

REQUEST FOR DEPUTY MAYOR FOR FIRE & RESILIENCE DECISION – DMFD105

Title: Zero Emission Pumping Appliance Project - Requesting Approval to Spend

Executive Summary:

This report recommends that the Deputy Mayor for Fire and Resilience gives approval for the London Fire Commissioner (LFC) to commit expenditure for a Zero Emission Pumping Appliance and for the installation of dedicated heavy charging infrastructure at Hammersmith Fire Station. The total costs are detailed in the Part 2 paper.

The first phase of the Zero Emission Pumping Appliance Project (ZEPA1), and associated project budget, was approved as part of the broader Ultra Low Emission Fleet (ULEF) Programme, established to meet the Mayor of London's emission reduction targets for the London Fire Brigade (LFB). The ZEPA1 objective is to deliver the UK's first Zero Emission (no tailpipe emissions) or Zero Emission Capable (hybrid, capable of performing part of its operation in zero emission mode) appliance, supported by dedicated heavy vehicle charging at the trial station. ZEPA1 will deliver a prototype appliance and infrastructure for LFB, to inform the future approach to this programme.

The London Fire Commissioner Governance Direction 2018 sets out a requirement for the London Fire 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...".

Decision:

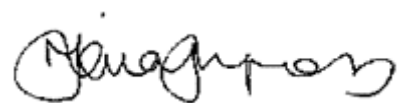
That the Deputy Mayor for Fire and Resilience authorises the London Fire Commissioner to commit expenditure as detailed in the Part 2 paper to procure a Zero Emission Pumping Appliance and install charging infrastructure at Hammersmith Fire Station.

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:

2 March 2021

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

Decision required – supporting report

1. Introduction and background

- 1.1 This report sets out the background for the request for the Deputy Mayor for Fire and Resilience's consent for the LFC to commit expenditure to procure a Zero Emission Pumping Appliance and install charging infrastructure at Hammersmith Fire Station.

Ultra-Low Emission Fleet Programme

- 1.2 The Mayor of London has outlined in the London Environment Strategy (LES) the approach to tackling London's air quality problem and making London a Zero Carbon City by 2050. As part of this, the Mayor has set emission reduction targets for the London Fire Brigade (LFB) and London's other emergency services.
- 1.3 The emissions reduction targets are as follows:
- all cars in support fleets to be zero emission capable by 2025;
 - all new cars and vans (less than 3.5 tonnes), including response vehicles, being zero emission capable from 2025;
 - all heavy vehicles (greater than 3.5 tonnes) to be zero emission capable or fossil fuel-free from 2030; and
 - zero emission fleet by 2050.
- 1.4 In order to plan and deliver these Mayoral targets, the LFB established the Ultra Low Emission Fleet (ULEF) Programme (LFC-0034-D) to ensure the rollout of zero emission vehicles in the fleet will be as efficient and effective as possible.

Zero Emission Pumping Appliance Project

- 1.5 The first phase of the Zero Emission Pumping Appliance Project (ZEPA1) was approved as part of the broader ULEF Programme – established to meet the Mayor of London's emission reduction targets for LFB.
- 1.6 The ZEPA1 Project will develop a Zero Emission (ZE) or Zero Emission Capable (ZEC) frontline pumping appliance, supported by dedicated heavy vehicle charging at the trial station.
- 1.7 The ZEPA1 Project is the first of three projects, focussed on delivering ZE/ZEC solutions for LFB's pumping appliances:

ZEPA1: Design and build of prototype pumping appliance (4-5 years)

ZEPA2: Procure, select, build & test up to 10 appliances (1-2 years)

ZEPA3: Full Fleet Rollout in line with Mayoral targets (4-5 years)

- 1.8 The ZEPA appliance will be trialled at Hammersmith Fire Station (approved by the ULEF Programme Board on 15 May 2020) as a frontline pumping appliance – shadowed by a standard diesel Series 3 pumping appliance for backup. The purpose of the trial is to test this new technology under real life, challenging operations and assess how it meets LFB's key requirements for a pumping appliance – notably a range of 280 miles and the requirement to pump continuously for 4 hours.
- 1.9 The ZEPA1 project board requested the LFB's Strategy and Risk Department to provide a list of potential two pump stations suitable for deployment of the trial pumping appliance. The 10 stations across the estate that have the least impact on response across London were identified. Hammersmith

was the preferred station chosen by the project board as its central location meant that the operational performance of ZEPA1 would be fully tested in a busier location.

