

GREATER LONDON AUTHORITY

REQUEST FOR DEPUTY MAYOR FOR FIRE & RESILIENCE DECISION – DMFD81

Title: Vehicle Mounted Display System

Executive Summary:

This report seeks the Deputy Mayor's approval for the London Fire Commissioner (LFC) to incur expenditure of up to £1,175,000 in order to re-procure the Airbus SAFECommand system which includes modules for mobilising, guiding, messaging, crash recovery, risk information and chemical hazards.

The SAFECommand system is used to deliver and display mobilising information to crews on appliances, via mobile data terminals. The Brigade has been using the SAFECommand system for several years and it was last re-procured in 2017. The system is comprised of the primary software, middleware and support of the system. The existing contract expires in August 2020.

The London Fire Commissioner Governance Direction 2018 sets out a requirement for the London Fire Commissioner to seek prior consent before '*[a] commitment to expenditure (capital or revenue) of £150,000 or above*'.

Decision:

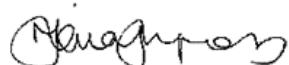
The Deputy Mayor for Fire and Resilience approves the expenditure of no more than £1,175,000 by the London Fire Commissioner for the purpose of renewing a contract with Airbus Ltd to use the SAFECommand system.

Deputy Mayor for Fire and Resilience

I confirm that I do not have any disclosable pecuniary interests in the proposed decision.

The above request has my approval.

Signature:



Date:

18 August 2020

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR

Decision required – supporting report

1. Introduction and background

- 1.1. As part of the national Firelink project (report FEP348 to the London Fire and Emergency Planning Authority) the London Fire Brigade (LFB) replaced existing main scheme radios in appliances with new digital technology, based on Tetra and using "Airwave" as the appliances. At present the Brigade has around 174 mobile data terminal (MDTs) in use, which are supported on a 24/7 basis. A project is approaching completion to replace all these devices with upgraded hardware running the Windows 10 operating system and the Airbus SAFECommand software.
- 1.2. The MDTs are used specifically to allow operationally relevant data to be accessed by crews on the way to and at incidents. The information provided on the MDT is largely map-based using AZ maps to show large areas, but with the ability to zoom into specific streets and buildings (using OS MasterMap).
- 1.3. The map shows the vehicle position at all times using GPS (global position system). On maps the following data is available to be displayed to crews:
 - hydrant locations, including emergency water supplies and operating status (from the LFB hydrants system);
 - building risk information including access to tactical and en route plans on the Operational risk database (ORD);
 - oxygen cylinder locations (using data supplied by the NHS);
 - overlays, including the Thames river grid, and sites of special scientific interest;
 - location of the incident and the appliance, the map level will automatically adjust the closer the appliance gets to the incident; and
 - measurement tool that can be used for area, distance and number of hose lengths required for the measured distance.
- 1.4. In addition to this data available on/via the maps, the MDTs provide:
 - mobilising messages – receipt of mobilising messages and the sending of status messaging;
 - chemical information (and how to deal with chemicals found at incidents);
 - vehicle information (used to assist in releases/extrications); and
 - general information such as standard operating procedures (aide memoires) and policy notes.
- 1.5. To facilitate the MDTs on appliances being able to send / receive information via the Airwave secure bearer, a "gateway" is required so that information can be sent / received from the Brigade mobilising system. To enable this functionality, the Brigade procured a vehicle mounted display system (VMDS) from Airbus Ltd.
- 1.6. This application is widely used amongst fire and rescue services in the UK and beyond and after initial procurement the software was modified to provide the required level of integration between the Brigade's MDTs and the Brigade's current mobilising system (Vision).
- 1.7. The receipt of mobilising messages and the ability to send status messages to Brigade Control, is achieved via integration with the mobilising system using the 'Airwave' network. The VMDS provided by Airbus facilitates this communication.

1.8. The VMDS, which has subsequently been renamed as SAFECommand, consists of several component parts.

- ScResponse – the software present on MDTs and on tablets deployed in the rear of appliances. It facilitates the receipt of mobilising messages and appliance status back to Control. It also presents key software applications for crew use such as Crash, Chemdata and standard operating procedures (SOPs).
- ScCapture – a system designed to receive the data packages that are required for MDTs, for example, data concerning oxygen cylinders and operational risk database (ORD) information.
- ScCourier – formats the packages that have been received by ScCapture and pushes these packages out to the MDTs. The ScCourier application includes a dashboard that allows administrators to determine which clients (MDTs and tablets) have been updated and has the ability to target a specific MDT / tablet, to force an update of a particular piece of data.
- ScGuide – this software runs on the Tom Tom satellite navigation devices installed in the new S3 appliances and will be installed in all callsign enabled vehicles. It facilitates the receipt of mobilising messages from Control, sending status back and auto-plotting a suggested route to incident.

