

Fatal Fire Report

SOFIA DUARTE

21 years old [REDACTED]

[REDACTED] Old Kent Road
Southwark
London SE1 [REDACTED]
Borough of Southwark

Date of Incident: 01 January 2023

Date of Death: 01 January 2023

LFB Incident Number: [REDACTED]-01012023

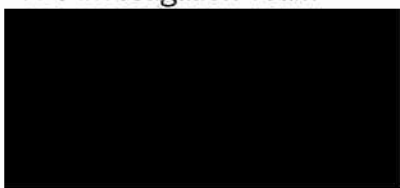
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The London Fire Commissioner is the fire and rescue
authority for London

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Fire Investigation Team Report

Fire Investigation Team



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London Fire Brigade investigates the cause of fire in order to gather information to assist with fire prevention and protection of the public. This report records the findings of the fire investigation and is produced for internal use only. It may not therefore be suitable for use by other organisations or individuals.

Date completed 11 January 2023

Author: Fire Investigation Officer StnO
Fire Investigation Team

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Station Officer [REDACTED] Fire Investigator.

Incident address: [REDACTED] Old Kent Road, Southwark, London, SE1 [REDACTED]

Date of fire: 01 January 2023

Criminal Justice Act 1967, Section 9; Criminal Procedure Rules 2020, Part 16.

This statement is true to the best of my knowledge and belief, and I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated anything in it which I know to be false or do not believe to be true.

Signature:

Date:

1.

2.

3. I reported for duty [REDACTED] on 1st January 2023. At [REDACTED] hours, I was paged by the London Fire Brigade's London Operations Centre to attend the scene of a 'persons reported' fire at [REDACTED] Old Kent Road, Southwark, London, SE1 [REDACTED]

4. This fire was allocated the London Fire Brigade's unique incident number [REDACTED]-01012023. The original call to the fire had been logged by Brigade Control at [REDACTED] hours. I arrived at [REDACTED] hours, liaised with Sub Officer [REDACTED] the Fire Brigade Incident Commander on scene and began my investigation into the cause and reasons for progression of the fire. While at the scene I took a number of photographs which have been stored in the London Fire Brigade Image Library under reference number 92711 and which I exhibit as SE/00503/1.

5. The fire investigation report for this incident is attached and exhibited as SE/00503/2.

Signature:.....

Date completed 11 January 2023

Author: Fire Investigation Officer StnO [REDACTED]
Fire Investigation Team

Fire Investigation Team Report

(London Fire Brigade collects information for statistical and research purposes – this report is based upon information available at the time of its production and may be subject to change.)

1 Synopsis:

Brigade incident number:

██████-01012023.

Address of incident:

██████ Old Kent Road,
Southwark, London, SE1 ██████

Date and time of call:

1st January 2023 at ██████ hours

Date and time investigation commenced:

1st January 2023 at ██████ hours

Investigator(s):



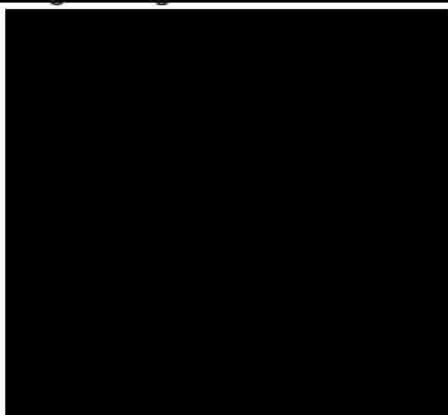
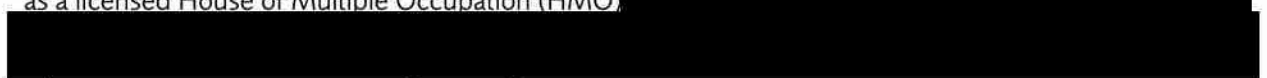
Incident Commander:

Reason for FI attendance:

Persons reported fire

2 Building description:

Number ██████ Old Kent Road was a mid-terrace shop and dwelling of one and three floors, measuring 6 metres by 20 metres, built circa 1840 of traditional construction. ██████ was accessed via an independent entrance from Old Kent Road, from which a staircase led to the first and second floors. The flat was in use as a licensed House of Multiple Occupation (HMO).



Date completed 11 January 2023

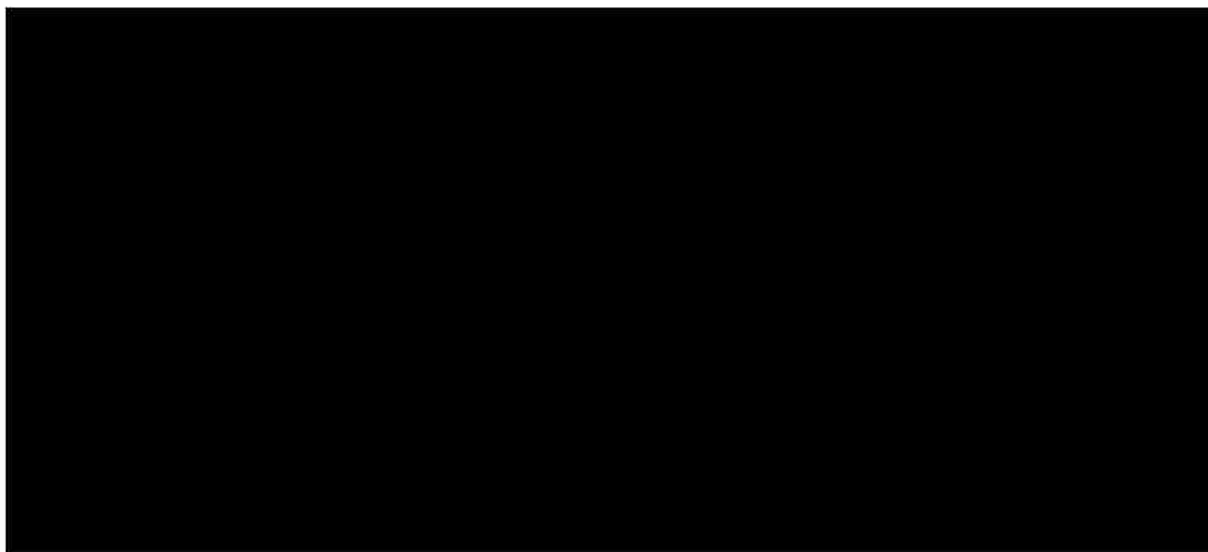
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(Image courtesy of Google Earth, Street View)

3 Summary:

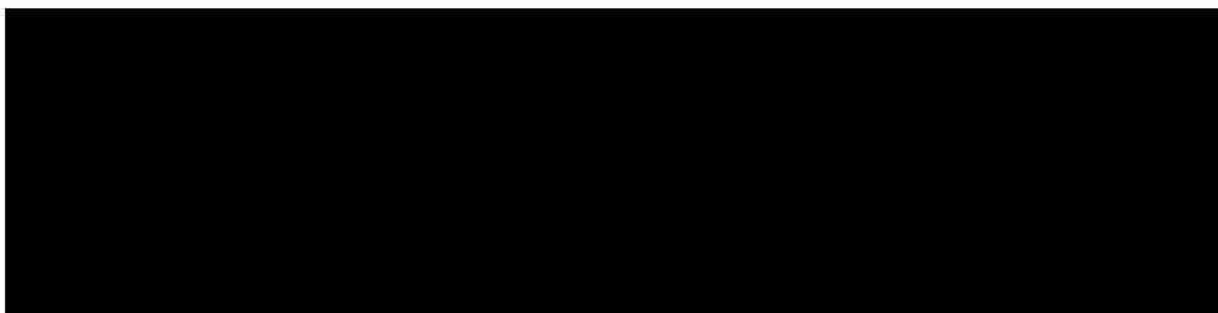


Miss DUARTE was found [REDACTED] with injuries incompatible with life. Crews extinguished the fire using two 45mm main jets and one hose-reel jet. The fire damaged [REDACTED]

This fire has been recorded as accidental with the cause of the fire being attributed to a battery failure from a retro fitted e-Bike.

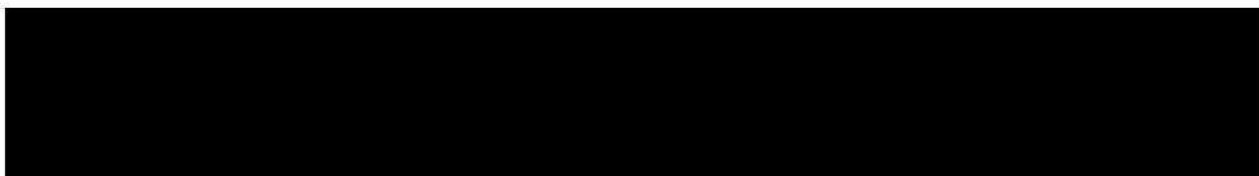
4 Main characters:

SOFIA DUARTE The deceased.



5 Sequence of events:

5.1



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5.15 At [REDACTED] hours, LAS HART Paramedic [REDACTED], declared Miss DUARTE 'Recognition of Life Extinct' (ROLE). (Source: Witness Information, Paramedic [REDACTED]).

5.16 Following the declaration of ROLE of Miss DUARTE, in line with LFB protocols, a second FIO was requested to attend this incident. OK15, StnO [REDACTED] was mobilised and arrived at [REDACTED] hours. (Source: Witness information, BOSS).

5.17

5.18 At [REDACTED] hours, Detective Constable [REDACTED] from the MPS Criminal Investigations Department (CID) arrived at the incident. A meeting was held with the IC, MPS and FIO [REDACTED]. Crime Scene examiners (CSE) were requested to attend to carry out an examination of Miss DUARTE. A plan of action was established to continue the investigation in daylight hours the next day. (Source: Witness information, StnO [REDACTED]).

5.19 At [REDACTED] hours, FIOs [REDACTED] left the scene and returned to Dowgate Fire Station, Fire Investigation Office. The Scene was left protected by the MPS. (Source: Witness information, StnO [REDACTED]).

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6 Scene examination: A selection of images are included in Appendix 1 and a plan is included in Appendix 2 and 3.

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6.28 Following the scene examination, the two E-bikes were seized by the MPS.

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7 Profile of the deceased (source: [REDACTED]):

7.1 Miss SOFIA DUARTE was a 21-Year-old female [REDACTED]

7.2 [REDACTED]

7.3 [REDACTED]

7.4 [REDACTED]

7.5 [REDACTED]

8 Examination of possible causes:

8.1 Deliberate Act

[REDACTED]

For these reasons, a deliberate act has discounted.

8.2 Smoking Materials

[REDACTED]

For this reason, the unsafe use of smoking materials has been discounted as a cause of the fire.

8.3 Naked Flame

[REDACTED]

As a result, this possible cause has been discounted.

8.4 Electrical

[REDACTED]

[REDACTED] there is nothing to support that this fire was caused by a failure of any of the properties electrical systems, electrical extension cables, or electrical appliances.

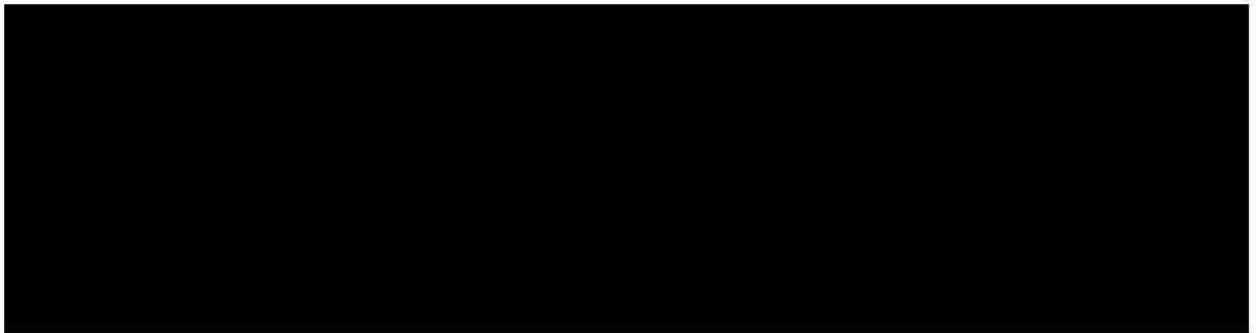
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8.5 Failure of E-bike battery



For these reasons, and with regards to witness information, a cause of this fire due to battery failure from the E-bikes cannot be discounted.

9 Conclusion:

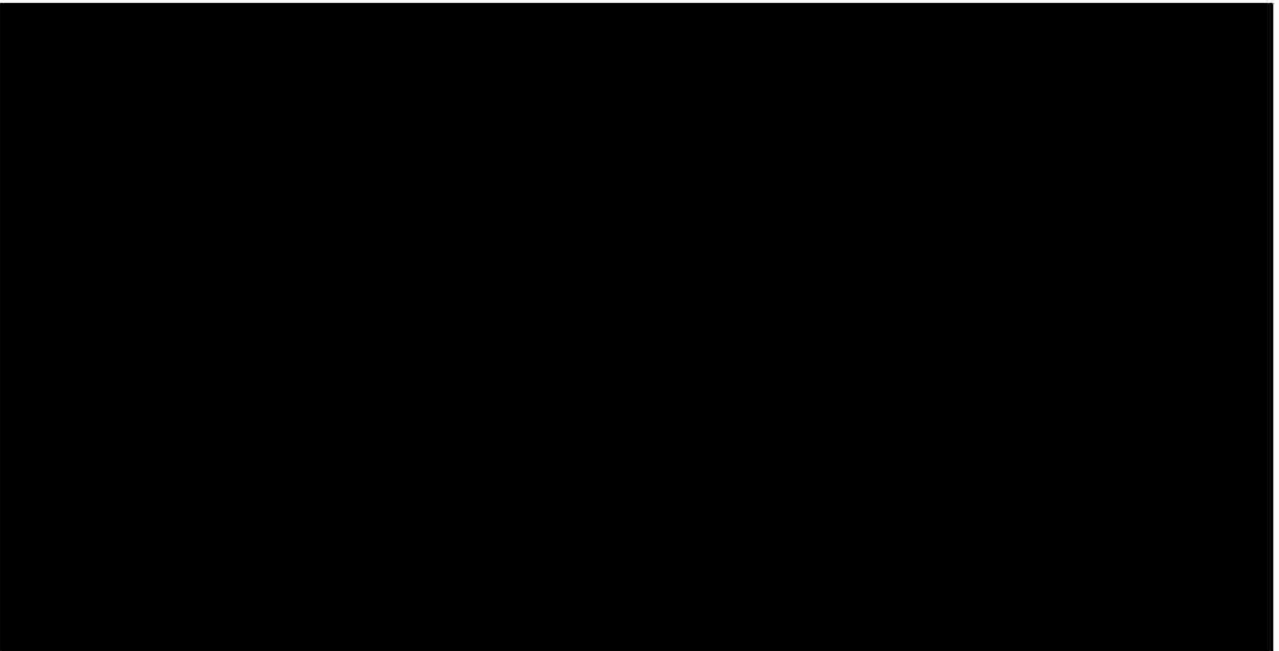
9.1 This fire has been recorded as accidental with the cause of the fire being attributed to a battery failure from a retro fitted E-Bike.

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10 Community Safety considerations

10.1 No previous interactions with London Fire Brigade at this address.

10.2 This fire was determined to be the result of a Lithium-ion battery associated with an E-bike, converted from a standard push bike.

10.3



Date completed 11 January 2023

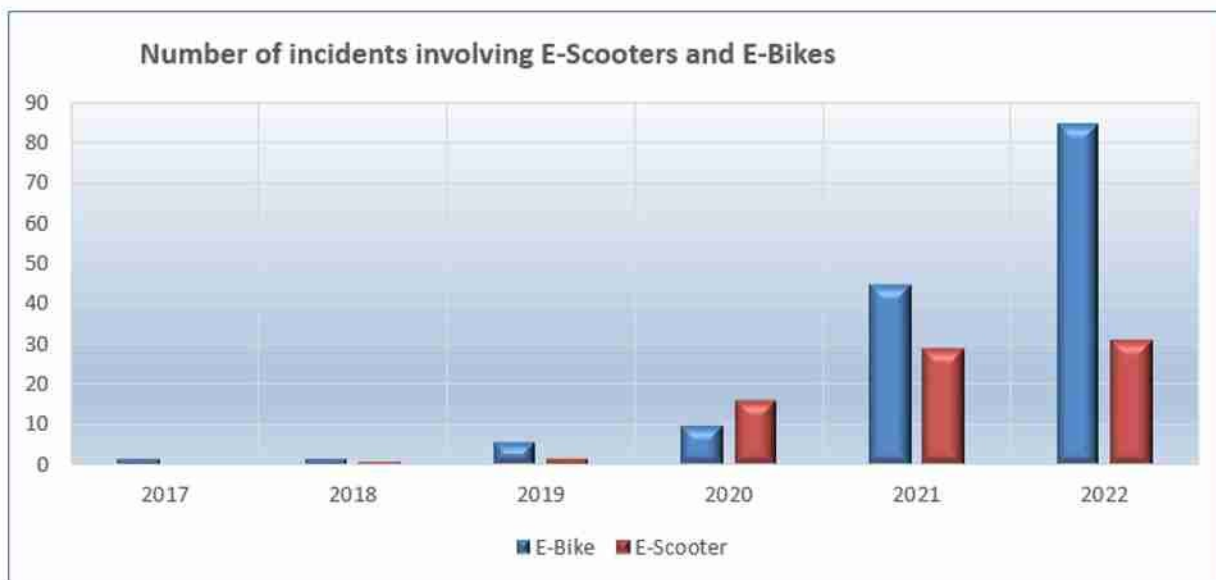
Author: Fire Investigation Officer StnC [REDACTED]
Fire Investigation Team

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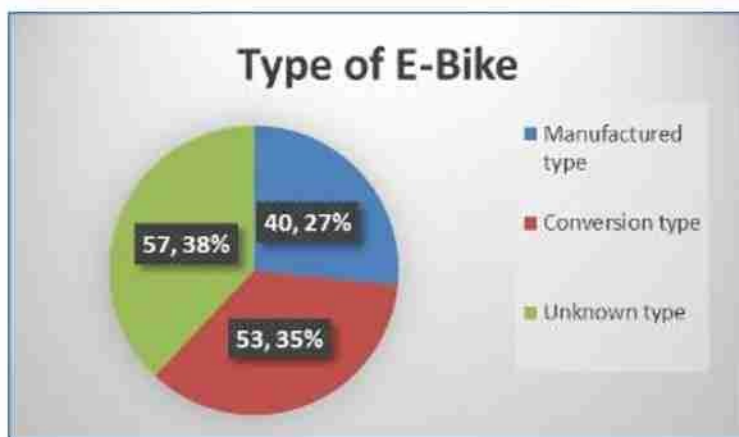
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• [REDACTED]

- 10.4 Since 2017, the LFB has recorded 150 incidents involving E-bikes and 79 involve E-scooters.
- 10.5 The LFB has seen a significant rise in the number of fires of this type. In 2017 there were only 2 recorded incidents for E-bikes and no recorded incidents for E-scooters, this is compared to 85 incidents for E-bikes and 79 incidents involving E-Scooters in 2022.



