



# Transport Asset Management Plan

2022/ 2027

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# Transport Asset Management Plan

## 1 Overview

This plan supersedes all previous Transport Asset Management Plans (TAMP) and covers the period 2022/23 – 2026/27. The plan is updated on an annual basis in conjunction with the 5 year Capital Programme. The TAMP details all information relevant to the management and maintenance of the Merseyside Fire and Rescue Service (MFRS) vehicle fleet.

The Operational Preparedness Functional Plan, Service Delivery Plan and Integrated Risk Management Plan (IRMP) provide the focus for the annual review of the TAMP, which in turn guides the development of the proposed 5 year vehicle capital programme. Members consider the Capital Programme proposals as part of the Budget and Medium Term Financial Plan that is approved each year at the Budget Authority meeting.

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 offer value for money. To maintain a level of flexibility to adjust to the changing demands of MFRS,
- To facilitate the long term planning of transport assets.
- To make provision for a long term sustainable environmentally friendly solution for the MFRA fleet.
- Compliance with Her Majesty's Government's Road to Zero Strategy and the Prime Minister's Ten Point Plan for a Green Industrial Revolution.

As a number of the vehicle assets have a longer asset life than 5 years the Operational Preparedness Directorate maintain a longer term strategic asset review to ensure the requirements of the organisation are planned for. The strategic asset refresh review will incorporate consideration of new technologies and service developments. The governance of these programmes is through the Operations Board, SLT and the MFRA.

## 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 by MFRA. The Capital programme is 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 innovations.

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 of 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 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. This in turn supports 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 MFRS in addition to supporting several external agencies, such as ESSAR Oil Refinery and Babcocks at Capenhurst in maintaining their emergency vehicles.

The transport function(s) 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** – Detailed specifications are drawn up using an in-house consultation process with the proposed end users to ensure the final specification is fit for purpose. Research and development is carried out in house, a build design 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 Maintenance Records
- Vehicle Excise duty
- Registration and licensing
- Fuel
- Availability monitoring
- Incident investigation
- Whole life costs

**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. During normal working hours, faults are reported through the Tranman web portal and if required this is followed up with a telephone call to workshops where the correct response is decided. Out of normal working hours, faults are reported through the Tranman web portal and are followed up with a phone call to Control if the fault is major. Control will then contact the on call transport manager who will determine the most efficient response. The major consideration is the length of time the vehicle will spend unavailable as this may have a significant impact on 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 the option for a mechanic to attend the operational fire ground to ensure appliance effectiveness and reliability is maintained at the incident should this be deemed necessary by the incident commander. 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 that involves an MFRS vehicle.

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

- The disposal of MFRS 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 scrapped, 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 for disposal are done so utilising recommendations laid down by the security agencies and by the NFCC Transport Officers Group.
- If the vehicle identified for disposal has a significant value, an SLT 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 NFCC Fire and Rescue Service best practice and the Driver and Vehicle Standards Agency (DVSA) guidelines.

All vehicular assets are purchased 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, provided this is cost effective to the authority.

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 planned and unplanned maintenance. The transport department has the responsibility of ensuring that the fleet is operated within Transport legislation and health and safety regulations. 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 produces a full audit trail. All vehicle maintenance records are documented electronically along with a hard copy of service sheets. 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 budgetary purposes for the purchase of appliances, 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 batches 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 of appliances takes into consideration the maintenance programme of these vehicles; large batches of vehicles purchased at the same time, will require servicing, testing or certification within the same timeframe 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 broken down into seven categories for ease of identification,

- Pumping appliances
- Special appliances
- Aerial appliances
- Officer response vehicles
- Blue light ancillary
- Ancillary vehicles
- Lease cars
- Grey fleet (Non MFRS vehicles)

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

Pumping appliances are placed into 5 groups to manage the replacement programme, they are, Papa 1, Papa 2, Papa3, Reserve and Support.

**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 Flexi Duty officers to respond to incidents under blue light conditions. These are all wheel drive vehicles for use in adverse weather conditions. These vehicles are a mixture of provided and lease vehicles. (See Paragraph 8 for lease vehicles).

**Blue light ancillary**- These vehicles are smaller operational response vehicles, such as water support unit, water rescue unit, wildfire vehicle, drone vehicles etc.

