



Transport Asset Management Plan

2018 / 2023

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 2018/19- 2022/23	19

Transport Asset Management Plan

1 Overview

This plan supersedes all previous Transport Asset Management Plans and covers the period 2018-2023. 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 Authority (MFRA) 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 MFRA to assist with their future planning.

The objectives of the Transport Function are,

- To support MFRA 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 MFRA,
- 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 MFRA is the provision and maintenance of vehicles and specialist equipment to meet user and stakeholder requirements which in turn, support MFRA 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 MFRA 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 MFRA.

Fleet management - the management and upkeep of the MFRA 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 MFRA. 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 MFRA 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 MFRA 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.

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 MFRA 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 MFRA 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 MFRA 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
- 20 x Demountable pods
- LGV Driver Training Vehicle
- Command Support Unit
- Command Support Unit Reserve
- Rehab Unit
- 20 x Light 4x4
- Water Rescue Unit
- Out of Area Deployment
- Canine Unit Mercedes Vito
- 4 x Officer Response Cars
- 2 x Quad Bikes
- RTC Education unit
- Fire and Rescue Control vehicle
- JCB Tele Truck
- MF1 Boat
- MF1 Relief Boat
- Hovercraft
- Jet Skis
- Forklift Truck
- 24 x Trailers

Aerial Appliances

- 4 x Combined Platform Ladder

Ancillary Vehicles

- 15 x Service Large Vans
- 9 x PCV
- 10 x Small Vans
- 70x Light Cars

- Occupational Health Mobile Unit
- 2 x Driver Training

Vehicles identified for disposal

- There is a refresh of 4 pumping appliance and 2 Aerial appliances which are in build now. Therefore the following appliance will be for sale once the new appliances arrive and training is completed. These appliance will be:-
- 4 x Pumping Appliances DG02WFZ, DG02WHK, DG02WFY and DG02WFX.
- 2 x Aerial appliance K474OKB and R585DFM

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 MFRA operational response.

6. [Asset Refresh Programme](#)

The timescales for the MFRA 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 MFRA. 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 MFRA 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 MFRA 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 MFRA 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.

New Government Emission Targets.

In 2017 the government set new targets on vehicle emissions for vehicle manufacturer’s and transport operators to achieve.

Their main aim is to reduce the amount of Nitrogen Dioxide produced by vehicle emissions and totally remove the use of petrol and diesel engine powered vehicles by 2040. In short, to move to using electric powered vehicles.

Although the technology is there within the industry it is mainly at this time used in small cars and vans. Technology to advance the duration and life of batteries and the performance of vehicles are improving all the time.

Therefore the authority needs to be mindful that investment is required to achieve the targets to be met, this investment will have to be in the vehicle capital refresh programme budget for its ancillary fleet of cars and vans, and the estates department for the infrastructure of the facilities to charge the vehicles at locations of MFRA premises.

The Transport Manager is to undertake a study with other FRS Transport Managers/Fleet Engineers, the Energy Saving Trust and government departments to determine the best route for MFRA to take to achieve these government targets, looking at:-

- Types of available vehicles and their capabilities
- Price of vehicles, whether to purchase or lease
- Maintenance costs
- Running costs
- Charging facilities and infrastructure
- Government incentives and initiatives

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

CAFS, which is utilised to enhance the MFRA 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

MFRA 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 MFRA 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 MFRA 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