- 10.6 There has been notable high-profile action to reduce the risk of fires in certain environments, such as the banning of all E-Scooters from the TFL network.
- 10.7 Statistics gathered by the LFB Fire Investigation Team show that with regards to fires involving E-bikes, most fires occur within converted bikes and where the battery was on charge, at the time it failed.



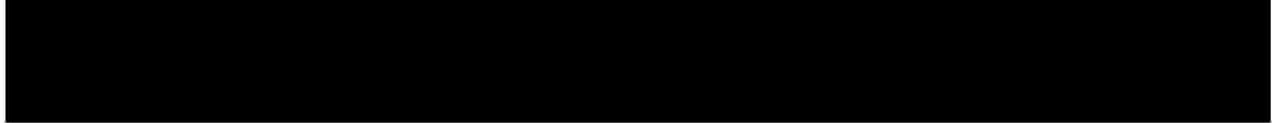
- 10.8 One of the main issues appears to be the number of batteries sourced from on-line marketplaces. In many cases, batteries are not provided with a designated charger and there are several examples of batteries failing within days of being purchased (sometimes on its first charge cycle).

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- 10.9 Many users of E-bikes have more than one battery, which due to their cost, tend to be purchased from different providers over a period of time. This brings a risk that, even when the battery is provided with a designated charger, batteries may be charged with a charger they are not designed to be paired with.
- 10.10 It has been documented by the LFB Fire Investigation Team that courier/delivery riders are a prominent demographic who use E-bikes in their work. They have been found to be living within houses of multiple occupation, possessing multiple batteries between them and sharing charging units which may not be compatible with each battery.
- 10.11 Out of 229 incidents, 158 have occurred in some form of property containing sleeping accommodation (108 E bikes and 50 E scooter).
- 10.12 Prior to this incident there have been several fires involving E-bikes that have had serious outcomes with regards to injuries to people and persons having to escape their premises by unconventional means, i.e. jumping from windows. The majority of E-bike incidents are found to occur within flats or houses of multiple occupancy. This correlation may be linked to the courier/delivery demographic, where riders are younger and tend to live in shared spaces. These premises tend not to have external storage facilities, so bikes and batteries are found stored and charged within communal areas, meaning that their means of escape are lost in the event of a fire.
- 10.13 Outside of London, two fatal fires have been reported in the press to have been started by the failure of a lithium-ion batteries associated with an E-bike. These were:
- 
 - 
- 10.14 So far, the Fire Investigation Team has not been successful in identifying any makes or models of Lithium-ion battery that pose a specific hazard. Consequently, all such batteries should be regarded as posing a significant risk to safety.
- 10.15 The LFB continues to make a concerted effort through the media campaigns to bring attention to the issues around lithium-ion batteries associated with E-bikes and E-Scooters.

11 Fire safety regulation considerations:

11.1 Fire safety regulation considerations before the fire:



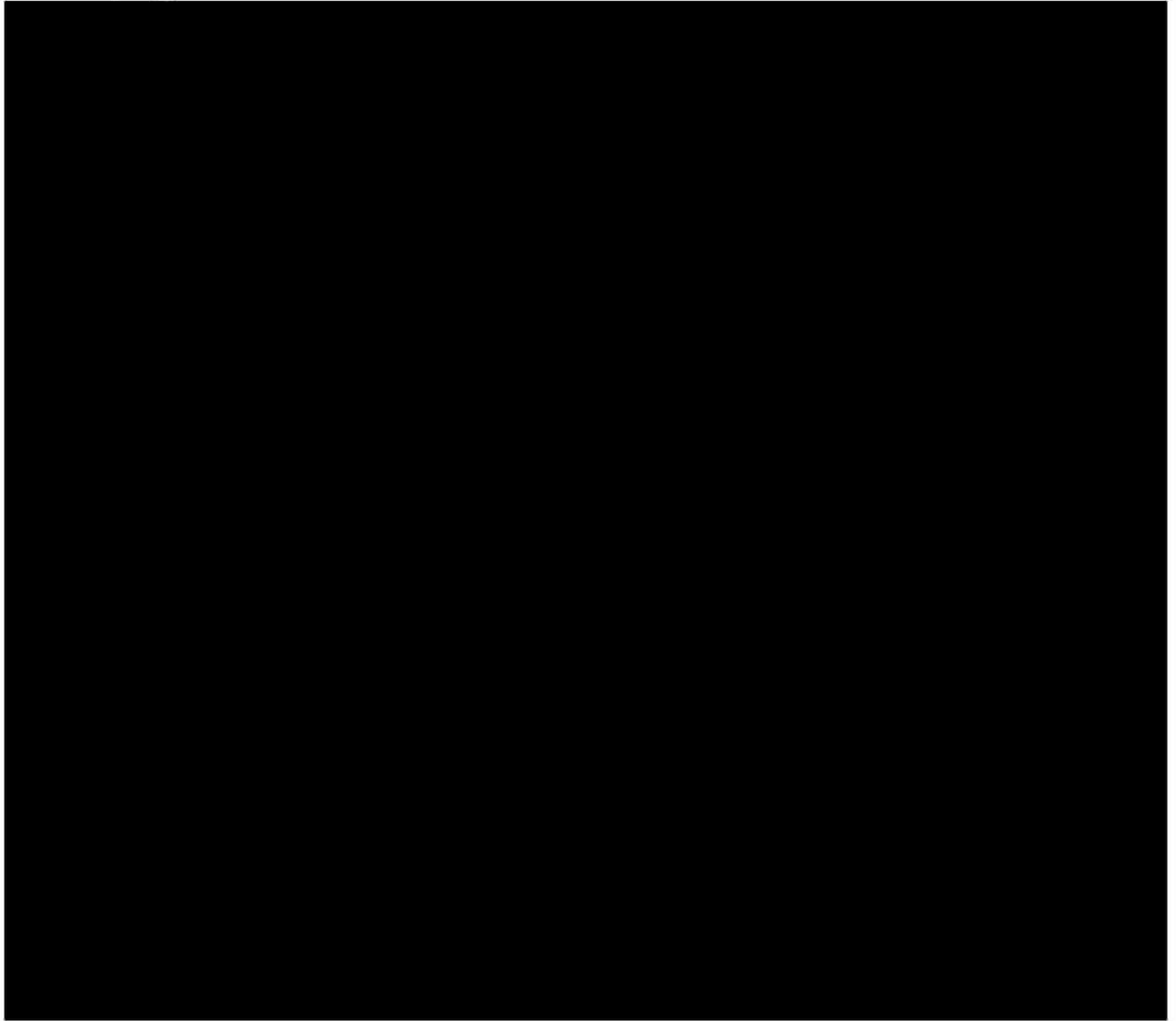
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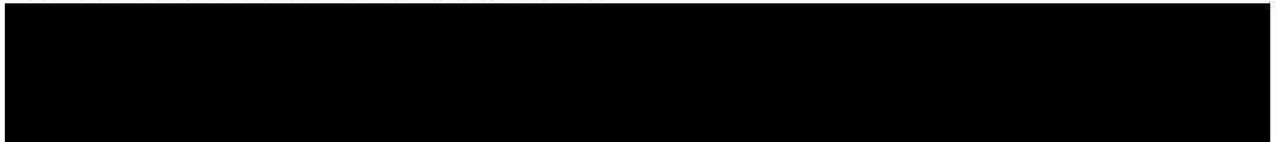
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11.2 Fire safety regulation considerations at time of fire:



11.3 Fire safety regulation considerations after the fire.



The data held on the Information Management System has been checked and is consistent with this report at the time of writing.

Report prepared by: [redacted]

Signature:

Fire Investigation

Report reviewed by: [redacted]

Signature:

Fire Investigation

Date completed 11 January 2023

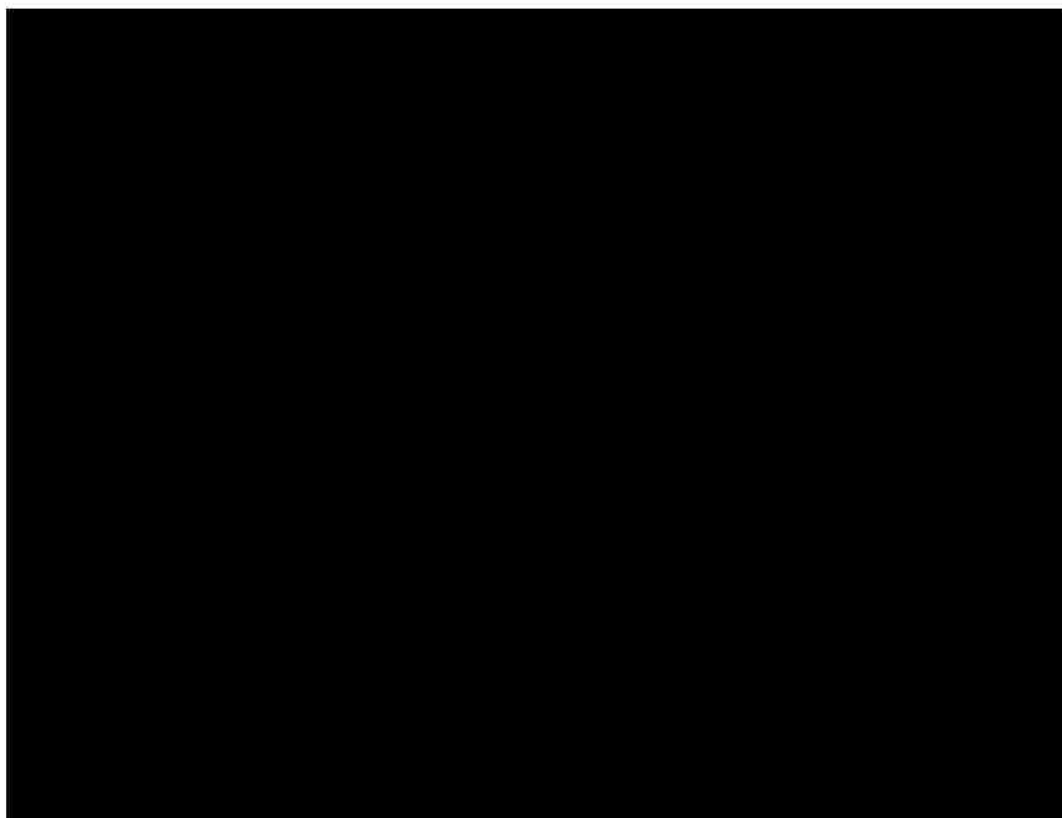
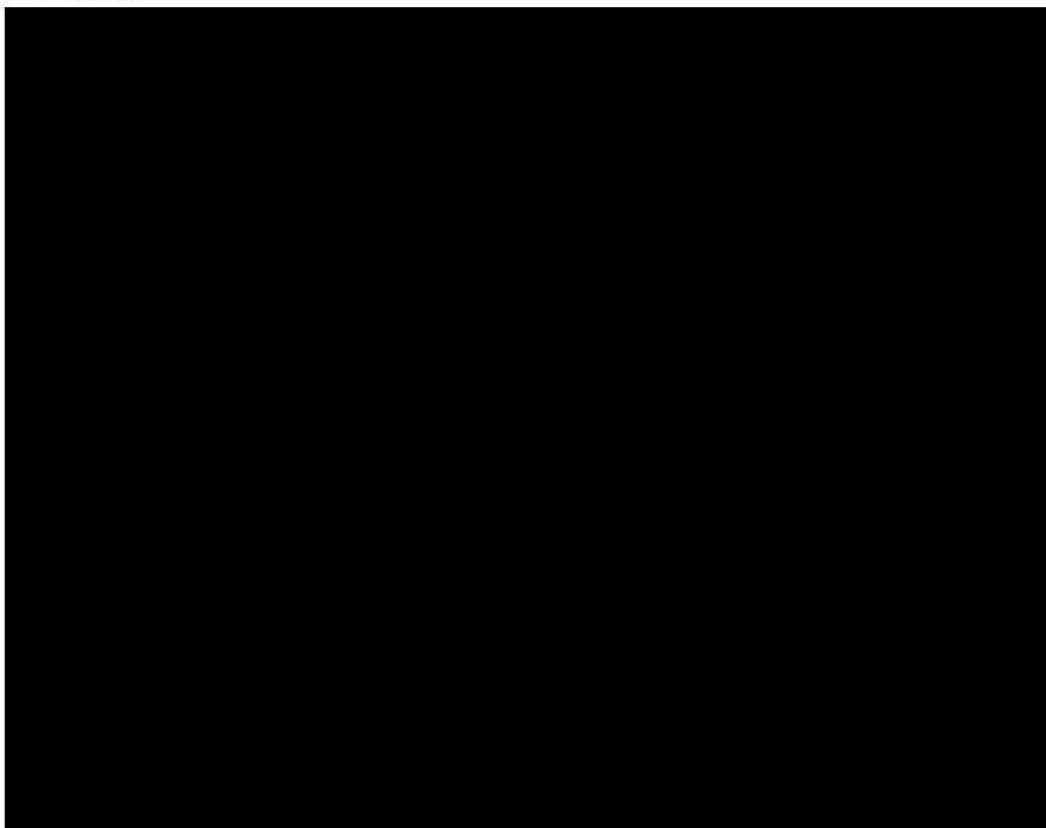
Author: Fire Investigation Officer StnO [redacted]
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Appendix 1.

Photographs of Scene:

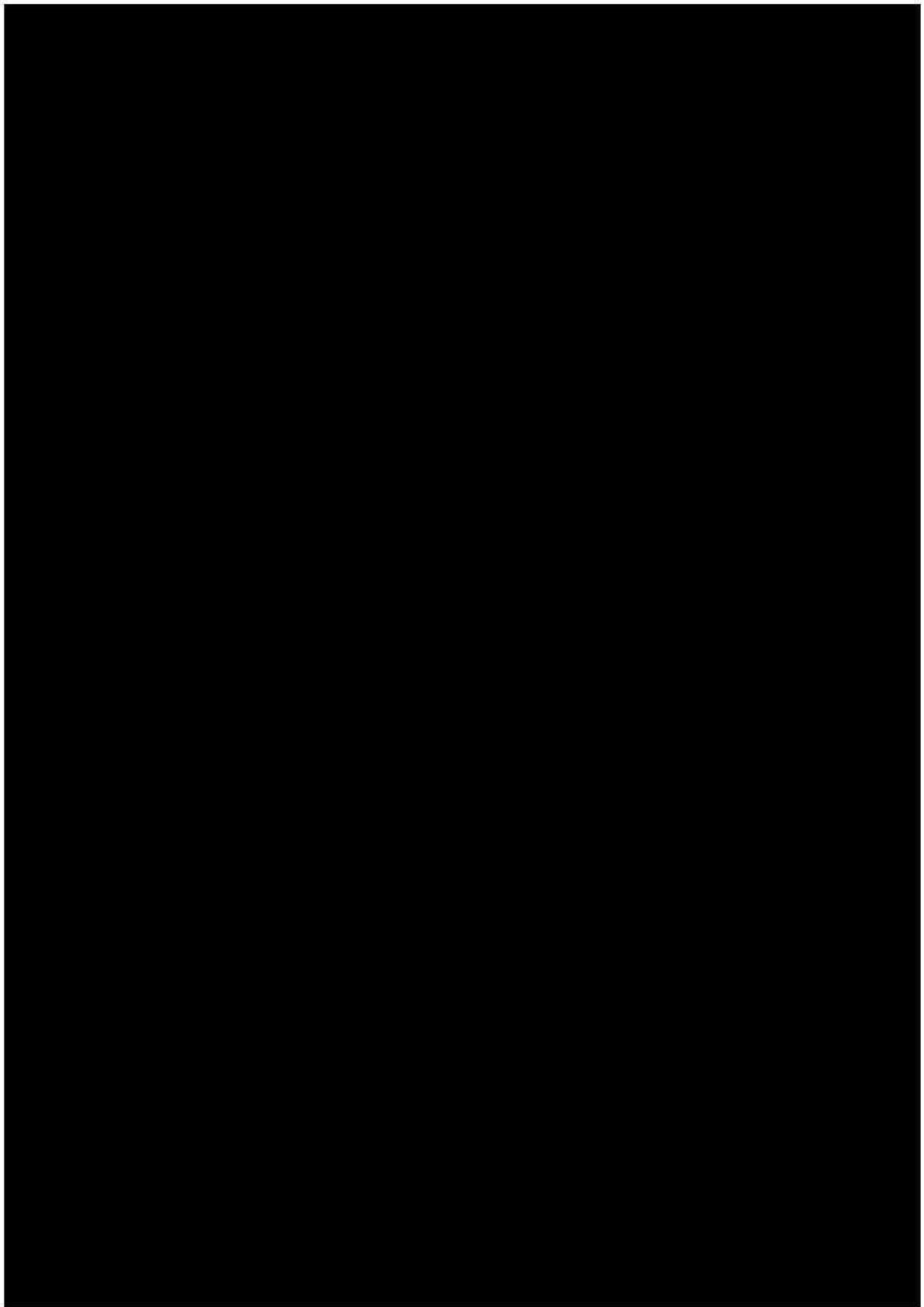


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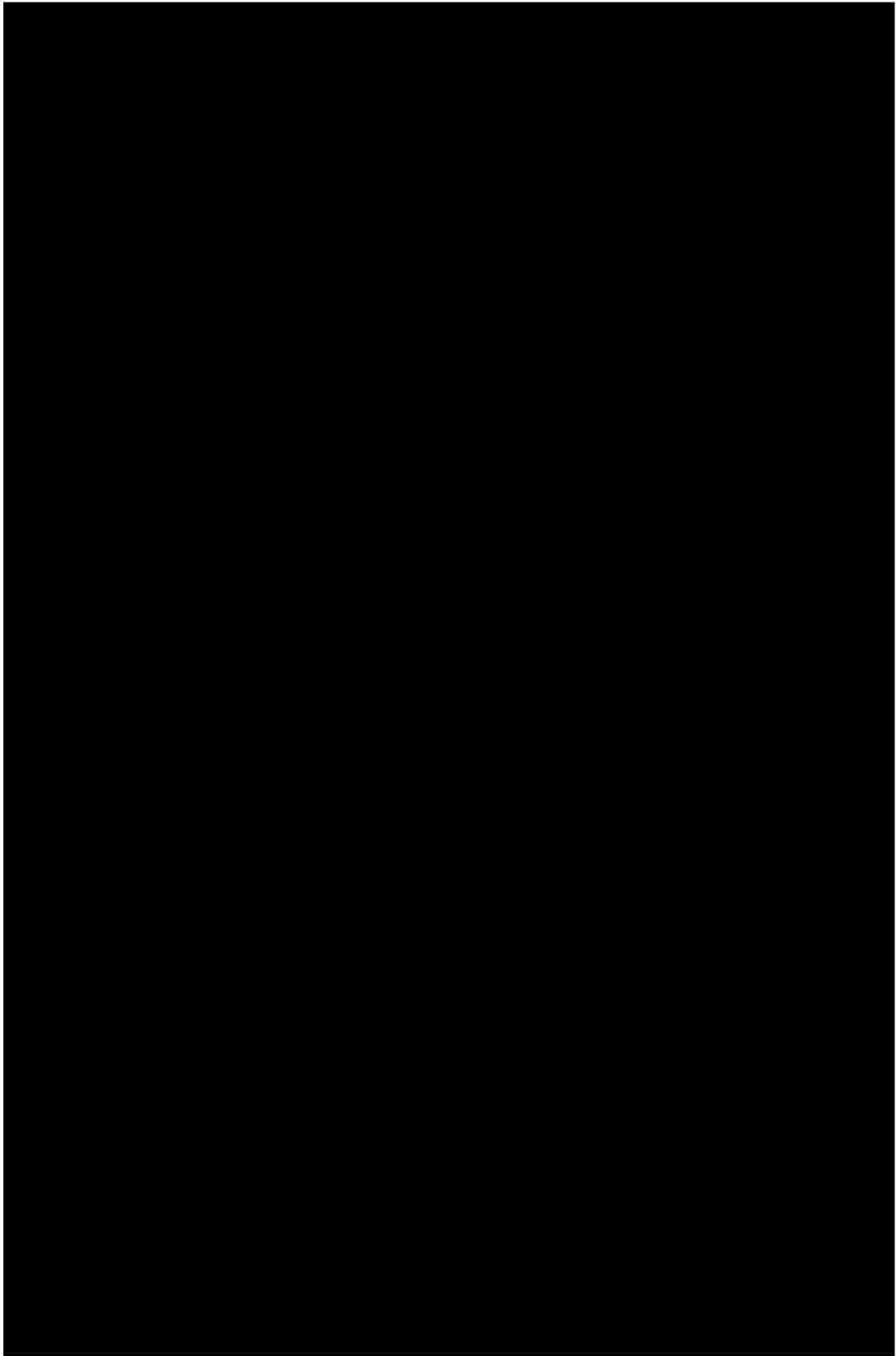


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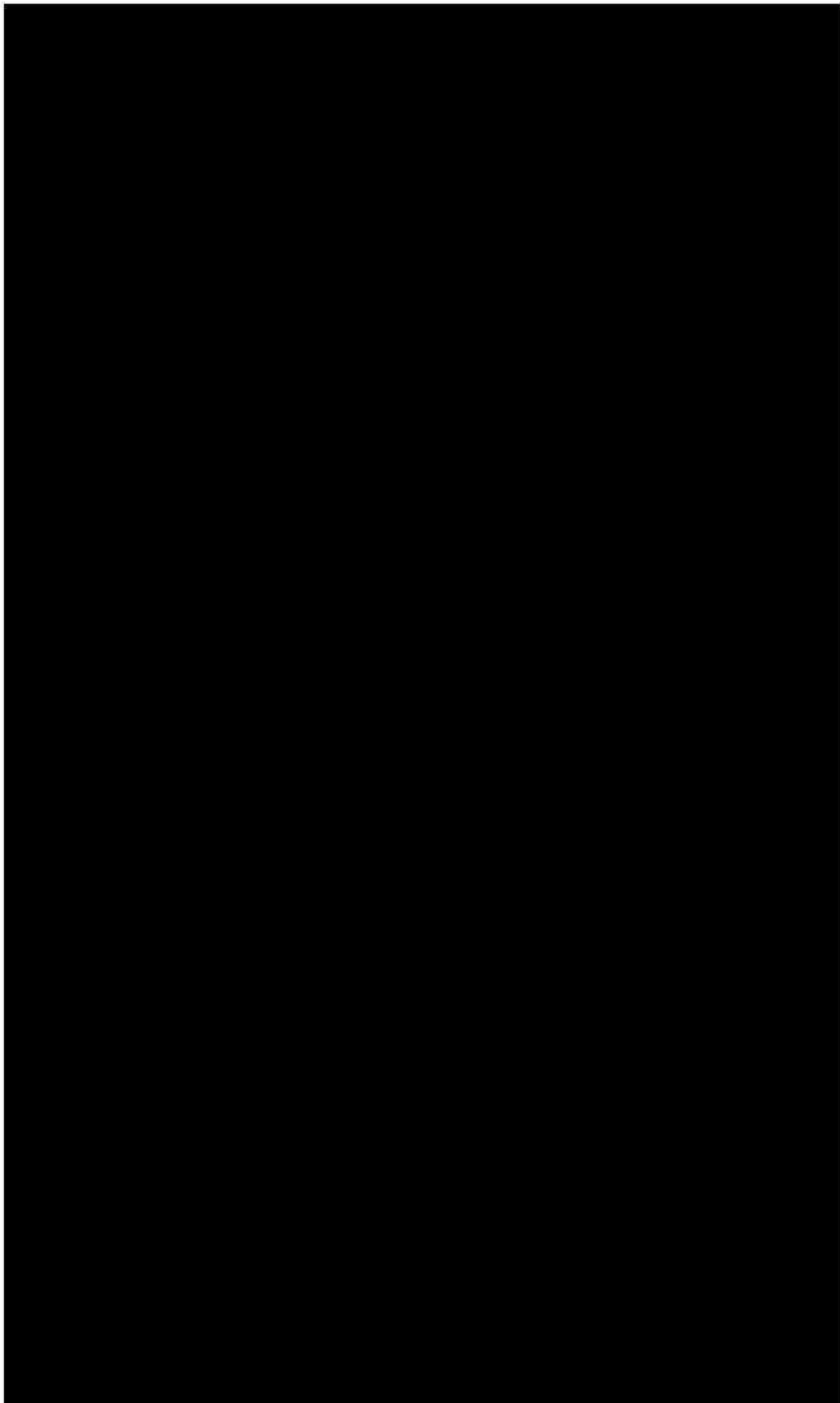


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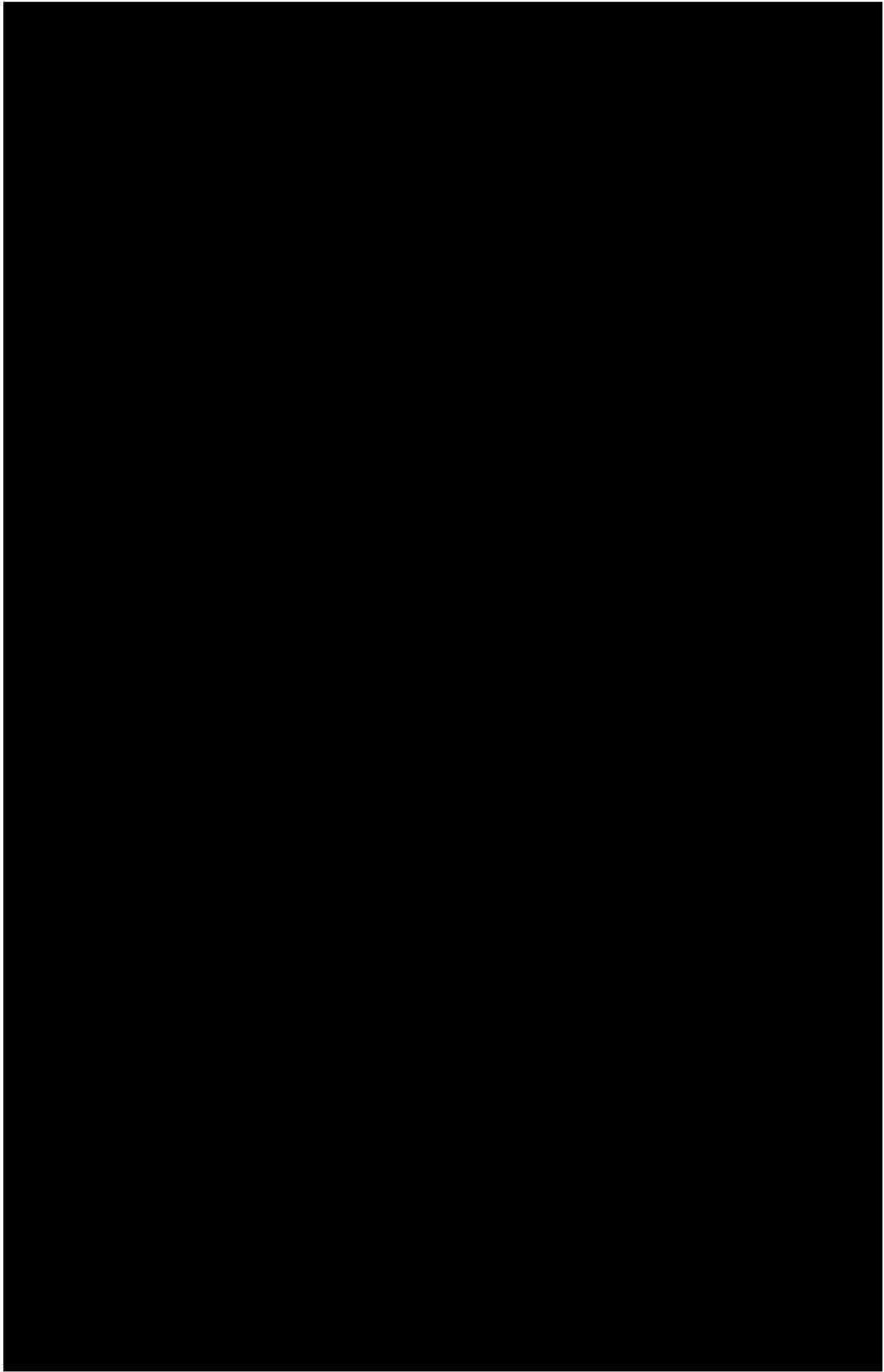


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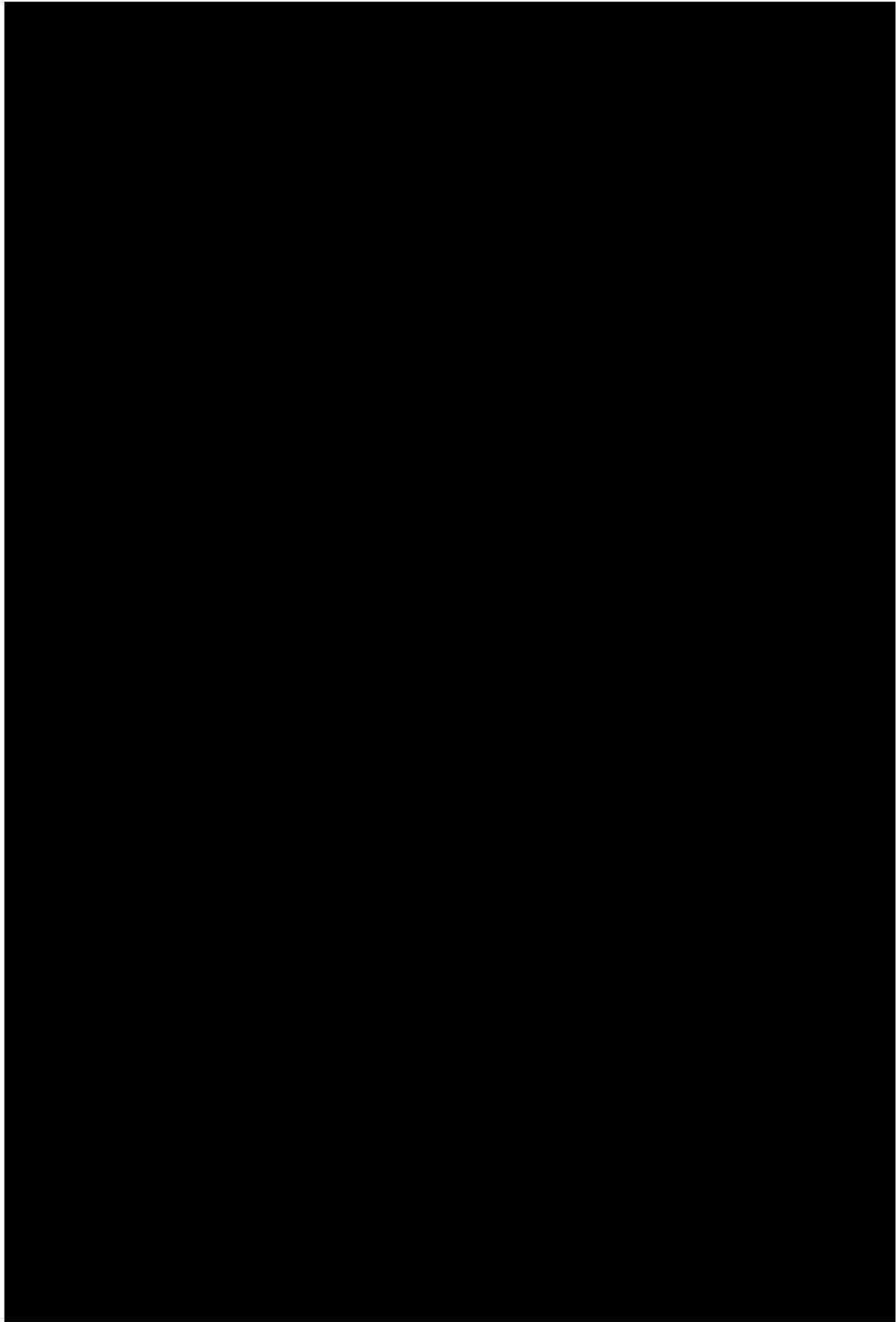


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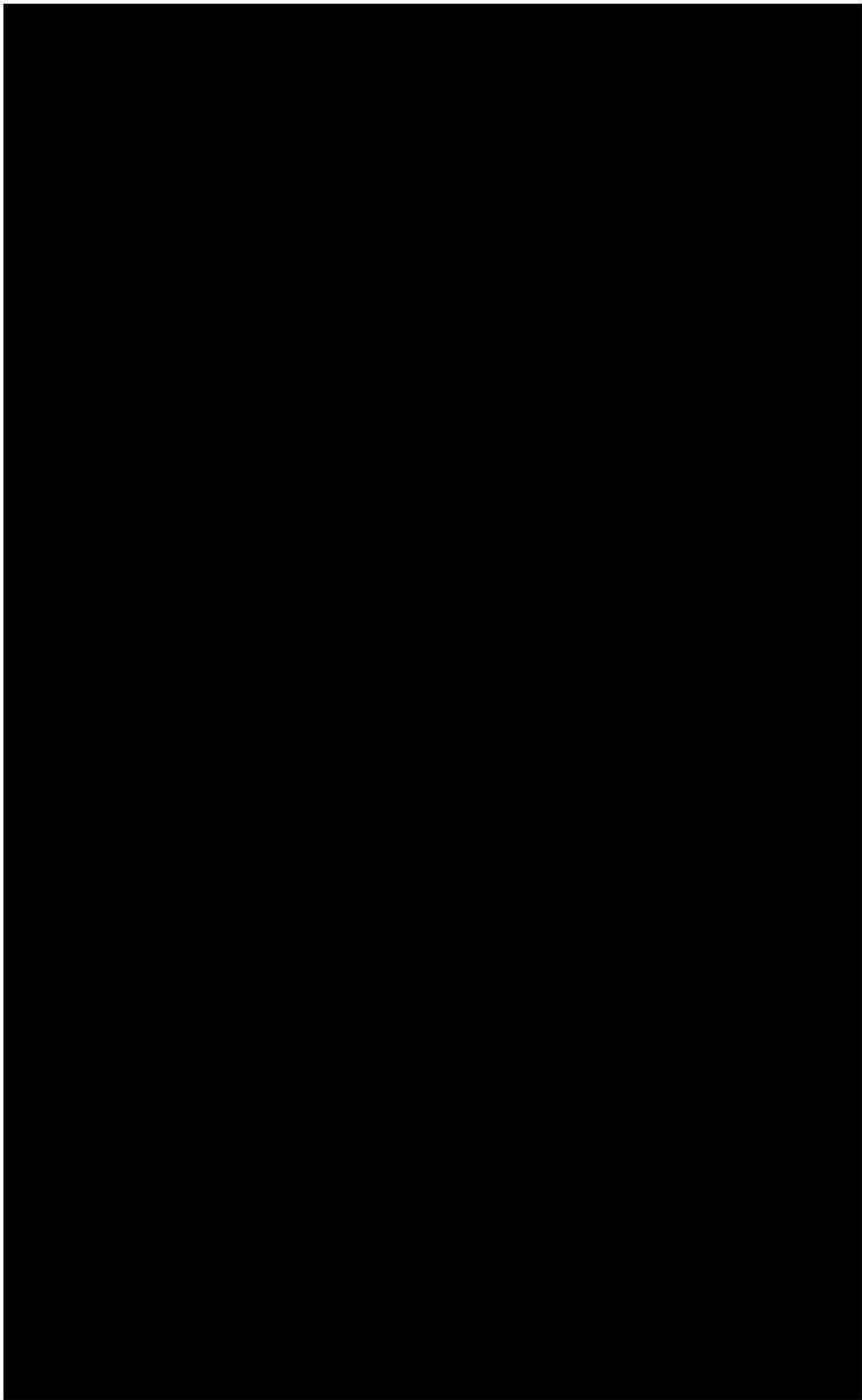