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

**Lease Cars** –The majority of these cars are for Fire officers and used for response to emergency calls and personal use. There are also a number of cars used by managers in their day-to-day role within the authority. (See Paragraph 8)

**Grey Fleet** - Vehicles that are privately owned by employees and are used in connection with the employers business. These come in two categories:-Essential user and Casual user- Essential and Casual car user vehicles are privately owned and are for general business purposes – these categories are not used for emergency response.

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

## **Overview of Vehicle Types**

### **Pumping Appliances**

- 30 x Rescue Pumps
- 1x Specialist Pump (SRT)
- 1 x MTA appliance
- 9 x Reserve appliances,
- 1 x Reserve specialist pump (SRT)
- 9 x TDA appliances
- 1 x Youth Engagement

### **Special Appliances Operational**

- 4 Aerial Appliances
- 2 Wildfire appliances
- 6 x Prime Movers
- 16 x Demountable pods



- 1 x Crane Lorry
- 1 x LGV Driver Training Vehicle
- 21 x Officer Response Cars [4x4]
- 4 x IIT Officer Response Cars [4x4]
- 1 x Welfare Unit
- 1 x Water Rescue Unit
- 1 x Out of Area Deployment
- 1 x Canine Unit Mercedes Vito
- 1 x HVP Support Van
- 2 x Atlantic 75 rescue Boats
- 1 x Hovercraft
- 2 x Blue light Mini Busses
- 9 x SRT Flood Rescue Boats

#### Ancillary Vehicles

- 21 x Station resilience cars
- 7 x PCV
- 31 x Vans
- 42 x Light Cars
- 1 x Occupational Health Mobile Unit
- 2 x Driver Training
- 1 x RTC Education Units
- 1 x JCB Tele Truck
- 1 x Forklift Truck
- 19 x Trailers

#### Officers Lease Cars

- 27 x Cars

#### Vehicles identified for disposal

- The following appliances will be for disposal once the new appliances arrive and training is completed..
- Pumps, DK54HZA, DK05HBE, DK55HND
- IRU and Moffat Mountie
- Ancillary cars and vans
- CSU
- Hovercraft

#### National Resilience Vehicles

- 6 x Prime Movers
- 8 x PODS
- 1 x CBRNE DIM
- 1 x Toolcat

## Reserve Fleet

The reserve fleet of pumping appliances are utilised for scheduled maintenance and non-scheduled repairs to the operational front line appliances. Currently, MFRA maintains its reserve fleet of pumping appliances at 25% - 4 to 1.

We have four fully kitted reserve appliances which are used for scheduled maintenance on the appliance and all its equipment, short term repairs and modification programmes. This allows the downtime of the operational appliance to be kept to a minimum. MFRA have five un-kitted reserve appliances that are utilised for medium to long term unscheduled work. This is to ensure suitable and sufficient operational resilience is available at all times.

If there is an increase or decrease in the number of pumping appliances this ratio should be maintained.

## 6. Asset Refresh Programme

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

- Papa 1 and Papa 2 Pumping Appliances will be replaced at 10 years. This then creates a roll down process of the refreshed appliances to move to Papa 3, reserve and support appliances positions. This will enable MFRS to achieve a life period for Papa 3 and reserve appliances of no more than 16 years and support appliances of no more than 19 years. This is for the period 2022 -2027, if there were to be an increase or decrease in fleet size, the replacement programme would need to be altered.
- Special Appliances are replaced after 15 Years.
- SRT appliance to be replaced at 10 years
- Officers Response Cars to be replaced after 5 years
- Blue Light Ancillary Vehicles to be replaced after 10 years.
- Ancillary Vehicles to be replaced after 5 -10 years dependant on use.
- Demountable Pods to be replaced after 20 years

A Long Term Capability Management Programme has been established and introduced for the replacement of PODs following an extensive POD review process.

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.

The replacement of ancillary vehicles is not purely based on age; the following factors are taken into consideration prior to the replacement of the vehicles.

- Condition
- Mileage
- Usage
- Reliability
- Corporate image
- Cost effectiveness

### **Vehicle refresh for 2022/23**

1 x High Reach Extendable Turret vehicle

1x 45m CPL

Various PODs

Various Cars and Vans.

