drawn up by an in-house consultation with the proposed end users to ensure the final specification is fit for purpose. Research and development is carried out in house, a build is agreed and the subsequent procurement of necessary parts, materials or whole vehicles is carried out in conjunction with the Procurement Team within MFRS.

Fleet management - the management and upkeep of the MFRS vehicle fleet. This includes the management of;

- Vehicle Excise duty
- Registration and licensing
- Availability monitoring

- Incident investigation

Fleet maintenance - the repair and maintenance of vehicles and vehicle mounted equipment is undertaken by workshops within the Transport function. Specialist external contractors are engaged to deal with specialist repairs such as major RTC damage and specialist certification. The vast majority of repairs, maintenance, conversion or vehicle modification is carried out in house by qualified certificated staff.

Engineering and Technical Support – the transport function are available 24 hours a day, 365 days a year to offer technical support to all departments within MFRS. This support can be verbal advice over the phone or a physical attendance by a member of the team. A manager from the function will take the initial call and determine the most efficient response. The factors considered are primarily the hours the vehicle will spend unavailable as this may have a significant impact on the operational response. All requests to the function are dealt with within one hour of the initial call and a way forward is to be established within 2 hours. The function also provides availability for a mechanic to attend the operational fire ground to check on appliance use and conditions if deemed necessary by the Officer in Charge.

The on call transport manager will also advise on the locality and availability of spare appliances. This manager is also available to attend any incident which involves a MFRS vehicle. This may be for repair allocation, priority or security reasons.

Vehicle Disposal – the transport manager has responsibility for the disposal of fleet vehicles and their on board equipment at end of life. Several considerations must be taken into account prior to disposal, which are detailed below.

- The disposal of FRS vehicles can be done in several ways including the use of public and internal auctions for ancillary vehicles. Appliances may be sold to other end users such as other Local Authority Fire and Rescue Services, private Fire and Rescue Services or recognised training establishments.
- When a vehicle is identified as ready for disposal from the MFRS fleet, consideration is made on age, condition and potential value. The Transport Manager will then recommend whether the vehicle is used internally for scrap parts, sold or donated to an overseas charitable organisation.
- The disposal of appliances at end of life has recently come under intense scrutiny. Vehicles which are deemed ready to be disposed of are done so utilising recommendations laid down by the security agencies and by the CFOA Transport Officers Group.
- If the vehicle identified for disposal has a value, an SMG report will be provided and presented by the Director of Operational Preparedness for Governance.

4. Vehicle Asset Management

Asset management planning is the process used to plan for the acquisition, maintenance and disposal of renewable assets or activities in conjunction with CFOA Fire and Rescue Service best practice and the Vehicle Operator Services Agency (VOSA) guidelines.

All vehicular assets are procured with a minimum of two years warranty from the chassis manufacturer with an additional two year warranty on the body and fittings from the body builder/ contractor. Most light vehicles procured for the ancillary fleet come with a three year warranty and carry a three year roadside assistance package. Where possible the FRA endeavours to secure a three year maintenance package as part of the contract thus providing a known cost over the assets first three years.

Specifications on new appliances and special vehicles are requested to be constructed of a composite body (Plastisol, /Polybody). This affords MFRA the option of a second life for the body following refurbishment.

The transport department provides the operational support to the MFRS vehicle fleet. This is for unplanned repairs or routine planned maintenance. The transport department has the responsibility of ensuring that the fleet is operated within Transport legislative and health and safety requirements. The support provided includes a reporting mechanism to respond to day to day unplanned repairs, notifiable defects, planned maintenance requests and advice.

This system provides for out of hours reporting and a full audit trail. All vehicle maintenance issues are documented electronically and in hard copy. The vehicle renewal frequency is established based on historical information however remains open to change due to operational and economic circumstances. The current fleet has evolved over the years and includes a range of vehicles of a mixed age. History has shown the risk of obsolescence is high with several types of vehicle making them too difficult to maintain due to a lack of available components. (Asset refresh timescales are detailed in Section 6).

The decision to replace vehicles is determined by several factors as detailed previously. For cost purposes, it is beneficial to spread the replacement cost over a longer period of time by replacing in small manageable numbers. Historical evidence has shown that if the vehicles are procured in larger numbers then the capital replacement costs remain high at each replacement period. Replacing in small numbers also allows MFRS to keep pace with new technology and innovations in design and development within the FRS business model.

