2045	Core standard	Clarifying information	Acute healthcare providers	Specialist providers NHS Ambulance service	providers Patient Transport Providers	111	Community services providers	NHS England Regional Teams	NHS England Central Team	CCGs CSIIe Ameinaee continuity	cous (pusiness continuity only) Primary care	(GP, community pharmacy) Other NHS funded organisations	Evidence of assurance	Self assessmer Red = Not com work plan within Amber = Not co EPRR work plan Green = fully co
DD1	Deep Dive Organisation has undertaken a Business Impact Assesment	The organisation has undertaken a risk based Business Impact Assessment of services it delivers, taking into account the resouces required against staffing, premises, information and Information systems, supplies and suppliers The organisation has identified interdependencies within its own services and with other NHS organisations and 3rd party providers Risks identified thought the Business Impact Assessment are present on the organisations Corporate Risk Register	Y	Y,	Y Y	Y	Y,	Y Y	Y	Y	YY	Y Y	Revised Business Continuity Policy provides guidance on the completion of Business Impact documentation. Some BIA work has been undertaken, but not in a recognised template. New BC Policy provides a BIA template to be populated.	
DD2	Organisation has explicitly identified its Critical Functions and set Minimum Tolorable Peroiods of disruption for these	The organisation has identified their Critical Functions through the Business Impact Assesment. Maximum Tolerable Periods of Disruption have been set for all organisaional functions - including the Critical Functions	Y	Y,	Y Y	Y	Y,	Y Y	Y	Y	Y Y	Y	Revised Business Continuity Policy provides guidance on the completion of Business Impact and Risk Assessment documentation.	
DD3	There is a plan in place for the organisation to follow to maintain critical functions and restore other functions following a disruptive event.	The organisation has an up to date plan which has been approved by its Board/Governing Body that will support staff to maintain critical functions and restore lost functions The plan outlines roles and responsibilities for key staff and includes how a disrutive event will be communicated both internally and externally		Y,	Y Y	Y	Y,	Y Y	Y	Y	YY	Y Y	A revised Business Continuity Policy was published (May 2016) outlining specific actions to be completed by all areas of the Trust as part of the Business Continuity process. This includes Business Impact and Risks Assessment documentation.	/
DD4	Within the plan there are arrangements in place to manage a shortage of road fuel and heating fuel	The plan details arrangements in place to maintain critical functions during disruption to fuel. These arrangements include both road fuel and were applicable heading fuel.	Y	Y,	Y Y	Y	Y ,	r y	Y	Y	Y	Y	Drait Fuel Shortage Plan in place. Awaiting ratification by Trust Management BoardAs required for EPRR 2016/17 submission work has been completed to identify dailyfannual fuel usage for business as normal and in the event of a regional/inational shortage.	2 d
DD5	The Accountable Emergency Officers has ensured that their organisation, any providers they commission and any sub-contractors have robust business continuity planning arrangements in place which are aligned to ISO 22301 or subsequent guidance which may supersede this .	EPRR Framework 2015 requirement, page 17	Y	Y	Y Y	Y	Y	r Y	Y	Y	YY	Y Y	Revised Business Continuity Policy provides guidance on the development and provision of Business Continuity Plans for internally and externally provided services/thirs party arrangements.	s
DD6	Review of Critical Services Fuel Requirement Data Collection Programme (F1:F18)	Please complete the data collection below - this data set does not count towards the RAG score for the organisations. Please provide any additional information in the "Other comments" free text box.	Υ	Y	Y	Υ	Y	Y				Y	NHS Ambulance Trusts have already provided this information in a national collection in May 2016.	
