

## MEMORANDUM

**From:** SOC Christopher Ball

**To:** Fire Authority Members

**cc**

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### **Transport Asset Management Plan 2018/19 to 2020/21**

#### Summary

The TAMP is a significant document that is in place to fully inform the reader of how the Service ensures;

- Constantly improving customer and stakeholder satisfaction
- Improving use of natural resources
- The effective and efficient use of capital funds
- Compliance with statutory regulations
- Effective Corporate Management

This helps to:

- Deliver efficiency savings
- Continuously improve Service Delivery
- Implement new ways of working
- Maximise the safety of our Communities by reviewing operational resources to meet identified risks in the Community Risk Management Plan

Due to the size of the document, as I have done previously, I have highlighted below the major differences to last year to ensure that FRA members can easily review the updates and raise questions accordingly.

## **6. TRANSPORT ASSETS – LOCATION, COST**

BFRS has a variety of transport assets located at 18 locations. The majority of vehicular assets are located at the Service's Fire Stations. The current fleet operated by BFRS consists of 115 items on the fleet list; and includes vehicles, trailers, boats and demountable modules. The unaudited NBV figures as at 31 March 2018 are, Vehicles £5,467,000 (including £0.00 leased vehicles).

## **7. TRANSPORT ASSET NEED AND FUNDING, UTILISATION AND EMERGENCY VEHICLE REQUIREMENTS**

Since SDAG was established in April 2009, it is estimated that through their monitoring, evaluation and direction, the Service has saved to date £953,757. These efficiency savings have been established via Finance and through the use of calculations agreed with the Head of Finance and Treasurer and the Chief Accountant.

## **8. VEHICLE LIFE CYCLE**

Previously, a large proportion of the fleet was secured through leasing arrangements. As those leasing periods come to an end an inspection of the condition of the vehicle is carried out to determine suitability of the vehicle for capital purchase from lease. Currently this is now not applicable as we do have any leased vehicles.

## **10. OPERATIONAL LEASES**

This is no longer applicable, as from April 1st 2017 all vehicles are Capital Purchased. However should the Fire Authority decide to lease vehicles again in the future CAPITA would again be used to determine best value.

## **13. AGE PROFILE OF FLEET**

The average age of the whole fleet (appliance and support) is 5 years. (Previously 7 years).

#### **15.4 A Red diesel**

A project is currently underway to install 1 x Red Diesel tank at Luton Fire Station and 1 x Red Diesel tank at Bedford Fire Station. The red diesel will be used by the 2 x Aerial Platform vehicles which are classed as “Plant” and can legally run on this fuel. This will save approximately 50p per litre on all Fuel used by these 2 vehicles

#### **15.4 B Electric Vehicles**

Currently the Service is looking into the feasibility of using Electric vehicles in the support fleet. This would have a substantial effect on reducing the current Carbon footprint for the service. The introduction of electric vehicles will reduce the costs of fleet maintenance as no oil changes / filter changes are required on the vehicle reducing the time taken to service the vehicle.

#### **15.5 Carbon Footprint**

Currently the Service’s LGV fleet comprises of:

- 12 Scania Rescue Pumps (RP’s) with Euro 3 engines fitted with Continuous Regeneration Traps
- 10 Scania RP’s with Euro 6 engines fitted with AD Blue Tanks
- 2 Volvo Water Carriers with Euro 5 engines fitted with ‘AdBlue’ tanks
- 2 Volvo ALP with a Euro 5 engine fitted with ‘AdBlue’ tanks
- 3 MAN Rural Water Tenders with Euro 4 fitted with Clean Air Technology
- 6 Scania/Browns RP’s with Euro 5 engines fitted with Exhaust Regenerations Gas Technology

From the above CO2 conversion factors the calculated 2017/18 CO2 emissions for the Service fleet of vehicles was 443.010 tonnes. (Previously 436.071 Tonnes.

#### **15.6 Fleet Monitoring**

In 2016/17 the fleet covered 447,444 miles and consumed 159,957 litres of fuel at a cost of £149,216.

Total Mileage for vehicles: 2013/14-2017/18.

