



**DEVON &
SOMERSET**
FIRE & RESCUE SERVICE



NFCC
National Fire
Chiefs Council

Guidance Document for Framework Users

Framework Agreement for UK Fire and Rescue Emergency Response Vehicles

Reference: DS339-20

Document Date: 3rd March 2025
Document Version: 1.4

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Glossary of Terms

Term	Description
Aerial Appliance	Shall mean an appliance fitted with aerial capability to effect rescues from tall and high-rise structures and distribute water when used as a water tower.
Authority	Shall mean the Devon and Somerset Fire and Rescue Authority.
Bidder	Shall mean an organisation to which the Framework Agreement ITT was issued to. Potential Supplier and Potential Provider shall have the same meaning
Call-Off Contract	Shall mean the written agreement between the Contracting Authority and the Contractor, for the execution of goods and/or services available via the Framework Agreement.
CCS	Shall mean the Crown Commercial Service: https://www.crowncommercial.gov.uk/about-ccs/
Contracting Authority	Shall mean the legal entity entering into a Call-Off Contract with the Contractor.
Contractor	Shall mean the Framework Contractor whom a Contracting Authority enters a Call-Off Contract with.
Direct Award	Shall mean the award of a Call-Off Contract without re-opening competition. Direct Awards are not permitted via this Framework Agreement.
DSFRS	Shall mean Devon and Somerset Fire and Rescue Service
Fire Appliance Manufacturer	Shall mean the supplier who produces/supplies the fire appliance.
Fire and Rescue Emergency Response Vehicles	Shall mean vehicles used by the Contracting Authorities to carry out their operational duties, including the option of National Resilience Vehicles. This is the collective term for Pumping Appliances, Aerial Appliances and Special Vehicles.
Fire Commercial Transformation Programme / FCTP	The FCTP pro-actively develops/supports and champions National Fire and Rescue Commercial Strategy that meets the needs of all stakeholders within the FRS community and encourage and support national and regional sector and cross sector collaboration wherever possible and ensure that VFM is delivered to the public at both local and national level.
Framework Agreement	Shall mean the Framework Agreement established between the Authority and the Framework Contractor for UK Fire and Rescue Emergency Response Vehicles.
Framework Contractor	Shall mean a Bidder who was successfully named as a supplier on the Framework Agreement.
Further Competition	Shall mean re-opening competition with all capable Framework Contractors named in the relevant lot/s. A Call-Off Contract can then be awarded to the Framework Contractor who scored highest as a result of the Further Competition.
GVW	Shall mean Gross Vehicle Weight, being the maximum weight of a vehicle including the maximum load that can be carried safely (whilst on the road). Maximum Authorised Mass (MAM) may be used as an alternative to GVW but shall also have the same meaning.
Invitation to Tender (ITT)	Shall mean the Authority's invitation to Bidders for formal offers to supply goods and/or services via the Framework Agreement. The Invitation To

	Tender is incorporated into and forms part of this Framework Agreement. ITT may also refer to the document used to run a Further Competition via the Framework Agreement.
Ordering Procedure	Shall mean the procedure that must be followed to form a Call-Off Contract via this Framework. The Ordering Procedure is set out in Schedule 4 of the Framework Agreement Terms and Conditions.
Prime Contractor	Shall mean a Contractor who is responsible for the supply and build of the complete vehicle and supporting services e.g. after sales support, training, warranty and non-warranty repairs. The supply of the vehicle includes the chassis, fire engineering, chassis preparation, the body build and the supply and installation of installed equipment.
Pumping Appliance	Shall mean an appliance that is designed and manufactured with a recognised "fire pump" and water tank with the main purpose of attending incidents for extinguishing fires.
Special Vehicle	Shall mean a special vehicle which is an operational asset with a specific role or purpose.
Transport Officers Group / TOG	The NFCC Transport Officers Group consists of Fleet and Engineering representatives from UK FRS's and is the professional voice for vehicles and associated equipment.

