

**REPORT TO: ECONOMIC DEVELOPMENT COMMITTEE - 12TH SEPTEMBER 2005**  
**REPORT ON: REFURBISHMENT OF A JAVELIN FIRE VEHICLE FOR DUNDEE AIRPORT**  
**REPORT BY: DIRECTOR OF ECONOMIC DEVELOPMENT**  
**REPORT NO.: 546-2005**

**1 PURPOSE OF REPORT**

1.1 To ask the Committee to approve the appointment of a contractor to upgrade an airport fire vehicle.

**2 RECOMMENDATIONS**

2.1 That a contract should be awarded to Fire Vehicle Services Ltd, of Quedgeley, Gloucester, for the implementation during the current financial year, of the works specified in their tender letter, at a cost of £40,000, plus VAT.

**3 FINANCIAL IMPLICATIONS**

3.1 A sum of £50,000 is included in the Airport Financial Plan for financial year 2005-06, under the heading of 'RFFS Vehicle and Equipment Investment'. Of this, some £8,500 has already been committed to the installation of safety rails on airport fire vehicles, leaving £41,500 available for the works now proposed.

**4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 None.

**5 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 None.

**6 REPORT**

6.1 The airport's three major fire and rescue vehicles are all of a substantial age, but given that airport fire vehicles incur very low mileages and are well maintained they can be expected to give very long periods of effective service. However certain sub-systems do eventually show their age, or spares become difficult to get. This results in increasing maintenance costs and greater 'down-time'. The radical refurbishment / replacement of components and sub-systems therefore has the benefits of reducing maintenance costs, increasing vehicle availability, and increasing the re-sale value of the refurbished vehicle.

6.2 It is considered that a limited refurbishment of the airport fire vehicles in succession over the next three years will produce very substantial operational benefits, extended life, and very significantly reduced revenue costs. At £40,000, the cost per vehicle of the proposed refurbishment works is in the vicinity of 10 -12% of the cost of a new vehicle.

6.3 Two reputable companies, Reynolds Boughton of Devon, and Fire Vehicle Services of Gloucester, each with established expertise in the refurbishment of airport fire vehicles, were invited to tender. However because the Council was dependent upon the experience and expertise of the tenderers as to what work would be most appropriate, it was considered that the best procedure would be firstly to invite the technical views of the two companies as to a 'shopping list' of desirable work. Because the full range of that 'shopping list' included items of varying priority, and obviously exceeded current resources, it was decided to fix the price at £40,000 and invite the two companies to tender on the basis of the number of priority items that they would remedy for the available money.

6.4 Of the two proposals received, the list of works offered by Fire Vehicle Services Ltd., in the opinion of the officers, very clearly achieves the most for the money and displays an impressive in-depth of knowledge of the faults that are likely to be found in Javelin vehicles of this age. It also does not leave any critical issue unresolved. A summary of the main elements of the tender letters is attached to this report as an appendix. It is recommended that the contract should be awarded to Fire Vehicle Services Ltd.

6.5 During the radical dismantling of the vehicle that will be involved it is possible, and indeed quite likely, that Fire Vehicle Services Ltd, will find concealed problems that it would be wise to resolve. Thus it is requested that the Committee should allow the officers to agree up to an additional £5,000 worth of work to remedy such unanticipated defects if they should be encountered. Any such additional sum can be found by minor amendments within the airport capital programme.

7 **CONSULTATIONS**

7.1 The Chief Executive, Depute Chief Executive (Support Services) and Depute Chief Executive (Finance) have been consulted in the preparation of this report.

8 **BACKGROUND PAPERS**

8.1 None.

**DOUGLAS A A GRIMMOND**  
**DIRECTOR OF ECONOMIC DEVELOPMENT**

**DATE: 5TH SEPTEMBER 2005**

Appendix: Comparison of Offers

This is an abbreviated summary of the offer letters.

<b>Proposal by Fire Vehicle Services Ltd</b>	<b>Proposal by Reynolds Boughton</b>
Carry out full functional tests of chassis and firefighting elements to ascertain faults.	Not included
Remove water and foam tanks: Check mountings and frames and repair/replace as necessary.	Not included
Steam clean chassis and treat/prime/repaint any areas of corrosion.	Not included
Completely replace all fire-side pipework, and valves with stainless steel.	Steam clean, inspect and repair replace pipework and valves as necessary.
Replace all flexible couplings.	Not included
Strip and Overhaul the foam system. <u>Remove</u> 6% and 8% options and replace the foam flap disc.	Strip clean and reseal the foam system and <u>isolate</u> the 6% and 8% options.
Convert the Main Monitor to manual operation with gas strut assistance.	Not included
Replace and re-site the entire pneumatic system.	Replace the entire pneumatic system.
Remove and replace the 240V electrical system with new, using mil. spec conduit. Fit earth leakage trip system.	Inspect and clean 240V electrical system and replace cabling as necessary. Install RCCD breakers.
Inspect, clean and replace vehicle electrical wiring and switches as necessary employing mil. spec conduit and fittings.	Inspect clean and replace vehicles electrical wiring as necessary.
Replace foam tank contents system.	Replace foam tank contents system.
Check and Test the Brake System and replace questionable valves or pipework. Replace the air drier and air tanks.	These works are probably implied but not specifically stated, and do not include the tank replacements.
Remove, fully test and repair the electronic gearbox controller and hold a spare unit in long term stock for Dundee.	Not included
Full vehicle testing and foam re-calibration test certification.	Not specifically listed