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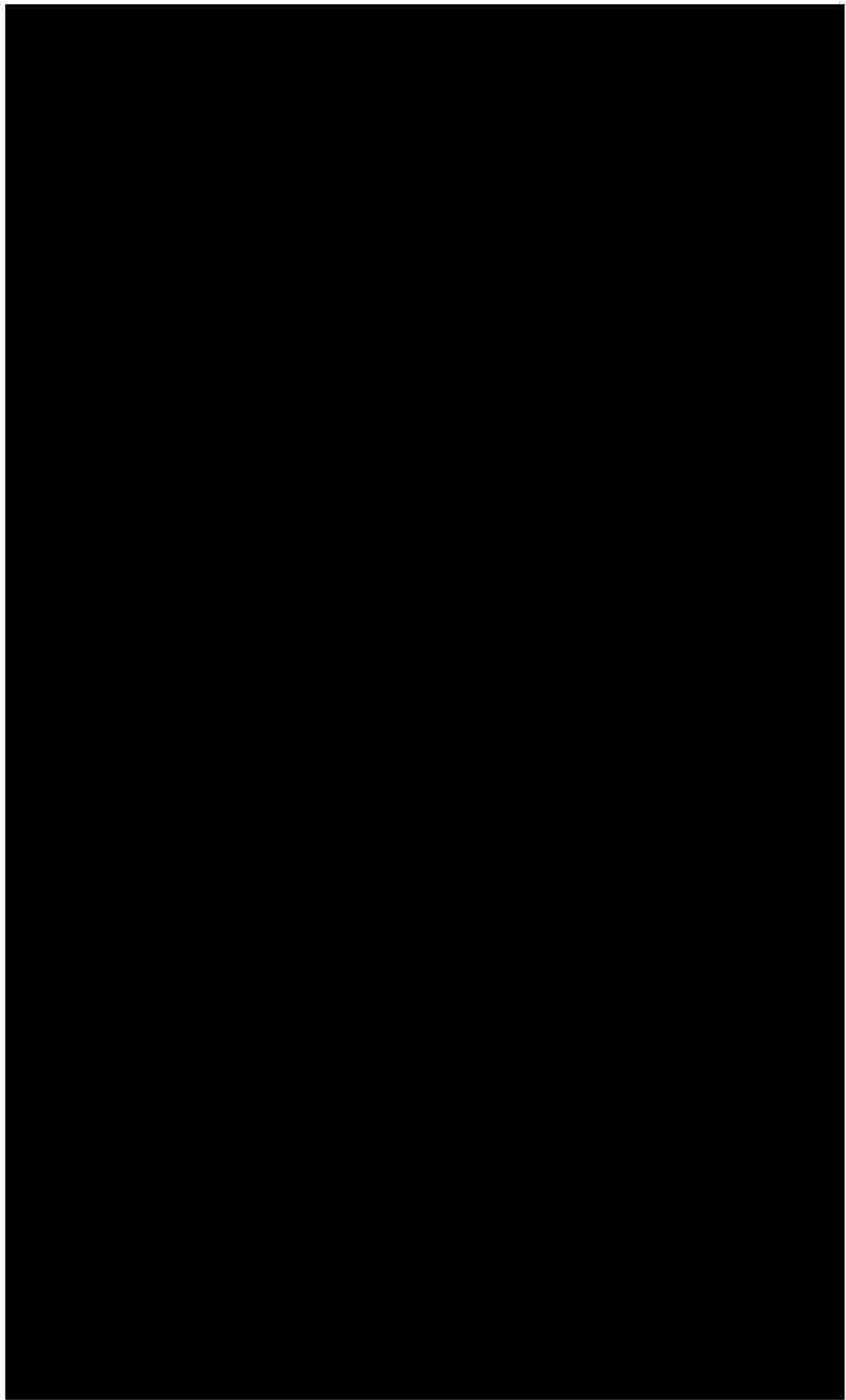


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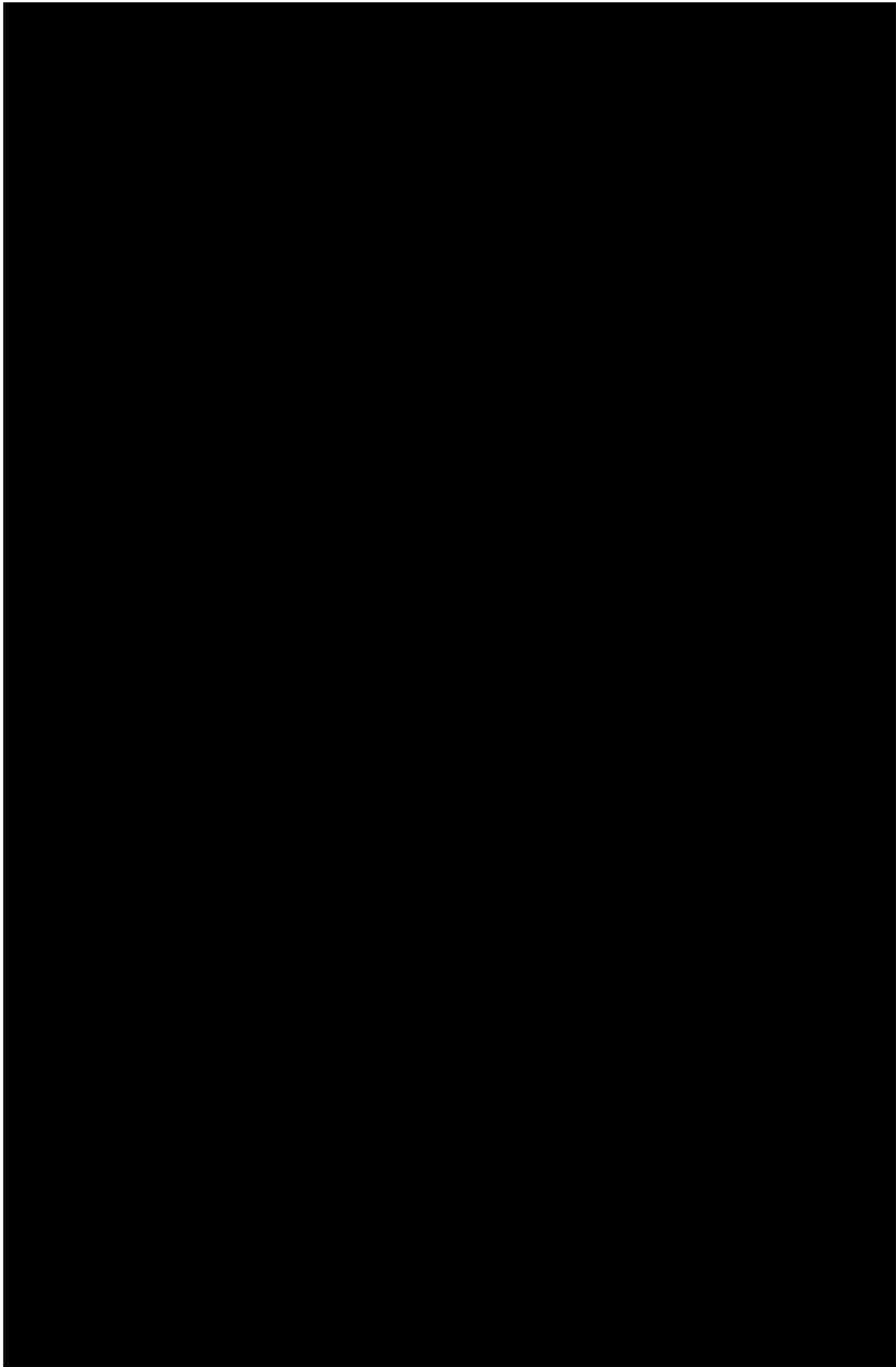


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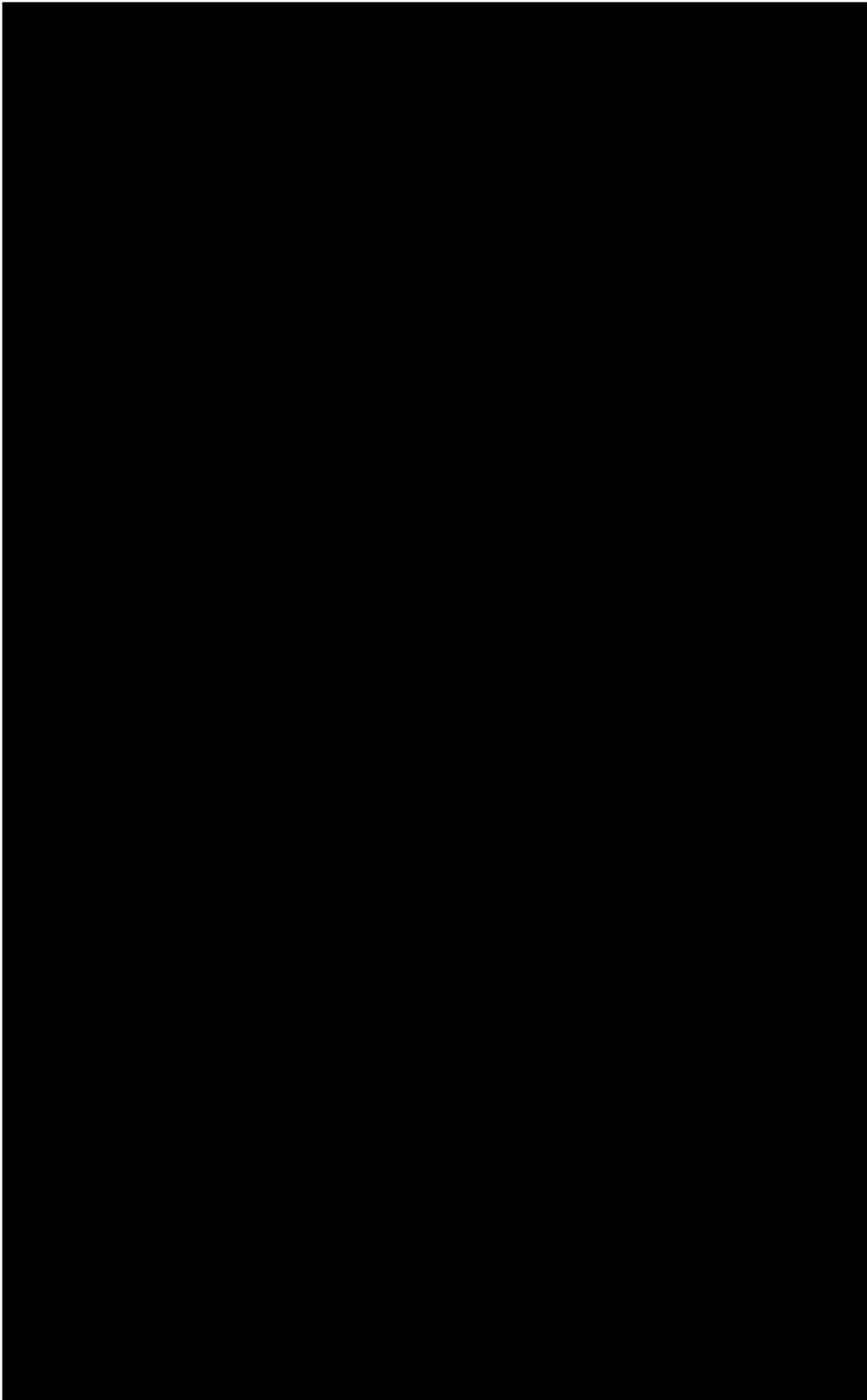


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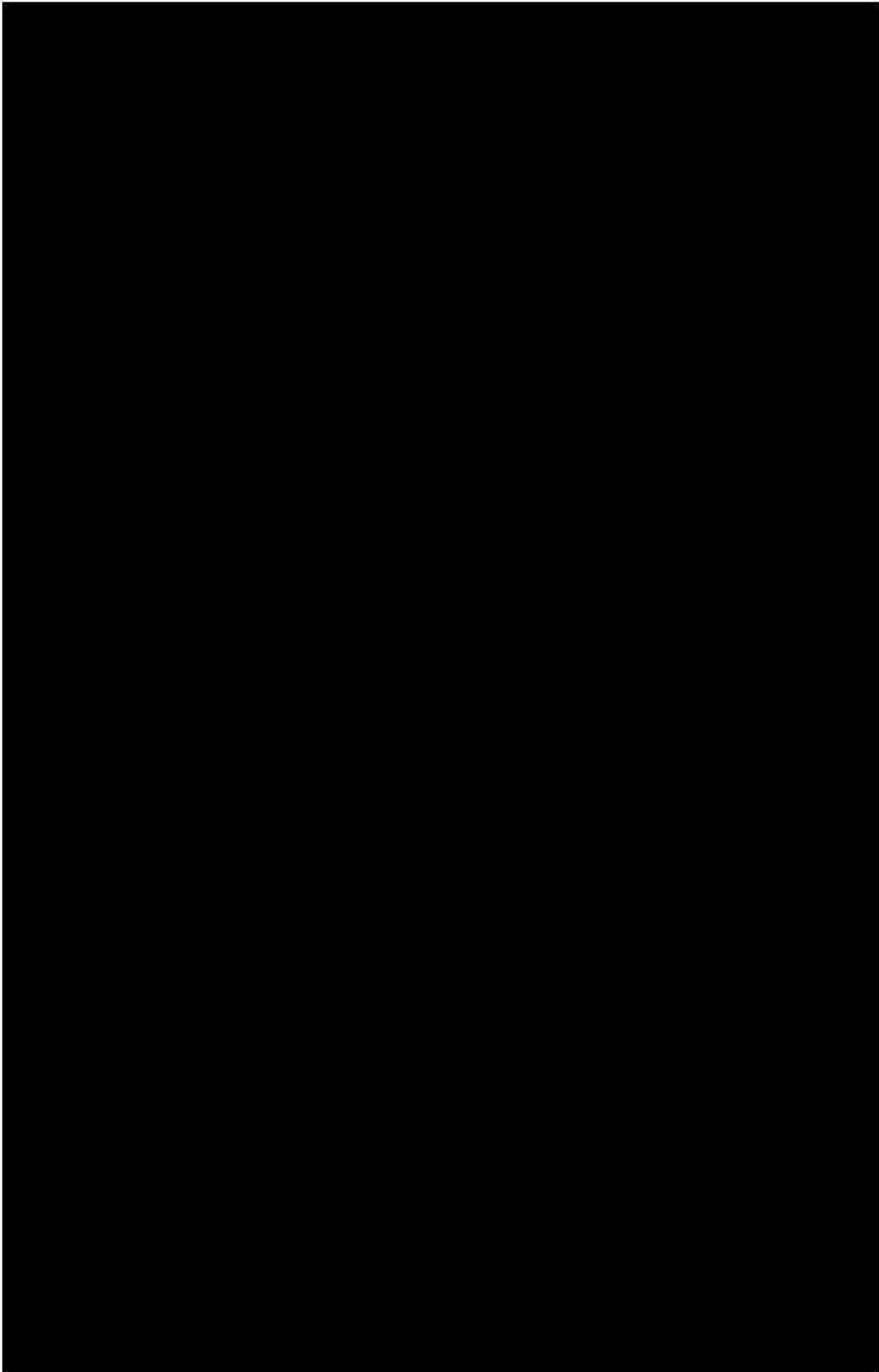


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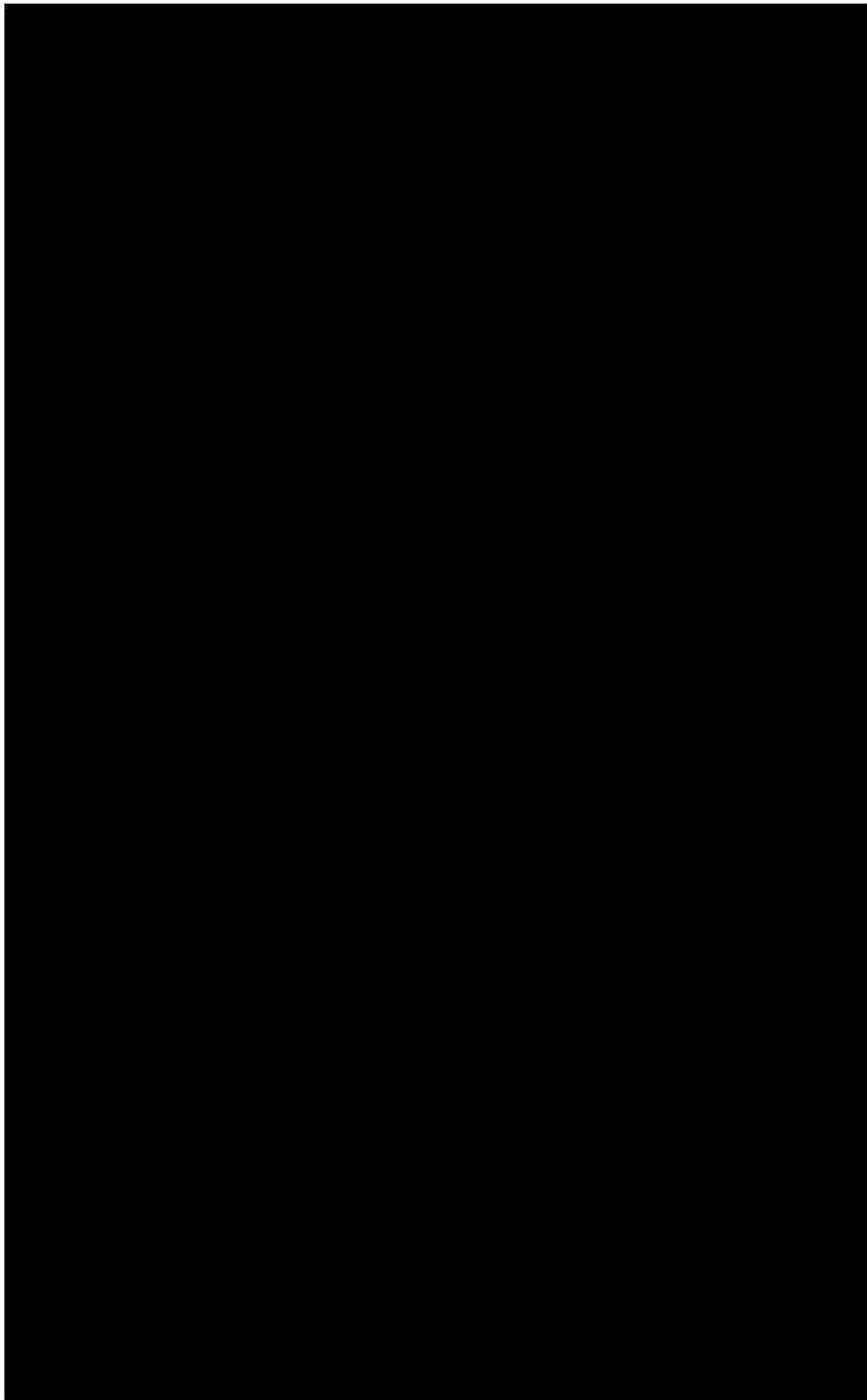