Section 1 – Introduction and Framework Overview

1.1 Introduction

Through the National Fire Chiefs Council Fire Commercial Transformation Programme (NFCC FCTP), Devon and Somerset Fire and Rescue Service (DSFRS) as the Commercial Category Lead for the 'Fleet' category, developed a procurement strategy and led a tender exercise to set-up this replacement national Framework Agreement for UK Fire and Rescue Emergency Response Vehicles: Pumping Appliances, Aerials and Special Vehicles.

The procurement project is supported by Stuart Errington (Chief Fire Officer, Durham and Darlington FRS) as the Category Sponsor for the 'Fleet' category and was developed in consultation and collaboration with the National Fire Chiefs Council Transport Officers Group (NFCC TOG), NFCC FCTP, UK Fire and Rescue Services (FRSs) and suppliers.

The Framework Agreement went live on 1st April 2022 and is available to the following Contracting Authorities:

- All FRSs within the United Kingdom (including those in Crown Dependencies) – See Appendix A for a list of these FRSs;
- The Defence Fire Risk Management Organisation;
- The Home Office;
- Suppliers or Organisations who are the acting agent and responsible for/manage vehicle procurement on behalf of any of the above named organisations will also have access to the Framework Agreement;
- Lease/Finance Providers procuring vehicles which are utilised by any of the above organisations will also have access to the Framework Agreement.

1.2 Project Team

The project team for this procurement (and ongoing framework management team) consists of the following five members:

- 1) Luke Malton – Corporate Procurement Manager, DSFRS and NFCC Fleet Commercial Category Lead
- 2) Bridget Phillips – Fleet Category Manager, DSFRS
- 3) Amy Harraway – Procurement (Fleet), Avon FRS
- 4) Peter Warner – Engineering Manager, Essex FRS and Chair of NFCC TOG
- 5) Ian Tucker – Fleet and Engineering Manager, DSFRS and NFCC TOG Chair (South West Region).

1.3 Lot Structure and Framework Contractors

The Framework Agreement consists of five multiple supplier lots (see following page):

Lot No.	Lot Description	Framework Contractors
1	Light Pumping Appliances Vehicle size: GVW 3t and ≤ 7.5t	<ol style="list-style-type: none"> 1. Angloco Ltd 2. Emergency One (UK) Ltd 3. Rosenbauer UK Ltd 4. Terberg DTS (UK) Ltd 5. North Fire Engineering Ltd 6. W H Bence (Coachworks) Ltd
2	Medium Pumping Appliances Vehicle size: GVW of more than 7.5t and ≤ 16t	<ol style="list-style-type: none"> 1. Angloco Ltd 2. Emergency One (UK) Ltd 3. Rosenbauer UK Ltd 4. North Fire Engineering Ltd 5. W H Bence (Coachworks) Ltd
3	Super Pumping Appliances Vehicle size: GVW of more than 16t	
4	Aerial Appliances All types of Aerial appliances within the scope of EN 14043, 14044 and 1777 (hydraulic platforms and turntable ladders)	<ol style="list-style-type: none"> 1. Angloco Ltd 2. Emergency One (UK) Ltd 3. Rosenbauer UK Ltd 4. North Fire Engineering Ltd
5	<p>Special Vehicles</p> <p>All Special Vehicles above 5t with the exception of:</p> <ul style="list-style-type: none"> ○ Command and Control Vehicles (due to the level of communications and ICT equipment and the specialist suppliers that are able to supply these types of vehicles i.e. suppliers outside of the 'core' Fire Appliance Manufacturers); ○ Prime Movers where only the base vehicle and/or hook lift conversion is required. Prime Movers including demountable pods when bought with or without a vehicle are within scope of the Framework Agreement. 	<ol style="list-style-type: none"> 1. Angloco Ltd 2. Babcock Vehicle Engineering Ltd 3. Emergency One (UK) Ltd 4. Rosenbauer UK Ltd 5. Terberg DTS (UK) Ltd 6. North Fire Engineering Ltd 7. W H Bence (Coachworks) Ltd

These lots allow Contracting Authorities to procure vehicles, individually or collaboratively, providing the requirement fits within the scope of the Framework Agreement. A Further Competition must be carried out via the relevant lot to identify a winning Framework Contractor and award a Call-Off Contract against a specification developed and defined during the life of the Framework Agreement.