With regard to the smaller vehicles and the ancillary fleet, the factors guiding obsolescence and subsequent replacement are not subject to the same drivers. These vehicles tend to be less expensive than their operational counterparts and if replaced at regular pre-determined intervals provide a better residual value.

An additional factor supporting smaller batch replacement takes into consideration the maintenance programme; large batches of vehicles purchased at the same time, will require servicing and or testing within the same time frame providing avoidable capacity issues for workshops.

Organisational service integration - while the vehicle assets are the responsibility of the Transport department, several other departments within MFRS work in conjunction with the department to provide future planning, finance, governance and support.

5. Vehicle Fleet

The present vehicle fleet is split into seven categories for ease of identification,

- pumping appliances
- special appliances
- aerial appliances
- officer response vehicles
- blue light ancillary
- ancillary vehicles
- grey fleet

Pumping appliances - Vehicles which comprise of a water storage tank and a fire fighting multi-pressure fire pump. These appliances are also designed as rescue pumps which carry specialist rescue and cutting equipment.

Special appliances - Vehicles designed for specific or special functions such as demountable pods, water rescue, marine rescue, prime mover hook lifts and crane lorry.

Aerial appliances - Vehicles that have the capability of elevating a platform or ladder for high rise rescue or firefighting as a water tower.

Officer Response Vehicles - These are vehicles used by Duty officers to respond to incidents under blue light conditions. In most circumstances these are provided under lease arrangements (see paragraph 8 below)

Blue light ancillary- These vehicles are smaller operational response vehicles, such as water support unit, command support unit, small fire unit, out of area deployment vehicles.

Ancillary vehicles - Vehicles that are normally not used at operational incidents and are primarily used for other service delivery requirements, support services and general service transport. This fleet consists mainly of cars and vans.

Grey Fleet - Vehicles which are privately owned by employees and are used in connection with the employers business. These come in two categories;

Essential user and Casual user- Casual car user vehicles are privately owned and are for general business purposes. Essential users incorporate the flexible duty officers who use their own vehicles for day to day business not including Blue Light Response.

The full current fleet distribution can be found at appendix 1, 2 & 3

Overview of Vehicle Types

Pumping Appliances

- 29 x Rescue Pumps
- 3 x Specialist Pumps (SRT)
- 7 x Reserve appliances,
- 5 x TDA appliances
- 1 x Youth Engagement

Special Appliances Operational

- 1 x Crane Lorry
- 8 x Prime Movers
- 25 x Demountable pods
- LGV Driver Training Vehicle
- Command Support Unit
- Command Support Unit Reserve
- Rehab Unit
- 21 x Light 4x4
- Water Rescue Unit
- Out of Area Deployment
- Canine Unit Mercedes Vito
- 4 x Officer Response Cars
- 2 x Quad Bikes
- 4 x Motor Cycles
- RTC Education unit
- Fire and Rescue Control vehicle
- JCB
- MF1 Boat
- MF1 Relief Boat
- Hovercraft
- Jet Skis
- Forklift Truck
- 24 x Trailers

Aerial Appliances

- 4 x Combined Platform Ladder

Ancillary Vehicles

- 16 x Service Large Vans
- 10 x PCV
- 11 x Small Vans

- 61 x Light Cars
- Occupational Health Mobile Unit
- 3 x Driver Training

Vehicles identified for disposal

- 1 x CPP for Sale
- 4 x Pumping Appliances for sale
- 2 x Prime Movers for sale

National Resilience Vehicles

- 6 x Prime Movers
- 8 x PODS
- 1 x Incident Response Unit
- 1 x CBRNE DIM
- 1 x Toolcat
- 1 x Moffet Mountie

Currently, MFRA maintains its reserve fleet at 25% to ensure suitable operational resilience is available at all times. This reserve also provides resilience for the ongoing maintenance programme. When a vehicle is declared unavailable for use due to mechanical issues it is preferable for the vehicle to be replaced by a reserve fleet appliance as opposed to being taken off the run. This applies for long term issues and short term repairs which assists with the maintenance of the MFRS operational response.

6. [Asset Refresh Programme](#)

The timescales for the MFRS vehicle asset refresh programme is as detailed below,

- Pumping Appliances will be replaced after 10 years.
- Special Appliances will be replaced after 15 Years.
- Blue Light Ancillary Vehicles to be replaced after 5 years.
- Ancillary Vehicles to be replaced after 11 years.
- Demountable Pods to be replaced after 20 years

The timescales detailed above are accurate for front line use. It is anticipated that on occasion, vehicles may be kept past these dates but will not be used as part of the front line operational response.