	Fuel Demand Summary													
	When providing information on the fuel requirements for both business as usual and to operate a critical service please ensure the supply and demand whereby:	balances												
	Total Daily fuel use (F1) = own bunkered fuel use (F5) + any 3rd party bunkered fuel use (F6) + any forecourt fuel use (F9)													
	Section 1: Business as Usual Demand		Petrol				(inc LPG,	Kerosen						
_	How much fuel do you use daily when providing a business as usual service? (litres) Section 2: Bunkered Fuel		33	2	23	278	Heating Oil	V						
	Section 2: Bunkered Fuel Do you hold bunkered fuel (Yes/No)	1) What happens if I have mutual aid agreements with another Critical Service provider to utilise their bunkered stock, do I need to record the bunkered stock or will they?	Petrol	Die	esei	Ves	Heating OI	Kerosen						
	If no go to F6	DECC is requesting that the supplier records the bunkered stock holdings and the user records the demand. As the user of these bunkered fuels in this instance, please record the use of these stocks under the section referring to access to third party bunkered stock.												
	What is the total bunkered fuel capacity? (litres)	2) Should we assume that in the build up to an emergency our bunkered stocks would be full, as we would be prioritising deliveries and therefore the days' stock held calculations should be based on full capacity and not average daily stock holdings? The prioritisation of supply will be dependent on the facts of any fuel shortage scenario, and will be a decision taken at the time. Data provided in the template should provide DECC with a sufficient the prioritisation of supply will be dependent on the facts of any fuel shortage scenario, and will be a decision taken at the time. Data provided in the template should provide DECC with a sufficient				241,598								
	On average, what volume of bunkered fuel do you hold? (litres)	evidence base to make decisions based on capacity and BAU bunkered stocks. Therefore please fill out the template as requested, providing notes where you think that estimates are required, or where you have had to average data in order to fit the template. 3) Our choice of bunkered huis supplier varies depending on supply cost or availability. Who do I record as the primary supplier?				243,598								
	Do you use <u>your own</u> bunkered fuel when providing a business as usual service? If no go to F6	Please provide the supplier you get most of your fuel from, but also note that this varies and provide details of the other suppliers and average quantities. 4) The terminal our bunkered fuel is supplied from varies depending on who our supplier is. What should we report?				No	ERROR - Bunk	ered Fuel V	olume Used (greater t	than Bunkers	ed Fuel Volu	me hold (Q.10)	
	Do you access a <u>and party or another service's</u> bunkered fuel when providing a business as usual service?	Please report your largest supplier based on average BAU, but also provide notes on any secondary service providers and average quantities obtained from those providers.				No	ERROR - Bunk	ered Fuel V	olume Used	more tha	an total daily	fuel use (Q	2) 	
	lf no go to F8 <u>If you have answered "Yes" to F6</u> or have bilateral supply agreements to operate a business as usual service, please provide a description of any		No											
	agreement(s), amount of supply and companies / organisations involved.													
	Section 3: Petrol Stations / Forecourts		Petrol	Die	esel	Other	(inc LPG.	Kerosen						
	Do you use forecourts to operate a business as usual service? (Yes/No)		Yes	_ ·	he	No								
	If no go to F10			_	_									
F9	What is the average daily forecourt fuel use to operate a business as usual service? (lifres)		33	2	23									
	Critical Service Operation Only													
	Please refer to question 4 of the guidance notes for further information on how to identify the fuel requirements of a critic													
	During an emergency it is expected that organisations will not be operating as normal and will only be delivering those ess Low fuel consumption alternatives should also be explored as part of the Critical Service identification process. For examp The below section refers to the fuel requirements to deliver a <u>Critical Service only</u> .	le, if there is the possibility that a Critical Service activity can be carried out remotely, and therefore does not require the use of fuel, this should be remove	l from ti	ne supply	requirem	ents to								