1.4 Scope Overview

In-Scope:

The following goods and services are within the scope:

- The provision of new Fire and Rescue Emergency Response Vehicles (Pumping Appliances, Aerial Appliances and Special Vehicles);

- Supply, install and/or stowage of equipment. The equipment maybe provided by the Contracting Authority i.e. free issued to the Contractor and/or need to be sourced and supplied by the Contractor with the vehicle. Contracting Authorities are able to procure fully kitted vehicles via the Contractor who is supplying the vehicle, to include optional technology such as vehicle telematics, equipment track and trace/asset tagging and CCTV;
- Conversion and refurbishment of existing Fire and Rescue Emergency Response Vehicles to allow FRS's to extend the life of existing vehicles (including re-chassis);
- Customer / after sales support – Such as vehicle maintenance support, warranty, damage repairs, parts and training.

The Framework Contractors can supply a fully kitted vehicle, to include sourcing the chassis and required equipment. However, Contracting Authorities have the flexibility to free issue the chassis and any equipment to the Contractor supplying the vehicle.

Out-of-Scope:

The following goods and services fall outside of the scope:

- Chassis only purchase – However, Contracting Authorities may procure the chassis via the Contractor at a different time to the build of the vehicle and can choose to buy the chassis via an alternative route to then free issue to the Contractor for conversion;
- Special Vehicles with a Gross Vehicle Weight of less than 5 Tonnes (GVW being the maximum weight of a vehicle including the maximum load that can be carried legally (whilst on the road)) and Pumping Appliances with a GVW of less than 3 Tonnes;
- Support vehicles / non-emergency response vehicles (with the exception of training and fire safety variations of Fire and Rescue Emergency Response Vehicles) e.g., Community Safety Vehicles, Confined Space Training Vehicles etc.;
- Hire or lease of vehicles – However, Contracting Authorities shall be able to capital purchase vehicles from the Contractor with funds provided by a lease/finance provider and the Framework Agreement allows lease providers direct access to purchase the vehicle from the Contractor (on behalf of a Contracting Authority), to then lease it to that Contracting Authority;
- Equipment not stored within the vehicle or installed on the vehicle. Contracting Authorities may only buy equipment with a vehicle i.e. equipment only cannot be procured.

1.5 Crown Commercial Service (CCS)

The Project Team worked with the CCS to provide a route to market for vehicles and parts that are out of scope of the NFCC Emergency Response Vehicles Framework, with particular focus on the following:

- Chassis purchase (for those FRSs who purchase the chassis and free-issue to the Fire Appliance Manufacturer and potentially a route to market for the Fire Appliance Manufacturer to procure from);
- OEM parts for the chassis;
- Special Vehicles:

- Prime Movers/Hook-Lift Vehicles where only the base vehicle and/or hook lift conversion is required;
 - Command and Control Vehicles;
 - Any Special Vehicle below 5t GVW;
 - Special Vehicles 5t GVW or more where the conversion does not require any engineering specific to fire and rescue operations and/or pumping capabilities. Vehicles may include water tankers and Prime Movers with demountable pods.
- Pumping Appliances with a GVW of less than 3 Tonnes

1.6 Recommended Route to Market

The following table clarifies which vehicles are in and out of scope of this Framework Agreement and the recommended route to market for each:

Vehicle Type	Vehicle Subtype	Recommended Route to Market for FRS	Additional Information
Pumping Appliances	All 3t+ – Light, Medium and Super	NFCC Framework Agreement	All core Pumping Appliance suppliers named
	Pumping Appliance below 3t	CCS or other	Out of scope of NFCC framework agreement
Aerials	All	NFCC Framework Agreement	All core Aerial suppliers named
Specials	Command and Control Vehicles	CCS or other	Out of scope of NFCC framework agreement, due to the level of communications and ICT equipment and the specialist suppliers that are able to supply these types of vehicles i.e. suppliers outside of the core Fire Appliance Manufacturers
	Prime Movers with at least one pod (or pods on their own)	NFCC/CCS or other	Within scope of the NFCC framework agreement but may not offer the most competitive route to market for FRSs. FRS to determine most suitable route to market for their procurement.
	Prime Mover without a pod	CCS or other	Prime Movers where only the base vehicle and/or hook lift conversion is required are out of scope of the NFCC framework agreement.
	Any other Special Vehicle 5t or above	NFCC/CCS or other	Within scope of the future NFCC framework agreement but may not offer the most competitive route to market for FRSs. FRS to determine most suitable route to market for their procurement.
	Any other Special Vehicle below 5t	CCS or other	Special Vehicles below 5t are out of scope of the NFCC framework agreement due to suitable routes to market already being in place for these types of vehicles.

1.7 Term of the Framework Agreement

The initial term of the Framework Agreement is four years (1st April 2022 to 31st March 2026).

The Authority may extend the Framework Agreement for a further period or periods not exceeding eight years in total. It is anticipated that any extensions would be in 24 month periods.

The Public Contract Regulations stipulate the following in relation to the term of a Framework Agreement - 'The term of a framework agreement shall not exceed four years, save in exceptional cases duly justified, in particular by the subject-matter of the framework agreement'.

The extension of the Framework Agreement beyond four years shall be at the Authority's discretion. Justification for extension would need to meet the following criteria:

- The Framework Agreement still meets the requirements of the Contracting Authorities, and;
- The Framework Agreement is not acting as a barrier to any new suppliers in the market, or any who were not successful in winning a place on the Framework Agreement.

All Call-Off Contracts must commence and be awarded during the term of the Framework Agreement but may conclude after its expiry (as long as this is not inappropriate use of the Framework Agreement or used for the purposes of distorting competition).

1.8 Vehicle Procurement Pipeline and Collaboration

A central vehicle procurement pipeline containing details of UK FRSs planned procurements is under development and once ready, will be made available to view through the NFCC Procurement Hub website.

The aim of this pipeline is to assist FRSs with identifying collaboration opportunities and provide visibility of any peaks in Further Competitions to maximise competition by avoiding peaks where possible.

Framework Contractors will also have access to the pipeline published on the NFCC Procurement website. This will support them with capacity/production planning, identifying their market share and planning resources to respond to Further Competitions.

1.9 Rebate

No rebate applies to this Framework Agreement.

1.10 Acknowledgements

The following FRSs and individuals are acknowledged for providing support/input to this Framework Agreement:

- Peter Warner, Engineering Manager, Essex FRS & NFCC TOG Chair,
- Ian Tucker, Fleet and Engineering Manager, DSFRS and NFCC TOG Chair (South West Region),
- Amy Harraway, Procurement and Supplies, Avon FRS,

- Luke Malton, Corporate Procurement Manager, DSFRS and NFCC Fleet Commercial Category Lead,
- Bridget Phillips, Fleet Category Manager, DSFRS,
- Tim Mansbridge, Fleet Manager, Hampshire FRS,
- Dave Gillham, Fleet Manager, Tyne and Wear FRS,
- Sean Hevey, SM - Technical Service Department, Cumbria FRS,
- Michael Stanaway, R&D Manager, Staffordshire FRS,
- Rob Horton, SM - Emergency Response Team, Staffordshire FRS,
- Sarah Smith, Purchasing and Supply, Essex FRS,
- Annabel Harford, Environmental Manager, Avon FRS,
- Aimee Lee, Category Manager – Estates and Environmental, DSFRS
- Scott Roberts, Fleet Manager, Scottish Fire and Rescue Service,
- All of the 49 FRSs who responded to the consultation questionnaire and/or provided their vehicle procurement programmes,
- All of the 13 suppliers who responded to the supplier consultation questionnaire,
- The Crown Commercial Service Fleet category management team; Kim Harrison and Tass Malik,
- The Bluelight Commercial Fleet category management team; Jo Osborne and Lisa Parker,
- Matt Norman, Ambulance Improvement Lead, NHS England,
- Cornwall County Council – Legal Services, Jade Cooper-Orton,

Section 2 – Procurement Process for the Framework Agreement

2.1 Procurement Strategy

A procurement strategy to replace the previous agreement was developed and approved by NFCC TOG and the Project Team for this new Emergency Response Vehicles Framework in July 2021. The strategy was developed through significant engagement and consultation with both FRSs and the market place between January and March 2021.