7. Environmental considerations

Practical considerations to be introduced to improve the carbon footprint of MFRS. Several environmental initiatives are currently practiced by the transport and workshops functions, those being,

- The re-cutting, casing and recycling of tyres.
- The recycling of lead acid batteries.
- The environmental disposal of waste engine oil, filters and rags.
- The recycling of engine coolant.
- The recycling of appliances at end of life.
- The recycling and collection of office waste.

All the above initiatives have been captured as part of the current MFRS Environmental Policy.

Vehicle Emissions - the Intergovernmental Panel on Climate Change (IPCC) has identified the following as potentially harmful gases:

- Carbon Monoxide (CO)
- Methane (CH₄)
- Nitrous Oxide (NO)
- Hydro Fluorocarbons (HFC's)
- Sulphur Hexafluoride (SF₆)

The largest global emissions by volume are of carbon dioxide which originates from the burning of fossil fuels including the combustion process that occurs in compression ignition or spark ignition motor vehicle engines.

Older service appliances have been retro fitted with an exhaust after treatment such as catalytic converters and or CRT (continuously regenerating trap). This is made up of three separate chambers within the CRT unit. As the dirty exhaust gas enters the first chamber, it hits a diffuser plate which distributes the gas evenly through the catalyst. The platinum oxidation catalyst oxidizes the CO and HC into CO₂ and H₂O, virtually eliminating them from the exhaust gas. It also oxidizes some of the NO to NO₂. This is the key to the removal of soot collected by the CRT filter.

Recently purchased fire appliances have seen the introduction of Exhaust Gas Recirculation (EGR) into the MFRS fleet. EGR provides the vehicle with a means to adhere to current Euro 4 and Euro 5 emissions standards. The basic concept of EGR is that the gases from the exhaust of the compression ignition engine are re-circulated and in effect turned back from the exhaust and diverted into the induction side of the engine to be re-burned as part of the combustion process. This process ultimately reduces harmful gases exhausted to atmosphere.

Within the coming months we will see the introduction of vehicles fitted with Selective Catalytic Regeneration (SCR). SCR also fulfils the requirements of the Euro 4 and Euro 5 standard this however is achieved in a different manner. The SCR system relies on the injection of "ad blue" into the exhaust system as an after treatment of

the combustion process. The “ad blue” injection alters the composition of the harmful exhaust gases to reduce their detrimental effects to the environment.

All vehicles registered after 1st January 2015 within the MFRS fleet must meet Euro 6 emission standards. The appliances purchased over the last financial year by the FRA have an integrated Euro 6 silencer which contains a full-flow particulate filter which features continuous regeneration and two parallel SCR catalysts with a unique high-precision AdBlu dosage system.

The recent replacement of the smaller ancillary vehicles has resulted in a large drop in emissions due the procurement of new vehicles with smaller and more fuel efficient engines.

C.A.F.S (Compressed Air Foam System)

CAFS, which is utilised to enhance the MFRS firefighting capability has been introduced onto the current fire appliance fleet. This system uses a foam/water/air mixture to produce a firefighting media that drastically reduces the water consumption used during normal firefighting activities. This reduction in water also has the result of reducing the “Runoff” which is an environmental pollutant. Run off consists of the residual water utilised during firefighting operations which enters into the drainage, sewer system or natural water courses.

8. Vehicle Lease Arrangements

MFRS operates two types of vehicle leasing.

- Senior Officer Vehicles - this scheme allows uniformed senior officers to lease a car for business and private use. The lease period is over three years and the vehicle is inspected prior to return to the lease company and any damage or excess mileage must be paid for.
- Fleet vehicles (Appliances & Ancillary vehicles) - over the years several fleet vehicles such as appliances and ancillary vehicles (cars & vans) have been procured through an operating lease scheme, this has proved to be expensive compared with outright purchase. Cars and vans procured by outright purchase have proven to be the best value option. Vehicles are purchased through the government framework agreement (P.I.T.O) and are kept for a minimum of 5 years, after which the vehicles are disposed of through public auction or closed bids from within the Service. This has produces a good resale value and the whole life cost of those vehicles is below that of any lease or long term hire agreement.
- Fire appliances - have on occasion been procured under an operating lease scheme; this has proven to be an expensive option due to the expectations of the lease company as to their condition on return. Experience has shown that following inspection by the FTA certain repairs, tyre wear and paint conditions have all required renovation at considerable cost. This type of scheme also inhibits the Service in extending the life of the appliance should they wish to do

so and under the terms and conditions of an operating lease you cannot purchase the appliance from the lease company.