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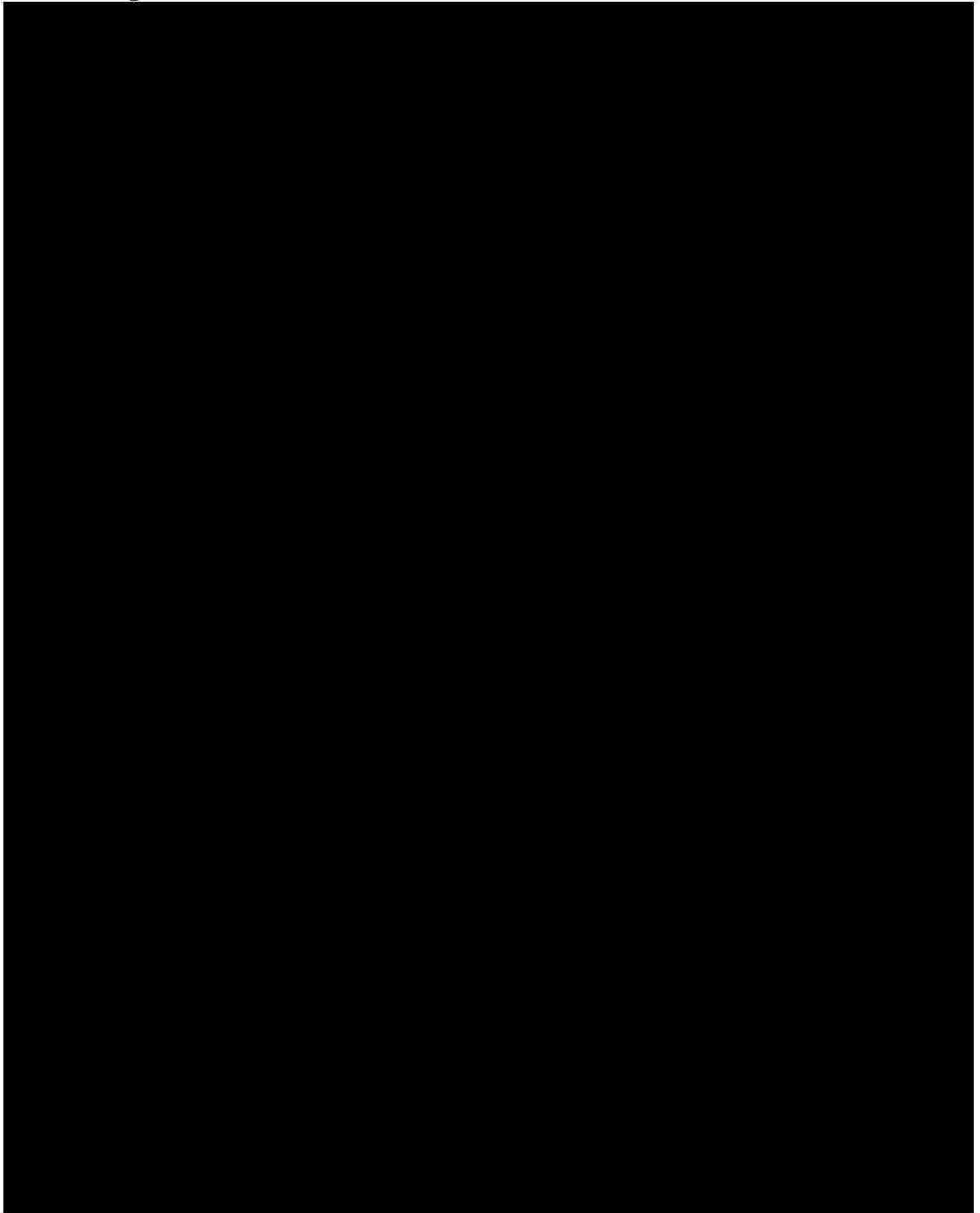
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Appendix 2.

Plan of the ground/1st floor.



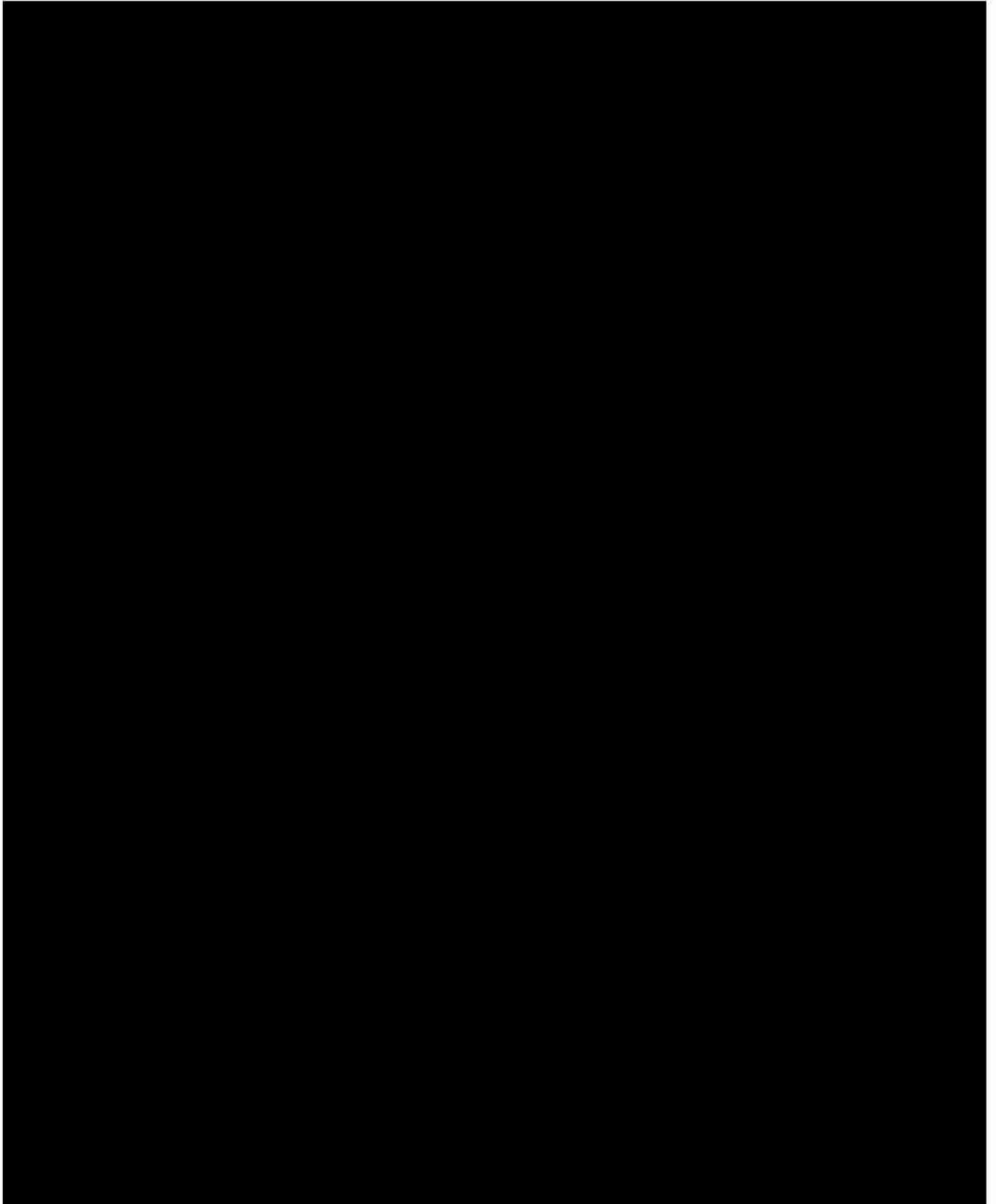
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Appendix 3.
Plan of the second floor.



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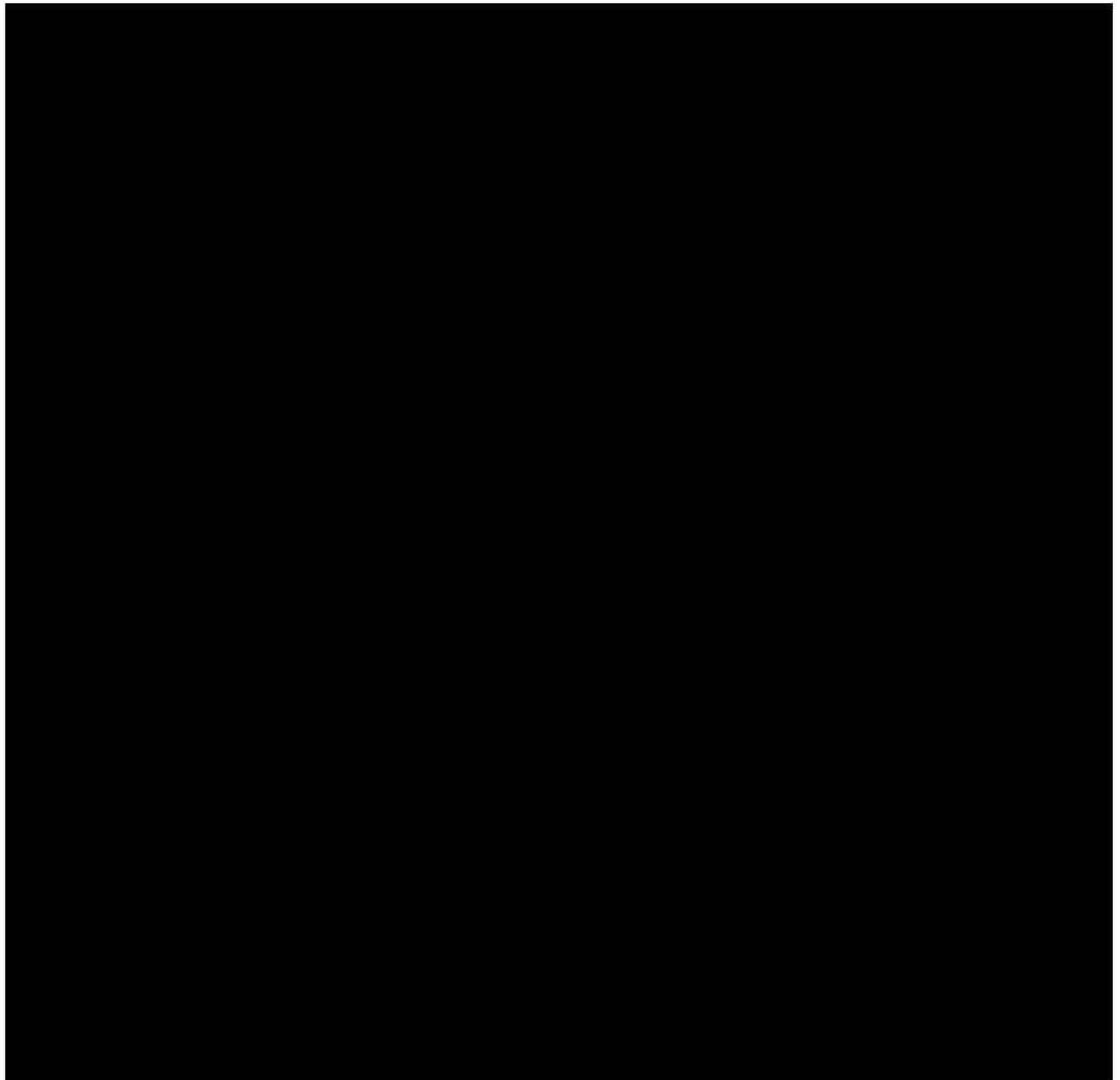
Witness Statement

Criminal Justice Act 1967, Section 9; Criminal Procedure Rules 2015, Part 16

Statement of Sub Officer [REDACTED] **London Fire Brigade.**

Age Over 18

Occupation Fire Officer.

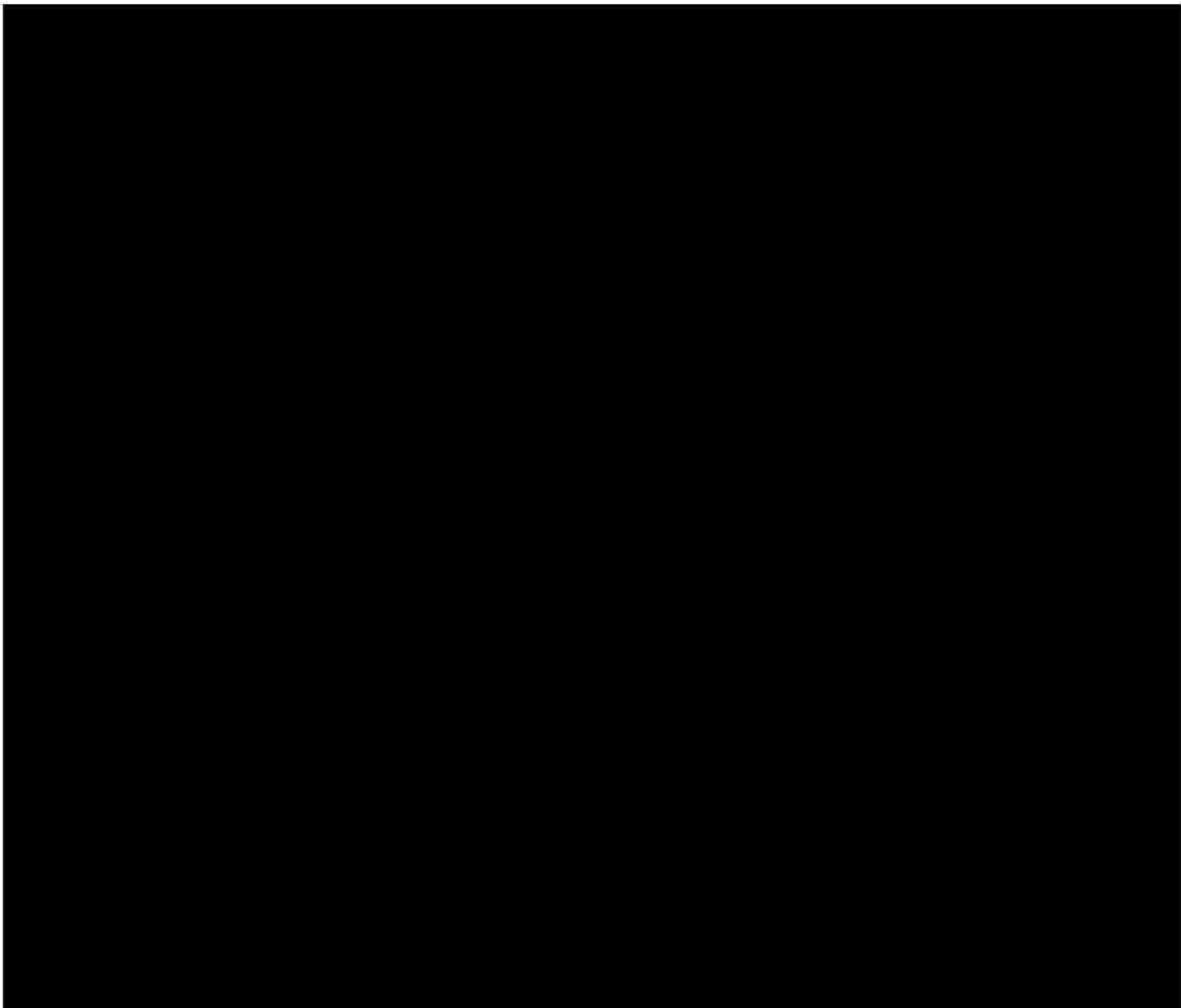


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03 March 2023

Fire and Safety Department Report

To: LFB/Fire Investigation Team - Dowgate

For the attention of: StnO [REDACTED]

Our ref: LFB/23-007

Your ref: [REDACTED]-01012023

Scene Examination – [REDACTED] Old Kent Road, London, SE1 [REDACTED]

I Introduction

- 1.1 Following a fire at the above address on 01 January 2023 with a time of call at [REDACTED] hours, Bureau Veritas was asked to attend the scene to assist the Fire Investigation Officers in determining whether the electric bikes from the entrance hall of the property had been the cause of the fire.
- 1.2 The scene was attended by [REDACTED] (Bureau Veritas) with StnO [REDACTED], StnO [REDACTED], StnO [REDACTED] and StnO [REDACTED] between 02 and 04 January 2023.
- 1.3 All orientation descriptions within this report are as viewed facing the entrance to the property.
- 1.4 Photographs are shown in the appendix.