MFRA 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

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

Ancillary Fleet List

Reg No.	Make	Type	Operator	Department	Fleet No.
PN04KTE	FORD	CAR	OLD SWAN	RESILLIENCE	2468
DK54HYO	FORD	PCV	T+DA	T&DA	2473
DK54HYP	FORD	PCV	HUYTON	YE PRINCES TRUST	2474
DK54HYR	FORD	VAN	KIRKDALE	RESILLIENCE	2475
DK54HYT	FORD	VAN	VESTY UNIT 1	OPS EQUIP	2476
YD54AUC	FORD	VAN	BIRKENHEAD	BIRKENHEAD	2477
DK54HYV	FORD	VAN	VESTY UNIT 1	OPS EQUIP	2479
DK54HYW	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2480
DK54HYX	FORD	VAN	SHQ	RTC REDUCTION	2481
DK54HZG	RENAULT	VAN	SHQ	RTC REDUCTION	2484
DK54HZH	RENAULT	VAN	HUYTON	PREV LPOOL N	2485
DK54HZL	RENAULT	VAN	BOOTLE AND NETHERTON	PREV SEFTON	2486
DK54HZM	RENAULT	VAN	WALLASEY	PREV WIRRAL	2487
DK54HZN	RENAULT	VAN	FORMBY	RESILLIENCE	2488
DK54HZP	FORD	VAN	VESTY UNIT 1	OPS EQUIP	2495
DA54YXB	RENAULT	CAR	KIRKBY	RESILLIENCE	2496
DK54HZZ	FORD	PCV	BROMBOROUGH	YE PRINCES TRUST	2503
DA54YXJ	RENAULT	CAR	BELLE VALE	PROT LPOOL S	2505
DA54YXK	RENAULT	CAR	SHQ	FFC	2506
DK05HBG	FORD	CAR	BOOTLE AND NETHERTON	RESILLIENCE	2511
DK05HBH	FORD	CAR	BELLE VALE	RESILLIENCE	2512
DK05HBL	RENAULT	CAR	BROMBOROUGH	RESILLIENCE	2514
DK05HBN	RENAULT	PCV	TOXTETH	YE PRINCES TRUST	2515
DK05RBY	RENAULT	CAR	CITY CENTRE	PROT LPOOL N	2516
DK05RCO	RENAULT	CAR	HUYTON	RESILLIENCE	2519
DK05RCU	RENAULT	CAR	BIRKENHEAD	RESILLIENCE	2520
DK05RCV	RENAULT	CAR	NEWTON LE WILLOWS	RESILLIENCE	2521
DK05RCY	RENAULT	CAR	SHQ	PROT P&B REGS	2523
DK55HMX	FORD	VAN	T+DA	IND TRAINING	2524
DK55HMY	FORD	VAN	T+DA	T&DA	2525
DK55HMZ	FORD	PCV	DERBY ROAD	YE PRINCES TRUST	2526
DK55HNE	RENAULT	VAN	VESTY UNIT 1	STORES	2528
DK06HZV	SKODA	CAR	HUYTON	PREV KNOWSLEY	2531
DK06HZW	SKODA	CAR	BELLE VALE	PROT LPOOL S	2532
DK06HZX	SKODA	CAR	HUYTON	PREV KNOWSLEY	2533
DK06HZY	SKODA	CAR	BOOTLE AND NETHERTON	PREV SEFTON	2534
DK06HZZ	SKODA	CAR	HESWALL	RESILLIENCE	2535
DK06JAO	SKODA	CAR	WALLASEY	RESILLIENCE	2536
DK56JXE	MERCEDES	VAN	BELLE VALE	HVP SUPPORT	2537