The recommended (and approved) option was to award a Framework Agreement in a similar format to the previous, with the following improvements:

a) Special Vehicles –

Remove special vehicle sub-types and lower weight range vehicles from the scope, where suppliers have been identified that are not core Fire Appliance Manufacturers. Work with the CCS on providing a route to market for these vehicles and develop guidance to FRSs to help them identify and decide on the most appropriate route to market for their Special Vehicle. For example, a water tanker and basic van conversions (no fire engineering or pumping capabilities) 5t or over would fit within the scope of the NFCC framework agreement but FRSs may obtain better value for money competing via an alternative route to market;

b) Framework Requirements –

- Identify and agree all common requirements for Pumping Appliances that will be used as part of the framework requirements;
- Review and improve the high-level framework requirements for all vehicles (including non-technical requirements, such as warranty, training, maintenance etc.).

2.2 Tender Process

Due to the indicative value of the Framework Agreement, the procurement was subject to the Public Contract Regulations 2015. A single stage 'Open' procedure was used for this procurement i.e. there was no pre-qualification required for Bidders to be able to complete and submit a tender.

The market was informed of the opportunity to bid for a place on the Framework Agreement via four ways:

1. A Contract Notice advertised on the Find a Tender website [Framework Agreement for UK Fire and Rescue Emergency Response Vehicles \(Pumping Appliances, Aerial Appliances and Special Vehicles\) - Find a Tender \(find-tender.service.gov.uk\)](https://www.find-tender.service.gov.uk)
2. A Contract/Opportunity Notice advertised on the Contracts Finder website [Framework Agreement for UK Fire and Rescue Emergency Response Vehicles \(Pumping Appliances, Aerial Appliances and Special Vehicles\) - Contracts Finder](https://www.contractsfinder.gov.uk)
3. An advert within the Bluelight EU Supply e-Tendering portal;
4. A direct invite/message (sent via the Bluelight EU Supply e-Tendering portal) to suppliers who had been part of the previous supplier engagement activities.

2.3 Evaluation of Tender Submissions

The evaluation of tender submissions was split into two stages:

- Stage 1 – Suitability Assessment (against selection criteria) – Pass/Fail (applicable to all lots)
- Stage 2 – Framework Assessment Questions (award criteria) – Pass/Fail (applicable to all lots)

There were 13 representatives from seven Fire and Rescue Services involved in the tender evaluation.

The selection and award criteria used for the award of the Framework Agreement are as follows:

Evaluation Stage 1 (Suitability Assessment):

ITT Selection Criteria	Weightings
Mandatory Exclusion Grounds	Pass / Fail
Grounds for Discretionary Exclusion	Pass / Fail
Economic and Financial Standing	Pass / Fail
Modern Slavery	Pass / Fail
Technical and Professional Ability	Pass / Fail
Equality	Pass / Fail
Insurance	Pass / Fail
Environmental Management	Pass / Fail
Health and Safety	Pass / Fail
Lot Declaration (pass/fail for Lot 5 Special Vehicles only)	Pass / Fail

Evaluation Stage 2 (NFCC TOG Framework Assessment Questions):

ITT Award Criteria	Weightings
Technical Merit and Quality	Pass / Fail
Customer Support	Pass / Fail
Delivery	Pass / Fail
Social Value	Pass / Fail
Organisation	Pass / Fail
Price	Pass / Fail

2.4 Award of the Framework Agreement

Upon completion of the evaluation, DSFRS wrote an Award Recommendation Report, which was reviewed by the Project Team and approved by Luke Malton, Corporate Procurement Manager, DSFRS and NFCC Fleet Commercial Category Lead.

