

MERSEYSIDE FIRE & RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY MEETING (ANNUAL GENERAL MEETING)		
DATE:	9TH JUNE 2022		CFO/032/022
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DCFO NICK SEARLE	REPORT AUTHOR:	D SEASMAN
OFFICERS CONSULTED:	STRATEGIC LEADERSHIP TEAM PHIL ION, HYWYN PRITCHARD, STEWART MARTIN,		
TITLE OF REPORT:	PURCHASE OF A 45M BRONTO COMBINED PLATFORM LADDER (CPL)		
APPENDICES:	NONE		

Purpose of Report

1. To inform Members on the proposal to purchase of a 45m Bronto Combined Platform Ladder (CPL) as per the Authority's proposals and contained within the Authority's Integrated Risk Management (IRMP).

Recommendation

2. It is recommended that the Members:
 - a) approve the purchase of the immediately available demonstration 45m Bronto CPL. Delivery time 4-5 months; and

Introduction and Background

3. As contained within the Transport Asset Management Plan, the MFRS fleet currently operates four Aerial Appliances. The current Aerial appliances are all CPLs, however this will change to include a High Reach Extending Turret fire appliance in the future, to reflect the 2021/24 IRMP proposals.
4. The Authority currently have two CPL's with a maximum working height of 28m and two which have a maximum working height of 34m.
5. The Aerial appliances have a replacement programme set at 15 years.
6. The replacement programme is set at 15 years to enable the Authority to achieve value for money from its financial outlay along with ensuring that the Authority complies with its duties in meeting operational procedures, legal requirements, Transport and Operator Legislation.
7. Currently the two 28m CPLs that are in service are mounted on 2009 and 2010 chassis. The aerial equipment on the vehicles is however is now 30 years old due

to being refitted on to a new chassis.

8. This old technology is now becoming problematic and is in need of replacement slightly earlier than the 15 year replacement programme for the vehicle.

CPL Operational needs and use

9. Aerial appliances are used as a water tower and are also used for the rescue of persons from high rise properties or incidents below ground level, such as docks.
10. The current MFRA Integrated Risk Management Plan (IRMP) outlines our commitment to protect our communities, including the purchase of vehicles, assets, kit and equipment which is capable of responding to 'all reasonably foreseeable risk'.
11. Following the Grenfell tower fire Merseyside Fire & Rescue Service has reviewed its risk methodology and associated capabilities.
12. Fires in large buildings (High Rise) was identified as one of the six high impact incident types that MFRS should focus on.
13. As a result of this, MFRS made a commitment to procure a 45m Aerial Appliance to be based at City Centre Community Fire Station. This location was chosen due to its close proximity to the City Centre which is densely populated with high rise buildings.

Vehicle selection process

14. In 2021 a specialist appliance review was carried out with a view to determine the most appropriate Aerial appliance for MFRS. Nominated staff from all directorates formed a specialist appliance review group.
15. As part of the review, demonstrations of UK available aerial appliances took place, delivered by the country's leading manufacturers in this field. Emergency One, Rosenbauer and Angloco.
16. A mixture of CPLs and Turntable Ladders were demonstrated to a range of operational staff including firefighters and officers, Transport, Training department, Response, Protection and station based personnel.
17. Feedback was given post demonstration and along with the detailed MFRS specification requirement criteria, the 45m CPL was deemed the most suitable Aerial for MFRS.
18. The outcome of the review was presented at Operations Board where the decision was made to move forward with the purchase of a 45m CPL.
19. Due to an existing contract in place for the purchase of an Aerial appliances, there

is an opportunity to procure directly through Angloco. This is to be the chosen route to Market. See paragraphs 25-28

20. A detailed specification was produced and delivered to Angloco for a full costing analysis via a Request for Quote (RFQ) for a 45m Bronto CPL. The quote was received and evaluated. For full financial details See Paragraph 38.
21. During the above process the Transport Manager became aware of the possibility to purchase a Demonstration 45m CPL. This vehicle is being used for demonstration purposes only and is not operational.
22. This vehicle is of a higher specification to that submitted for a RFQ. It has a number of additional technical and engineering enhancements that will benefit MFRS crews operationally. These items include, wireless remote control for boom operations, emergency backup engine, intelligent rescue lifting system and a wireless remote control for jacking system.
23. A demonstration of the vehicle took place at Workshops for the Principal Officer team, senior officers, operational crews, operational equipment team and the Transport department. This was followed by a demonstration at City Centre Fire Station with crews, CPL operators, Training department and response officers.
24. Both demonstrations allowed MFRS staff to have a hands on approach in using the equipment, ask questions and observe its capabilities. The feedback from all departments was very positive in all aspects of functionality and quality of build.

Timescales

25. The estimated lead time for delivery into service of the MFRS specified 45m vehicle is around 18-24 months from date of order.
26. The estimated lead time for delivery into service of the 45m Demonstration vehicle is 3-5 months.

Additional information

27. If MFRA approve the procurement of the Demonstration vehicle there will be some additional systems that will need to be retrospectively fitted and some modifications to suit MFRS needs. Modifications have been included in the base price of the vehicle but additional systems will need financing. These include radio/MDT instillation, RSG telematics. Financial implications are detailed in Paragraph 38.
28. Included in the purchase price there are conditions for warranties, the length of which vary for different elements of the complete build. Training for Aerial Instructors who will then deliver Operator Training to operational staff is included along with training for workshop engineering staff in the maintenance and operation of the appliance.

