

LFC Strategic Bulk Fuel monitoring system

Report to:

Investment & Finance Board.....	21 May 2026
Commissioner's Board	10 June 2026
Deputy Mayor's Fire Board.....	30 June 2026
London Fire Commissioner	

Date:

Report by:

Paul Cook – Head of Energy and Carbon Reduction

Authorising Head of Service:

Laura Birnbaum – Assistant Director TSS/Feet and Property

Report classification:

For decision

For publication

Values met

Service
Teamwork
Courage

I agree the recommended decision below.



Jonathan Smith
London Fire Commissioner

**This decision was remotely
signed on 23 July 2026**
Date

PART ONE

Non-confidential facts and advice to the decision-maker

The London Fire Commissioner (LFC) is required to hold strategic fuel reserves at London fire stations. The strategic fuel reserves form part of the National Emergency Plan for Fuel (NEP-F) commitment via the Department for Energy Security and Net Zero (DESNZ). The London Fire Brigade (LFB) has 37 strategic bulk tank locations and a total capacity of 201,000 litres. To provide evidence to NEP-F database LFB uses a remote fuel monitoring system which records fuel used and quantities of fuel held in stock.

Executive Summary

The strategic bulk fuel tank monitoring system is currently 26 years old and because of redundancy is due for replacement. Sending the data of fuel used and quantities held in stock uses an outdated type of communications and as with most electronic devices, the technology has improved since inception. This system has been unavailable to use, since August 2025 when 2G SIM (Subscriber Identifier Module) cards were withdrawn from sale requiring manual fuel monitoring to be undertaken

LFB have been investigating replacements. The solution requires that the electronic monitoring system is replaced with a new design and the communications are changed from a 2G SIM card to a 5G SIM card solution. This will enable LFB to communicate directly with each tank monitoring system and download quantities and fuel dispensed data at pre-determined intervals.

For the London Fire Commissioner

The LFC agrees that a contract for Strategic Bulk Fuel monitoring system will be entered into in accordance with the arrangements set out in Part Two of this report.

1 Introduction and background

- 1.1 The existing method of recording the quantities and dispensing of fuel is now outdated and the equipment used has been identified as obsolete.
- 1.2 The London Fire Brigade in response to providing evidence of the quantity of reserve fuel held in stock installed a remote monitoring system during 1999. The system consists of an electronic device to record fuel levels and how much fuel is dispensed to appliances and operational LFB vehicles.

- 1.3 The system also acts as a security measure to ensure that only authorised users can charge fuel tanks from the strategic reserve. Without a fuel card the dispensing equipment is locked, and the fuel pumps will not operate.
- 1.4 The monitoring system communicated to LFB via a 2G SIM card supplied by LFB information technology team. The mobile telephone operators no longer supply 2G SIM cards. IT security team declared these machines posed a cyber security risk and should be discontinued from use.
- 1.5 Following a comprehensive review of the current system a solution which only provided a new modem able to work with a 5G SIM card was identified and costed. However, this add-on solution would not meet the Brigades ICT security requirements and has therefore been rejected in favour of a full replacement of the monitoring system.
- 1.6 Enquiries were made to find an acceptable monitoring system. This requires the entire single board computer monitoring system to be replaced and alleviates the requirement for a separate SIM card modem. This new solution would use all of the existing sensors, fuel pumps and tanks.
- 1.7 The existing fuel cards held by appliances and LFB staff will work with the new monitoring system, meaning roll out of the new system will provide an easily fulfilled solution. New fuel cards will not be required.
- 1.8 The new revised system has undergone a complete IT security review and has been declared as a marked improvement and will increase the Brigades IT cyber security requirements.
- 1.9 The cost of the new monitoring system is significantly higher than the solution identified in 1.6 and is also provided within Part 2.