<b>Vehicle</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>
<b>Pumps &amp; Specials</b>	162,895	129,527	152,275	192,709	191,527
<b>Ancillary</b>	335,415	323,498	295,169	263,756	271,553
<b>Total</b>	498,310	453,025	447,444	456,465	463,080

TOTAL FUEL PURCHASED 2012/13-2016/17

<b>Fuel Type</b>	<b>2013/14</b> £	<b>2014/15</b> £	<b>2015/16</b> £	<b>2016/17</b> £	<b>2017/18</b> £
<b>Petrol</b>	5,128	4,746	3,965	2,048	1,527
<b>Diesel</b>	199,179	165,897	137,182	146,125	158,377
<b>Red Diesel</b>	0	0	1,480	4,125	1,560
<b>Total</b>	204,307	170,643	142,627	152,298	161,169

During 2018/19 the Service will implement two Red Diesel storage units based at Bedford and Luton, this will allow the Service to hold its own stock of Red Diesel providing savings in the future.

### 18 Project 2018/19 to 2019/20

<b>Project</b>	<b>Rationale</b>	<b>Completion Date</b>
Rescue Pumping Appliances	To replace 7 Rescue Pumping (RP) appliances with modern up to date units that meets the operational needs of the Service.	2018/19
Station Vans	To replace existing 6 x vehicles on Stations.	2018/19
Hydrant Technician Van	To replace existing 3 x vehicles (B/F 2017/18 – ongoing)	2018/19
Operational Support Unit 1	To replace existing unit that meets the changing needs of the Service, this will be reviewed annually.	2018/19
FSOT vehicle	To replace existing vehicle	2018/19
Property Vehicle	To replace existing vehicle on fleet	2018/19
Pool vehicles	To replace existing 2 x vehicles	2018/19
Workshop Pickup	To replace existing vehicle	2019/20
Station AP CS vans	To replace existing 2 x vehicles on fleet	2020/21
Pool Minibus	To replace existing vehicle on fleet	2019/20
Site team van	To replace existing vehicle on fleet	2019/20
Welfare vehicle / Trailer	To replace existing vehicle on fleet	2019/20
CFS Van	To replace existing vehicle on fleet	2018/19
Station Vans Large	To replace existing 3 x vehicles on fleet	2019/20

Site team van	To replace existing vehicle on fleet	2020/21
Trailers	To replace existing 3 x trailers on fleet	2019/20
Rescue Pumps	To replace 2 x Rescue Pumps	2020/21
Review the CFOA guidance for servicing and maintaining emergency vehicles	Reduce costs associated with servicing and maintenance, in accordance with manufacturers modern recommended servicing schedules and actual use of vehicles.	End of March 2019
Review the base line for Service contribution to lease car provision	To re-align the Service contribution to lease contributions based on minimum vehicle specification.	Annually
Fleet management Project	To identify, procure and implement a Fleet management system with which to manage the entire Service flee.	

21. ACTION PLAN

**Anticipated Vehicle Replacement Programme 2019/19**

<b>DESCRIPTION</b>	<b>ALLOCATION £</b>
FSOT Vehicle	35,000
Rescue Pump x 7	225,000 each
OSU	135,000
Station Vans x 6	16,000 each
Property Vehicle	15,000
PO Cars x 2	35,000 each
CFS Van (LWB)	20,000
<b>TOTAL</b>	<b>1,911,000</b>



## 1. Achievements

The table below details the vehicles which were procured and brought into service over the last twelve months. # denotes vehicles that have been ordered or are in build, but we await delivery completion.

Pool car – Flt 124	Scania Rescue Pump Flt 87
Pool car – Flt 125	Scania Rescue Pump Flt 91
Pool car – Flt 129	T Centre Car Flt 55
Pool car – Flt 133	Technical Van Flt 114
Pool car – Flt 134	#Rescue Pumps x7 (3 <sup>rd</sup> stage payment made)
Pool car – Flt 135	Hydrants Vans x 3 Flt 105, 106, 113
CFS VAN– Flt 119	Workshops Van F123
Scania Rescue Pump Flt 65	
Scania Rescue Pump Flt 80	

In addition to this work a significant amount of work has been completed in 2017/18 to completely refurbish 3 Rescue pumps and return them to operational service. This work has been completed by the sale of obsolete assets, effectively saving the Service circa 110k. The Technical and Workshop facility will continue to explore alternative methods of providing operational appliances to get best value for the Service.

**STRATEGIC OPERATIONAL COMMANDER CHRISTOPHER BALL**  
**HEAD OF SERVICE SUPPORT**