A detailed breakdown of all vehicle purchases can be seen in the 5-year capital programme. (See Appendix 4)

### **7. Environmental Considerations**

Ongoing practical considerations to reduce the carbon footprint of MFRS have been implemented over recent years. Environmental initiatives currently practiced within the transport and workshops functions are as follows.

- 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 waste metal.
- 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 (CH<sub>4</sub>)
- Nitrous Oxide (NO)
- Hydro Fluorocarbons (HFC's)
- Sulphur Hexafluoride (SF<sub>6</sub>)

The largest global emissions by volume is 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.

MFRA have been proactive by continuing to purchase vehicles with the latest technology along with compliance with the government guidelines on exhaust emissions.

All vehicles registered after 1<sup>st</sup> January 2015 within the MFRA fleet must meet Euro 6 emission standards. The appliances purchased over the last financial year by MFRA

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 Adblue 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 2020, the government set new targets on vehicle emissions for vehicle manufacturer's and transport operators to achieve.

Their main aim is to reduce pollutants produced by vehicle emissions and remove the sale of new petrol and diesel engine powered vehicles by 2030. In short, to move to using alternative powered vehicles.

Although the technology is available within the industry, it is mainly at this time used in small cars and vans. Technology to advance the driving range, the life of electric vehicle batteries and the performance of vehicles is improving all the time. These vehicles are however more expensive to purchase at present and charging infrastructure needs to be implemented before MFRA can move forward with introducing Ultra Low Emission Vehicles (ULEVs) into the fleet.

Developments are being made in the fire appliance market with two suppliers developing fully electric B type fire appliances. At present, these are expensive in comparison to their diesel equivalents (2-3 times more expensive). The Transport department will continue to monitor the development of these vehicles over the coming year.

The Authority needs to be mindful that continued investment is required to achieve the 2030 targets set out by the Government. Investment is needed in the vehicle capital refresh programme for its ancillary fleet of cars and vans and pumping appliances. Additional investment within the estates department will be needed for the phased implementation of the necessary infrastructure and facilities to charge vehicles at locations across the MFRA estate.

The Transport Manager is to undertake a study with other FRS Transport Managers/Fleet Engineers, to determine the best route for MFRS to take to achieve government targets, looking at:-

- Types of available vehicles and their capabilities
- Price of vehicles, Investigate purchase or lease options
- Maintenance costs
- Whole life costs.
- Charging infrastructure
- Government incentives and initiatives

- The transport manager is to consult with the estates manager for the future introduction of electric vehicle charging infrastructure at MFRA sites to coincide with the vehicle fleet refresh programme.

The move to ULEVs is a small part of a wider organisational move to net zero carbon emissions. A “Preparing for 2030” group has been formed which will report into the Estates strategic Group for direction and governance.

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

CAFS, which is utilised to enhance the MFRA firefighting capability has been utilised within the fleet since 2005. This system uses a foam/water/air mixture to produce a firefighting media that 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 have operated two types of vehicle leasing.

- Senior Officer Vehicles - this scheme allows uniformed senior officers to lease a vehicle for business and private use. These vehicles have to meet a set criteria set out within the relevant Service Instruction. The lease period is over four 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. Ancillary vehicles are purchased through a government framework agreement (Crown Commercial Services) and are kept for between 5 years and 10 years depending on use. At end of life the vehicles are disposed of through public auction or closed bids from within the Service. This has produced 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 – these 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.

## 9. [Spot Hire](#)

To maintain a fleet of ancillary vehicles that meet the needs of 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 MFRS has two primary vehicle hire companies that provide a low hire rate. The agreement also ensures that the vehicles are delivered to and collected from service premises.

## 10. [Whole Life Costs](#)

The whole life vehicle cost information can be found within the Fleet Management system (Tranman). This captures all costs for servicing and repairs which includes labour, parts, traffic accident damage, insurance, tyres and fuel.

MFRS have replaced fuel pumps at their premises. These systems will allow all fuel usage to be up-loaded into the fleet management system to be included in the vehicles whole life cost.

## 11. [Benchmarking](#)

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

## 12. [Link to Business Continuity Plans](#)

MFRA has a Business continuity plan that is tested periodically throughout the year using different scenarios. ([Link to Transport Business Continuity Plan](#))

As part of our BCP we also have a formal agreement with our colleagues in the Northwest Fire and Rescue services for mutual assistance if they have the availability at the required times.