2. Objectives and expected outcomes

2.1. The re-procurement of the SAFECommand system, will ensure that the Brigade continues to have the ability for appliance crews to be mobilised digitally by Brigade Control. In addition, crews will continue to have the ability to be provided with the key risk, resource and tactical information they require both on the way to and at incidents. It is an essential central component that enables MDTs to operate in an efficient and effective manner and ensure that they are continually up to date with critical risk information.

Procurement

2.2. Due to the very specialist nature of this procurement, the SAFECommand system is only available from Airbus and therefore collaboration with other functional bodies is not possible on this occasion. This will not be advertised on the Blue Light portal, instead it is intended that this will be subject to a direct award to Airbus.

2.3. The Airbus SAFECommand system is sold solely by Airbus and is not available via a reseller. Airbus are listed on the Crown Commercial Service Data and Application Solutions Framework (RM3821) Lot 4a – Bluelight Operations. This framework allows a direct award when the requirement is intrinsically linked to a system already within the customers organisation, and when the products are present on the Government eMarketplace. Both of these tests are met in relation to this system.

2.4. One of the software programs – Moditech CRS (part of ScResponse) is not available via the above framework. Airbus are the only UK reseller of this software; therefore, it is proposed that this element of the procurement is tendered by the utilisation of a single tender process subject to the agreement of the Assistant Director Technical and Commercial.

3. Equality comments

3.1. The London Fire Commissioner and the Deputy Mayor for Fire and Resilience are required to have due regard to the Public Sector Equality Duty (s149 of the Equality Act 2010) when taking decisions. This in broad terms involves understanding the potential impact of policy and decisions on different people, taking this into account and then evidencing how decisions were reached.

- 3.2. It is important to note that consideration of the Public Sector Equality Duty is not a one-off task. The duty must be fulfilled before taking a decision, at the time of taking a decision, and after the decision has been taken.
- 3.3. The protected characteristics are: Age, Disability, Gender reassignment, Pregnancy and maternity, Marriage and civil partnership (but only in respect of the requirements to have due regard to the need to eliminate discrimination), Race (ethnic or national origins, colour or nationality), Religion or belief (including lack of belief), Sex, Sexual orientation.
- 3.4. The Public Sector Equality Duty requires us, in the exercise of all our functions (i.e. everything we do), to have due regard to the need to:
 - (a) Eliminate discrimination, harassment and victimisation and other prohibited conduct.
 - (b) Advance equality of opportunity between people who share a relevant protected characteristic and persons who do not share it.
 - (c) Foster good relations between people who share a relevant protected characteristic and persons who do not share it.
- 3.5. Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic where those disadvantages are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3.6. The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 3.7. Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—
 - (a) tackle prejudice; and
 - (b) promote understanding.
- 3.8. An Equality Impact Assessment (EIA) has not been undertaken as part of this proposed re-procurement.
- 3.9. The ScResponse system is a software-based system and as such no users have any direct interaction with it. The system merely collects data and makes this data available for use of MDTs and tablets.

4. Other considerations

Sustainability

- 4.1. Any new procurement activity will need to be undertaken in line with the GLA Group responsible procurement policy. As part of delivery of this policy, the Greater London Authority group is currently in the process of affiliating with Electronics Watch, which requires the inclusion of additional terms

and conditions for contracts with significant hardware purchases. The terms aim to improve the transparency of the supply chain and management of any non-compliance with labour standards identified with the support of Electronics Watch. Where hardware replacement of considerable value forms part of the requirement for any of the options proposed, additional terms covering ethical sourcing will need to be included in the tender or re-negotiation

