

# Chain of Responsibility Fleet Replacement Plan ELT – discussion

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1

## ***Fleet Replacement Plan – 2026 - 2031***

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- Background
  - 15-year replacement target.
  - Historic average age of fleet 7.5 years.
  - Service and maintenance capacities have been established based on average age.
  - **There is a need to improve the accuracy and reliability of fleet data.**
  - KPMG audit is likely to highlight significant deficiencies.



2

## Fleet Replacement Plan – 2026 - 2031

- Assumptions
  - Future \$20 Million rolling capital funding is provided.
    - \$10 Million per year for 4 years provided in 2025/26 budget.
  - Funding requests are based on diesel cab chassis.
  - Internal resources are provided to support consultation and design and procurement requirements.



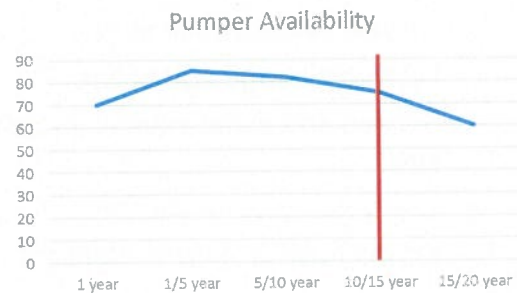
3

## Fleet Replacement Plan – 2026 - 2031

Graphs are for illustration,  
indicative only



Maintenance Capacity based on  
longer average age 7.5 years



Current age profile  
15 years

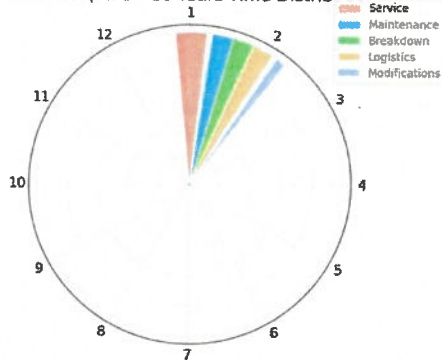


4

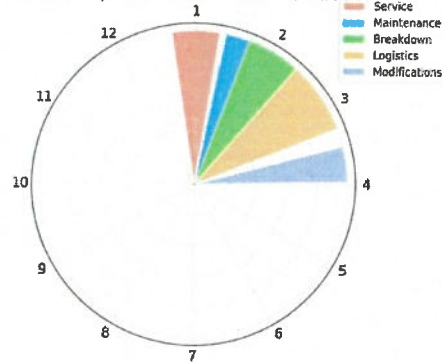
## Fleet Replacement Plan – 2026 - 2031

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Clock Graph: 5 - 10 Years Time Distribution



Clock Graph: 15 Years+ Time Distribution



5

## Fleet Replacement Plan – 2026 - 2031

### Case Study: Div B Fleet

- **2020 Baseline:**
  - 11,000 person-hours provided (service level agreement).
- **Current Need:**
  - Maintenance hours exhausted.
  - Additional 2,000 hours required.
- **Outlook:**
  - Maintenance demands will continue to rise.
  - CFA unlikely to increase support.



6

## Fleet Replacement Plan – 2027 - 2031

### Fleet Replacement Problem

	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
Heavy Pumper	23	18	17	17	17
Pumper Tanker	1	6	6	6	6
Ladder Platform	3	1	1		
Ultra Large Pumper	2				
Fire Boat 1		1			
Control Unit		1			
USAR Vehicles			3		
Modular Transporters				4	4
Hazmat				4	1
Heavy BA					1



7

## Fleet Replacement Plan – 2027 - 2031

### 10 million Replacement Plan

	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
Heavy Pumper		5	4	4	4		
Pumper Tanker							
Pumper Platforms							
Ladder Platform		1	1	1	1		
Ultra Large Pumper							
Fire Boat 1							
Control Unit							
USAR Vehicles							
Modular Transporters							
Hazmat							
Heavy BA							



8

## Fleet Replacement Plan – 2027 - 2031

### Future Critical Replacement Plan (BFC submissions)

	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	FY30/31
Heavy Pumper		5 ✓	10	6	6	5	5
Pumper Tanker				7	6	5	5
Pumper Platforms	5 ✓						
Ladder Platform		1 ✓					
Ultra Large Pumper			2				
Fire Boat 1			1				
Control Unit					1		
USAR Vehicles							
Modular Transporters						2	2
Hazmat							
Heavy BA							



9

## Fleet Replacement Plan – 2026 - 2031

- 144 appliances require replacement
- 10 Million Replacement funding
  - 21 appliances will be replaced
  - 123 appliances will remain in service (+ 15 years)
- At completion of Replacement program
  - 132 appliances > 15 years (8% reduction)
  - Average age > 15 years (TBC)



10

## ***Fleet Replacement Plan – 2026 - 2031***

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- 144 appliances require replacement
- Critical Replacement funding
  - 63 appliances will be replaced
  - **21 from funded program**
  - 62 appliances will remain in service (+15 years)
- At completion of Critical Replacement program
  - 71 appliances > 15 years (51% reduction)
  - Average age 11 years (approx.)



11

## ***Fleet Replacement Plan – 2026 - 2031***

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- Full appliance replacement program is funded;
  - High likelihood of insufficient local manufacturing.
  - Potential need to engage with International manufacturing.
- **The issue of high aged vehicles will persist, requiring;**
  - **Investment in fleet maintenance (facilities and mechanics).**
  - **Increase in Service Exchange Appliances.**



12

## Fleet Replacement Plan – 2026 - 2031

### Risks

- Insufficient number of fire appliances;
  - Telebooms (occurring)
  - Ladder Platforms (occurring)
  - Mk5 Pumpers (emerging)
  - Heavy Pumper (emerging)
- Normalisation of deviations;
  - Columbia 1986 'Foam insulation strikes were seen more as an operational issue as opposed to a flight safety issue'
  - Example - Current number of aerial appliances out of service
- Replacement plan only, no allowance for growth.



13

## Fleet Replacement Plan – 2026 - 2031

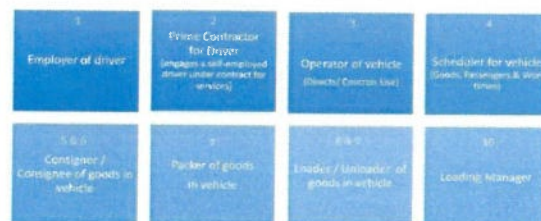
### Risks

- NHVR – chain of responsibility.

#### Duty of Executive



#### Parties in Chain of Responsibility



14

## **Fleet Replacement Plan – 2026 - 2031**

### **Actions Required**

- Long term capital investment that allows for multi year contracts to be awarded.
- **Immediate internal re-prioritisation and investment in;**
  - **Additional fleet maintenance facility.**
  - **Additional mechanical staff.**
  - **All pumper from current 12 pumper provided to fleet.**
- Fleet probability data analysis (defendable data).
- Service delivery sub-committee and ELT to be informed.



15

## **Fleet Replacement Plan – 2026 - 2031**

### **Actions Taken**

- Fleet procurement panel (being finalised).
- Consultation framework (in place).
- Separation and elevation of internal risk (underway).
- KPMG audit (underway).
- Additional mechanical staff (partly actioned).



16

## ***Fleet Replacement Plan – 2026 - 2031***

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### **Actions Taken**

- Reviewing Heavy Pumper contract extension with R.A. Bell
  - Continues program of 17 Heavy pumper
- Reviewing available Aerial Appliances
  - Rosenbauer 32A-XS
  - Potential delivery December 2025