Spot Hire

To maintain a fleet of ancillary vehicles that meet the needs MFRS at all times is both impractical and expensive. There are times when there is a demand for vehicles which exceeds the current fleet size. The most cost effective method to provide resources during this period is to "Spot Hire". This involves hiring a vehicle for a short period at short notice. Having engaged with several vehicle hire companies MFRS has three primary vehicle hire companies which provide a low hire rate. The agreement also ensures that the vehicles are delivered and collected service premises.

Whole Life Costs

The whole life cost information can be found within the Fleet Management system (Tranman). However, until such time as the electronic fleet management system is updated, there are still some hidden costs to be accounted for. For example administration supporting the workshop has been included within the labour rate calculations but the working hours available are still an ongoing discussion as to the most accurate method of obtaining available/chargeable hours. When comparing different vehicle batches for average maintenance costs, any notable high cost units should be investigated by analysis of the individual maintenance record, as quite often, this is due to other factors such as modifications or adaptations.

Benchmarking

Benchmarking is carried out routinely within the Northwest Transport Officers Group. This comprises of key performance indicators on servicing, non-scheduled work, modifications, Traffic Accident damage, vehicle downtime, whole life costs and research and development within the industry.

Appendix 1

MFRS LARGE GOOD VEHICLES FLEET LIST				
		Papa 1		
25 P1	RT[CAFs]	DK05HBP	1345	SCANIA P94D-260
19 P1	RT[CAFs]	DK57FKV	1353	SCANIA P274
11 P1	RT[CAFs]	DK57FKX	1355	SCANIA P274
15 P1	RT[CAFs]	DK57FKZ	1356	SCANIA P274
42 P1	RT[CAFs]	DK57FLA	1357	SCANIA P274
30 P1	RT[CAFs]	DK59BOJ	1362	SCANIA P274
41 P1	RT[CAFs]	DK59BOU	1363	SCANIA P274
24 P1	RT[CAFs]	DK59BOV	1364	SCANIA P274
18 P1	RT[CAFs]	DK59BPE	1365	SCANIA P274
17 P1	RT[CAFs]	DK59BPF	1366	SCANIA P274
22 P1	RT[CAFs]	DK59BPO	1367	SCANIA P274
31 P1	RT[CAFs]	DK59BPU	1368	SCANIA P274
12 P1	RT[CAFs]	DK60DVM	1373	SCANIA 285DB
10 P1	RT[CAFs]	DK60DVN	1374	SCANIA 285DB
50 P1	RT[CAFs]	DK60DVO	1375	SCANIA 285DB
14 P1	RT[CAFs]	DK60DVP	1376	SCANIA 285DB
16 P1	RT[CAFs]	DK61EER	1378	SCANIA 285DB
51 P1	RT[CAFs]	DK61EES	1379	SCANIA 285DB
33 P1	RT[CAFs]	DK61EET	1380	SCANIA 285DB
32 P1	RT[CAFs]	DK61EEU	1381	SCANIA 285DB
21 P1	RT[CAFs]	DK15CYV	1384	SCANIA
24 P1	RT[CAFs]	DK15CYW	1385	SCANIA
40 P1	RT[CAFs]	DK15CYX	1386	SCANIA
		Papa 2		
23 P2	RT	DK54HZA	1338	SCANIA P94D-260
33 P2	RT	DK54HZB	1339	SCANIA P94D-260
18 P2	RT	DK05HBC	1340	SCANIA P94D-260
10 P2	RT	DK05HBD	1341	SCANIA P94D-260
50 P2	RT	DK05HBE	1342	SCANIA P94D-260
12 P2	RT[CAFs]	DK05HBO	1344	SCANIA P94D-260
SPECIALS				
19 R2	SRT	DK59BPV	1369	SCANIA P274
71 T1	Crane Lorry	DK07JWC	1351	SCANIA P314DB
19 MTF A	RP	PN04KTF	1335	SCANIA P94D-260
Romeo 4	MFA [Cafs]	DK60DVR	1377	MAN
RESERVE APPLIANCES				
RESERVE	RT	DG02WFZ	1332	SCANIA P94D-260
RESERVE	RT	DG02WHK	1333	SCANIA P94D-260
RESERVE	RT	DK05HBF	1343	SCANIA P94D-260
VESTY 3	RT	DK55HNA	1346	SCANIA P94D-260
VESTY 1	RT	DK55HNB	1347	SCANIA P94D-260
VESTY 2	RT	DK55HND	1349	SCANIA P94D-260
VESTY 6	RT[CAFs]	DK57FKU	1352	SCANIA P274
CPL'S				
33 A1	CPL	K474OKB	1293	VOLVO FL10
11 A1	CPL	R585DFM	1314	VOLVO
25 A1	CPL	DK59BTU	1371	VOLVO FM380
50 A1	CPL	DK60DVJ	1372	VOLVO/BRONTO
PRIME MOVERS				
Reserve	PRM	M232YBG	1308	VOLVO FS7
10 T2	PRM	M233YBG	1309	VOLVO FS7
19 T1	PRM	DK08GJJ	1359	SCANIA P274
19 T2	PRM	DK08GJO	1360	SCANIA P274