DK56JXF	FORD	VAN	KIRKDALE	KIRKDALE	2538
DK56JXG	MITSUBISHI	4x4	TOXTETH	RESILLIENCE	2539
DK56JXH	SKODA	CAR	BELLE VALE	PREV LPOOL N	2540
DK56JXM	MERCEDES	VAN	CROXTETH	WATER RESCUE SRT	2543
DK07JWA	FORD	PCV	VESTY UNIT 1	POOL VEHICLE	2544
DK08GJG	SKODA	CAR	VESTY UNIT 1	POOL VEHICLE	2545
DK08GHN	FORD	CAR	ST HELENS	PREV ST HELENS	2546
DK08GHO	FORD	CAR	SHQ	YE PRINCES TRUST	2547
DK08GHU	FORD	CAR	CROSBY	RESILLIENCE	2548
DK08GHV	FORD	CAR	SHQ	H&S DEPT	2549
DK08GHX	FORD	CAR	SOUTHPORT	RESILLIENCE	2550
DK08GHY	FORD	CAR	SHQ	PREV&PROT	2551
DK08GHZ	FORD	CAR	ST HELENS	RESILLIENCE	2552
DK08GJE	FORD	CAR	SHQ	OPS PLANNING	2553
DK08GJV	FORD	VAN	VESTY UNIT 1	POOL VEHICLE	2555
DK58HNG	TOYOTA	4x4	HESWALL	HESWALL	2557
DK58HNH	TOYOTA	4x4	CROXTETH	USAR	2558
DK58HNL	VAUXHALL	CAR	BELLE VALE	PREV LPOOL S	2560
DK58HNM	VAUXHALL	CAR	KIRKBY	PROT KNOWSLEY	2561
DK58HNN	VAUXHALL	CAR	BOOTLE AND NETHERTON	PROT SEFTON	2562
DK58MWU	VAUXHALL	CAR	SHQ	PREV&PROT	2563
DK58MWW	VAUXHALL	CAR	SHQ	PROT P&B REGS	2564
DK58MWW	VAUXHALL	CAR	WALLASEY	PROT WIRRAL	2565
DK59BPZ	FORD	CAR	VESTY UNIT 1	WORKSHOPS	2566
DK59BRF	FORD	CAR	SHQ	OPS RESPONSE	2567
DK59BRZ	VAUXHALL	CAR	ST HELENS	PREV ST HELENS	2568
DK59BSO	VAUXHALL	CAR	UPTON	RESILLIENCE	2569
DK59BSU	VAUXHALL	CAR	ST HELENS	PROT ST HELENS	2570
DK59BSV	VAUXHALL	CAR	BELLE VALE	PREV LPOOL N	2571
DK59BSX	VAUXHALL	CAR	BELLE VALE	PREV LPOOL S	2572
DK59BSY	VAUXHALL	CAR	T&DA	DRIVING SCHOOL	2573
DK59BSZ	VAUXHALL	CAR	CITY CENTRE	RESILLIENCE	2574
DK59BTE	VAUXHALL	CAR	WALLASEY	PREV WIRRAL	2575
DK59BTF	VAUXHALL	CAR	CITY CENTRE	PROT LPOOL N	2576
DK59BTO	VAUXHALL	CAR	BOOTLE AND NETHERTON	PROT SEFTON	2577
DK59BPX	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2578
DK59BPY	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2579
DK59BRX	FIAT	VAN	SHQ	OCCUPATIONAL HEALTH	2580
DK60DVF	ISUZU	4x4	SHQ	FIREFIT	2582
DK60DVL	ISUZU	4x4	CROXTETH	WATER TRAINING	2585
DK11BWW	MERCEDES	VAN	TOXTETH	TOXTETH	2586
DK11BWX	VAUXHALL	CAR	T+DA	DRIVING SCHOOL	2587
DK11BWY	FORD	CAR	VESTY UNIT 1	POOL VEHICLE SHQ	2588
DK11BWZ	FORD	CAR	VESTY UNIT 1	POOL VEHICLE SHQ	2589
DK11BXA	ISUZU	4x4	CROXTETH	USAR	2590

DK13DDA	FORD	PCV	T+DA	YE PRINCES TRUST	2591
DK13DDE	FORD	PCV	BOOTLE AND NETHERTON	YE PRINCES TRUST	2592
DK13DDF	VAUXHALL	CAR	SHQ	OPS RESPONSE	2593
DK13DDJ	VAUXHALL	CAR	SHQ	OPS RESPONSE	2594
DK64EEA	FORD	VAN	SHQ	RTC REDUCTION	2595
DK64EEB	MERCEDES	VAN	CROXTETH	WATER SUPPORT	2596
DK64EEF	ISUZU	4x4	SHQ	OPS RESPONSE	2597
DK64EEG	ISUZU	4x4	FORMBY	WILDFIRE	2598
DK64EEH	ISUZU	4x4	SHQ	OPS RESPONSE	2599
DK64EEJ	ISUZU	4x4	SHQ	OPS RESPONSE	2600
DK64EEM	ISUZU	4x4	SHQ	OPS RESPONSE	2601
DK64EEN	ISUZU	4x4	SHQ	OPS RESPONSE	2602
DK64EEO	ISUZU	4x4	SHQ	IIT	2603
DK64EEP	ISUZU	4x4	SHQ	IIT	2604
DK64FCM	ISUZU	4x4	SHQ	IIT	2605
DK64FCN	ISUZU	4x4	SHQ	OPS RESPONSE	2606
DK64FCO	ISUZU	4x4	HESWALL	WILDFIRE	2607
DK64FCP	MERCEDES	VAN	CROXTETH	USAR	2608
DK15CYL	FORD	VAN	VESTY UNIT 1	STORES	2609
DK15CYO	FORD	VAN	VESTY UNIT 1	STORES	2610
DK15CYP	FORD	VAN	VESTY UNIT 1	STORES	2611
DK15CYS	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2612
DK15CYT	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2613
DK15CYU	FORD	VAN	VESTY UNIT 1	WORKSHOPS	2614
DK15CYY	FORD	PCV	CROXTETH	CROXTETH	2615
DK65CAA	HYUNDAI	CAR	VESTY UNIT 1	POOL VEHICLE	2616
DK65CAE	HYUNDAI	CAR	VESTY UNIT 1	POOL VEHICLE	2617
DK65CAO	HYUNDAI	CAR	ST HELENS	PREV ST HELENS	2618
DK65CAU	HYUNDAI	CAR	SHQ	PREV&PROT	2619
DK65CAV	HYUNDAI	CAR	HUYTON	PREV ST HELENS	2620
DK65CAX	HYUNDAI	CAR	BOOTLE AND NETHERTON	PREV SEFTON	2621
DK65CBF	HYUNDAI	CAR	SHQ	OPS PLANNING	2622
DK65CBO	HYUNDAI	CAR	ST HELENS	PROT ST HELENS	2623
DK65CBU	HYUNDAI	CAR	BOOTLE AND NETHERTON	PROT SEFTON	2624
DK65CBV	HYUNDAI	CAR	WALLASEY	PREV WIRRAL	2625
DK65CBX	HYUNDAI	CAR	SHQ	YE PRINCES TRUST	2626
DK65CBY	HYUNDAI	CAR	SHQ	ESTATES DEPT	2627
DK65CCA	HYUNDAI	CAR	SHQ	PROT P&B REGS	2628
DK65CCD	HYUNDAI	CAR	BOOTLE AND NETHERTON	PREV SEFTON	2629
DK65CCE	HYUNDAI	CAR	SHQ	OPS PLANNING	2630
DK65CCF	HYUNDAI	CAR	BELLE VALE	PREV LPOOL S	2631
DK65CCJ	HYUNDAI	CAR	SHQ	YE PRINCES TRUST	2632
DK65CCN	HYUNDAI	CAR	WALLASEY	PROT WIRRAL	2633
DK65CCO	HYUNDAI	CAR	BELLE VALE	PROT LPOOL S	2634
DK65CCU	HYUNDAI	CAR	BOOTLE AND NETHERTON	PROT SEFTON	2635