2 Examination (Scene)

- 2.1 [REDACTED]
- 2.2 [REDACTED]
- 2.3 [REDACTED]
- 2.4 [REDACTED]

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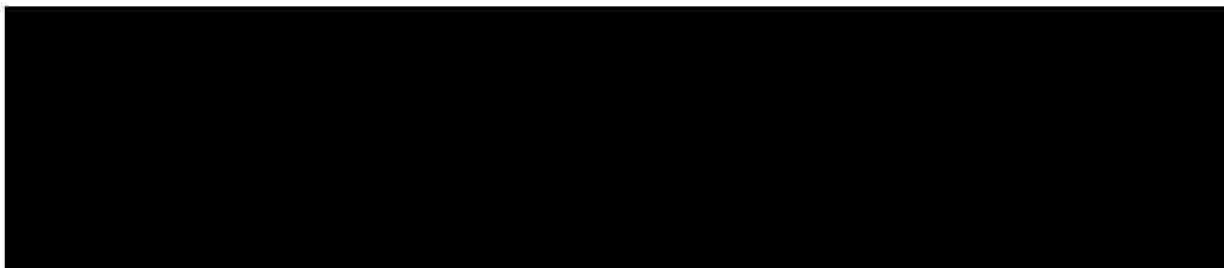
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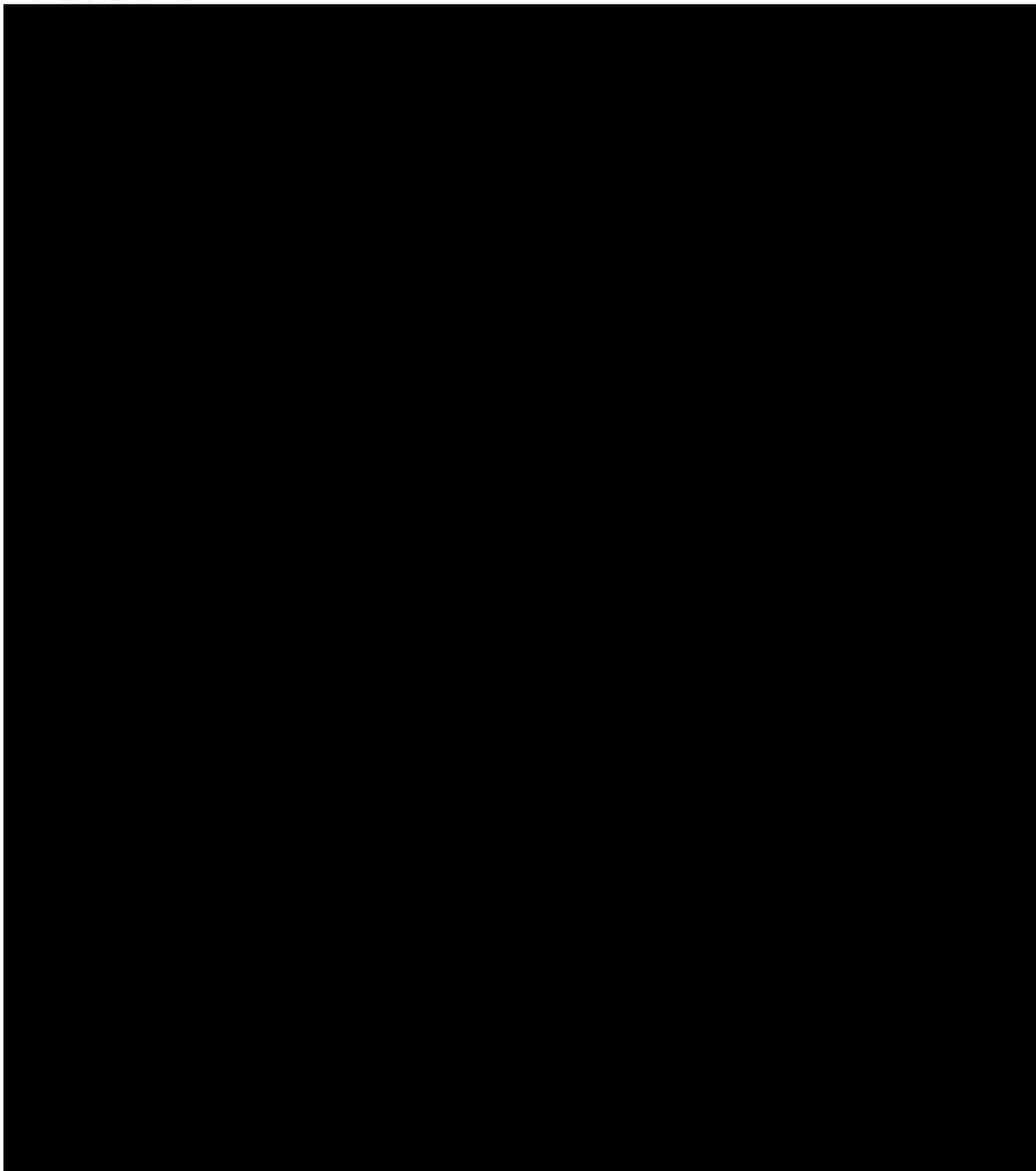
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3 Discussion

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4 Conclusions

- 4.1 The majority of the cells examined from the hallway of the property had undergone thermal runaway.
- 4.2 It could not be determined whether one or more of the bikes or battery packs had been on charge at the time of the fire.

Prepared by

Scientific Adviser

Fire Science Department

Authorised by

Chief Scientific Adviser

Fire Science Department

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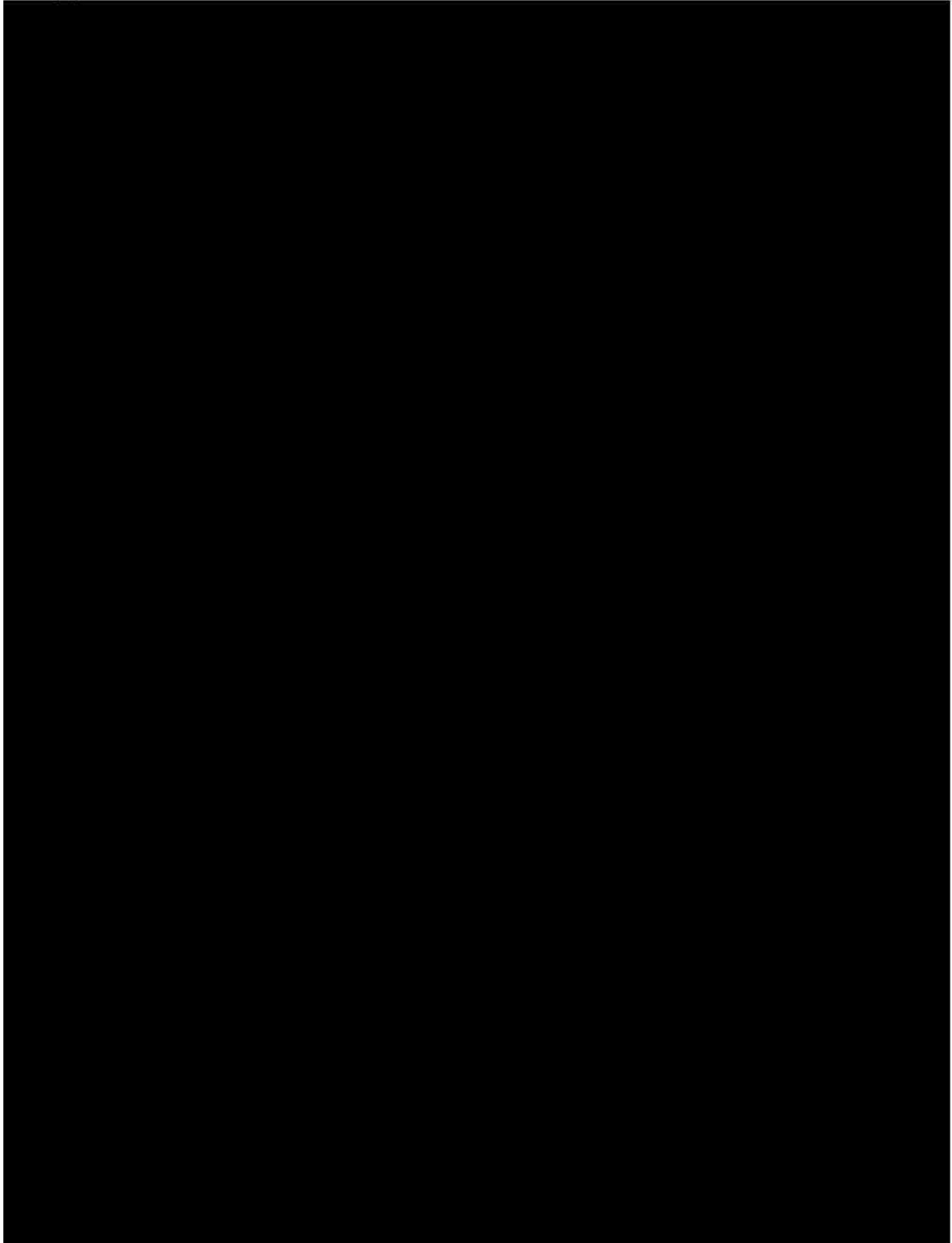
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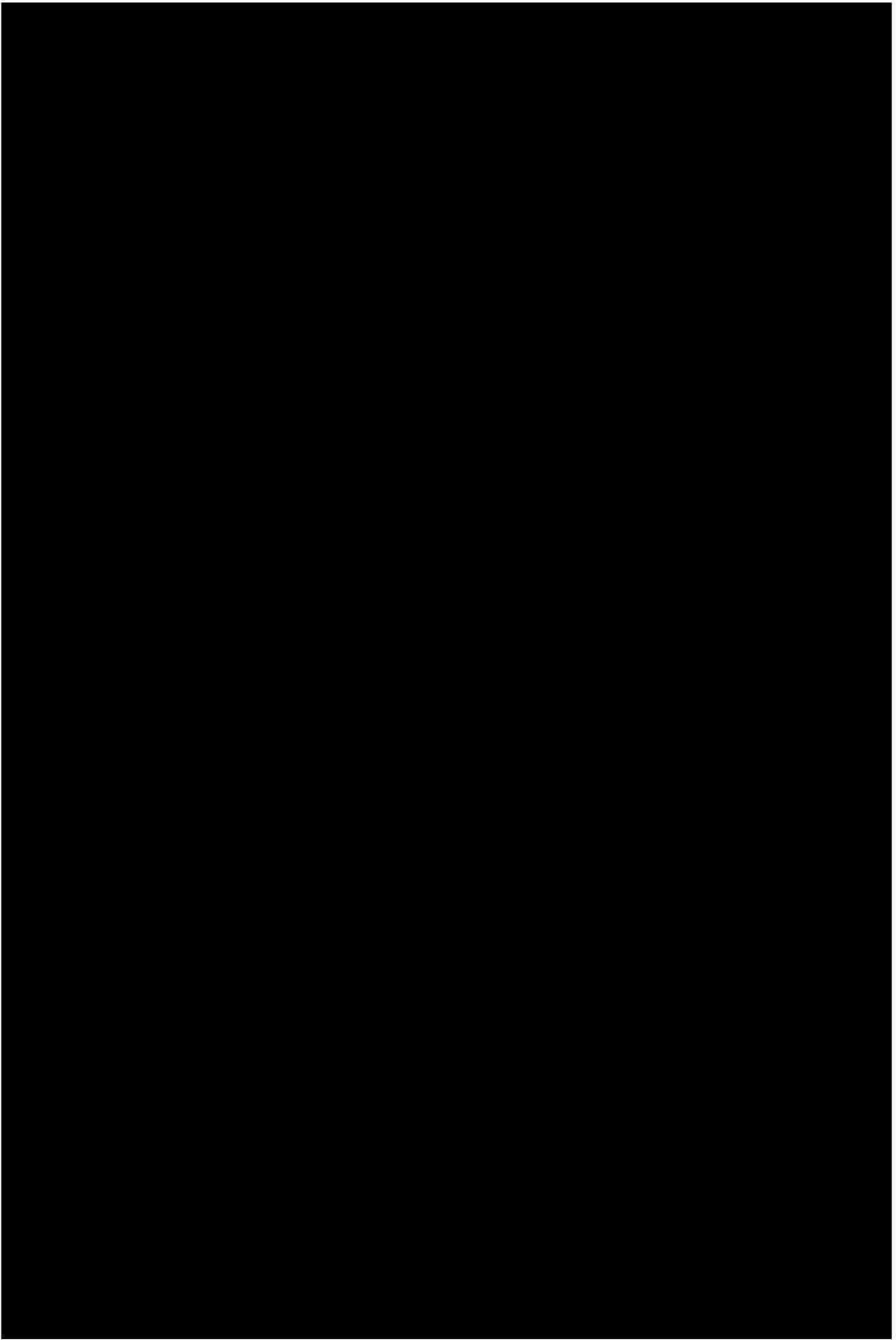
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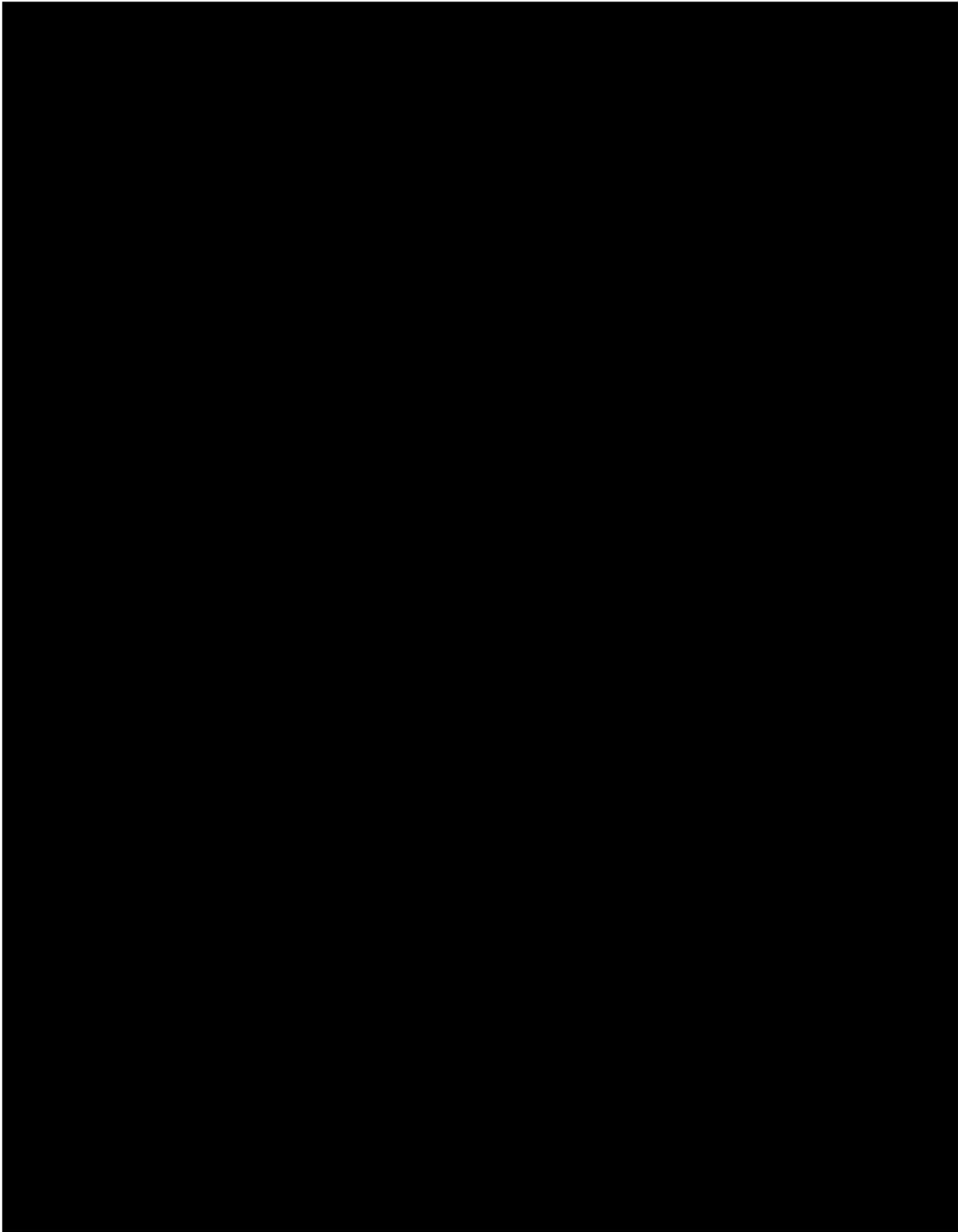


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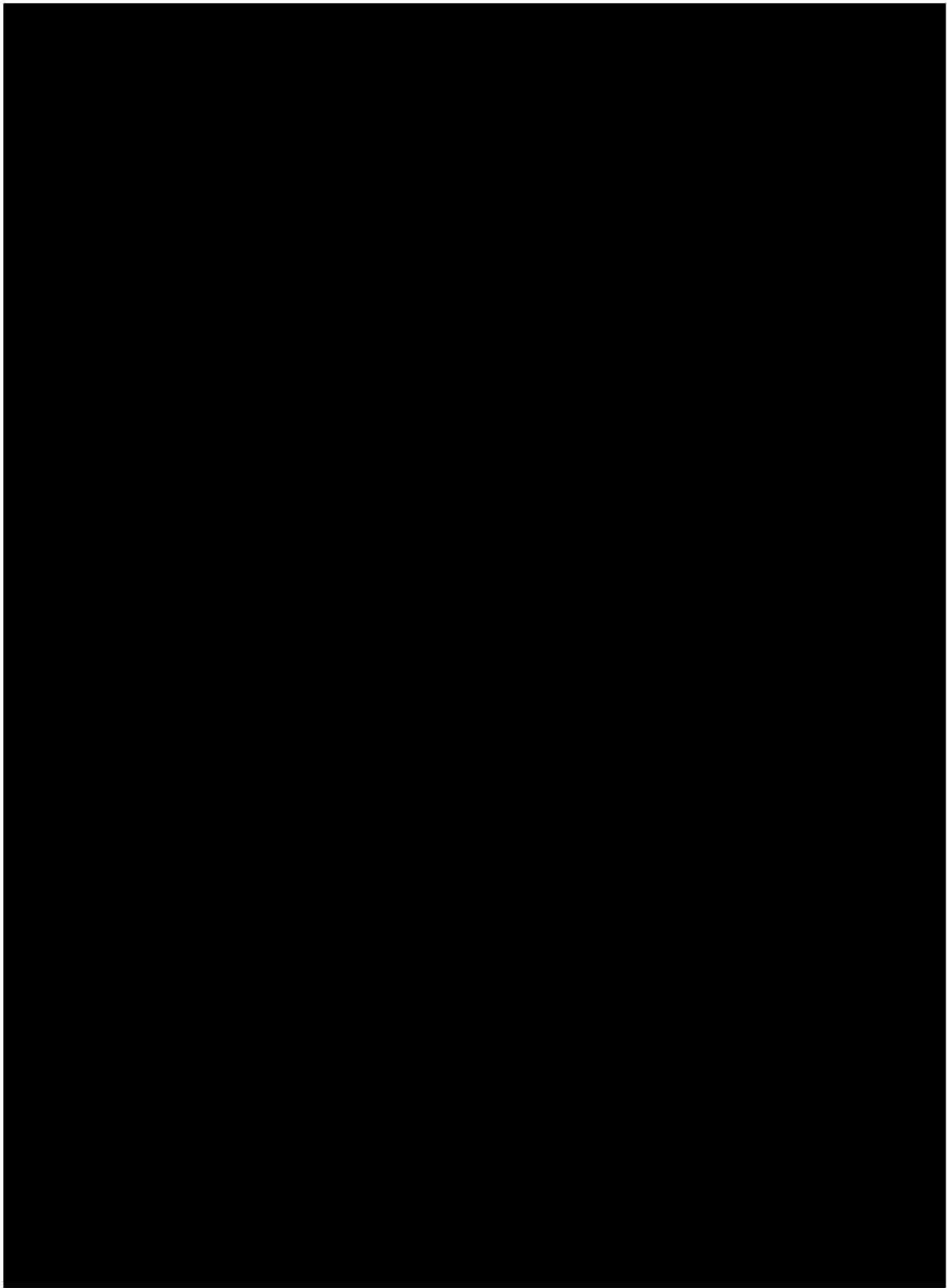