2 Objectives and expected outcomes

- 2.1 The expected outcome will provide a fully functioning bulk fuel monitoring system, which can be interrogated remotely by LFB teams, this includes Central Operations, Property and Fleet.
- 2.2 The data from the monitoring system will be emailed to an ICT approved multi-use email address on a daily basis which would provide data which will be held and recorded to complete any requested audit trail.
- 2.3 Presently the station crews that have a strategic fuel tank record the stock levels on a weekly basis and record this on the Hotwire record log. As the new system will be recording this data the manual recording by crews can be reduced or stopped.

2.4 Values Comments

- 2.5 Geopolitical instability has the potential to create UK fuel shortages. In the interim, the Central Operations team worked with **courage** and step up to the challenge of manually recording and logging data.
- 2.6 The increased security from the new system means LFB are acting with **integrity** and providing honest feedback in identifying the existing system was a risk to IT cyber security.

3 Equality Comments

- 3.1 The LFC and the Deputy Mayor for Planning, Regeneration and the Fire Service are required to have due regard to the Public Sector Equality Duty (section 149 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:
- eliminate discrimination, harassment and victimisation and other prohibited conduct.
 - advance equality of opportunity between people who share a relevant protected characteristic and people who do not share it.
 - 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:
- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic where those disadvantages are connected to that characteristic.
 - 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.
 - 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 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:
- tackle prejudice
 - promote understanding.

- 3.8 The bulk fuel monitoring system will be a cloud-based service and will be accessible by nominated LFB personnel and is not expected to disadvantage any staff member with protected characteristics.
- 3.9 The Fuel dispensing equipment will not change under this proposal and whilst further checks have been made towards ensure the use of this equipment fully meets the equalities requirements in addition to the existing arrangements from when the systems were installed 26 years previously.

4 Other considerations

Workforce comments

- 4.1 This solution will mean that on a weekly basis the fire station crew will no longer need to record and report to Central Operations the fuel tank levels manually. As the system is a fully automated function it should also reduce the possibility of error.
- 4.2 The automatic recording system provides daily levels which can cross checked to identify any potential leaks or erroneous usage.

Sustainability comments

- 4.3 This report discusses the implementation of a fully functioning bulk fuel monitoring system. The implementation of an automated, robust and accurate reporting method for the quantities of bulk fuel used supports the ongoing carbon reporting data required by the Sustainable Development Team. This report does not introduce any significant sustainability impacts. Where new policies and/or corporate projects arise, they are subject to the Brigade's sustainable development impact assessment process.

Procurement comments

- 4.4 This requirement will be sourced in accordance with the relevant procurement regulations and the Brigades Scheme of Governance.
- 4.5 A procurement strategy will be jointly developed between procurement and the carbon net zero team to identify the best compliant route to market which will source the best value solution factoring in all the competing objectives of this requirement.
- 4.6 The following routes have been identified as compliant routes to market. These routes will be explored and compared to establish which route will compliantly deliver the brigades operational requirements, whilst demonstrating value for money.
- The Hard FM supplier ABM. The Hard FM contract allows for minor works to be carried out via the supplier's supply chain.
 - The GCA framework (National Fuels 3 RM6305, Lot 4) which can be used to source fuel tank monitoring equipment.

Communications comments

- 4.7 The proposed recommendation(s) will have an impact on people or service provision, It is recommended that communications to staff and stations follows this paper.

- 4.8 The situation in the global fuel security risks has the potential to create fuel shortages within the UK. The current issues relating to LFB strategic bulk fuel has the potential to be misused by re-filling unauthorised vehicles. Communications that the new system being installed is robust would be of benefit.
- 4.9 The current provision of EV charging equipment at LFB is being changed to a new provider with a different staff charging methodology. Fleet TSS team has provided information on how this is completed and published onto Hotwire
- 4.10 It is recommended that all staff located at the 37 strategic fuel site locations are informed. This should take place during the implementation phase of this project delivery.

