

## BRIEFING NOTE

<b>MEETING OF THE:</b>	<b>POLICY AND RESOURCES COMMITTEE</b>		
<b>DATE:</b>	<b>15<sup>TH</sup> DECEMBER 2022</b>		<b>CFO/053/22</b>
<b>PRESENTING OFFICER</b>	<b>CHIEF FIRE OFFICER PHIL GARRIGAN</b>		
<b>RESPONSIBLE OFFICER:</b>	<b>GED SHERIDAN</b>	<b>REPORT AUTHOR:</b>	<b>DAVE SEASMAN</b>
<b>OFFICERS CONSULTED:</b>	<b>GM G KNOCK, SM W WOODS, WM TOPPING, WM CARTER PHIL ION, G BESTWICK, S MARTIN, J MCINTYRE</b>		
<b>TITLE OF REPORT:</b>	<b>PURCHASE OF HIGH REACH EXTENDABLE TURRET APPLIANCE</b>		

<b>APPENDICES:</b>		
--------------------	--	--

### Purpose of Report

1. To request that Members approve the purchase of a 20m High Reach Extendable Turret (HRET) special appliance. Members are required to approve the purchase as the value of the contract exceeds £250,000.

### Recommendation

2. It is recommended that Members;
  - a. note the contents of the report that was approved at Strategic Leadership Team meeting on 22<sup>nd</sup> November 2022, and delivers against the 2021/24 IRMP proposals and;
  - b. approve the procurement of a 20m HRET Special Appliance at a cost of £547,985.

### Introduction and Background

3. For operational response the current MFRS aerial Combined Platform Ladder (CPL) fleet consists of one 34m CPL at City Centre (soon to be replaced by a 45m CPL), one 34m CPL at St Helens and one 28m CPL at Southport.
4. Within the current Integrated Risk Management Plan (IRMP) the intention is to replace the complimentary crewed CPL at St Helens with a HRET special vehicle. City Centre will house the new 45m CPL and Southport and Saughall Massie will each house a 34m CPL
5. A HRET is a specialist vehicle that has multiple uses. It is used primarily as a conventional fire appliance but also has the added capability, via a boom package to be used as a water tower. It also has the inclusion of a piercing spike to penetrate roof spaces or light industrial buildings.

## Vehicle design and Specification

6. At the time of the project commencement there were two current manufacturers who could manage production of a HRET vehicle; one produced a Stinger HRET, and one produced a Scorpion HRET.
7. As part of the process demonstrations of each of the vehicles took place at the MFRS Training and Development Academy (T&DA). In attendance were Principal Officers, staff from Transport, T&DA, Operational Equipment, Operational Response along with crews from St Helens Community Fire Station.
8. The demonstrations gave the opportunity to see the appliances in action and for various MFRS departments to ask questions and to clarify any operational, training, servicing and specification requirements relating to the vehicle application and suitability for use within MFRS.
9. During the demonstrations both the Stinger and Scorpion proved to be excellent appliances and both manufacturers delivered the demonstrations professionally and answered any questions raised in detail.
10. As part of the information gathering process the team visited Cheshire FRS and Greater Manchester FRS who both have a Scorpion HRET's and Lancashire FRS who have a Stinger HRET.
11. These visits enabled the team to discuss the vehicle attributes with operational crews who use these appliances on a regular basis. The feedback was positive overall.
12. A kit inventory analysis was carried out by members of Transport, Operational Equipment and Operational Response departments to ascertain the vehicle requirements. The operational equipment team then carried out a weighing exercise of all kit to be carried, this was to be included in the tender documents to assist in body design.
13. The team discussed the mechanical, engineering and operational Firefighting requirements to enable the vehicle to be designed to meet the requirements of MFRS.
14. Utilising all the information gathered above the Transport Manager produced a comprehensive Vehicle Specification document to be used for the tendering process.

## Procurement route to market

15. In order to simplify the procurement process, it was decided to access a legally compliant framework comprising of pre-vetted and capable suppliers

16. The framework identified as being most suitable is the NFCC framework agreement for Emergency Response Vehicles let by Devon and Somerset Fire and Rescue Service.
17. Under the framework, a further competition was conducted amongst the 2 suppliers to the framework using the prescribed evaluation criteria which had weightings applied as follows:

Award Criteria	Weightings
Technical Merit and Quality	40%
Customer Support	17%
Delivery	5%
Social Value	5%
Organisation	3%
Price	30%

