

<b>MERSEYSIDE FIRE AND RESCUE AUTHORITY</b>			
<b>MEETING OF THE:</b>	<b>AUTHORITY (ANNUAL GENERAL MEETING)</b>		
<b>DATE:</b>	<b>9 JUNE 2022</b>	<b>REPORT NO:</b>	<b>CFO/030/022</b>
<b>PRESENTING OFFICER</b>	<b>DCFO NICK SEARLE</b>		
<b>RESPONSIBLE OFFICER:</b>	<b>PAUL MURPHY AREA MANAGER</b>	<b>REPORT AUTHOR:</b>	<b>HYWYN PRITCHARD</b>
<b>OFFICERS CONSULTED:</b>	<b>IAN CUMMINS, DIRECTOR OF FINANCE AND PROCUREMENT PAUL MURPHY, TRACEY GANLY</b>		
<b>TITLE OF REPORT:</b>	<b>AWARD OF CONTRACT TO PROCURE A NEW FLEET OF VAN FOR USE BY NATIONAL RESILIENCE</b>		
<b>APPENDICES:</b>	<b>NONE</b>		

### **Purpose of Report**

1. The Service acts on behalf of the Home Office (HO) as the national resilience lead authority and as part of that role the Service procures national resilience assets. The Service has worked with HO and other FRA colleagues to source vans to carry equipment and supplies for the DIM (detection, identification and monitoring) capability. As the contract exceeds £250,000 and is being arranged by the Service the Authority's standing orders require Members to approve the contract award, although all costs are being funded by HO. Therefore the report requests that Members approve the award of a contract for the purchase of 18 vans at a cost of £911,648, with Northern Commercials Ltd.

### **Recommendation**

2. It is recommended that Members approve the award of a contract to Northern Commercials Limited acting on behalf of Iveco Limited, for the supply of a fleet of 18 vans for the purposes of National Resilience's Detection, Identification and Monitoring capability.

### **Introduction and Background**

3. The DIM Working Group (WG) consisting of representative from West Midlands Police, National Resilience, Home Office and MFRS has met regularly to progress how the DIM capability can be updated in in terms of its delivery.
4. The suite of scientific equipment used by the DIM capability is due for asset refresh to bring the technology up to date. Similarly the current fleet of vehicles used to transport the equipment has reached the end of its operational life and needs to be replaced.

5. Following the recent successive lockdowns in response to the Covid-19 pandemic, vehicle deliveries have been adversely affected. Primarily, the delays have been caused by shortages of integrated circuits (silicon chips) used in vehicle manufacture. The invasion of Ukraine by Russia has also made matters worse in terms of supply chains e.g. rubber, wiring looms.
6. Having considered the extremely challenging market conditions the WG decided (4<sup>th</sup> of April 2022) to adopt the approach of procuring a van similar to that procured by London Fire Brigade (LFB) for the same purpose that could later be configured as a DIM vehicle. Furthermore the WG agreed that the procurement process was to be expedited so as to minimise the effect of delayed delivery. The alternative approach of going to market with a fully modified vehicle specification was discounted due to delays in vehicle delivery.
7. The market approach was to use Crown Commercial Services' (CCS) Vehicle Purchase framework agreement (RM6060), having also considered the YPO framework and as well as the Devon and Somerset framework for vehicles. RM6060 has an easy access vehicle purchase portal as well as a direct award facility in Lot 2: Light to medium commercial vehicles up to but not including 7.5 tonnes.
8. Technical advice was provided by the Long Term Capability Management contract's Fleet Manager (LTCM) as to which DIM vehicles options were to be selected. These options were then used in conjunction with the LFB vehicle type and model to generate an initial quotation from the CCS portal on the 12<sup>th</sup> of April.
9. The specification and quotation price was shared with the DIM WG to secure agreement to proceed accordingly which was received on the 28<sup>th</sup> of April.
10. The supplier was visited at their premises in Irlam by the Head of Procurement on the 6<sup>th</sup> of May to confirm and value engineer the vehicle specification. A further meeting was arranged for the 11<sup>th</sup> of May which was held virtually and included the LTCM Fleet Manager, supplier representatives and MFRS officers.
11. During the meeting the supplier reiterated that deliveries were taking 12 months from confirmation by the factory of order receipt. Deliveries were to be staggered at 6 vans per month for 3 months so that they could be converted to the DIM specification at the LTCM contractor's premises under the LTCM contract.
12. Following the meeting the supplier provided a quotation (13<sup>th</sup> May 2022) for the vehicles, reference NCM 6450.

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### **Equality and Diversity Implications**

13. There are no equality and diversity implications associated with the purchase of vehicles. However all options to accommodate the various heights of drivers have been selected.

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**Staff Implications**

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14. In addition to selecting options to accommodate height, all health and safety options were selected. All options as well as vehicle type were discussed and agreed at the DIM WG which included officers from National Resilience.

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**Legal Implications**

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15. The route to market is compliant with the Public Contracts Regulations 2015.
16. A call-off contract based on the vehicle purchase framework agreement (RM6060) will be signed with the supplier subject to Authority approval.

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**Financial Implications & Value for Money**

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17. The price of the vehicles as quoted will be £911,648, which does not include VAT, and is inclusive of road fund license and vehicle first registration fee.
18. Funds for this procurement have already been allocated by Home Office National Resilience purposes.
19. Having a fleet of new vehicle on order in 2022 will ensure that from approximately September 2023 more reliable vehicles will be available to deliver the service of detecting, identifying and monitoring hazardous materials.

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**Risk Management, Health & Safety, and Environmental Implications**

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20. Risk has been managed by consulting with the DIM WG and engaging the expertise of the LCTM Fleet Manager. Commercial risks are to be managed through the call-off contract.
21. As stated above (Staff Implications) all health and safety options for the vehicles have been selected.
22. The vans are to be supplied with the ultra low emissions option as part of their Euro 6E Heavy Duty truck engines.

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Our Purpose: *Here to serve, Here to protect, Here to keep you safe.*

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23. By replacing the fleet with up to date vehicles a more reliable and responsive service can be delivered that will better protect communities from incidents involving hazardous materials and from potentially more serious incidents such as the recent attack at Liverpool Women's Hospital.

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**BACKGROUND PAPERS**

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**NONE**

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## **GLOSSARY OF TERMS**

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<b>MFRA</b>	<b>M</b> erseyside <b>F</b> ire and <b>R</b> escue <b>A</b> uthority is the physical and legal entity. When writing reports MFRA is the “object”.
<b>MFRS</b>	<b>M</b> erseyside <b>F</b> ire and <b>R</b> escue <b>S</b> ervice is the service provided by MFRA. When writing reports MFRS is the “action”
<b>CCS</b>	Crown Commercial Services
<b>DIM</b>	Detection, Identification and Monitoring
<b>LTCM</b>	Long Term Capability Management