Once approval was provided, all Bidders were informed of the results in accordance with the Public Contract Regulations 2015. A 10 day mandatory standstill period followed the intention to award notification, after which the Framework Agreement was formally awarded.

Section 3 – Using the Framework Agreement

3.1 Accessing the Framework Agreement Documentation

All documentation for this Framework Agreement is readily available for download from the NFCC Procurement Hub website: <https://www.nfcc-procurementhub.org.uk/our-work/fleet/>

3.2 Ordering Procedure

The Ordering Procedure for forming a Call-Off Contract via this Framework Agreement is set-out within the framework document named 'DS339-20 Framework Agreement T's and C's – Schedule 4 Ordering Procedure'.

It is essential that Contracting Authorities follow the Ordering Procedure when using this Framework Agreement.

Please note that a Further Competition must be carried out, direct award is not available as an option. All Framework Contractors named under the lot/s selected for a Further Competition must be invited to tender for the requirement.

3.3 Framework Requirements and Assessment Questions

Framework Requirements:

The requirements set by the Framework Agreement are captured or referred to within Section Three of the ITT for the Framework Agreement. This ITT and the requirement documents referred to within it are available to download from the NFCC Procurement Hub website (see section 3.1 above for the link to the website).

The requirements set by the Framework Agreement are split into two types:

- 1) Organisation requirements i.e. operating requirements that Contractors shall meet, and;
- 2) Vehicle requirements i.e. standard/template requirements for the vehicles procured via the Framework Agreement.

A Working Group of NFCC TOG volunteers developed standard/template vehicle requirements that shall apply to this Framework Agreement and form the basis of vehicle requirements for Further Competitions. The purpose of these requirements is to outline nationally set requirements for Pumping Appliances, Aerial Appliances and Special Vehicles, whilst providing flexibility to Contracting Authorities to apply their own specific requirements to all Call-Off Contracts. Contracting Authorities are expected to use the requirements template for their Further Competitions.

Contracting Authority requirements should not repeat, substantially change or conflict with those set by the Framework Agreement.

Framework Assessment Questions:

The assessment questions asked of all Bidders at the procurement stage for the Framework Agreement are contained within the document named 'DS339-20 ITT Section 4, Schedule 1 NFCC TOG Framework Assessment Questions'.

Contracting Authorities should avoid asking the same questions for their Further Competition unless substantial changes are anticipated and are considered necessary.

3.4 Social Value

The Public Services (Social Value) Act was introduced in 2012, and places an obligation on the Public Sector to consider social value in procurement (in England and Wales). Social value is a broad term used to describe the social, environmental and economic impacts of actions taken by communities, organisations, governments and individuals. One way of describing the social value derived from contracts is the positive legacy we create through its performance, such as a more diverse workforce, fewer single use plastics in the environment and more cohesive communities. The Act is aimed at service contracts, however, in June 2018 it was announced that Central Government would extend its use to good and works for procurements over the Public Contracts Regulations thresholds for goods, services and works and that it would be evaluated rather than just considered.

A Social Value Model has been developed by the UK Government Commercial Function for Public Sector organisations to use when setting up commercial agreements. This model can be obtained via the following link:

<https://www.gov.uk/government/publications/procurement-policy-note-0620-taking-account-of-social-value-in-the-award-of-central-government-contracts>

Social value was:

- Included as part of the supplier and FRS consultation;
- Formed part of the criteria for a place on the Framework Agreement;
- Will be monitored as part of ongoing management of the Framework Agreement, and;
- Is included as optional criteria for Contracting Authorities to use when running a Further Competition. The recommendation is for social value to have a weighting of at least 10%.

For this Framework Agreement the following three themes from the Social Value Model have been identified as the highest priority for the market and type of goods being procured:

- Theme 2 – Tackling economic inequality - MAC2.3: Support educational attainment relevant to the contract, including training schemes that address skills gaps and result in recognised qualifications;
- Theme 3 - Fighting climate change - MAC 4.1 Deliver additional environmental benefits in the performance of the contract including working towards net zero greenhouse gas emissions
- Theme 3 – Fighting climate change - MAC 4.2 Influence staff, suppliers, customers and communities through the delivery of the contract to support environmental protection and improvement.