5 Financial comments

- 5.1 This report seeks authority to commit capital expenditure for the purchase of new strategic bulk fuel monitoring systems across 37 strategic fuel locations. The purchase and implementation of these systems will take place in the 2026/27 financial year. The funding source is from LFB's 2026/27 Capital Programme. While individual monitoring units at each site are below the £20k capitalisation threshold, they are functionally interdependent and operate as a unified corporate network to fulfil LFB's strategic commitments under the National Emergency Plan for Fuel (NEP-F). The system is managed as a single functional network. The total cost will be recognised as a single Grouped Capital Intangible Asset in accordance with IAS 38.
- 5.2 Budget cover is available for the purchase of the systems in 2026/27. The supplier will provide the cloud-based back-office function free of charge in 2026/27, LFB would then be charged an annual fee from 2027/28 onwards which is currently budgeted for within the Facilities Management revenue budget.
- 5.3 Consideration should be given to providing a budget for the monitoring system to be updated during the next 10 years. This would ensure the system remains functional and meets the cyber security requirements in the future.

6 Legal Comments

- 6.1 Under section 9 of the Policing and Crime Act 2017, the London Fire Commissioner (the "LFC") 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 LFC 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 LFC would require the prior approval of either the Mayor or the Deputy Mayor. Paragraph (b) of Part 2 of the said direction requires the LFC to seek the prior approval of the Deputy Mayor before "[a] commitment to expenditure (capital) of £150,000 or above as identified in accordance with normal accounting practices...".
- 6.3 The Deputy Mayor's approval is accordingly required for the LFC to purchase an updated Strategic Bulk Fuel Monitoring system which has an estimated cost exceeding £150,000 and is set out in full in Part 2 of the report.

- 6.4 The arrangements proposed is consistent with the LFC's duty under section 7 (2)(a) of the Fire and Rescue Services Act 2004 ("2004 Act") to secure the provision of personnel, services, and equipment necessary to efficiently meet all normal requirements for firefighting and under section 5A of the 2004 Act to do anything it considers appropriate for the purposes of the carrying out of any of it functions.
- 6.5 The report sets out details for the proposed compliant procurement.

List of appendices

Appendix	Title	Open or confidential*
1	SDIA	Open
2	EIA	Open

Part two confidentiality

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

Is there a Part Two form: YES

Sustainable Development Impact Assessment Checklist

Project Name/ Policy Name & No: Policy 849 - The supply of diesel fuel to strategic reserve fuel tanks

Contact Person: Jonathan Reid – Procurement and Commercial

Date completed: 8/11/2024

Please send through the completed checklist with a copy of the project PID or the draft policy to environment@london-fire.gov.uk. For existing policies undergoing minor amendments, please send through a marked up copy of the policy, with the original SDIA.

Other impact assessments completed				Yes	No
1. Has an Equalities Impact Assessment been completed?				☐	☒
2. Has a Health, Safety and Wellbeing assessment been completed?				☐	☒
Environmental Impacts					
3. Will this consume any of the following (please tick those that apply and state how and if this would increase or decrease our consumption):					
Gas	☐	Electricity	☐	Water	☐
Petrol or diesel	☐	Hazardous chemicals	☐	Other natural resources e.g. timber	☐
Comments: Environment & Its Resources: Delivery of diesel/HVO and storage of diesel/HVO has the potential to cause environmental pollution if spilt. This policy has been specifically developed to put management processes in place to significantly reduce the occurrence of spills, and to manage and reduce the negative impact of any spills which do occur.					
4. Will this produce or reduce our production of (please tick those that apply and describe what and how):					
Non-hazardous waste	☐	Hazardous waste (see PN 862)	☐	pollutants to air, land or water?	☐
Comments: Environment & Its Resources: Delivery of diesel/HVO and storage of diesel/HVO has the potential to cause environmental pollution if spilt. This policy has been specifically developed to put management processes in place to significantly reduce the occurrence of spills, and to manage and reduce the negative impact of any spills which do occur.					
5. Will this impact (positively or negatively):				Yes	No
a. Operational/business travel by staff				☐	☒

