

APPENDIX 1 – ITEMS OF POTENTIAL NOTE RAISED BY MEMBERS OF THE TACTICAL MANAGEMENT TEAM (TMT)

GENERIC RISK AREA	POTENTIAL ISSUES ARISING	POTENTIAL IMPACT	ACTION IDENTIFIED/RECOMMENDED	MITIGATION ALREADY IN PLACE
FINANCIAL	Impact of significant change in pound v euro exchange rates	Possible relative increase in Systel costs Financial transactions are rarely made in Euros.	Head of Tri-Service Control to investigate further Monitor by Finance Department	A small imprest of €275 is maintained
	Detrimental reduction in capital spending (vehicles/ICT equipment/other projects)	Fluctuations in contracts where some part has been sourced from the EU may result in large projects going outside of planned costs Our current procurement projects for vehicles are using Frameworks for open tender. Most of the suppliers on the framework are UK agents for European manufacturers, or will purchase vehicle chassis that are made in Europe	Assessment of all major contracts to establish if a 20% fluctuation would result in projects going outside of planned costs Senior Management Team to monitor and raise to CFA if appropriate	Prices are agreed as part of the award and contract

	Funding arising from local business rates reducing due to local recession or reduction due to political influence	Business rates are 10.6% of Service funding in 2018/19 and have been growing year on year; this could have a massive impact Reduction in business rates may affect the organisation's willingness to support future major capital projects	As above	
DATA SHARING	Difficulties arising from failure/complications in data sharing across the EU	Possible impact on Systel programme LFRS Data Manager advises that data sharing by LFRS across the EU is minimal.	Head of Tri-Service Control to investigate further	Where personal data is shared, it is already covered by the Data Protection Act 2018. GDPR applies to all EU countries and therefore regardless of Brexit, all will be applying the same rules
EU CONTRACTS	Failure of contracts with EU based companies (not including increased costs)	Impact on Systel contract unknown Most tech companies trade in the US Dollar. There is potential for the Brexit scenario to result in a negative fluctuation in the USD resulting in increased ICT costs	Head of Tri-Service Control to investigate further Head of ICT to monitor	

		<p>Systel trades in Euros and there is the potential for increased costs</p> <p>While we may not have any direct EU contracts, values do meet the OJEU threshold, and are advertised.</p> <p>Our UK suppliers of equipment/vehicles may have contracts with EU based companies to allow them to be 'sole suppliers' or agents, but how this will be impacted is unknown.</p>	<p>Head of ICT and Head of Tri-Service Control to monitor</p> <p>Head of Appliance & Equipment Department to monitor</p> <p>As above</p>	
STAFFING MATTERS	Numbers of staff with EU passports unable to continue working in the UK	There are currently less than 5 staff within the Service who are EU nationals	POD to explore with individual line managers	The government has committed to giving all EU citizens settled status including those who arrive during the transitional period. They must demonstrate they have lived here for a continuous period of 5 years.

	Own staff with EU driving licenses unable to continue driving within the UK	None identified		
	Staff with foreign driving licenses which may no longer be valid	There are currently less than 5 staff within the Service who are EU nationals and hold an EU driving license		
RESOURCES	Availability of key resources such as water, electricity, gas, diesel	Central Government guidance is that there may be a "reduction in choice" but no shortage of essential supplies	Corporate Risk and Resilience Manager to monitor	Service Continuity Plan for fuel shortage Service Continuity exercise LRF Brexit programme
RESPONSE	Availability of Key partners (EMAS, police, LA etc.)	Non-attendance of key partners will increase incident commitment time, therefore reducing availability	Work with LRF partners to seek assurance and develop mitigation plans	LRF Brexit programme
	Traffic congestion affecting response times	Potential for delays in and around the area surrounding EMA	Monitoring of response times by Fire Control	LRF Brexit programme
	Appliance/Fire Control availability around the March time frame with particular reference to FDS officers in case of civil disturbance etc.	Brexit date is shortly before the Easter holidays meaning potential staff shortage issues are likely to follow the normal pattern linked to school holidays.	Monitoring of A/L requests by managers	Service Degradation Policy

	Possible public disorder and/or social unrest	Crews may have to respond to incidents involving social unrest. There is no local history of recent social unrest and crews have limited experience of such events	Learning & Development to consider roll out of refresher training to crews and FDS managers	
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