Framework requirements addressing each of these themes can be found in section 3.2.1 of the Framework Agreement Invitation to Tender and the assessment questions can be located within section 3.4 of the NFCC TOG Framework Assessment Questions document (both available for download from the NFCC Procurement Hub website – See section 3.1 above for the link).

As part of ongoing central management of the Framework Agreement, Framework Contractors will be monitored against their Carbon Reduction and Waste Management commitments declared when bidding for a place on the Framework Agreement.

3.5 Further Competition Templates and Supporting Documentation

A suite of Further Competition templates are available for Contracting Authorities to use. These are available for download via the NFCC Procurement Hub website (see section 3.1 for the link to the website).

Whilst not compulsory, it is recommended that Contracting Authorities use these templates for their Further Competitions. They are templates and can be adapted as required.

3.6 Forming a Call-Off Contract

The terms and conditions of the Framework Agreement and Call-Off Contracts have been written specifically for procuring Fire and Rescue vehicles and are designed to protect the interests and assets of the Contracting Authorities.

The transfer of risk, title and ownership terms including free issued equipment owned by the Contracting Authority, are linked to stage payment processes which have been established to be in line with the build and delivery of the vehicles. Service credits linked to key performance indicators are also captured.

In addition to the Framework Agreement itself which automatically applies to all Call-Off Contracts, Call-Off Contracts consist of the following documents:

- DS339-20 Schedule 5 Call-Off Contract - Part 1 - Order Form
- DS339-20 Schedule 5 Call-Off Contract - Part 2 - Call-Off Terms
- DS339-20 Schedule 5 Call-Off Contract - Part 2 Appendix 1 Only

To form a Call-Off Contract, Contracting Authorities must complete Call-Off Contract – Part 1 – Order Form. Part 2 of the Call-Off Terms will apply to all Call-Off Contracts but this document cannot be changed. Any changes required to Part 2 of the Call-Off Terms must be captured within Section 11 of Part 1 – Order Form.

Once Part 1 is completed, this document (accompanied with Part 2) must be signed by both Parties. Once signed, purchase orders should be raised as necessary.

3.7 Framework Contractor Contact Details

The contact details for each Framework Contractor are as follows (see next page):

Framework Contractor	Registered Address	Key Contact	Contact Details
Angloco Ltd	Station Road Batley West Yorkshire WF17 5TA	Mike Dowling Bid Coordinator	01924 441212 sales@angloco.co.uk
Babcock Vehicle Engineering Ltd	33 Wigmore Street London W1U 1QX	Alan Carr, Bid Manager	07801 773674 Alan.carr2@babcockinternational.com
Emergency One (UK) Ltd	Block 3A Caponacre Industrial Estate Cumnock Ayshire KA18 1SH	Mike Madsen, Managing Director	01290 424200 07712 875165 mike@emergencyone.co.uk
Rosenbauer UK Ltd	Concept House Huddersfield Road Meltham Holmfirth HD9 4AN	Nick Uwins, Managing Director	01484 854134 07720 826203 nick.uwins@rosenbauer.com
Terberg DTS (UK) Ltd	Lowfields Business Park Elland West Yorkshire HX5 9DA	Alex Bull, Operations Manager	01422 257100 tenders@terbergdts.co.uk
North Fire Engineering Ltd	Belvoir House Caldene Business Park Burnley Road Mytholmroyd HX7 5QJ	Oliver North, CEO	01422 303439 07826 181051 Oliver@north-fire.com
W H Bence (Coachworks) Ltd	Great Western Business Park Yate Bristol BS37 5NG	Oliver Brown, Managing Director Denise Taljaard Sales Executive	01454 310909 oliver@whbence.co.uk denise@whbence.co.uk

3.8 Procurement Support

If you require any other assistance for this Framework Agreement then please contact DSFRS Procurement:

Email: Procurement@dsfire.gov.uk

Section 4 – Management and Support

The ongoing management and support for the Framework Agreement and Call-Off Contracts is outlined as follows:

Category	Task Description	Task Owner	Task Frequency
Framework Administration and Document Management	Create and maintain further competition templates	Framework Manager 2	As required
	Create and maintain vehicle procurement pipeline	NFCC FCTP Fleet Commercial Lead	Quarterly
	Create and maintain framework guidance documentation	Framework Manager 1	As required
	Review and update framework vehicle specifications	NFCC TOG	Annual review
	Action framework variations	Framework Manager 1	As required
	Ensure website contains latest version of framework documents	NFCC FCTP Fleet Commercial Lead & Framework Manager 1	As required
	Marketing of the framework	NFCC FCTP Fleet Commercial Lead, Procurement Hub & Suppliers	Go live and regularly during life of framework
	Record lessons learnt for future procurements	Framework Manager 1	As required
Framework Customer Management	Sign post customers to online framework information	Framework Management Team	As required
	Provide high level support and guidance on the framework	Framework Management Team	As required
	Ensure access to latest vehicle procurement pipeline (both website version suitable for suppliers and more detailed version to be emailed to FRSs)	NFCC FCTP Fleet Commercial Lead & Framework Manager 2	Quarterly
	Provide access to relevant contact per FRS (primary procurement contacts to be published on website) – Link Fleet area to procurement contacts	NFCC FCTP Fleet Commercial Lead	Upon go-live
	Attend NFCC TOG meetings to discuss framework	Framework Management Team	Quarterly
	Communicate framework updates and issues to framework users	Framework Management Team	As required

Category	Task Description	Task Owner	Task Frequency
Framework Supplier Management	Track and review financial stability	Framework Manager 1	Biannual and monitoring alerts through credit report provider
	Ensure required insurance is in place and renewed	Framework Manager 1	Annually (upon insurance expiry)
	Monitor progress against Carbon Reduction Plan	Framework Manager 2 & Environmental Lead	Biannual – Standing agenda item at Framework Management Meetings
	Monitor progress against Waste Reduction and Management Plan	Framework Manager 2 & Environmental Lead	Biannual – Standing agenda item at Framework Management Meetings
	Monitor market competition	NFCC FCTP Fleet Commercial Lead & Framework Manager 1	Market competition to be discussed with NFCC TOG at quarterly meetings and with suppliers at biannual meetings. The Framework Management Team will take action if a lack of competition is identified as an issue.
	Monitor production capacity (to be published on NFCC website)	TBC	To be discussed with suppliers at first Framework Management Meeting
	Provide latest vehicle procurement pipeline (able to access through website)	NFCC FCTP Fleet Commercial Lead	Quarterly
	Review management information	Framework Management Team	Biannual
NFCC Fire Commercial Transformation Programme	Report to and update NFCC FCTP	NFCC FCTP Fleet Commercial Lead	Quarterly
Call-Off Contract Management	Management of Call-Off Contracts	Contracting Authority	As required

Appendix A – UK Fire and Rescue Services

South Western Region

Avon
Cornwall
Devon and Somerset
Dorset and Wiltshire
Gloucestershire
Guernsey
Jersey
Isles of Scilly

East Midlands

Derbyshire
Leicestershire
Lincolnshire
Nottinghamshire
Northamptonshire

South Eastern Region

Buckinghamshire
East Sussex
Hampshire and Isle of Wight
Kent
Oxfordshire
Royal Berkshire
Surrey
West Sussex

West Midlands

Hereford and Worcester
Shropshire
Staffordshire
Warwickshire
West Midlands

North Eastern Region

County Durham and Darlington
(Durham)
Cleveland
Northumberland
Tyne and Wear

Wales

Mid and West Wales
North Wales
South Wales

Yorkshire & Humberside Region

Humberside
North Yorkshire
South Yorkshire
West Yorkshire

London

London Fire Brigade

North Western Region

Cheshire
Cumbria
Isle of Man
Lancashire
Greater Manchester
Merseyside
Northern Ireland

Scotland

Scottish Fire and Rescue Service

Eastern Region

Bedfordshire
Cambridgeshire
Essex
Hertfordshire
Norfolk
Suffolk