Strategic drivers

- 4.2. In May 2019, the London Fire Commissioner signed the Local Digital Declaration (LDD) on behalf of the Brigade. The LDD which is signed by national and local government bodies, is seeking to co-create the conditions for the next generation of local public services, where technology is an enabler rather than a barrier to service improvements, and services are “a delight for citizens and officials to use”. It is acknowledged that one size doesn’t fit all, but by developing common building blocks local authorities, and other public services, it will be possible to build services more quickly, flexibly and effectively. Only in this more open and flexible market, it is believed, will we unlock the full potential for innovation.
- 4.3. The LDD ambition requires both a culture shift and a technology shift and sets out five principles to help do this (available via the link above). In particular, and relevant to any new or replacement computer systems, including the mobilising solution, is principle 1 which is *“We will go even further to redesign our services around the needs of the people using them. This means continuing to prioritise citizen and user needs above professional, organisational and technological silos.”*
- 4.4. A key issue, following LDD principles, will be to ensure that the needs of service users are fully met. Some engagement with such users may be appropriate as part of the project to replace the mobilising solution. For example, given the new ways (including via social media) that people now want to communicate, it will be important, in deploying a new mobilising solution, that it has the capacity to embrace new communication channels.

5. Financial comments

- 5.1. The report requests approval of revenue expenditure of up to £1,175,000 for the procurement of the Airbus SAFECOMmand system. The proposed contract is for three years plus two optional 12-month extensions, and approval is sought for the full five years.
- 5.2. This is a fixed cost contract with no inflationary increases expected over the life of the contract, therefore the cost per annum over the five years would be £235,000. There is currently an existing budget provision for this service within the ICT revenue budget which will be used to fund the new contract. The previous contract was £285,000 per annum; therefore, the new contract provides a saving of £50,000 a year. The 2020/21 budget report declared a saving of £30,000 a year (LFC-0259y-D); the remaining £20,000 is to be reprioritised to deliver other services within the IT portfolio.
- 5.3. There are no additional financial implications for the GLA.

6. Legal comments

- 6.1 Under section 9 of the Policing and Crime Act 2017, the London Fire Commissioner (the “Commissioner”) is established as a corporation sole with the Mayor appointing the occupant of that office. Under section 327D of the GLA Act 1999, as amended by the Policing and Crime Act 2017, the Mayor may issue to the Commissioner specific or general directions as to the manner in which the holder of that office is to exercise his or her functions.
- 6.2 Section 1 of the Fire and Rescue Services Act 2004 (the “2004 Act”) states that the Commissioner is the fire and rescue authority for Greater London. Under section 7 (2)(a) of the 2004 Act, the

Commissioner has the power to secure the provision of personnel, services and equipment necessary to efficiently meet all normal requirements for firefighting.

- 6.3 By direction dated 1 April 2018, the Mayor set out those matters, for which the Commissioner would require the prior approval of either the Mayor or the Deputy Mayor for Fire and Resilience (the "Deputy Mayor").
- 6.4 Paragraph (b) of Part 2 of the said direction requires the Commissioner to seek the prior approval of the Deputy Mayor before "[a] commitment to expenditure (capital or revenue) of £150,000 or above as identified in accordance with normal accounting practices...".
- 6.5 The LFC's General Counsel notes that the proposed service has been procured in compliance with the Public Contracts Regulations 2015. The Crown Commercial Service have conducted a compliant OJEU procurement in accordance with section 33 of the Public Contracts Regulations 2015 to set up CCS framework 'Data and Application Solutions Framework (RM3821)'. This framework allows a direct award when the requirement is intrinsically linked to a system already within the customers organisation, and when the products are present on the Government eMarketplace.
- 6.6 This report confirms that officers are of the opinion that both of these tests are met officers have also confirmed that the Moditech CRS software is not available from another supplier or resupplier.

Appendices and supporting papers:

LFC-0384 Re-procurement of Vehicle Mounted Display System – SAFECCommand

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after approval or on the defer date.

Part 1 Deferral:**Is the publication of Part 1 of this approval to be deferred? YES**

If YES, for what reason: The commercial interests of the London Fire Commissioner require deferral of the decision until after the cooling off period for the contract award has expired.

Until what date: 1 November 2020.

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to confirm the following (✓)

Drafting officer

Richard Berry has drafted this report with input from the LFC and in accordance with GLA procedures and confirms the following: ✓

Assistant Director/Head of Service

Tom Layfield has reviewed the documentation and is satisfied for it to be referred to the Deputy Mayor for Fire and Resilience for approval. ✓

Advice

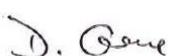
The Finance and Legal teams have commented on this proposal. ✓

Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 17 August 2020.

EXECUTIVE DIRECTOR, RESOURCES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature**Date**

18 August 2020