- 1.10 The ZEPA1 Project is at a pivotal stage in its development– after investing time and resources engaging with technology suppliers (for the appliance and recharging solutions), industry representative organisations and Government (including Innovate UK, Office for Low Emission Vehicles, Defence Science and Technology Laboratory and the Home Office), the project has succeeded in receiving proposals that meet the technical and commercial requirements of the project. LFB has benefitted significantly from being a global leader in this field – and this is best demonstrated by receiving competitive proposals lower than originally anticipated by leading suppliers.

2. Objectives and expected outcomes

Alternative options considered and consultation

- 2.1 Alternative suppliers and technological solutions for the ZEPA appliance were considered during the formal procurement process. Babcock Critical Services Limited (Babcock) is the Brigade's maintenance and service provider and manage the Vehicles and Equipment contract on behalf of the Brigade.
- 2.2 Alternative technological approaches for the recharging infrastructure were also considered and are described in more detail in the sections below.
- 2.3 The LFC has proposed a balanced budget submission for 2021/22 which will be presented to the Mayor. Options to achieve a sustainable budget position will be reviewed as part of the next Integrated Risk Management Plan and as part of future budget setting processes.
- 2.4 In light of these budgetary challenges facing the LFC and expectations to achieve significant savings in these challenging times, an alternative option is to either cancel the ZEPA1 project in its entirety or the specified rapid charging at the trial station.
- 2.5 By cancelling or adjusting the scope of the project at this stage, LFC will be able to achieve savings from the original ZEPA1 Project budget, as set out in the Part 2 form.
- 2.6 By cancelling or adjusting the scope of the project, all teams contributing to the ZEPA1 Project could apply resources to alternative projects or workstreams that may be deemed a priority.
- 2.7 However, if the ZEPA1 Project does not proceed at this stage, this will impact on the Brigade's ability to prepare, deliver and operate a ZE/ZEC fleet effectively, efficiently and on time for the Mayor's targets. This in turn has associated financial costs (to recover learning and employ more resources to deliver work in a shorter time period) and political costs:
- i. It will not be possible to test whether a ZE/ZEC pumping appliance is capable of meeting LFB's demanding real world challenges.
 - ii. The absence of first-hand, real world data and learning from ZEPA1 will impact on teams from across the LFB to understand and prepare for a ZE/ZEC fleet. This includes the ability to plan and deliver vehicles and recharging infrastructure across the organisation; training packages for the entire operational workforce; and risk modelling and strategic planning.
 - iii. Delivering the ULEF Programme requires long term planning and resourcing in order to achieve this transformation across LFB. The cancellation or postponement of all or some parts of the ZEPA1 Project will send the message to LFB teams this work is currently not required.
 - iv. There is a risk that some, or all, of the corporate knowledge developed through the ZEPA1 Project will be lost or side-tracked. This will take time and additional investment to recover this resource (in a shorter space of time) in order to deliver a zero emission fleet effectively and on time for the Mayor's targets.

