

<b>MERSEYSIDE FIRE AND RESCUE AUTHORITY</b>			
<b>MEETING OF THE:</b>	<b>SCRUTINY COMMITTEE</b>		
<b>DATE:</b>	<b>22 JULY 2025</b>	<b>REPORT NO:</b>	<b>CFO/03/2526</b>
<b>PRESENTING OFFICER</b>	<b>ASSISTANT CHIEF FIRE OFFICER, GED SHERIDAN</b>		
<b>RESPONSIBLE OFFICER:</b>	<b>AREA MANAGER, DAVE WATSON</b>	<b>REPORT AUTHOR:</b>	<b>TRANSPORT MANAGER, DAVE SEASMAN</b>
<b>OFFICERS CONSULTED:</b>	<b>AREA MANAGER DAVE WATSON, STEWART WOODS</b>		
<b>TITLE OF REPORT:</b>	<b>PATHWAY TO NET ZERO - FLEET</b>		
<b>APPENDICES:</b>	<b>NONE</b>		

### **Purpose of Report**

1. To update Members on the forward work plan in relation to Pathway to Net Zero for the service fleet

### **Recommendation**

2. It is recommended that Members note the progress so far and the future intent for fleet vehicles

### **Introduction and Background**

3. As part of the governments “Reducing Emissions from Road Transport: Road to Zero Strategy”, the sale of new petrol and diesel vehicles will cease in 2035. Merseyside Fire and Rescue Authority (“the Authority”) is committed to long term fleet sustainability. In line with this, there is a need to look into the feasibility of reducing the ancillary fleet size and also looking at ways to increase the operational efficiency of the current ancillary fleet.
4. The long-term aim is for the Authority’s ancillary fleet to move to Ultra Low Emission Vehicles (ULEVs) in a practical and financially sustainable way. This can be developed over the coming years gradually integrating the vehicles into the Service’s fleet in line with the 5-year Transport Asset Management Plan.

### **Progress and Intent**

5. The Authority have made the initial steps in reducing tail pipe emissions within the ancillary fleet, by introducing seven, 48-volt, mild diesel/hybrid flexi duty vehicles in 2020. This type of Hybrid can reduce Co2 emissions by up to 15%.

6. In 2024, as part of the 5-year vehicle replacement programme, the Service procured 15 Petrol Hybrid cars for use by the Flexi duty officers, with a further 7 petrol hybrids to be ordered in financial year 2025/2026. These vehicles will significantly reduce emission levels.
7. 2026 will see the introduction of 19 plug-in hybrid electric vehicles or full electric vehicles to the fleet, increasing the number of low emission vehicles to 47.
8. The Estates Department are working towards the introduction of electric charging points throughout the Service's sites. This will facilitate the future introduction of Battery Electric Vehicles (BEVs) and Plug in Hybrid Electric Vehicles (PHEVs) into the fleet. BEVs and PHEVs will be gradually introduced and are initially best suited to non-response related roles within departments.
9. Further reductions in fleet are being explored that will assist in the transition to low emission vehicles. This will include:
  - Protection vehicles
  - Prevention vehicles
  - Headquarters departmental vehicles
  - Youth Engagement vehicles
  - Vesty Road vehicles
10. Any vehicle identified for removal from the fleet will either be removed from the capital replacement programme, or its replacement cost used to assist in the move to ULEVs.
11. Currently the cost of BEVs is significantly more expensive than a comparable diesel vehicle. A petrol PHEV is slightly better but still more expensive than its diesel counterpart.
12. The purchase of petrol self-charging hybrids was a preferable option as the cost is comparable to a diesel and will continue the move to a greener fleet, albeit at a more incremental pace.
13. In respect of operational appliances, the emergence of electric vehicle heavy fleet is still in its infancy. The Authority's Transport Manager continues to monitor the market and developments in heavy vehicle capability, through the Transport Officers Group.
14. 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, significantly more expensive to purchase at present and charging infrastructure needs to be implemented before the Authority can move forward.
15. 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).

16. Continued investment will be required to achieve the 2035 targets set out by the Government. Investment is needed in the vehicle capital refresh programme for the ancillary fleet of cars, 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 Authority's estate.
17. All vehicles registered after 1st January 2015 within the Authority fleet must meet Euro 6 emission standards. The appliances purchased over recent years by the Authority 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.

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#### **Equality and Diversity Implications**

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18. There are no equality and diversity implications in the plan.

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#### **Staff Implications**

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19. There are no staff implications in the plan.

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#### **Legal Implications**

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20. The move to ULEVs is in line with the Governments Road to Zero Strategy and the 2035 legislation regarding the sale of petrol and diesel vehicles.

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#### **Financial Implications & Value for Money**

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21. The funding for these vehicles is captured in the current 5-year Transport capital programme.
22. Due to the nature of petrol-hybrids, the eventual increased driving on full electric, along with the cost of petrol being cheaper than Diesel, the day-to-day running cost is greatly reduced.

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

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23. Continued risk analysis of alternative fuel technology will be undertaken throughout replacement programme.

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#### **Environmental Implications**

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24. The move to alternative fuelled vehicles will help reduce the carbon footprint of the Service and directly contributes to the Authority's target of achieving Net Zero by 2040.

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**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.*

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25. The move to ULEVs will assist our staff utilising the most modern and up to date technology on the market and in turn help deliver the most efficient service to our communities.

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**BACKGROUND PAPERS**

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**NONE**

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**GLOSSARY OF TERMS**

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