

**Freedom of Information request reference number:** 7816.1

**Date of response:** 13 September 2023

**Request:**

*Could you please provide a detailed list of all equipment (including technical) on board your new Solo Command Units, please include the quantity and if possible, the brand/company name.*

**Response:**

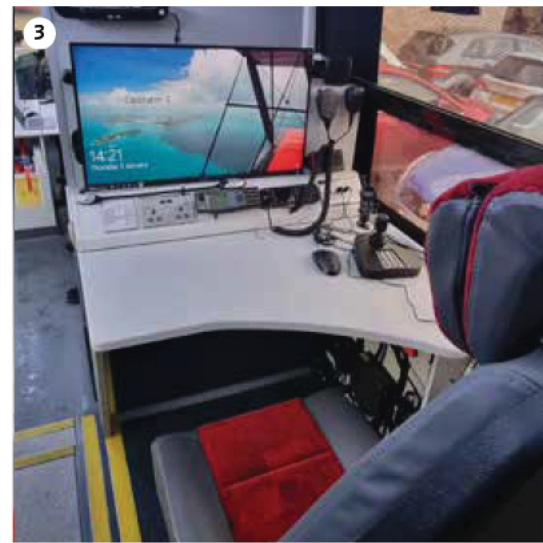
We do not typically provide a detailed breakdown of equipment and where it is located on our vehicles as it can be targeted for theft. Therefore, I would consider providing a full inventory of equipment stored on the Solo Command Units exempt from disclosure under the Freedom of Information Act (FOIA) under section 31(1)(a) - Law enforcement.

Section 31 is a qualified exemption and we must consider the public interests for and against disclosure. It is sadly the case that fire stations and appliances are targets for crime and the loss of equipment prevents the LFB from carrying out its public safety duties. We are therefore of the view that it is in the public interest not to disclose information at the detailed level you have requested.

We do have some information about the new Command Units that was published in our internal information bulletin Shout. I have attached an extract from the publication below. Personal data has been removed from the document under [section 40 of the FOIA – Personal Information](#).

I hope you find this information of use. Should you have any further questions please do let me know.

We have dealt with your request under the Freedom of Information Act 2000. For more information about this process please see the guidance we publish about making a request [on our website](#)



# New Command Units undergo final testing

The command unit replacement project is a collaboration between key Brigade stakeholders including FLEET, ICT and Operational Policy. With the first of the brand-new vehicles due to be handed over to the Brigade, Shout caught up with Project Manager [REDACTED] and Assistant Project Manager [REDACTED] for an update and a look at the vehicles' state-of-the-art software and other equipment.

**Opposite**

1. The new generation Command Units will come into service this year.
2. and 3. The new Command Units have been designed with digital working at the forefront.

Since we spoke to Shout last summer we've been making good progress, and the first of our fleet of nine new generation Command Units is currently undergoing final testing before being handed over. The converted Optare solo single decker buses will go on the run this year, replacing our current fleet which has been in service since 2007.

### **Increasing situational awareness through digital working**

The new command units have been designed to put digital working at the forefront, allowing information to be passed across the incident ground and increase situational awareness for both incident commanders and those monitoring remotely.

With this in mind a new incident command operating system called IRIS will capture data from the incident and store it in one place. This will allow both incident commanders and officers monitoring remotely to view information about the incident they are assigned to, including written data and streamed imagery. All data inputted into IRIS will be audited against the user.

Imagery from the LFB drone, the command unit's deployable camera, and the optical/thermal command unit mast mounted cameras will be fed directly into IRIS, allowing incident and sector commanders to view imagery across the incident ground.

Within IRIS you will also be able to view the appliances and personnel assigned to an incident, hydrant locations, the Operational Risk Database and E-Pip data. Appliance GPS location will be rolled out later in the year and will automatically plot the location of appliances at an incident.

At the end of an incident, information stored within IRIS can be requested via the Brigade's Information Access Team for use at command reviews.

### **A greener way of powering our command units**

When the command unit arrives at an incident, its ICT equipment will run on battery power, with the generator only starting up when the batteries reduce to 50 per cent capacity.

Testing has seen us achieve around three to four hours under battery power prior to the generator auto starting. This will reduce both noise and air pollution from the vehicle.

### **Command Unit radios**

Each command unit has been fitted with various radios that have been duplicated in each operator position. The radios enhance communications across the incident ground and have been programmed with all the new analogue/digital channels in line with the requirements of the Brigade's radio replacement project.

Radios installed include an incident ground radio, fixed repeater incident ground radio (computer based) and an appliance Airwave radio for each operator position. There is a further Airwave radio and Mobile Data Terminal by the appliance commander's riding position.

The command unit will also carry the new portable radio repeater for use with the LFB incident ground half duplex channels.

### **Deployable equipment**

Each command unit carries a deployable camera for use on the incident ground that will allow imagery to be streamed back into it.

They are also equipped with two IRIS deployable tablets for use by sector commanders, command unit personnel or officers, to obtain data and complete risk assessments.

### **Other features**

Designed to facilitate emergency service

collaboration, meetings can be held with other emergency services and partner agencies remotely from the command units via Microsoft Teams. The command units also have the capability to record meetings and to video record decision logs.

Connectivity will be enhanced through a multi-sim card 5G/ESN router installed on each unit.

To avoid contaminants being taken inside the command unit, an external monitor midway down the nearside of the vehicle that is protected by an external awning will allow briefings to be completed outside.

A mast mounted optical and thermal imaging camera with pan/tilt/zoom capability, which is operated from inside the vehicle, will allow incident commanders to view the incident from the conferencing area.

### **Training and familiarisation**

All command unit drivers based at the command unit host locations will be required to attend a two-day driving course conducted by Babcock that will include a vehicle familiarisation and blue light runs. Command unit personnel will also have a further two-day operator familiarisation session at the host location when the vehicle is delivered.

For all other operational staff there will initially be a computer-based training package within Big Learning, with the ability to book familiarisation sessions with command unit personnel.

If you have any questions about the command unit replacement project, please contact Station Commander

[REDACTED]