- v. After initial reticence, Babcock Critical Services Limited (Babcock) has demonstrated a willingness to support the ZEPA1 Project and assess how it will deliver and maintain a ZE/ZEC fleet. Cancellation or adjustments to the ZEPA1 Project will send a message to Babcock that preparation for a ZE/ZEC fleet is not required from Babcock at this stage, encouraging them to maintain focus on their business as usual operations.
- vi. The Brigade will lose its reputation as a leader in this transition towards zero emission technology – this in turn will reduce the likelihood of suppliers providing attractive “one off” commercial offers; innovative companies wanting to collaborate in innovative and externally funded R&D Projects. LFB has also benefitted from strong links to influential organisations such as Innovate UK, Advanced Propulsion Centre and the Knowledge Transfer Network – this has led to feasibility studies, technical advice at no cost, early sight of external funding opportunities, recommendations of industry partners and the opportunity to influence decision making to ensure the Brigade’s interests and requirements are considered and met. Postponement or cancellation in turn will reduce these opportunities and influence.

2.8 The ZEPA Projects are critical in setting the path towards a ZE/ZEC fleet for LFB and meeting the Mayor’s emissions reductions targets (outlined above). ZEPA1 will enable LFB to understand and address the multi-faceted challenges associated with this transition – these include:

- working with suppliers to ensure they understand and address the complex and large power requirements of pumping appliances;
- technical and financial challenges of providing suitable recharging infrastructure across the LFB estate;
- staffing and training implications for operational and maintenance staff;
- impacts on mobilisation; and
- impacts of performance and operations on risk modelling.

2.9 This work and learning will be applied at a broader level in the Ultra Low Emission Fleet Programme to ensure successful rollout of zero emission solutions across LFB.

ZEPA1 – Appliance

2.10 As a result of the procurement process (outlined below) the request to commit expenditure for the ZEPA appliance is based upon Babcock’s recommendation to procure the Emergency One, EVO Vehicle. Emergency One (UK) Limited is a supplier of vehicles and equipment to the emergency services in the UK and worldwide – it supplies the majority of LFB’s fleet including the Series 3 Dual Pumping Ladder Appliance and recently acquired Turntable Ladder.

Appliance procurement

2.11 The procurement of the ZEPA1 appliance is a tender process, managed by Babcock following the standard process for asset replacement projects. Payments will be made by LFB to Babcock on delivery of the completed appliance – as per standard Vehicle & Equipment procurement projects managed by Babcock on LFB’s behalf, as discussed in 2.1.

2.12 LFB’s Vehicles and Equipment contract with Babcock was awarded in 2014 and runs until 2035. As part of this contract Babcock replace, service and repair all items listed within the Vehicle and Equipment contract. All vehicles and equipment have a life schedule, at the end of which they must be replaced. Extensions to the life of vehicles and equipment can be agreed by the Brigade’s Engineering Fleet Manager, if it is possible for these vehicles, or equipment to be safely maintained. All additional asset life costs remain constant and will be managed via the 2014 Vehicles and Equipment contract provided by Babcock.

- 2.13 Considering the innovative nature of the ZEPA1 Project and the absence of “off the shelf” market solutions in 2019/20, Babcock carried out a more extensive consultation process with LFB to ensure the procurement approach (regarding suppliers, requirements and evaluation) would test the market and deliver appropriate proposals – this featured:
- a. More extensive engagement with suppliers from outside of the fire market – including major engineering companies and smaller innovative suppliers of zero emission solutions. This included a Supplier Day at Ruislip Workshops at the beginning of the formal procurement process in March 2020. This day demonstrated three key points:
 - i. The heavy vehicle market was not at the same maturity level as the light vehicle market regarding “off the shelf” ZE vehicles;
 - ii. The market was ready for the ZEPA1 challenge with a number of heavy vehicle prototypes and proof of concepts already in place. The pumping requirements for this project were identified as the biggest challenge by most suppliers; and
 - iii. Whilst major commercial vehicle suppliers were interested in ZEPA1 they did not see themselves as the prime contractor and were looking to partner with specialist vehicle convertors or engineering firms.
 - b. The Output Based Specification, the document that outlines the Brigade’s key requirements for the vehicle, was set out in a focused document to encourage engagement and innovative proposals.