KW17WJF	VAUXHALL	CAR	SHQ	OPS RESPONSE	2636
KW17WJG	VAUXHALL	CAR	SHQ	OPS RESPONSE	2637
DK17ASO	FORD	VAN	SHQ	HYDRANT TECH	2638
DK17ASU	FORD	VAN	SHQ	HYDRANT TECH	2639
DK57FKS	HONDA	Q/Bike	SHQ	RTC REDUCTION	6004
DK57FKT	HONDA	Q/Bike	SHQ	RTC REDUCTION	6005
6006	YAHAHA	Jetski	CROXTETH	CROXTETH	6006
6007	YAHAHA	Jetski	CROXTETH	CROXTETH	6007
6013	GRIFFON	H/Craft	CROXTETH	CROXTETH	6013
6014	TOYOTA	F/Lift	VESTY UNIT 1	WORKSHOPS	6014
6015	MST	BOAT	MARINE FIRE	MRU	6015
6016	ARTIC	BOAT	MARINE FIRE	MRU	6016
XHP217X	FLOAT	FLOAT	T+DA	T+DA	6017
MM15WHA	JCB	TELETRUCK	T+DA	T+DA	6018

Appendix 3

Demountable PODs

Reg No.	Model/Trim Description	Operator	Department
5002	SPECIAL RESCUE UNIT	CROXTETH	CROXTETH
5003	ENVIRONMENTAL/HAZMAT UNIT	KIRKDALE	KIRKDALE
5004	BA SUPPORT UNIT	KIRKDALE	KIRKDALE
5005	OPS LOGISTIC UNIT	CROXTETH	CROXTETH
5006	OPS SUPPORT UNIT	KIRKDALE	KIRKDALE
5007	DAMAGE CONTROL UNIT	KIRKDALE	KIRKDALE
5009	MARINE & TUNNEL F/F UNIT	KIRKDALE	KIRKDALE
5010	HOVERCRAFT CARRIER POD	CROXTETH	CROXTETH
5011	HOSE LAYER UNIT	SHQ	SHQ
5013	BA TRAINING UNIT	BROMBOROUGH	BROMBOROUGH
5015	BA TRAINING UNIT	T+DA	T&DA
5016	WELFARE UNIT [TEMP]	KIRKDALE	KIRKDALE
5017	FOAM UNIT	SPEKE/GARSTON	SPEKE/GARSTON
5018	FOAM UNIT	KIRKDALE	KIRKDALE
5019	FIRE FIT UNIT	SHQ	SHQ
5020	FOAM UNIT	KIRKDALE	KIRKDALE
5024	LPP UNIT	KIRKDALE	KIRKDALE
5029	GPU/JCB POD	SHQ	SHQ
5031	INCIDENT COMMAND & CONTROL UNIT	KIRKDALE	KIRKDALE
5046	HOSE LAYER/RECOVERY UNIT	KIRKDALE	KIRKDALE