## 13. [Internal Audit](#)

Liverpool City Council are commissioned for governance purpose to provide an annual audit for MFRA. During this process, the Transport department is challenged on various sections of the work they carry out during the year. This usually consists of ensuring processes which are part of MFRA policies and procedures, and regulations relating to the transport department are adhered to.

If there are any shortcomings in these processes, then the auditor will make recommendations to remedy them in the final report.

**Appendix 1**
**MFRS FLEET**

PAPA 1			
FLEET #	REGISTRATION	VEHICLE TYPE	OPERATOR
1407	DG71TXD	FRONT LINE APPLIANCE	SPEKE/GARSTON
1406	DG71TXC	FRONT LINE APPLIANCE	OLD SWAN
1405	DG71TXB	FRONT LINE APPLIANCE	KIRKDALE
1404	DK70FLP	FRONT LINE APPLIANCE	KENSINGTON
1403	DK70FLN	FRONT LINE APPLIANCE	BELLE VALE
1402	DK70FLM	FRONT LINE APPLIANCE	HESWALL
1401	DK70FLL	FRONT LINE APPLIANCE	CROSBY
1399	DK19BFN	FRONT LINE APPLIANCE	AINTREE
1398	DK19BFM	FRONT LINE APPLIANCE	KIRKBY
1397	DK19BFL	FRONT LINE APPLIANCE	BOOTLE AND NETHERTON
1396	DK19BFJ	FRONT LINE APPLIANCE	BIRKENHEAD
1395	DK19BFF	FRONT LINE APPLIANCE	ST HELENS
1392	DK67AAN	FRONT LINE APPLIANCE	WALLASEY
1391	DK67AAJ	FRONT LINE APPLIANCE	CROXTETH
1390	DK67AAF	FRONT LINE APPLIANCE	SOUTHPORT
1389	DK67AAE	FRONT LINE APPLIANCE	CITY CENTRE
1386	DK15CYX	FRONT LINE APPLIANCE	BROMBOROUGH
1385	DK15CYW	FRONT LINE APPLIANCE	SAUGHALL MASSIE
1384	DK15CYV	FRONT LINE APPLIANCE	PRESCOT
1381	DK61EEU	FRONT LINE APPLIANCE	FORMBY
1380	DK61EET	FRONT LINE APPLIANCE	TOXTETH
1379	DK61EES	FRONT LINE APPLIANCE	NEWTON LE WILLOWS
Papa 2			
1378	DK61EER	FRONT LINE APPLIANCE	OLD SWAN
1376	DK60DVP	FRONT LINE APPLIANCE	SOUTHPORT
1375	DK60DVO	FRONT LINE APPLIANCE	WALLASEY
1373	DK60DVM	FRONT LINE APPLIANCE	KIRKDALE
Papa 3			
1374	DK60DVN	FRONT LINE APPLIANCE	ST HELENS
1364	DK59BOV	FRONT LINE APPLIANCE	WALLASEY
1362	DK59BOJ	FRONT LINE APPLIANCE	KENSINGTON
1344	DK05HBO	FRONT LINE APPLIANCE	KIRKDALE
SRT			
1369	DK59BPV	FRONT LINE APPLIANCE	CROXTETH
SRT RESERVE			
1377	DK60DVR	RESERVE APPLIANCE	CROXTETH
MTA			
1361	DK08GJX	SUPPORT APPLIANCE	CROXTETH
PUMPING RESERVE			
1368	DK59BPU	RESERVE APPLIANCE	TRANSPORT