Appliance cost and programme

- 2.14 The recommended appliance (EVO Gen 1) is already built by Emergency One as a “one-off” vehicle for the supplier’s developmental and promotional purposes. Consequently, the project does not have a build programme with associated stage payments – as per standard asset replacement projects. The recommended appliance currently resides at Emergency One’s premises for their own testing and promotional purposes.
- 2.15 The conversion programme is specified as 7 months; this factors in time for reconfiguration of locker stowage to better match LFB requirements, promotional activity committed by Emergency One (the Project Board will make a decision about the value of LFB participating at an early stage) and testing. Delivery and handover is estimated for August 2021, based on the contract award in March 2021 (subject to approval) and project start in the same month.

Charging facility

- 2.16 Dedicated heavy charging infrastructure at Hammersmith Fire Station has been specified to recharge the large battery pack on the ZEPA appliance. The LFB’s Property Department will input their expertise and resource to deliver a suitable solution at station.
- 2.17 The ZEPA1 project board agreed the concept of providing 1x150kw DC charge point for the ZEPA1 trial. Rapid 150kW DC charging was decided to ensure that ZEPA1 has sufficient “up time” for a successful trial. This charging speed was also recommended by suppliers of charging points and heavy vehicles.
- 2.18 Alternative approaches to recharging were assessed by the Brigade’s FLEET and Property Teams, and then considered by the ZEPA Project Board and – this included:
- a. *use of public charging:* rapid DC charging is available at a limited number of refuelling stations. Discarded for ZEPA1 Project as research highlighted there was high demand (including by taxi drivers), long wait times, accessibility challenges as the bays are designed for cars, and concerns about resilience by existing users.

- b. *charging at lower speeds at stations*: Slower DC charging (eg 50-100kW) or slow AC charging (e.g. 11kW) would significantly increase the charge time and decrease the availability of ZEPA1 and value of the trial.
- c. *opportunities for shared infrastructure*: in recognition of the challenge for all of London's emergency services and Transport London, shared infrastructure has been discussed and raised at GLA Group Fleet meetings. Such initiatives require further consultation amongst the organisations as well as co-ordination and support from the GLA.

2.19 As the aim of the project is to test ZEPA1 in challenging operational settings as much as possible, the aforementioned options were discarded for this project. These alternative approaches to charging heavy appliances, as well as the application of other innovative solutions (such as smart charging and wireless or automated charging) will continue to be explored as part of the broader ULEF Programme and future projects.

Charging infrastructure – provision

2.20 The LFB considered two options for the proposed rapid charging infrastructure at Hammersmith Fire Station. Option 1 considered the feasibility of installing a new substation and electrical switchgear at the station. Option 2 considered an alternative proposal to install a battery pack storage system to store extra power, and in turn ensure sufficient power is available to fully charge ZEPA without requiring a new substation and upgrade to the electrical switchgear on site. The costs and timescales for both options are detailed below.

Option 1: Charging infrastructure at Hammersmith Fire Station via new substation and electrical upgrades at station

2.21 Following a competitive tender process, LFB appointed consultants Fulkers Bailey Russell (Fulkers) in July 2020 to carry out a feasibility study to assess Hammersmith Fire Station and provide technical recommendations and estimated costs to deliver the specified 150kW DC charging.

2.22 Due to the demands of 150kW DC chargers, an upgrade to increase the electrical capacity is required. This design and installation includes the following key components:

- new substation (500 or 800kVA provided by UK Power Networks);
- new housing (brick or Glass Reinforced Plastic) for substation;
- upgrade to the electrical switchgear on site to take current and proposed new electricity load;
- cabling and protection; and
- move of existing diesel storage tank to another location on site away from the proposed new substation.

2.23 The Fulkers feasibility report outlined the steps and timings for delivering the required charging solution at Hammersmith FS (subject to planning permission and UKPN applications) meaning that it would take 16 months (including time for planning permissions and UKPN applications).