b. Travel/deliveries by our suppliers	☐	☒
c. Environmental protection at incidents	☐	☒
d. a Site of Special Scientific Interest	☐	☒
e. Gardens or other wildlife at stations/brigade sites (e.g. nesting birds or bats)	☐	☒
Comments: No – this policy has already been specifically developed to reduce the risk of environmental pollution incidents occurring, and to mitigate their impact if they do occur.		
Procurement	Yes	No
6. Will this result in the purchase of goods, services or works or influence how they are procured?	☐	☒
f. Is this for a purchase of greater than £1m?	☐	☒
g. Will this use/result in a tender for manufactured goods such as electronics, textiles, and building materials?	☐	☒
h. Will this service require low skilled/low paid employees?	☐	☒
i. Will the goods consume utilities or consumables?	☐	☒
j. Does this involve major works taking place?	☐	☒
k. If so are BREEAM and Ecological surveys required?	☐	☒
l. Will this support future cost avoidance?	☐	☒
m. Could all or part of the purchase be provided by small or local businesses?	☐	☒
n. Could this be delivered by a voluntary/community sector organisation?	☐	☒
o. Has a Request For Tender been submitted to Procurement through hotwire?	☐	☒
Comments: No – this policy has already been specifically developed to reduce the risk of environmental pollution incidents occurring, and to mitigate their impact if they do occur.		

For the SD Team to complete:

Policy sustainability risk rating: **H**

Inputs/outputs/ impacts to address in Full SDIA: ***__N/A This policy has already been specifically developed to reduce the risk of environmental pollution incidents occurring, and to mitigate their impact if they do occur. This policy has been reviewed the sustainable development team and a full SDIA is not required.***

Date completed: **08/11/2024**

Part 1: Equality Impact Assessment – submitter to complete

Before carrying out an Equality Impact Assessment (EIA), you should familiarise yourself with the guidance notes (see Appendix) and our other resources located within the [EIA section on Hotwire](#)

An EIA should be carried out whenever you are starting (or reviewing) any major new activity/programme/policy/project/strategy/campaign *, or where you propose changes or a review of the previous one.

*In this document, any kind of activity/programme/policy/project will be called an ACTIVITY for an easy read, while you specify the type of your event from your end.

The purpose of an EIA is to meet and justify the legal obligation required under the [Public Sector Equality Duty](#) (PSED), namely, the 'DUE REGARD' that documents that your activity/programme/policy will:

- 1. eliminate discrimination, harassment, and victimisation
- 2. advance equality of opportunity
- 3. foster good relations between people who share a relevant protected characteristic and people who do not share it.

In the EIA, you need to show that your activity meets the 3 conditions of the due regard, as listed above, and provide any relevant information showing that your activity caters for people with protected characteristics (where applicable), but also that it promotes equality and eliminates potential discrimination and offers additional opportunities to advance equality.

Where you identified any possible negative impacts on individuals and groups with protected characteristics, you need to complete a mitigating action plan (Section H below). After your mitigating action plan has been implemented, you need to inform the EAI Team by sending the same form again with the notification of the date when the mitigation action plan was completed.

A. Name, goal and the expected outcomes of the programme/ activity

The GLA/Mayor have set a target of becoming carbon net zero by 2030 and an essential enabler to achieve this is providing sufficient electrical capacity at fire stations and support premises. The



LONDON FIRE BRIGADE

London Fire Brigade currently operates from 103 fire stations located throughout greater London.

The Brigade have a carbon set strategy, which encompasses opening the infrastructure (upgrading power supply across the estate), alternative fuels and offsetting, and fleet decarbonization. HVO is an alternative fuel, which will help reduce fleet carbon emissions, as an interim solution while the Brigade works towards obtaining a fully electric fleet.

HVO is a paraffinic, synthetic diesel and is a drop-in replacement for conventional mineral diesel. Unlike first generation biodiesel, hydrogen is used as a catalyst in the creation process instead of methanol. This makes it more clean burning than other renewable diesel alternatives.