1367	DK59BPO	RESERVE APPLIANCE	TRANSPORT
1366	DK59BPF	RESERVE APPLIANCE	TRANSPORT
1365	DK59BPE	RESERVE APPLIANCE	TRANSPORT
1363	DK59BOU	RESERVE APPLIANCE	TRANSPORT
1357	DK57FLA	RESERVE APPLIANCE	TRANSPORT
1356	DK57FKZ	RESERVE APPLIANCE	TRANSPORT
1355	DK57FKX	RESERVE APPLIANCE	TRANSPORT
1353	DK57FKV	RESERVE APPLIANCE	TRANSPORT
		<b>SUPPORT APPLIANCES</b>	
1400	DK19BFO	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1350	DK07JVZ	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1347	DK55HNB	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1346	DK55HNA	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1345	DK05HBP	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1340	DK05HBC	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1338	DK54HZA	SUPPORT APPLIANCE	T&DA DRIVING SCHOOL
1339	DK54HZB	RESERVE APPLIANCE	T&DA DRIVING SCHOOL
1354	DK57FKW	SUPPORT APPLIANCE	T&DA RECRUITS
1348	DK55HNC	SUPPORT APPLIANCE	T&DA RECRUITS
1370	DK59BRV	SUPPORT APPLIANCE	KIRKDALE YOUTH ENGAGEMENT
		<b>SPECIALS</b>	
1393	DK68DAA	AERIAL APPLIANCE	CITY CENTRE
1372	DK60DVJ	AERIAL APPLIANCE	SOUTHPORT
1394	DK68DAO	AERIAL APPLIANCE	ST HELENS
1360	DK08GJO	PRIME MOVER	CITY CENTRE
1387	DK66CEX	PRIME MOVER	CITY CENTRE
1388	DK66CEY	PRIME MOVER	CROXTETH
1382	DK62EEA	PRIME MOVER	ST HELENS
1383	DK62EEF	PRIME MOVER	WALLASEY
		<b>RESERVE SPECIALS</b>	
1371	DK59BTU	AERIAL APPLIANCE	ST HELENS
1359	DK08GJJ	PRIME MOVER	SHQ
		<b>SPECIALS</b>	
1393	DK68DAA	AERIAL APPLIANCE	CITY CENTRE
1372	DK60DVJ	AERIAL APPLIANCE	SOUTHPORT
1394	DK68DAO	AERIAL APPLIANCE	ST HELENS
1360	DK08GJO	PRIME MOVER	CITY CENTRE
1387	DK66CEX	PRIME MOVER	CITY CENTRE
1388	DK66CEY	PRIME MOVER	CROXTETH
1382	DK62EEA	PRIME MOVER	ST HELENS
1383	DK62EEF	PRIME MOVER	WALLASEY
		<b>RESERVE SPECIALS</b>	
1371	DK59BTU	AERIAL APPLIANCE	ST HELENS



1359	DK08GJJ	PRIME MOVER	SHQ
		LEASE CARS	
PO06	YO19DVB	OFFICERS CARS	SHQ
PO07	YR19AFC	OFFICERS CARS	SHQ
SC16	DX17OJR	OFFICERS CARS	SHQ
SC24	DK67ZRL	OFFICERS CARS	SHQ
SC25	OE18OZJ	OFFICERS CARS	SHQ
SC26	DC18UWL	OFFICERS CARS	SHQ
SC27	MV68EES	OFFICERS CARS	SHQ
SC28	FT68BHX	OFFICERS CARS	SHQ
SC29	BD68BCO	OFFICERS CARS	SHQ
SC30	BV19XJH	OFFICERS CARS	SHQ
SC31	BV19XJO	OFFICERS CARS	SHQ
SC32	BF19AFA	OFFICERS CARS	SHQ
SC33	OW19EUZ	OFFICERS CARS	SHQ
SC34	LE19NJX	OFFICERS CARS	SHQ
SC35	LE19SDU	OFFICERS CARS	SHQ
SC36	LD69PZX	OFFICERS CARS	SHQ
SC37	DG20ZZM	OFFICERS CARS	SHQ
SC38	YK70NDF	OFFICERS CARS	SHQ
SC39	YK70NDE	OFFICERS CARS	SHQ
SC40	YN70PVP	OFFICERS CARS	SHQ
SC41	BK70HHT	OFFICERS CARS	SHQ
SC42	YE70TVU	OFFICERS CARS	SHQ
SC43	LB70FND	OFFICERS CARS	SHQ
SC44	YA70DXM	OFFICERS CARS	SHQ
SC45	BK21WMT	OFFICERS CARS	SHQ
SC46	MT21AHL	OFFICERS CARS	SHQ
SC8	YP16TLY	OFFICERS CARS	SHQ
		ANCILLARY CARS AND VANS	
2563	DK58MWU	KIRKDALE	ARSON TEAM
2572	DK59BSX	TOXTETH	ARSON TEAM
2624	DK65CBU	BOOTLE AND NETHERTON	ARSON TEAM
2656	DK18CYX	KIRKBY	ARSON TEAM
2660	DK18CZB	WALLASEY	ARSON TEAM
2684	DK70FMF	ST HELENS	ARSON TEAM
2659	DK18CZA	SHQ	CS ADMIN
2573	DK59BSY	T&DA	DRIVING SCHOOL
2627	DK65CBY	SHQ	ESTATES DEPT
2568	DK59BRZ	SHQ	FFC
2657	DK18CYY	SHQ	H&S DEPT
2619	DK65CAU	WALLASEY	HOME SAFETY ADVISOR
2680	DK70FMA	PRESCOT	HOME SAFETY ADVISOR