Option 2: Charging infrastructure at Hammersmith Fire Station via installation of a portable battery bank unit

2.24 An alternative approach to providing the specified recharging infrastructure is to install a battery pack storage system to store extra power, and in turn ensure sufficient power is available to fully charge ZEPA1 without requiring a new substation and upgrade to the electrical switchgear on site.

- 2.25 Initial analysis (including vehicle operations at Hammersmith, current electrical capacity and ZEP A1 specifications) from UK Power Network Services (the consultancy arm of UK Power Networks) and battery unit suppliers indicates that a battery pack would meet charging requirements for ZEP A1.
- 2.26 Installing the specified charging at Hammersmith with a battery pack unit has the potential to deliver the following advantages in comparison to Option 1:
- *Cost*: whilst the installation of a bespoke battery pack is required this can be connected to the existing electricity supply (subject to sufficient capacity). Therefore, savings are achieved by avoiding costs associated with the installation of a new substation and other components outlined in Option 1.
 - *Time*: subject to approval, installation of a battery pack would be available in early Summer 2021 (or earlier if desired).
 - *Portability*: the battery pack would enable the trial of ZEP A1 at another station if desired or needed in the future.
 - *Minimal disruption to site during installation*: no loss of power to the site or extensive digging will be required as the battery unit will be designed plug in to the existing system.
- 2.27 Further work is currently taking place to establish the feasibility of designing and installing a recharging system including a battery pack system from a cost, time, space and practical perspective.
- 2.28 As a result of the advantages outlined above, Option 2 is currently the preferred approach for delivering dedicated charging at Hammersmith Fire Station, however this is dependent on the assessment work currently taking place. Consequently, the request to spend for dedicated recharging infrastructure is based upon the higher cost featured in Option 1 (including a grid upgrade with new substation) to ensure no delays are caused to the delivery of ZEP A1 and subsequent trial. LFB will provide an update on this assessment work to the Deputy Mayor for Fire and Resilience as soon as further information is available.
- 2.29 Upon approval of this request, the tender process will take place for the installation of charging infrastructure to meet LFB's output specifications at Hammersmith. This will be subject to LFB's standard procurement process.

Project trial

- 2.30 The ZEP A1 trial will take place at Hammersmith Fire Station and has been scheduled for two-years to ensure the appliance is subjected to a long period of real world, operational testing. The trial will commence upon handover of the appliance – this is currently estimated for August 2021 (originally estimated for early 2022), based on the anticipated contract award in March 2021.
- 2.31 Should the appliance be delivered ahead of original estimated project schedules, or there be a delay to the installation of DC charging, it will be possible to carry out the ZEP A trial initially with slow AC charging available on site). The existing 11kW AC BP Chargemaster charge points (three dual points with 6 sockets) at Hammersmith will be able to provide this option if necessary. Such an approach will provide added time and value to the trial and will also be an opportunity to initially test charging heavy ZEC vehicles with slow AC charging.
- 2.32 Early engagement with Hammersmith Fire Station has taken place and further work is scheduled to develop full details of the trial following the approval of this project request.

Wider collaboration with the GLA Group

- 2.33 There are likely to be opportunities for wider collaboration with other organisations in the GLA Group, in the provision of zero emission vehicles and charging infrastructure in particular. ZEP A1, as the prototype and trial phase of the overall programme, will provide valuable information on the

technology and insight into how collaborative approaches may work in the future. Collaboration may also provide opportunities to make any future rollout out of zero emission fleets more cost-effective for the LFB and other GLA Group bodies. LFB will be exploring options for collaboration as ZEPA1 progresses and, depending on the outcomes, aims to be in a position to propose specific approaches by the conclusion of ZEPA1 in 2024.