HVO is created from vegetable fats and oils and putting them through a hydrogenation and isomerisation process which removes impurities. The process breaks down existing molecules and builds them up again, leaving a final product with consistent carbon chains but without the impurities that are common in mineral diesel and biodiesel. Hydrogenation removes all the oxygen from the oils, meaning it has a much longer shelf life than mineral diesel.

HVO's chemical structure is nearly identical to that of mineral diesel, this means it can be used as a drop-in alternative with no modifications or changes necessary to the existing fleet, making it a complete replacement for mineral diesel. Drop-in fuels such as HVO are widely supported by commercial vehicle manufacturers under standard servicing and warranty regimes. European Standard EN 15940 covers HVO and similar fuels. There is no adverse impact on performance, servicing, or warranties by using HVO instead of, or alongside mineral diesel– this has been confirmed by Scania and Mercedes for our heavy fleet. Babcock are in the process of providing a full list of vehicles which are unable to use HVO fuel.

HVO can be stored in the same bulk tank and used in the same way as mineral diesel fuel; HVO is more stable than mineral diesel, with a low water content and has up to a ten-year shelf life, compared to the one-year shelf life of mineral diesel.

B. Reason for Equality Impact Assessment

Please delete as applicable:

- A new activity

C. Names of the team responsible for the programme/ activity

Responsibility for the EIA:

Name: Paul Cook

Job title: Head of Energy and Carbon Reduction

Department: Property and TSS

Responsibility for the whole activity:

Name: Laura Birnbaum

Job title: Assistant Director for Property and TSS

Department: Property and TSS

D. Who is this activity for, who is impacted by it (all LFB staff, specific department, external communities)

HVO is a drop in replacement fuel for mineral diesel. Crews can order this from POMS in the same way they would order mineral diesel. Fuel is ordered by station personnel at each station that has a bulk fuel tank (37 across the estate). This change will therefore only impact operational personnel who are responsible for ordering bulk fuel to stations. From a wider perspective, reducing the Brigade's carbon emissions through using a biodiesel will help to reduce the Brigade's impact on climate change and pollution. This will have a positive impact on the communities LFB serve across London.

E. What other policies/documents are relevant to this EIA?

Carbon Net Zero Strategy

F. Equality and diversity considerations

Describe the ways how your activity meets the conditions of the due regard of the PSED and how LFB employees and communities of London may be affected by your activity, especially those ones with protected characteristics. Explain whether your programme/activity may disproportionately affect any group named below?

Protected characteristics Equality Act 2010:

- Age
- Disability/Barrier
- Gender and gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race including ethnicity and nationality
- Religion or belief



LONDON FIRE BRIGADE

- Sexual orientation

Also considering:

- Caring responsibilities
- Socio-economic backgrounds

At the end of your explanation, please, list the sources you have used.

Age

Climate change has been identified as the biggest health threat of the 21st century, with the potential to reverse years of improvements in global health and increase the pressure on health systems. Climate change is linked to human health through multiple and complex pathways.

Climate change increases the frequency, magnitude and duration of extreme climate and weather events such as heatwaves and heavy rainfall. Excess heat places additional pressure on the heart, brain and lungs, increasing the death rate from cardiovascular, cerebrovascular and respiratory diseases, particularly for those with pre-existing health conditions. Elderly people are particularly vulnerable to heat-related illnesses and children under 1 to the health risks of heat and dehydration. In the last 20 years climate-related heat mortality in elderly people is estimated to have increased by 54 per cent (London School of Economics).

A review commissioned by the GLA provides the most up-to-date summary of the significant body of scientific evidence showing that air pollution poses a serious risk to people's health at every stage of life, including prior to birth. The latest evidence shows that adverse health effects are seen even in relatively low air pollution environments, below those experienced in London Find. The review also confirms that air pollution caused by traffic is a major issue in London, and that schoolchildren are especially vulnerable to developing health complications as a result. Children living in London are particularly at risk of developing lifelong, chronic conditions, including poorly developed lungs, asthma, high blood pressure, inattention and hyperactivity, and mental illness (GLA).