2638	DK17ASO	SHQ	HYDRANT TECH
2639	DK17ASU	SHQ	HYDRANT TECH
2646	DK67ABF	T&DA	IND TRAINING
2580	DK59BRX	SHQ	OCCUPATIONAL HEALTH
2645	DK67AAZ	VESTY UNIT 1	OPS EQUIP
2644	DK67AAY	VESTY UNIT 1	OPS EQUIP
2622	DK65CBF	SHQ	OPS PLANNING
2630	DK65CCE	SHQ	OPS PLANNING
2616	DK65CAA	VESTY UNIT 1	POOL VEHICLE
2617	DK65CAE	VESTY UNIT 1	POOL VEHICLE
2662	DK19BEU	VESTY UNIT 1	POOL VEHICLE
2663	DK19BEY	VESTY UNIT 1	POOL VEHICLE
2665	DK19BFE	VESTY UNIT 1	POOL VEHICLE
2667	DK19BFU	VESTY UNIT 1	POOL VEHICLE
2631	DK65CCF	KENSINGTON	PREV LPOOL S
2681	DK70FMC	TOXTETH	PREV LPOOL S
2682	DK70FMD	TOXTETH	PREV LPOOL S
2686	DK70FMJ	KENSINGTON	PREV LPOOL S
2621	DK65CAX	BOOTLE AND NETHERTON	PREV SEFTON
2676	DK70FLV	BOOTLE AND NETHERTON	PREV SEFTON
2683	DK70FME	BOOTLE AND NETHERTON	PREV SEFTON
2685	DK70FMG	KENSINGTON	PREV SEFTON
2618	DK65CAO	PRESCOT	PREV ST HELENS & KNOWSLEY
2620	DK65CAV	SPEKE/GARSTON	PREV ST HELENS & KNOWSLEY
2675	DK70FLR	PRESCOT	PREV ST HELENS & KNOWSLEY
2679	DK70FLZ	PRESCOT	PREV ST HELENS & KNOWSLEY
2625	DK65CBV	WALLASEY	PREV WIRRAL
2677	DK70FLW	WALLASEY	PREV WIRRAL
2678	DK70FLX	WALLASEY	PREV WIRRAL
2561	DK58HNM	SHQ	PROT LPOOL N
2576	DK59BTF	CITY CENTRE	PROT LPOOL N
2655	DK18CYW	CITY CENTRE	PROT LPOOL N
2560	DK58HNL	BELLE VALE	PROT LPOOL S
2571	DK59BSV	BELLE VALE	PROT LPOOL S
2575	DK59BTE	BELLE VALE	PROT LPOOL S
2634	DK65CCO	OLD SWAN	PROT LPOOL S
2564	DK58MWV	SHQ	PROT P&B REGS
2628	DK65CCA	SHQ	PROT P&B REGS
2629	DK65CCD	SHQ	PROT P&B REGS
2562	DK58HNN	BOOTLE AND NETHERTON	PROT SEFTON
2577	DK59BTO	BOOTLE AND NETHERTON	PROT SEFTON
2635	DK65CCU	BOOTLE AND NETHERTON	PROT SEFTON
2570	DK59BSU	ST HELENS	PROT ST HELENS