10	PRM	DK62EEA	1382	SCANIA
10	PRM	DK62EEF	1383	SCANIA
10	PRM	DK66CEX	1387	SCANIA
19	PRM	DK66CEY	1388	SCANIA
TRAINING SCHOOL				
T&DA	WTL	DG02WFW	1329	SCANIA P94D-260
T&DA	WTL	DG02Wfy	1331	SCANIA P94D-260
T&DA	RT	DG02WFX	1330	SCANIA P94D-260
T&DA	SALVAGE	DK07JVZ	1350	MAN TGM15.240
T&DA	RT	DK57FKW	1354	SCANIA P94D-260
T&DA	RT	DK55HNC	1348	SCANIA P94D-260
YOUTH ENGAGEMENT/CADETS				
YE Stn 10	SFE [Cafs]	DK59BRV	1370	MB 816D VARIO
APPLIANCES STORED READY FOR MODIFICATION				
10 H1	Hazmat Pump	DK08GJX	1361	MAN
FOR SALE				
SHQ	CARP	DK57FLE	1358	SCANIA P314DB
SHQ	WTL	T661CCK	1320	DENNIS SABRE
SHQ	RT	PN04KSE	1337	SCANIA P94D-260
SHQ	RT	PN04KSF	1336	SCANIA P94D-260
SHQ	RT	PN04KTG	1334	SCANIA P94D-260
SHQ	PM	L38SFY	1295	DENNIS DFS227
SHQ	PM	L39SFY	1296	DENNIS DFS227

National Resilience vehicles

Reg No.	Model	Operator	Fleet No.
MX56NHO	DAILY	KIRKDALE	DIM
KR53VRV	Moffett Mountie	KIRKDALE	FLT002
DG53FVZ	MAN	KIRKDALE	IRU002
WX54VLA	Prime Mover	BELLE VALE	PM013
WX54VSU	Prime Mover	CROXTETH	PM0154
WX54VMZ	Prime Mover	BELLE VALE	PM072
WX54VPE	Prime Mover	CROXTETH	PM113
WX54VPF	Prime Mover	CROXTETH	PM114
WX54VTL	Prime Mover	KIRKDALE	PM189
EU56GJF	Toolcat	CROXTETH	TOOLCAT
USAR2	Module	CROXTETH	10
USAR4	Module	CROXTETH	11
USAR5	Module	CROXTETH	3
USAR3	Module	CROXTETH	4
USAR1	Module	CROXTETH	7
DC13	Module	BELLE VALE	DC13
DC72	Module	BELLE VALE	DC72
MDD025	Module	KIRKDALE	MDD025