Use of HVO will reduce the Brigade's carbon emissions, helping to limit climate change and improve air quality. Older and younger people can be more susceptible to heat and poor air quality, so the work to reduce the Brigade's emissions may impact the very young and old in a more positive way.

Disability/Barrier



LONDON FIRE BRIGADE

Extreme heat and drought due to climate change are also linked to increasing risk and spread of wildfires. Wildfire smoke and ash increase illness and death related to air pollution through the release of harmful ground-level ozone and particulate matter pollutants, which can damage the heart and lungs. Fires can also reduce opportunities for exercising outdoors (LSE).

Air pollution has a negative effect on a number of different aspects of human health. In London, 9,400 premature deaths are attributed to poor air quality and a cost of between £1.4 and £3.7 billion a year to the health service (London Councils data).

Gender and gender reassignment

Air pollution and climate change impact all genders, increasing the risk of respiratory disease for example.

The London School of Economics (LSE) note that climate impacts are reversing gains in gender equality. Women and girls are disproportionately impacted by the climate crisis, which amplifies existing inequalities and builds on societal expectations related to gender roles. They face greater hurdles to climate adaptation, significant economic repercussions, increased unpaid care and domestic work, and a higher risk of violence due to the crisis's compounding impacts.

While women and girls experience disproportionate impacts from climate change at the global level, the effects are not uniform. Looking at climate change through the lens of intersectional feminism, the way in which various forms of inequality often operate together and exacerbate each other, it is clear that climate change risks are acute for indigenous and Afro-descendent women and girls, older women, LGBTIQ+ people, women and girls with disabilities, migrant women, and those living in rural, remote, conflict and disaster-prone areas (UN Women).

The use of HVO will not negatively or positively impact more on men, women or non-binary people. However, the United Nations report that the climate crisis is not "gender neutral". Women and girls experience the greatest impacts of climate change, which amplifies existing gender inequalities and poses unique threats to their livelihoods, health, and safety. Reducing the Brigade's impact on climate change will support lessening of the impacts of climate change on Women and Girls across the world.

This project does not use any gendered language.

Pregnancy and maternity

This project does not exclude pregnant people, the benefits from moving to low carbon technologies will be for everyone. HR data team don't capture data on numbers of pregnancies.

A review commissioned by the GLA provides the most up-to-date summary of the significant body of scientific evidence showing that air pollution poses a serious risk to people's health at every stage of life, including prior to birth. Poor air quality can also increase the risk of premature birth and low birth weight. The work proposed in the opening the infrastructure workstream will positively impact staff regardless of their protected characteristics. The works will increase the number of low carbon technologies across the Brigade. This includes electric cookers, air source heat pumps and electric vehicle chargers and an electric floor. Using low carbon technologies will reduce the Brigade's carbon emissions, helping to limit climate change and improve air quality. Older and younger people can be more susceptible to heat and poor air quality, so the work to reduce the Brigade's emissions may impact the very young and old in a more positive way.

Race including ethnicity and nationality

Research shows that those exposed to the worst air pollution are more likely to be deprived Londoners and from Black, Asian and Other Underrepresented Ethnic Groups.

Areas where white Londoners were most likely to live had also shown some improvement but still had the lowest average concentrations. For nitrogen dioxide this varied across the non-white ethnic groups, with concentrations on average 16 – 27 per cent higher in areas where Black, Asian and Other Underrepresented Ethnic Group Londoners were most likely to live compared to white Londoners. Similarly, in 2013, annual average nitrogen dioxide was between 4.8 - 10.6 µg/m³ higher in areas where Black, Asian and Other Underrepresented Ethnic Group Londoners were more likely to live (GLA data). The works carried out to open the infrastructure will allow the Brigade to reduce carbon (and therefore air emissions), impacting positively on Black Asian and Minority Ethnic communities.