	Section 4: Critical Service Demand		A	~		A.A	nc LPG, Kerose							
	Section 45. Childan Service Demand				12			ne, Gas Ull)						
	Section 5: Critical Service Bunkered Fuel		Petrol				nc LPG, Kerose	ne Gas Oill						
_	Do you have access to either your own or 3rd party bunkered fuel if you were providing a critical service (either from general access or mutual supply agrees	ments)? (Yes/No)												
	If no go to F14													
	What volume of your own bunkered fuel would you use daily if you were providing a critical service? (litres)						ERROR - Bunk							
	What volume of <u>3rd party or another service</u> bunkered fuel (either from general access or mutual supply agreements) would you use daily if you were provide <u>If you have answered "Yes" to F13 or have bilateral supply agreements to operate a critical service, please provide a description of any agreement(s), amou</u>					2/8	ERROR - Bunk	ered fuel us	e higher tha	n total cr	ritical demar	6 (Q.16)		
	The starts and the starts of the starts of the starts and the starts of	n za stoložil kina naukomita (na Brustanova sukostanova).	Destand	0	erel	Others For	nc LPG. Kerose	07						
	Will you need access to Designated Filling Stations (DFS) if you were providing a critical service? (Yes/No)		Yes			oue p		sie, Gas Oilj						
	If no go to £17													
	What volume of fuel would you use daily from Designated Filling Stations (DFS) if you were providing a critical service? (litres)		18	1	12									
	Critical Service Operation Only													
	To ensure that there are adequate Designated Filling Stations ⁴ (DFS) to meet the demands of all critical users, please detail in the table below the number of vehicles required to operate a critical service A Designated Filling Station (DFS) is a retail filling station with the purpose of only supplying road fuel for critical use only. The DFS list will be compiled to provide sites giving a good geographic coverage of the UK to meet the predicted regional demand for fuel for critical service								=†		+	-		
	Vehicles	Number of Vehicles required to operate a critical service Petrol		Diesel			Other (inc)	IG1			-			
	With NHS Logo Without NHS Logo						Source (inclu	-1		+	-	-		
	Private vehicles Total	177		122			7	_		T				
F18	If you have answered "Yes" to question 2 (Do you hold bunkered fuel?) please detail which company primarily supplies yo	ur bunkered fuel and where known which local or regional supply depot or terminal does the fuel gets delivered from. Please select from drop down list pr	wided o	r select "o	other" an	d please	detail.		Ħ					
			If oth	s or	hich Termina nkered fuel				erage					
		Who primarily supplies your bunkered fuel? Please Select from drop down list:	mult suppi please	ple iers	from? ase Select fr	om drop	If other plea state:	Deliv	nber of cries per onth			-		
			presse		down lis	t				+			Halls, part of the Watson Company Group. Delivered from x2 depots 1)Cotham Lane, Hawton, Newark 2)	
	Other			Oth	er			On I	emand	+	+		The Burrows, East Goscote, Leicester.	

nent RAG			
ompliant with core standard and not in the EPRR thin the next 12 months.			
compliant but evidence of progress and in the plan for the next 12 months.	Action to be taken	Lead	Timescale
compliant with core standard.			
	Business Impact Analysis to be completed in line with guidance	Resilience	BIA's to be completed by
Amber	contained within Trust Business Continuity Policy.	Assurance Committee (RAC)	October 2016.
	Business Impact Analysis and Risk Assessments to be	Resilience Assurance	BIA's completed by October 2016. Risk
Amber	completed in line with Trust Business Continuity policy.	Committee (RAC)	Assessments to be completed by December 2016.
	Business Impact Analysis, Risk Assessments and Business	Resilience Assurance	BIA's completed by October 2016. Risk
	Continuity Plans to be completed inline with Trust Business	Committee (RAC)	Assessments to be completed by
Amber	Continuity Policy.		December 2016. Business Continuity Plans to be
			completed January 2017.
Amber	Draft Plan to be ratified by Trust Management Board.		Oct-16
Alliber			0
Amber	Exisitng plans to be revised and new plans to be developed using the guidance in the Policy	Resilience Assurance	Completed by January 2017
	the guidance in the Policy.	Committee (RAC)	
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