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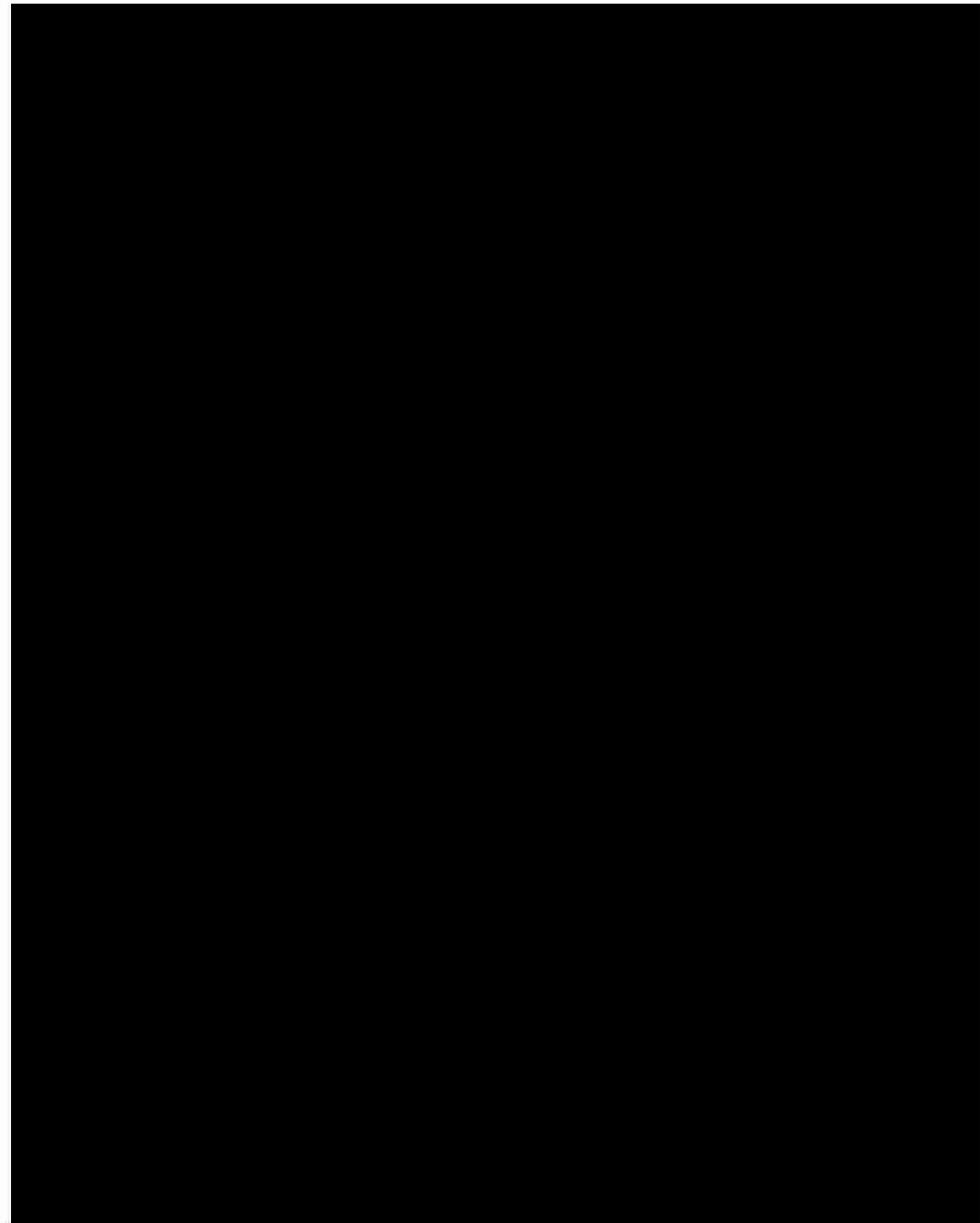


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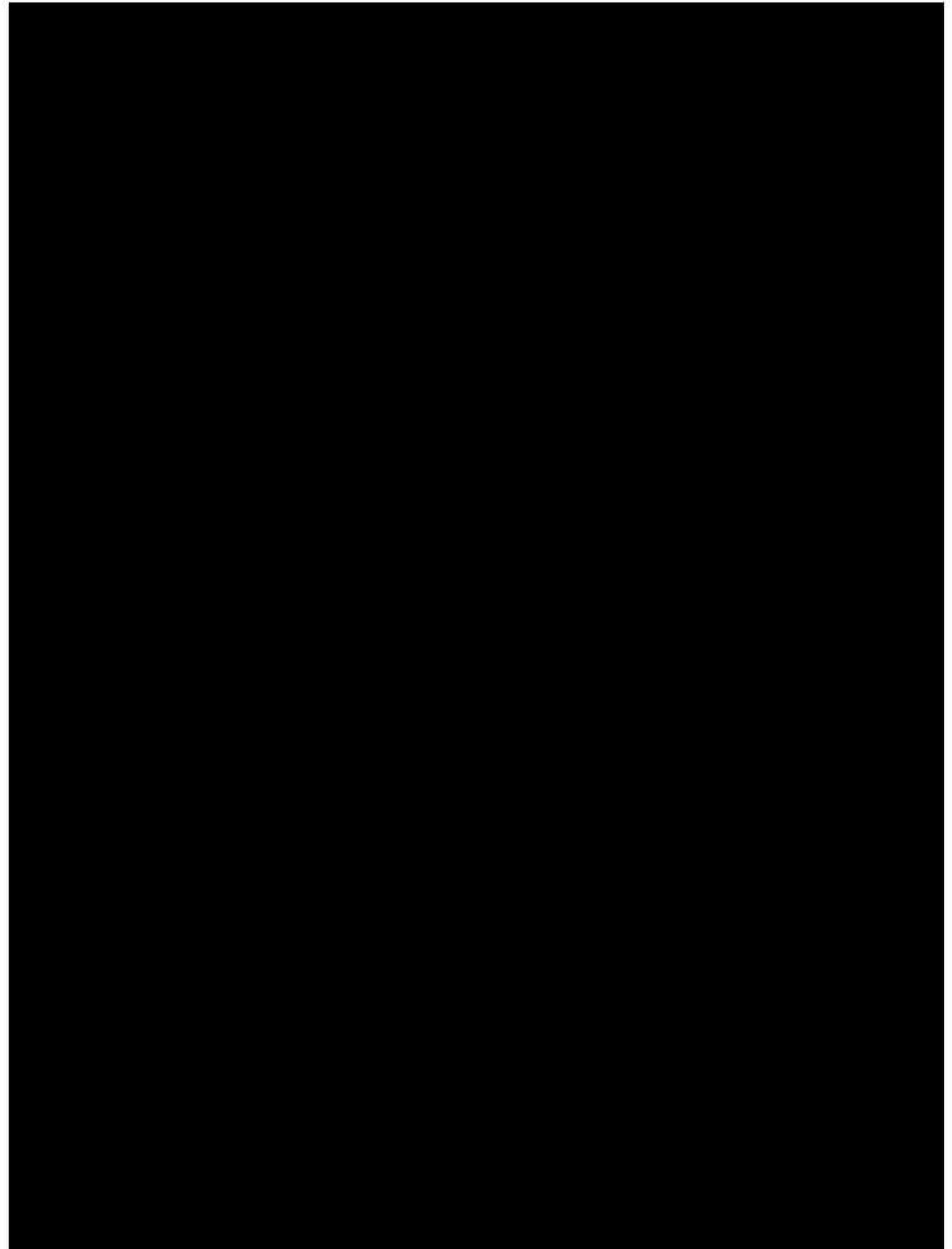


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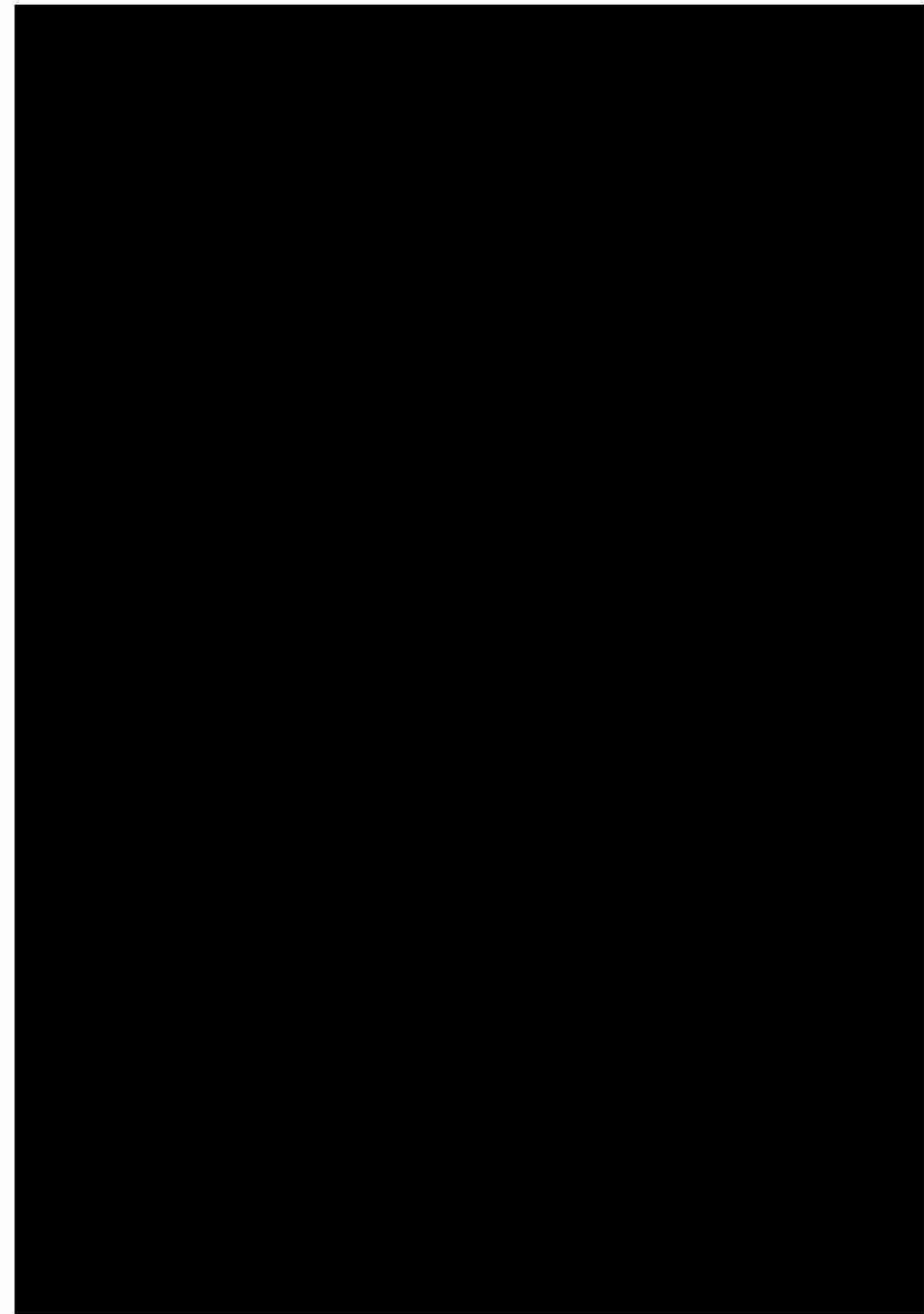


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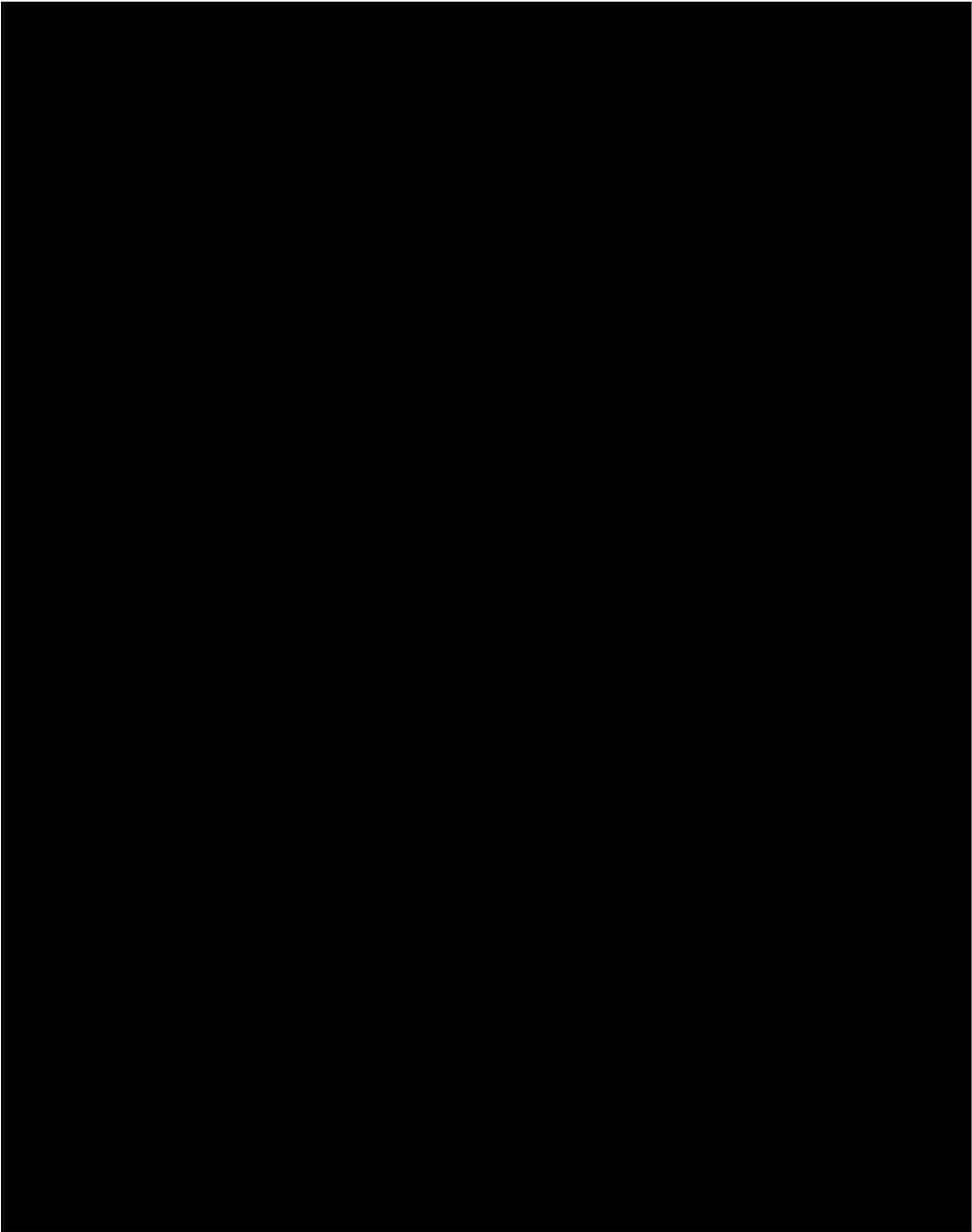


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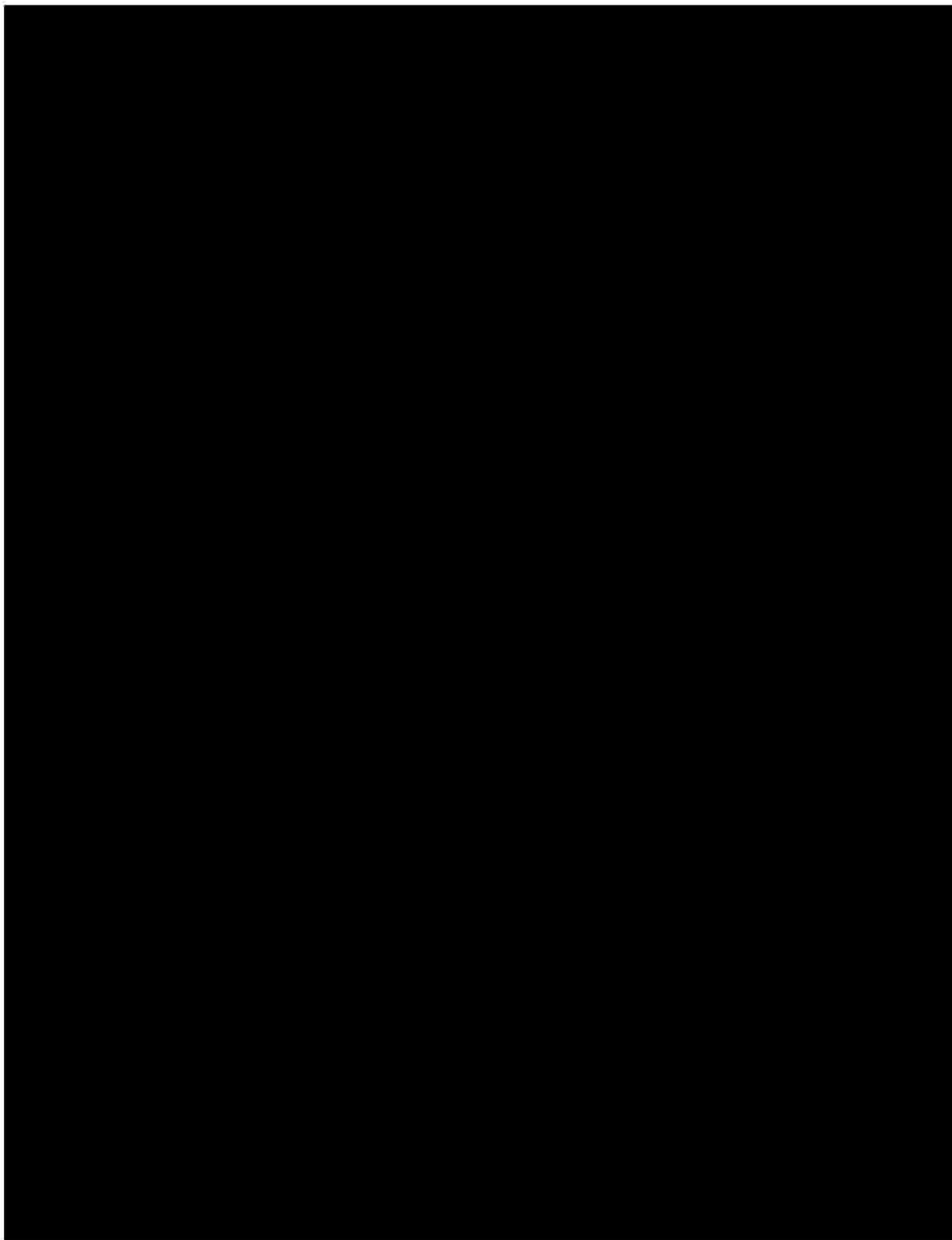