Appendix 2

MFRS ANCILLARY VEHICLE FLEET			
Vehicle Reg	Type	Location	Fleet #
DA54YXJ	CLIO CAR	BELLE VALE	2505
DK05HBH	FIESTA CAR	BELLE VALE	2512
DK06HZW	FABIA	BELLE VALE	2532
DK58HNL	CORSA	BELLE VALE	2560
DK59BSX	CORSA	BELLE VALE	2572
DK65CBU	HYUNDAI	BELLE VALE	2624
DK56JXE	SPRINTER 4X4	BELLE VALE	2537
DK05RCU	CLIO CAR	BIRKENHEAD	2520
DK54HZL	CLIO VAN	BOOTLE AND NETHERTON	2486
DK05HBG	FIESTA CAR	BOOTLE AND NETHERTON	2511
DK58HNN	CORSA	BOOTLE AND NETHERTON	2562
DK59BTO	CORSA	BOOTLE AND NETHERTON	2577
DK65CAX	HYUNDAI	BOOTLE AND NETHERTON	2621
DK65CCD	HYUNDAI	BOOTLE AND NETHERTON	2629
DK65CCU	HYUNDAI	BOOTLE AND NETHERTON	2635
DK13DDE	TRANSIT PCV	BOOTLE AND NETHERTON	2592
DK05HBL	CLIO CAR	BROMBOROUGH	2514
DK54HZT	TRANSIT PCV (15)	BROMBOROUGH	2503
DK06HZY	FABIA	CITY CENTRE	2534
DK56JXH	FABIA	CITY CENTRE	2540
DK59BSV	CORSA	CITY CENTRE	2571
DK59BSZ	CORSA	CITY CENTRE	2574
DK59BTF	CORSA	CITY CENTRE	2576
DK65CCF	HYUNDAI	CITY CENTRE	2631
DK65CCO	HYUNDAI	CITY CENTRE	2634
YD54AUC	TRANSIT VAN	CROSBY	2477
DK56JXM	SPRINTER	CROXTETH	2543
DK58HNNH	HILUX	CROXTETH	2558
DK60DVL	PICK-UP	CROXTETH	2585
DK11BXA	PICK-UP	CROXTETH	2590
DK64EEB	SPRINTER	CROXTETH	2596
DK64EEP	PICK-UP	CROXTETH	2604
DK64FCP	VITO	CROXTETH	2608
DK15CYY	TRANSIT PCV	CROXTETH	2615
6013	HOVERCRAFT	CROXTETH	6013
6006	JET SKI	CROXTETH	6006
6007	JET SKI	CROXTETH	6007
DK55HMZ	TRANSIT PCV (15)	DERBY ROAD	2526
DK64FCO	PICK-UP	FORMBY	2607
DK58HNG	HILUX	HESWALL	2557
DK54HZH	CLIO VAN	HUYTON	2485
DK05RCO	CLIO CAR	HUYTON	2519
DK06HZV	FABIA	HUYTON	2531

DK06HZX	FABIA	HUYTON	2533
DK65CAV	HYUNDAI	HUYTON	2620
DK54HYP	TRANSIT PCV (17)	HUYTON	2474
DA54YXB	CLIO CAR	KIRKBY	2496
DK05RBY	CLIO CAR	KIRKBY	2516
DK58HNM	CORSA	KIRKBY	2561
DK56JXF	TRANSIT VAN	KIRKDALE	2538
6015	10M BOAT	MARINE FIRE	6015
6016	ARTIC 22	MARINE FIRE	6016
DK54HYX	CONNECT VAN	SHQ	2481
DK54HZG	CLIO VAN	SHQ	2484
DA54YXK	CLIO CAR	SHQ	2506
DK05RCY	CLIO CAR	SHQ	2523
DK06HZZ	FABIA	SHQ	2535
DK08GJG	OCTAVIA	SHQ	2545
DK08GHO	FIESTA CAR	SHQ	2547
DK08GHU	FIESTA CAR	SHQ	2548
DK08GHV	FIESTA CAR	SHQ	2549
DK08GHX	FIESTA CAR	SHQ	2550
DK08GHY	FIESTA CAR	SHQ	2551
DK08GHZ	FIESTA CAR	SHQ	2552
DK08GJE	FOCUS	SHQ	2553
DK58MWU	CORSA	SHQ	2563
DK58MWV	CORSA	SHQ	2564
DK59BSO	CORSA	SHQ	2569
DK60DVF	ISUZU	SHQ	2582
DK65CAU	HYUNDAI	SHQ	2619
DK65CBF	HYUNDAI	SHQ	2622
DK65CBX	HYUNDAI	SHQ	2626
DK65CBY	HYUNDAI	SHQ	2627
DK65CCA	HYUNDAI	SHQ	2628
DK65CCE	HYUNDAI	SHQ	2630
DK65CCJ	HYUNDAI	SHQ	2632
PF02ZJN	MASTER VAN	SHQ	2449
PN04KSY	TRANSIT VAN	SHQ	2470
DK11BWY	GALAXY	SHQ	2588
DK11BWZ	GALAXY	SHQ	2589
DK07JWA	TRANSIT PCV (15)	SHQ	2544
DK56JXG	SHOGUN	SHQ	2539
DK59BPZ	MONDEO	SHQ	2566
DK59BRF	MONDEO	SHQ	2567
DK59BRX	DUCATO VAN	SHQ	2580
DK13DDF	INSIGNIA	SHQ	2593
DK13DDJ	INSIGNIA	SHQ	2594
DK64EEA	TRANSIT VAN	SHQ	2595
DK64EEF	PICK-UP	SHQ	2597
DK64EEG	PICK-UP	SHQ	2598
DK64EEH	PICK-UP	SHQ	2599
DK64EEJ	PICK-UP	SHQ	2600