Procurement route to market

29. It is possible to simplify the procurement process by adopting a negotiated procedure with the previous supplier under Section 3 regulation 32 of the Public Contracts Regulations 2015 to award a recurrent contract.
30. This provision permits additional deliveries by the original supplier as the extension of existing supplies where a change of supplier would oblige the contracting authority to acquire supplies having different technical characteristics which would result in incompatibility or disproportionate technical difficulties in operation and maintenance.
31. To purchase an appliance other than that proposed would result in 250 additional driver operator training days which qualifies as presenting disproportionate technical difficulty in bringing a different vehicle into operational service, as confirmed by the Driver Training Manager.
32. Reliance on the provisions of regulation 32 in this manner requires the recurrent contract to be completed by 31/12/2022 at the latest.”

Equality and Diversity Implications

33. The demonstration vehicle and the MFRA specified vehicle will both have a Scania low level entry cab. This will make access and egress of the vehicle much easier for all MFRS staff.
34. The proposed stowage layout of the vehicle has been designed to be compliant with body space standards to ensure equipment is stored in accordance with the allowable lifting capabilities of all firefighters.
35. In view of the measures outlined above, it is not anticipated that there will be any adverse impact on equality and diversity arising from this procurement exercise.

Staff Implications

36. The decision to purchase the Scania Chassis and Bronto CPL will greatly reduce the initial training needs and ongoing competencies due to the makeup of the MFRA fleet.
37. The MFRA fire appliance fleet is composed of all Scania vehicles and the Aerial fleet is all Bronto CPLs. MFRS drivers, operators and engineering staff already have in-depth knowledge of both Scania Fire appliances and Bronto CPLs. This will enable the vehicle to be introduced into Service much quicker and will also minimise the training resource needed.

Legal Implications

38. The Authority has a duty to ensure compliance with UK and EU procurement legislation.
39. As the value of the contract is anticipated to be in excess of £250,000 this must be approved by the Authority pursuant to Article 21, paragraph 13.1 of the Authority's Constitution.
40. The Authority must comply with its' duties in meeting operational procedures, legal requirements of Health and Safety to its employees, Transport Legislation and Operator Legislation

Financial Implications & Value for Money

41. Within the 5 year vehicle capital replacement programme there is a budget of £780,000 for the replacement of an Aerial appliance.
42. The vehicle costing for both the MFRS Specified vehicle and demonstration vehicle is set out below.

	45m MFRS Specification	45m Demonstration Vehicle
Base vehicle cost	£728,153	£725,000
Back up engine	£10,440	Included in base vehicle cost
Intelligent lifting system	£3,658	Included in base vehicle cost
Remote control with screen	£12,400	Included in base vehicle cost
Thermal image camera system	£19,062	£19062
Hydraulic axle lock	£11,188	Included in base vehicle cost
RSG telematics	Included in base vehicle cost	£1225
Radio and MDT fit	Included in base vehicle cost	£5400
Training	£3,700	Included in the base vehicle cost
Total estimated cost	£788,601	£750,687

43. Value for money will be optimised by procuring the demonstration Bronto 45m CPL due to the additional systems being included in the base vehicle cost.
44. If the MFRS specification Vehicle is purchased then there will be three stage payments throughout the vehicle build.
45. The purchase of the Scania and Bronto CPL will have a major reduction in initial and on-going training costs due to the existing competencies within MFRS operational and maintenance staff, in comparison to other aerial appliances on the market.
46. The supplier has also offered a buy back option for the 28m CPL that will be removed from service. The offer is £37,000 and will be paid once the New CPL is operational.

Risk Management, Health & Safety, and Environmental Implications

47. MFRA must ensure the purchase of vehicles is carried out within the correct procurement regulations. As described in paragraphs 25-28, MFRS are complying with this.
48. The vehicle will be specified in line with the relevant BS EN Standards to ensure safety and build quality
49. The design for the stowage of equipment is done in such a way to reduce the risk of manual handling injuries and fall from height injuries.
50. The vehicle emission system is compliant to Euro 6. At present there are no Ultra Low Emission vehicles on the market available of this type.

Contribution to Our Mission: *Safer Stronger Communities – Safe Effective Firefighters*

51. As detailed within the current IRMP, fires in large buildings are one of six high impact incident types that MFRS should focus on.
52. The introduction of a 45m Bronto CPL into the service will enhance and improve MFRS capabilities when dealing with fires in large buildings, this in turn will help to keep our communities safer.
53. The high specification of the vehicle will assist the firefighters to carry out their duties safely due to the enhanced capabilities of the CPL.

BACKGROUND PAPERS

Note any previous reports or updates

GLOSSARY OF TERMS

CPL	COMBINED PLATFORM LADDER
MFRA	MERSEYSIDE FIRE AND RESCUE AUTHORITY
MFRS	MERSEYSIDE FIRE AND RESCUE SERVICE
IRMP	INTEGRATED RISK MANAGEMENT PLAN
RFQ	REQUEST FOR QUOTE