<https://www.lse.ac.uk/granthaminstitute/explainers/how-does-climate-change-impact-health/>

https://www.london.gov.uk/sites/default/files/london_health_burden_of_current_air_pollution_and_future_health_benefits_of_mayoral_air_quality_policies_january2020.pdf

[GLA Datastore.](#)

G. Evidencing Impact

Please answer the following four questions:

G1.

a. List all the internal/external stakeholders and organisations you have consulted or contacted regarding your activity, along with the insights gained from these interactions?

b. Explain how you have gained and evaluated your insights and whether you intend to conduct a follow-up or seek post-activity feedback from those stakeholders?

Operational personnel have been consulted by working with a group commander for central operations as well as the staff officer to AC fire stations. A trial was carried out at Croydon and Lewisham fire stations, feedback will be collated via an online form. The trial started in August 2023 and completed in February 2024. Feedback forms have been sent to stations in March 2024.

Babcock Engineering- the Brigade's Fleet provider have been involved in the 6-month trial and have been monitoring the impact of using HVO in Brigade vehicles. No negative impacts have been reported.

Discussions with the Sustainable Development (SD) team have taken place, an SDIA was completed and signed off in July 2023. The SD team consider Workstream 2 of the CNZ strategy will have a positive impact on sustainability as it will allow the Brigade to stop using fossil fuels and reduce carbon emissions. Agreed that sustainability questions will be included in all tender documents, these will be reviewed by the SD team during the tender process. The SD team require no further action.

The procurement department have been part of the trial and are currently carrying out a tender exercise to sustainably source HVO for all 37 strategic bulk fuel tanks. The tender exercise is expected to be completed by May 2024.

G2. Have you faced any gaps in evidence for assessing your activity's impact, and if so, can you justify proceeding with the EIA without addressing them or are you considering a mitigation action plan?
N/A
G3. What adjustments have you considered for people with protected characteristics, and how does your activity promote equality of opportunity and caters for equity for them?
Switching from mineral diesel to HVO has a positive impact on several protected characteristics (see section F): - Age - Disability - Gender - Pregnancy - Race All of these protected characteristics are disproportionately impacted by climate change and air pollution. Use of HVO will reduce the Brigade's carbon emissions, consequently having a positive impact on air pollution and climate change.
G4. How do you communicate the activity to those involved, especially with protected characteristics, and have you considered diverse formats such as audio, large print, easy read, and other accessibility options in various materials?
Communications are due to go out to stations regarding changing to using HVO as an alternative to mineral diesel. To ensure the comms are accessible to all they will align with the Accessible Communication guidance document. The language and structure will be kept simple, if images are used they will not contain text, and will serve as an extra for people who can see them, there will be no information included in an image that isn't included in the text.



LONDON FIRE BRIGADE

H. Mitigating action plan (where an adverse impact has been identified, please record the steps that are being taken to mitigate or justify it?)

Protected characteristic and potential adverse impact	Action being taken to mitigate or justify	Lead person/department responsible for the mitigating action
1.		
2.		
3.		
4.		

I. Signed by the Submitter

Name: Milly Osborne

Rank/Grade: FRS D

Date: 08/03/2024

Part 2: Inclusion team to complete - feedback and recommendations

J. EIA Outcomes

Select one of the four options below to indicate next steps:

Recommendation 1: No change required – the assessment showed that the activity is/will be robust.

K. Feedback

Please specify the actions required to implement the findings of this EIA and how the programme/ activity's equality impact will be monitored in the future. It may be helpful to complete the table.

Recommendation 1: No change required – the assessment is that the activity is robust.

HVO fuel strategy, the EIA led to Recommendation 1, indicating that no changes are necessary due to the anticipated robustness of the activity. The strategy stands out for its extensive list of positive consideration of diverse colleagues, reflecting a commitment to operational effectiveness.

For future EIA submission:

Utilise HotWire resources library for Equality, Diversity, and Inclusion updates. This repository provides valuable information on data and supporting charities.

Link: [Equality, Diversity and Inclusion Resources](#)

L. Sign off by EIA Inclusion team

Date: 26/03/2024