DK64EEM	PICK-UP	SHQ	2601
DK64EEN	PICK-UP	SHQ	2602
DK64EEO	PICK-UP	SHQ	2603
DK64FCM	PICK-UP	SHQ	2605
DK64FCN	PICK-UP	SHQ	2606
DK54HZN	CLIO VAN	ST HELENS	2488
DK08GHN	FIESTA CAR	ST HELENS	2546
DK59BRZ	CORSA	ST HELENS	2568
DK59BSU	CORSA	ST HELENS	2570
DK65CAO	HYUNDAI	ST HELENS	2618
DK65CBO	HYUNDAI	ST HELENS	2623
DK59BSY	CORSA	T&DA	2573
XHP217X	MILK FLOAT	T&DA	6017
MM15WHA	TELE HANDLER	T&DA	6018
DK55HMX	CONNECT VAN	T+DA	2524
DK55HMY	CONNECT VAN	T+DA	2525
DK13DDA	TRANSIT PCV	T+DA	2591
PN04KTE	MONDEO	T+DA	2468
DK54HYO	TRANSIT PCV (17)	T+DA	2473
DK11BWX	INSIGNIA	T+DA	2587
DK05HBN	MASTER PCV (14)	TOXTETH	2515
DK11BWW	SPRINTER	TOXTETH	2586
DK54HYT	TRANSIT VAN	VESTY UNIT 1	2476
DK54HYV	CONNECT VAN	VESTY UNIT 1	2479
DK54HYW	CONNECT VAN	VESTY UNIT 1	2480
DK54HZP	TRANSIT VAN	VESTY UNIT 1	2495
DK65CAA	HYUNDAI	VESTY UNIT 1	2616
DK65CAE	HYUNDAI	VESTY UNIT 1	2617
DK08GJV	TRANSIT VAN	VESTY UNIT 1	2555
DK59BPX	TRANSIT VAN	VESTY UNIT 1	2578
DK59BPY	TRANSIT VAN	VESTY UNIT 1	2579
DK15CYS	TRANSIT VAN	VESTY UNIT 1	2612
DK15CYT	TRANSIT VAN	VESTY UNIT 1	2613
DK15CYU	TRANSIT VAN	VESTY UNIT 1	2614
DK55HNE	MASTER VAN	VESTY UNIT 1	2528
DK15CYL	TRANSIT VAN	VESTY UNIT 1	2609
DK15CYO	TRANSIT VAN	VESTY UNIT 1	2610
DK15CYP	TRANSIT VAN	VESTY UNIT 1	2611
DK54HZM	CLIO VAN	WALLASEY	2487
DK05RCV	CLIO CAR	WALLASEY	2521
DK06JAO	FABIA	WALLASEY	2536
DK58MWW	CORSA	WALLASEY	2565
DK59BTE	CORSA	WALLASEY	2575
DK65CBV	HYUNDAI	WALLASEY	2625
DK65CCN	HYUNDAI	WALLASEY	2633
Vehicles for sale			
DK57FKS	QUAD BIKE	SHQ	6004
DK57FKT	QUAD BIKE	SHQ	6005
DK54HYM	SHOGUN	VESTY UNIT 1	2471

DK54HYZ	CONNECT VAN	VESTY UNIT 1	2483
DK08GJU	TRANSIT VAN	VESTY UNIT 1	2554
DK54HZU	SPRINTER 4X4	SHQ	2510
DK54HYR	TRANSIT VAN	SHQ	2475
DK56JXL	SPRINTER 4X4	SHQ	2542
RO04EWC	PAN EUROPEAN	VESTY UNIT 1	6002
RE54MSO	PAN EUROPEAN	VESTY UNIT 1	6003
FX10JWZ	RT1200	VESTY UNIT 1	6011
FX10JXA	RT1200	VESTY UNIT 1	6012