2623	DK65CBO	ST HELENS	PROT ST HELENS & KNOWSLEY
2565	DK58MWW	WALLASEY	PROT WIRRAL
2633	DK65CCN	WALLASEY	PROT WIRRAL
2468	PN04KTE	OLD SWAN	RESILLIENCE
2475	DK54HYR	KIRKDALE	RESILLIENCE
2537	DK56JXE	BELLE VALE	RESILLIENCE
2539	DK56JXG	FORMBY	RESILLIENCE
2545	DK08GJG	BOOTLE AND NETHERTON	RESILLIENCE
2546	DK08GHN	HESWALL	RESILLIENCE
2547	DK08GHO	WALLASEY	RESILLIENCE
2557	DK58HNG	SOUTHPORT	RESILLIENCE
2566	DK59BPZ	BELLE VALE	RESILLIENCE
2567	DK59BRF	ST HELENS	RESILLIENCE
2569	DK59BSO	SAUGHALL MASSIE	RESILLIENCE
2574	DK59BSZ	PRESCOT	RESILLIENCE
2582	DK60DVF	AINTREE	RESILLIENCE
2585	DK60DVL	SPEKE/GARSTON	RESILLIENCE
2587	DK11BWX	NEWTON LE WILLOWS	RESILLIENCE
2588	DK11BWY	KENSINGTON	RESILLIENCE
2589	DK11BWZ	BROMBOROUGH	RESILLIENCE
2590	DK11BXA	CROSBY	RESILLIENCE
2593	DK13DDF	KIRKBY	RESILLIENCE
2594	DK13DDJ	TOXTETH	RESILLIENCE
2601	DK64EEM	BIRKENHEAD	RESILLIENCE
2606	DK64FCN	CITY CENTRE	RESILLIENCE
2611	DK15CYP	VESTY UNIT 1	STORES
p2689	DK21EHE	VESTY UNIT 1	STORES
2690	DK21EHF	VESTY UNIT 1	STORES
2691	DK21EHG	VESTY UNIT 1	STORES
2692	DK21EHH	VESTY UNIT 1	STORES
2658	DK18CYZ	SHQ	STRATEGIC PLANNING
2553	DK08GJE	T&DA	T&DA
2647	DK67ABN	CROXTETH	T&DA
2666	DK19BFP	T&DA	T&DA
2552	DK08GHZ	VESTY UNIT 1	VESTY 1
2548	DK08GHU	VESTY UNIT 1	WORKSHOPS
2687	DK70FML	VESTY UNIT 1	WORKSHOPS
2688	DK70FMM	VESTY UNIT 1	WORKSHOPS
2612	DK15CYS	VESTY UNIT 1	WORKSHOPS
2613	DK15CYT	VESTY UNIT 1	WORKSHOPS
2614	DK15CYU	VESTY UNIT 1	WORKSHOPS
2693	DK21EHJ	VESTY UNIT 1	WORKSHOPS
2694	DK21EHL	VESTY UNIT 1	WORKSHOPS

2626	DK65CBX	SHQ	YE PRINCES TRUST
2632	DK65CCJ	SHQ	YE PRINCES TRUST
2474	DK54HYP	PRESCOT	YE PRINCES TRUST
2503	DK54HZZ	BROMBOROUGH	YE PRINCES TRUST
2515	DK05HBN	TOXTETH	YE PRINCES TRUST
2544	DK07JWA	SHQ	YE PRINCES TRUST
2591	DK13DDA	T+DA	YE PRINCES TRUST
2592	DK13DDE	BOOTLE AND NETHERTON	YE PRINCES TRUST

## Appendix 2 MFRS Demountable PODs

Reg No.	Model/Trim Description	Operator
5002	SPECIAL RESCUE UNIT	CROXTETH
5003	ENVIRONMENTAL/HAZMAT UNIT	ST HELENS
5004	BA SUPPORT UNIT	WALLASEY
5009	MARINE & TUNNEL F/F UNIT	WALLASEY
5016	WELFARE UNIT	CITY CENTRE
5017	FOAM UNIT	SPEKE/GARSTON
5018	FOAM UNIT	ST HELENS
5020	FOAM UNIT	ST HELENS
5024	LPP UNIT	ST HELENS
5029	GPU/JCB POD	SHQ
5031	INCIDENT COMMAND UNIT	CITY CENTRE
5046	HOSE LAYER/RECOVERY UNIT	KIRKDALE

## Appendix 3 NATIONAL RESILIENCE VEHICLES and PODs

Reg No.	Model	Operator	Fleet No.
MX56NHO	DAILY	PRESCOT	DIM
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 4. Vehicle proposed budget 2022-2027**