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, and Sexual orientation.
- 3.4 The Public Sector Equality Duty requires decision-takers in the exercise of all their functions, 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; and
 - (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; and
 - (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 The Babcock Critical Services Limited contract requires Babcock and any sub-contractor they may engage, to conform to equality legislation and LFB equalities protocol. Babcock also assess all of their providers approach to equality and ensure they are satisfied that they meet appropriate protocols, prior to them listing those companies as approved providers. Therefore, it is considered that there is an appropriate approach to equalities right through the supply chain in respect of this procurement.
- 3.9 An Equality Impact Assessment also took place as part of the original approval process for ZEPA1 – it outlined that ZEPA would not have a direct impact on the equality groups.
- 3.10 The ZEPA1 Output Based Specification featured all key requirements in the Brigade FLEET's standard vehicle replacement projects – this included staffing, accessibility and manual handling.
- 3.11 From a broader perspective, the ZEPA Project, and the example it sets in switching to zero emission transport, will have a benefit to London – in particular those sections of the population who are more vulnerable to the impacts of poor air quality – including London's youngest and oldest residents, Londoners with pre-existing health conditions and communities experiencing higher exposure levels.

4. Other considerations

Workforce comments

- 4.1 During the project the Fire Brigades' Union have been informed about the progress and technological solutions available. To date consultation has been informal, and this will move into the formal Brigade Joint Committee on Health and Safety at Work arena in due course.
- 4.2 Early engagement with Hammersmith Fire Station has taken place and further work is scheduled following on from securing approval to proceed to the delivery stage of the project. The ZEPA Board also decided that Borough Commander, Hammersmith and Fulham will be invited on to the ZEPA1 Project Board.

Sustainability implications

- 4.3 The ZEPA1 Project takes forward one of the first steps of the ULEF plan, which completed the action in the Sustainable Development Strategy, 2016-2020, to investigate options for a low emission frontline vehicle.
- 4.4 This work supports the longer-term improvement of air quality and reduction of CO₂ emissions as identified in PN897 Sustainable Development and aims to deliver on targets set out in the Mayor of London's Environment Strategy.
- 4.5 The procurement process for the ZEPA1 appliance (carried out by Babcock Critical Services Limited) is aligned to LFC expectations in Responsible Procurement – this includes:
- Social values included – including reference to the avoidance of modern slavery
 - Whole Life Costing
 - Ethical sourcing of raw materials
- 4.6 In line with the GLA Group's Responsible Procurement Policy, the supplier Emergency One (UK) Limited procure responsibly and have policies with multiple suppliers relating to:
- anti-slavery;
 - sustainability;
 - anti-corruption; and

- business continuity.

4.7 The procurement approach for the recharging infrastructure will also be aligned to LFC expectations in Responsible Procurement (as referenced in para 4.6).

5. Financial comments

5.1 This report outlines the progress of work to date on the Zero Emission Pumping Appliance Project and requests approval to spend the allocated earmarked reserve for this project.

5.2 The financial costs are detailed in the Part 2 decision.

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 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").

6.3 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...".

6.4 The Deputy Mayor's approval is accordingly required for the London Fire Commissioner to undertake the expenditure identified in this report.

6.5 Under section 7 (2)(a) of the Fire and Rescue Services Act 2004 (the 2004 Act) the Commissioner must secure the provision of personnel, services and equipment necessary to efficiently meet all normal requirements for firefighting. This includes the provision of appliances for firefighting along with the required infrastructure to operate such appliances and related training for their operation. Consequently, the items identified in this report for funding all fall within the scope of the Commissioner's powers.

6.6 The Brigade's General Counsel also notes that the proposed procurement of the goods and service provider is in compliance with the Public Contracts Regulations 2015 and the Commissioner's scheme of governance.

Appendices and supporting papers:

None.

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? No

If YES, for what reason:

Until what date: (a date is required if deferring)

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 – Yes

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

Niran Mothada 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.

✓

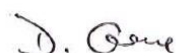
Corporate Investment Board

This decision was agreed by the Corporate Investment Board on 1 March 2021.

EXECUTIVE DIRECTOR, RESOURCES:

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

Signature



Date

2 March 2021