Appendix 3

MFRS POD LIST			
5002	POD	CROXTETH	5002
5003	POD	KIRKDALE	5003
5004	POD	KIRKDALE	5004
5005	POD	CROXTETH	5005
5006	POD	KIRKDALE	5006
5007	POD	KIRKDALE	5007
5008	POD	CROXTETH	5008
5009	POD	KIRKDALE	5009
5010	POD	CROXTETH	5010
5011	POD	SHQ	5011
5012	POD	KIRKDALE	5012
5013	POD	BROMBOROUGH	5013
5014	POD	DERBY ROAD	5014
5015	POD	T+DA	5015
5016	POD	KIRKDALE	5016
5017	POD	SPEKE/GARSTON	5017
5018	POD	KIRKDALE	5018
5019	POD	SHQ	5019
5020	POD	KIRKDALE	5020
5024	POD	KIRKDALE	5024
5025	POD	SHQ	5025
5029	POD	SHQ	5029
5031	POD	KIRKDALE	5031
5045	POD	KIRKDALE	5045
5046	POD	KIRKDALE	5046

Vehicles - Budget Including New Starts 2016/17 to 2021/22

Type of Capital Expenditure	Price Per Unit	Total		2017/18		2018/19		2019/20		2020/21		2021/22	
		Units	Cost £	Units	£	Units	£	Units	£	Units	£	Units	£
VEH002 Ancillary Vehicles													
Cars													
Car 2 (5 door Fiesta/Corsa/Hyundai)	12,000	3	36,000					3	36,000				
Pool Cars	10,400	10	104,000									10	104,000
Officer Response Car 2	26,000	2	52,000	2	52,000								
Officer Response Car 3	20,000	2	40,000			2	40,000						
7 Seater Galaxy	23,000	2	46,000			2	46,000						
Car - Automac	25,000	1	25,000	1	25,000								
4x4s													
4x4 (Isuzu/Hilux)	27,000	4	108,000	2	54,000			2	54,000				
4x4 SMA/IIT	23,000	2	46,000	2	46,000								
4x4 SMA/IIT	26,250	9	236,250							9	236,250		
4x4 (Climbing Wall Vehicle)	22,000	1	22,000			1	22,000						
Vans													
Panel Van Renault Master	25,800	3	77,400									3	77,400
Panel Van 2 Jumbo Van	25,000	2	50,000	2	50,000								
Ford Connect Van	10,500	2	21,000	2	21,000								
4x4 Crew Van (Out of Area Deployment)	40,000	1	40,000									1	40,000
Dog Van Mercedes Vito	49,750	1	49,750							1	49,750		
Other													
PCVs (Ford Transit 17 Seater)	24,000	3	72,000					3	72,000				
			1,025,400		248,000		108,000		162,000		286,000		221,400
VEH004 Special Vehicles													
CPL - Aerial Appliance	650,000	2	1,300,000	1	650,000	1	650,000						
Prime Movers 3	156,050	2	312,100	2	312,100								
IMU	650,000	1	650,000	1	650,000								
Mercedes IMU	105,000	1	105,000							1	105,000		
Driving School (Manual) - Curtain Sided Truck	80,000	1	80,000									1	80,000
Water Rescue Unit	45,000	1	45,000	1	45,000								
			2,492,100		1,657,100		650,000				105,000		80,000
VEH010 Marine Rescue Vessels													
MF1 Boat 1 (Refurbishment)													
MF1 Boat 2	300,000	1	300,000							1	300,000		
Relief Boat	150,000	1	150,000							1	150,000		
			450,000								450,000		
Other Vehicles													
VEH001 Fire Appliances		14	3,550,000	4	980,000	3	750,000	4	1,040,000	3	780,000		
Transport Asset Management Plan Fire Appliances (Revised price)	255,000	4	1,020,000									4	1,020,000
			4,570,000		980,000		750,000		1,040,000		780,000		1,020,000
WOR001 Workshop Equipment													
Equipment Cable free vehicle Lift.	19,000	1	19,000					1	19,000				
Two Post Light Vehicle Lift.	6,000	1	6,000					1	6,000				
			25,000						25,000				
			8,562,500		2,885,100		1,508,000		1,227,000		1,621,000		1,321,400