**Vehicles Capital Programme 2022/23 to 2026/27**

Type of Capital Expenditure	Price Per Unit	Total		2022/23		2023/24		2024/25		2025/26		2026/27	
		Units	Cost £	Units	£	Units	£	Units	£	Units	£	Units	£
<b>VEH002</b>													
<b>Ancillary Vehicles</b>	-												
<u>Cars</u>													
Pool Cars - Skoda Fabia	12,680	15	190,200	15	190,200								
Pool Cars - Possible Electric	18,000	20	360,000					20	360,000				
Officer Response Cars - 2020/21 Price	22,650	13	294,450	6	135,900	7	158,550						
Officer Response Cars - 2025/26 Price	30,000	7	210,000							7	210,000		
<u>4X4s</u>													
Isuzi	24,000	4	96,000	3	72,000			1	24,000				
<u>Vans</u>													
Master/Transit Panel (CAP1903 - 6)	23,850	5	119,250	4	95,400			1	23,850				
Panel Van	22,000	1	22,000							1	22,000		
Panel Van - RTC reduction	31,000	1	31,000							1	31,000		
Courier van	25,000	4	100,000									4	100,000
Dog Van Mercedes Vito	49,775	1	49,775	1	49,775								
Water Rescue Van	35,000	1	35,000							1	35,000		
<u>Mini Buses</u>													
Fire Service - Blue Light	32,000	1	32,000							1	32,000		
Princes Trust - Disabled Access	32,000	1	32,000	1	32,000								
Princes Trust	24,600	3	73,800	3	73,800								
			1,645,475		649,075		158,550		407,850		330,000		100,000
<b>VEH004</b>													
<b>Special Vehicles</b>													

CPL - Aerial Appliance	780,000	2	1,634,100	2	1,634,100								
Prime Movers/POD Long Term Capablity Management	168,050	3	504,150	1	168,050	2	336,100						
ICU	650,000	1	650,000	1	650,000								
BA Support Unit (POD) - NEW	250,000	1	250,000	1	250,000								
Crew Van for Drone	32,000	1	32,000	1	32,000								
Wildfire Appliance 4x4	50,000	2	100,000			2	100,000						
TDA Road Sweeper	96,500	1	96,500	1	96,500								
Curtain Sided Truck (Driving School)	86,000	1	86,000			1	86,000						
Water Rescue Unit	54,000	1	54,000	1	54,000								
Crane Lorry	200,000	1	200,000	1	200,000								
Welfare Van for Operational Incidents	21,600												
Water Bowser Appliance	275,000	1	275,000	1	275,000								
			3,881,750		3,359,650		522,100						
<b>VEH010</b>													
<b>Marine Rescue Vessels</b>													
RNLI Class 75 Rib Boats			357,500		357,500								
			357,500		357,500								
<b>VEH001</b>													
<b>Fire Appliances</b>													
2020/21 Price - Slippage CAP1845													
Heavy Rescue Vehicle - Slippage CAP2029	233,500	1	233,500	1	233,500								
2021/22 Price CAP1971	284,000	4	1,136,000	4	1,136,000								
2024/25 Price	290,000	3	870,000				3	870,000					
2025/26 Price	296,000	3	888,000						3	888,000			
NEW Electric Fire Appliances	600,000	1	600,000						1	600,000			
			3,727,500		1,369,500			870,000		1,488,000			
<b>VEH005</b>													
<b>Water Strategy Vehicles</b>													
<b>WOR001</b>													
<b>Workshop Equipment</b>													
Equipment			30,000				20,000	10,000					
Rolling Road Replacement (MOT bay)			10,000					10,000					
Smoke Analyser (MOT bay)			8,000					8,000					
Smoke Analyser (HGV)			10,000					10,000					
Workshop Equip Somers vehicle Lift.	20,000	2	40,000	2	40,000								
4 Post Vehicle Lift	20,000	2	40,000								2	40,000	
			138,000		40,000		20,000	38,000					40,000

	9,750,225	5,775,725	700,650	1,315,850	1,818,000	140,000
Original Budget	5,892,050	2,081,550	676,650	1,315,850	1,818,000	
Current Programme	9,750,225	5,775,725	700,650	1,315,850	1,818,000	140,000
Changes	3,858,175	3,694,175	24,000			140,000