18. A comprehensive specification document for the new HRET was prepared by the Transport and Equipment Maintenance department.
19. Under European Procurement Regulations, it is not permitted to stipulate a named supplier within product or service specifications. Therefore, it was made explicit in the accompanying tender documentation that comparable alternatives to the vehicle components and systems suggested in the specification could be proposed.
20. The specification along with instructions to suppliers, pricing schedules, quality questionnaire and details of the scoring methodology to be used to evaluate responses were incorporated into a tender pack that was distributed via the web-based tendering portal used by the Authority.
21. The tender was released on 12<sup>th</sup> August and suppliers were allowed six weeks to prepare and submit their bids.
22. By the tender deadline, only one response had been received which was from Emergency One. This was evaluated by members of the Transport and Equipment Maintenance and Procurement departments using the scoring methodology that had been published in the tender pack.
23. Emergency One supplied two options of a HRET which were identical vehicles except for the length of the boom package. One was 16m height and the other was 20m height.
24. The 16m vehicle was £15,000 cheaper than the 20m vehicle. The benefits of the 20m booms additional height and outreach made the vehicle more versatile and would more greatly meet the operational requirements of the firefighters. The additional outreach would allow the vehicle to be situated at a further distance from a building, providing greater safety for the firefighters. These benefits outweighed the small price difference, so it was decided the 20m was the best option and gave the best value for money.

25. The results of the evaluation are detailed below.

Award Criteria	Emergency One 20m
Technical Merit and Quality	33.15%
Customer Support	14.06%
Delivery	4.20%
Social Value	4.60%
Organisation	2.45%
Price	30.00%
<b>Total</b>	<b>88.47%</b>

26. The tender response from Emergency One complied with the MFRS requirements set out in the vehicle specification document.

### **Equality and Diversity Implications**

27. Suppliers to the Emergency Response Vehicles framework have previously been evaluated on a on their compliance with Equality and Diversity legislation.
28. The HRET is fitted with a ferry lift system to lower the vehicle and permit easier access to equipment stored at higher levels and on the roof of the appliance.
29. The proposed stowage layout of the vehicle has been designed to be compliant with Firestow standards to ensure equipment is stored in accordance with the allowable lifting capabilities of both male and female firefighters.
30. Slide and tilt shelving will be fitted to enable easy access to remove and refit kit to the appliance.
31. In view of the measures outlined in paragraphs 25-28 it is not anticipated that there will be any adverse impact on equality and diversity arising from this procurement exercise.

### **Staff and Training Implications**

32. The purchase of the proposed vehicle will minimise the amount of training required by vehicle operatives and maintenance staff. The Scania vehicle and Godiva Fire pump currently make up the vast majority of MFRS LGV fleet keeping training on these systems to a minimum.
33. Driving School staff at T&DA will receive Train a Trainer training through Emergency One.
34. Workshop engineering staff will receive training on the vehicle and mechanical systems via Emergency One.
35. Full Training will be given to all operators of the HRET boom systems by staff from T&DA

36. The training mentioned in Paragraphs 34-35 is included in the price of the vehicle.

---

### **Legal Implications**

---

37. The Authority has a duty to ensure compliance with UK and EU procurement legislation. Awarding against the established framework will ensure that the supply of the vehicle will be compliant with the regulations.
38. As the value of the contract is £547,985 and therefore is in excess of £250,000 this must be approved by the Authority.
39. 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**

---

40. The only supplier that submitted a bid was Emergency One.
41. The unit costs submitted for the 20m appliance is £547,985.
42. This procurement has been conducted to identify the Most Economically Advantageous Tender (MEAT) to ensure value for money is obtained.
43. Value for money is further enhanced due to the minimal resource required to train vehicle operatives and maintenance personnel.
44. The current Vehicle Capital Budget includes sufficient funding to cover the purchase of the 20m HRET Special Appliance.

---

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

---

45. There is a risk of challenge if the Authority procures the vehicles without undertaking an appropriate procurement process. The proposal contained in this paper significantly reduces the risk of any challenge.
46. Suppliers to the Emergency Response Vehicle framework have been evaluated on their financial stability, compliance with Health & Safety and Environmental protection legislation. Therefore, the risk to the Authority posed by these factors is reduced by sourcing via this framework.
47. Procuring a HRET will reduce road risk implications due to one vehicle attending some incidents as opposed to an appliance and a CPL attending.
48. All HRET drivers will receive specialist training from the T&DA driving school instructors which will assist in Road Risk management.

---

**Contribution to our Vision: To be the best Fire & Rescue Service in the UK.**

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

---

49. Procuring the appliance under the proposed contract will result in a cost effective and fit for purpose vehicle for use by firefighters. The provision of the vehicles will maintain operational capability and will directly contribute to the achievement of the Mission.

---

**BACKGROUND PAPERS**

---

---

**GLOSSARY OF TERMS**

---

HRET	High Reach Extendable Turret
CPL	Combined Platform Ladder
IRMP	Integrated Risk Management Plan
TDA	Training and Development Academy
MFRA	Merseyside Fire & Rescue Authority