Vehicles - Approved Budget 2017/18 to 2022/23

Type of Capital Expenditure	Price Per Unit	Total		2017/18		2018/19		2019/20		2020/21		2021/22		2022/23	
		Units	Cost £	Units	£	Units	£	Units	£	Units	£	Units	£	Units	£
VEH002 Ancillary Vehicles															
Cars															
Pool Cars - <i>Revised Price (Inflation), £9,500 to £10,400, Growth £5,400</i>	10,400	33	343,200	6	62,400	4	41,600	8	83,200	6	62,400	10	104,000	9	93,600
Officer Response Cars <small>CAP1639 C.2.641932 CAP1474 A.2.150.152 CAP1512 A.2.63.783</small>	22,650	19	430,350	4	90,600	2	45,300							13	294,450
7 Seater Galaxy Automatic	24,400	2	48,800			2	48,800								
	25,000	1	25,000			1	25,000								
4x4s															
Izusu/Hilux <small>CAP1639 C.2.641932</small>	25,500	15	382,500	2	51,000	2	51,000	11	280,500						
Climbing Wall Vehicle	25,500	1	25,500			1	25,500								
Vans															
Master/Transit Panel 1 <small>CAP1512 C.4.171152 CAP1659 A.2.642.695</small>	22,250	8	178,000	4	89,000	2	44,500	2	44,500						
Master/Transit Panel 2	25,800	3	77,400								3	77,400		3	77,400
Jumbo Panel Van	25,000	1	25,000	1	25,000										
Ford Connect Van - <i>Revised Price (Inflation), £10,500 to £11,500 Growth £4,000</i>	11,500	5	57,500	3	34,500	2	23,000								
4x4 Crew Van (Out of Area Deployment)	40,000										1	40,000			
Dog Van Mercedes Vito	49,750	1	49,750					1	49,750						
Mini Buses															
PCVs Fire Service	24,600	2	49,200			1	24,600	1	24,600						
PCVs Fire Service - <i>Blues & Twos Required, Growth £2,400</i>	27,000	1	27,000	1	27,000										
PCVs Princes Trust	24,600	3	73,800			3	73,800								
			1,793,000		379,500		403,100		482,550		62,400		221,400		465,450
VEH004 Special Vehicles															
CPL - Aerial Appliance <small>CAP1512 C.2.15163.040</small>	650,000	4	2,600,000	2	1,300,000									2	1,300,000
Prime Movers 3	156,050	2	312,100			2	312,100								
IMU	650,000	1	650,000			1	650,000								
BA Support Unit (POD)	125,000	1	125,000			1	125,000								
Mercedes IMU	105,000										1	105,000			
Curtain Sided Truck (Driving School)	80,000										1	80,000			
Water Rescue Unit - <i>Tail Lift Required, Growth £9,000</i>	54,000	1	54,000	1	54,000										
Crane Lorry	200,000	1	200,000											1	200,000
			3,941,100		1,354,000		1,087,100						185,000		1,500,000
VEH010 Marine Rescue Vessels															
MF1 Boat 1 Refurbishment			25,000				25,000								
MF1 Boat 2	300,000	1	300,000	1	300,000										
Relief Boat	150,000	1	150,000	1	150,000										
			475,000		450,000		25,000								
Other Vehicles															
VEH001 - Fire Appliances <small>CAP1479 C.4.1571949 A.4.6448.900 (Chassis)</small>	255,000	20	5,100,000	7	1,785,000	3	765,000	4	1,020,000	3	765,000	4	1,020,000	3	765,000
VEH005 - Vehicles Water Strategy			16,400		16,400										
			5,116,400		1,801,400		765,000		1,020,000		765,000		1,020,000		765,000
WOR001 Workshop Equipment															
Equipment			17,300		17,300										
Replace steam clean lift			43,000		43,000										
Workshop Equipment Cable free Somers vehicle Lift.		3	59,000					1	19,000					2	40,000
Two Post Light Vehicle Lift.			6,000		6,000										
			125,300		66,300				19,000						40,000
			11,450,800		4,051,200		2,280,200		1,521,550		827,400		1,426,400		2,770,450

Transport Asset Management Plan

2018/2023