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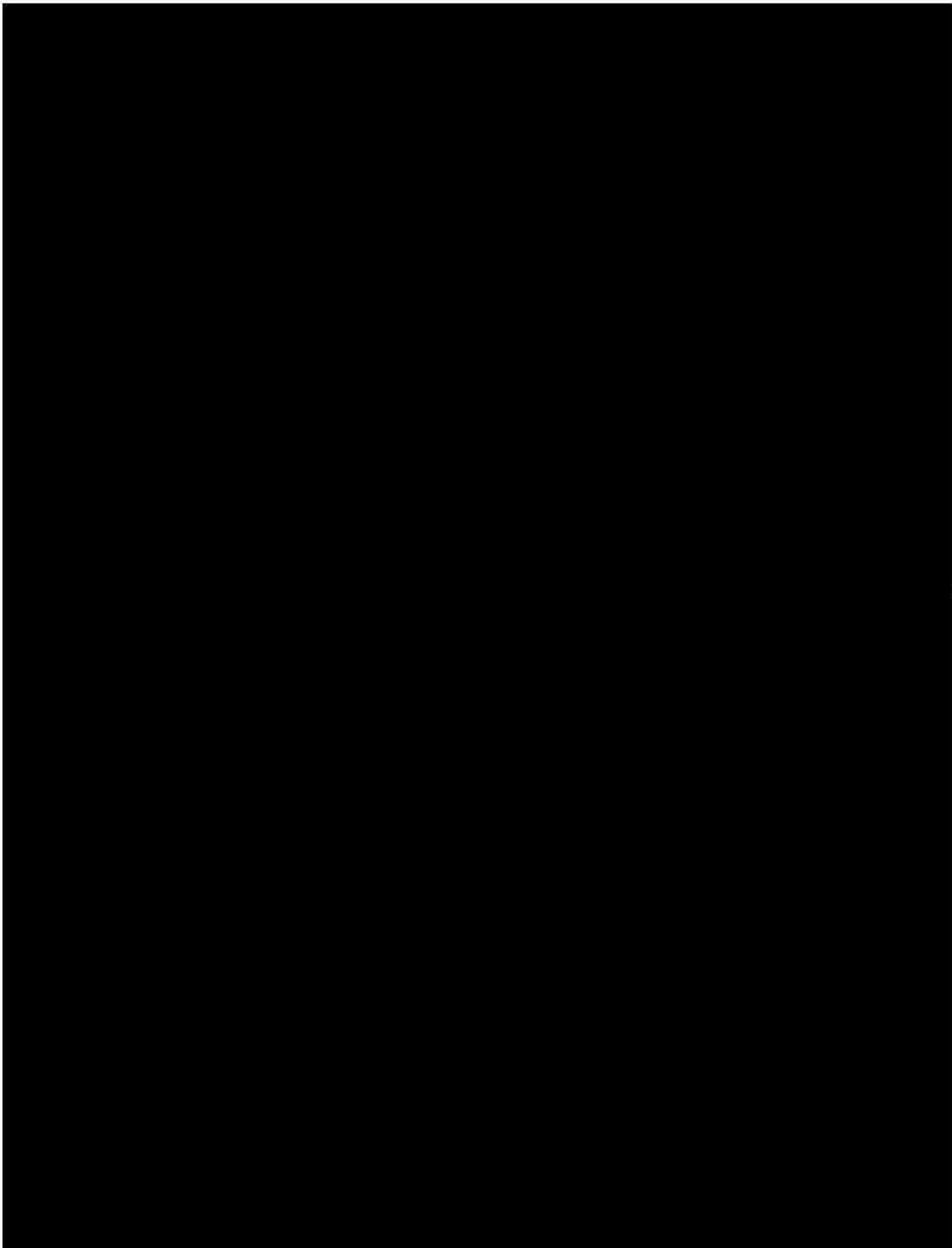


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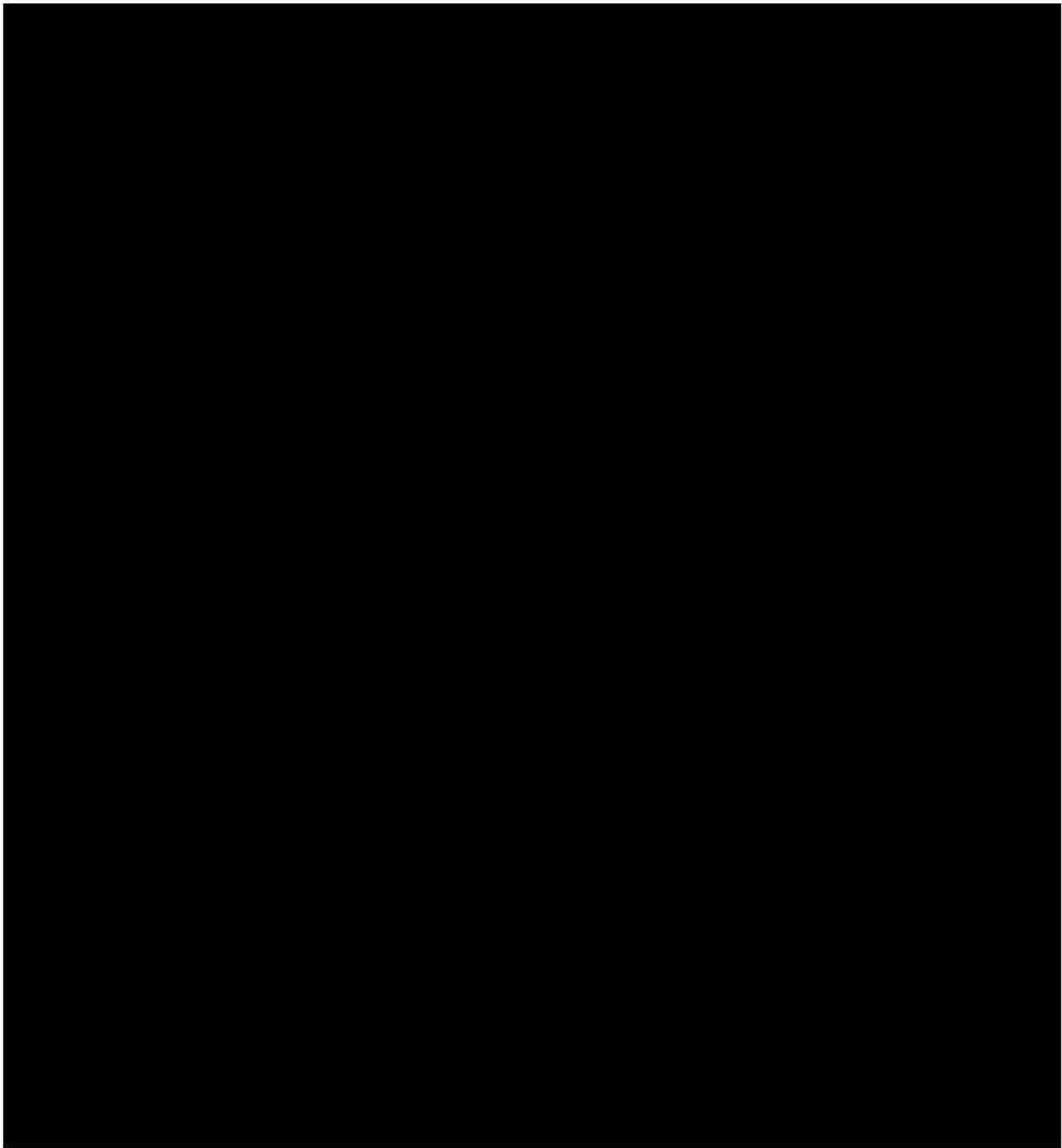


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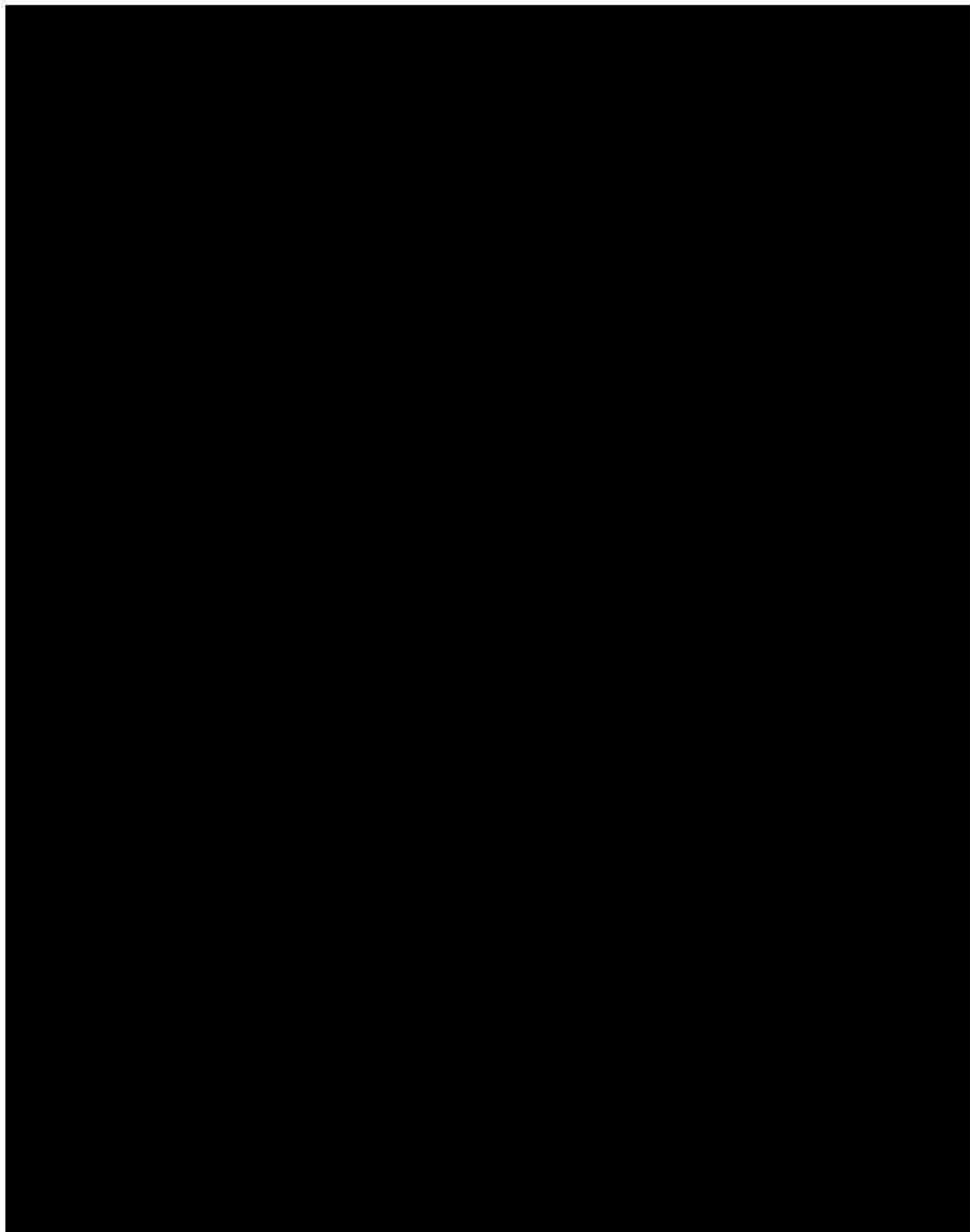


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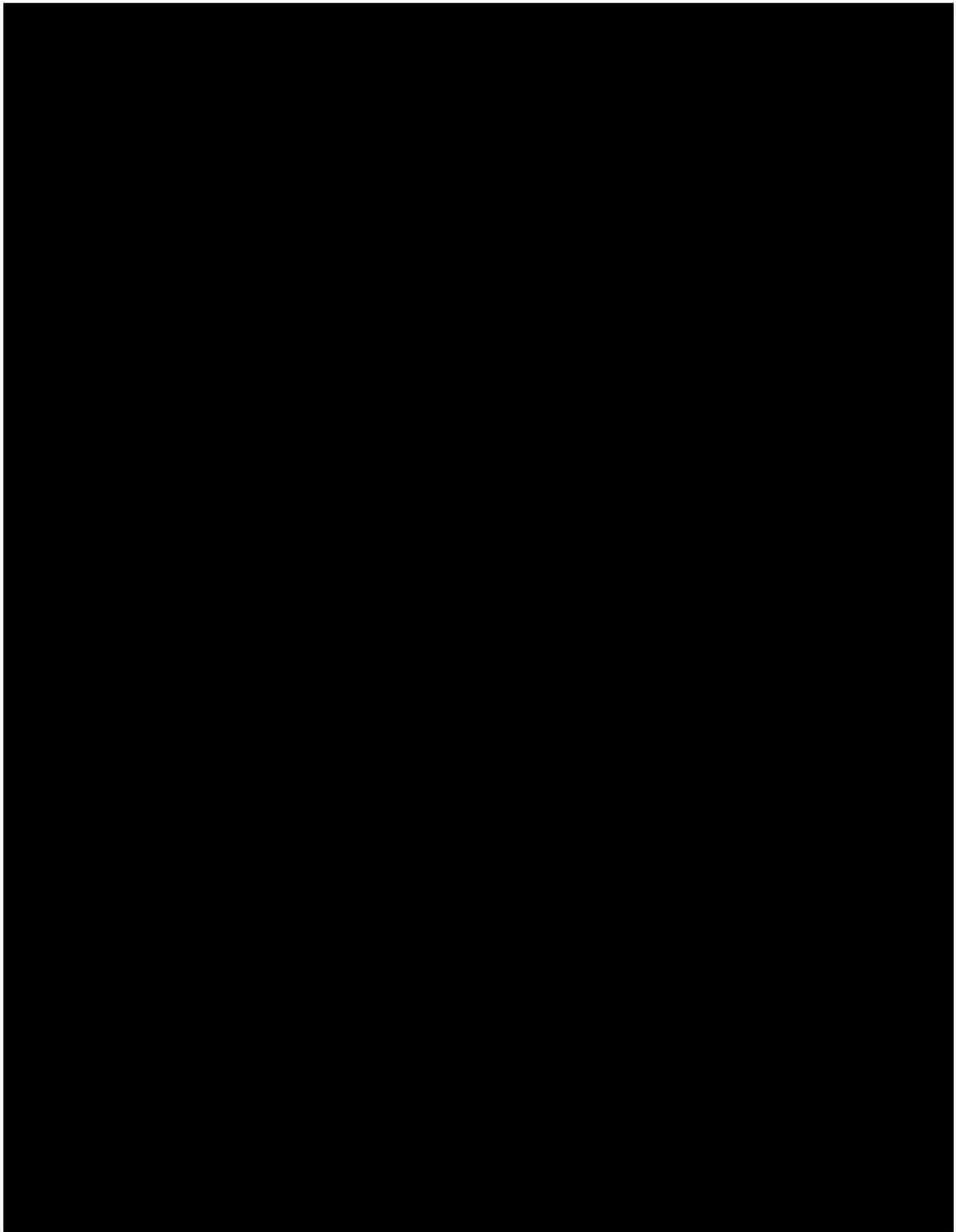


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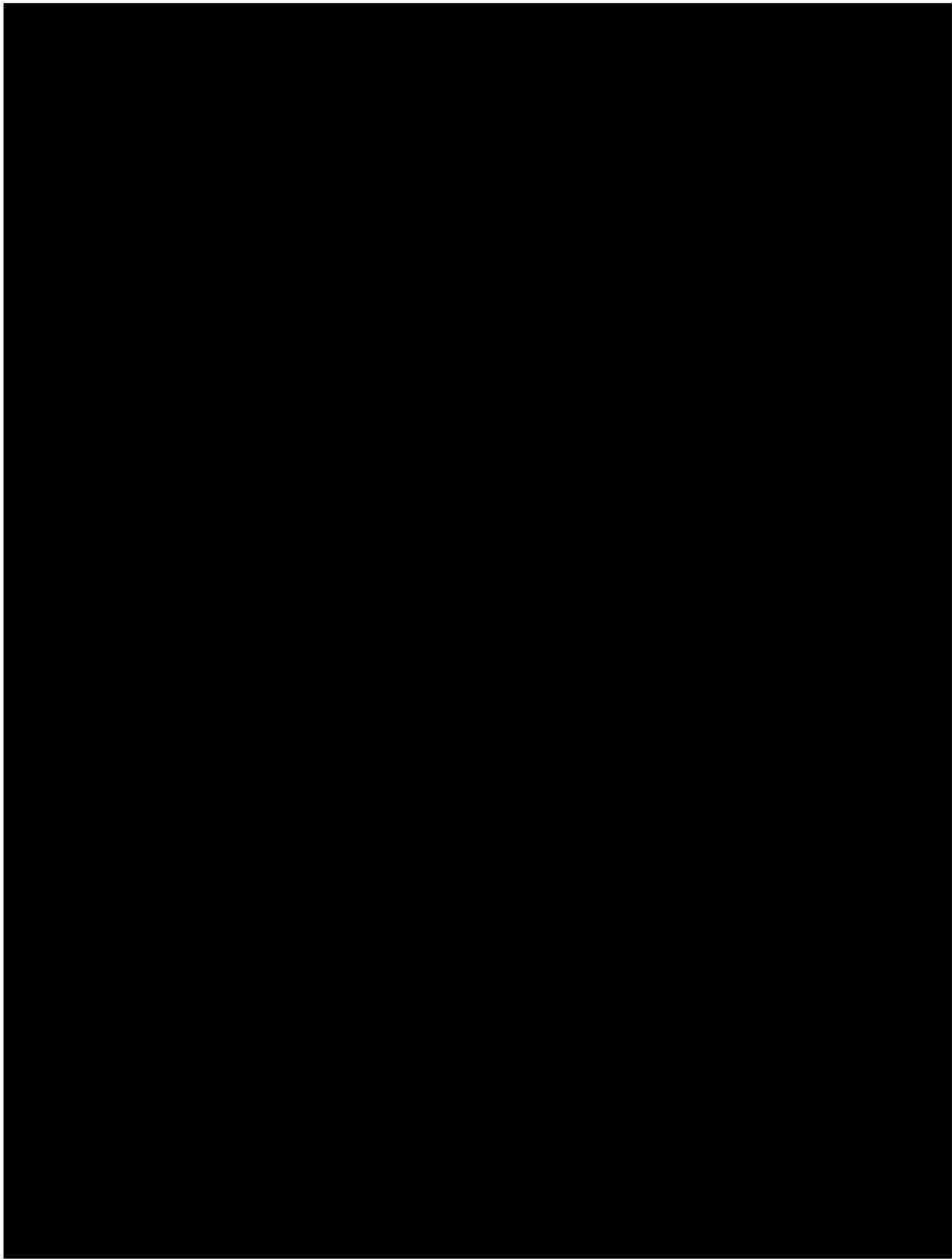


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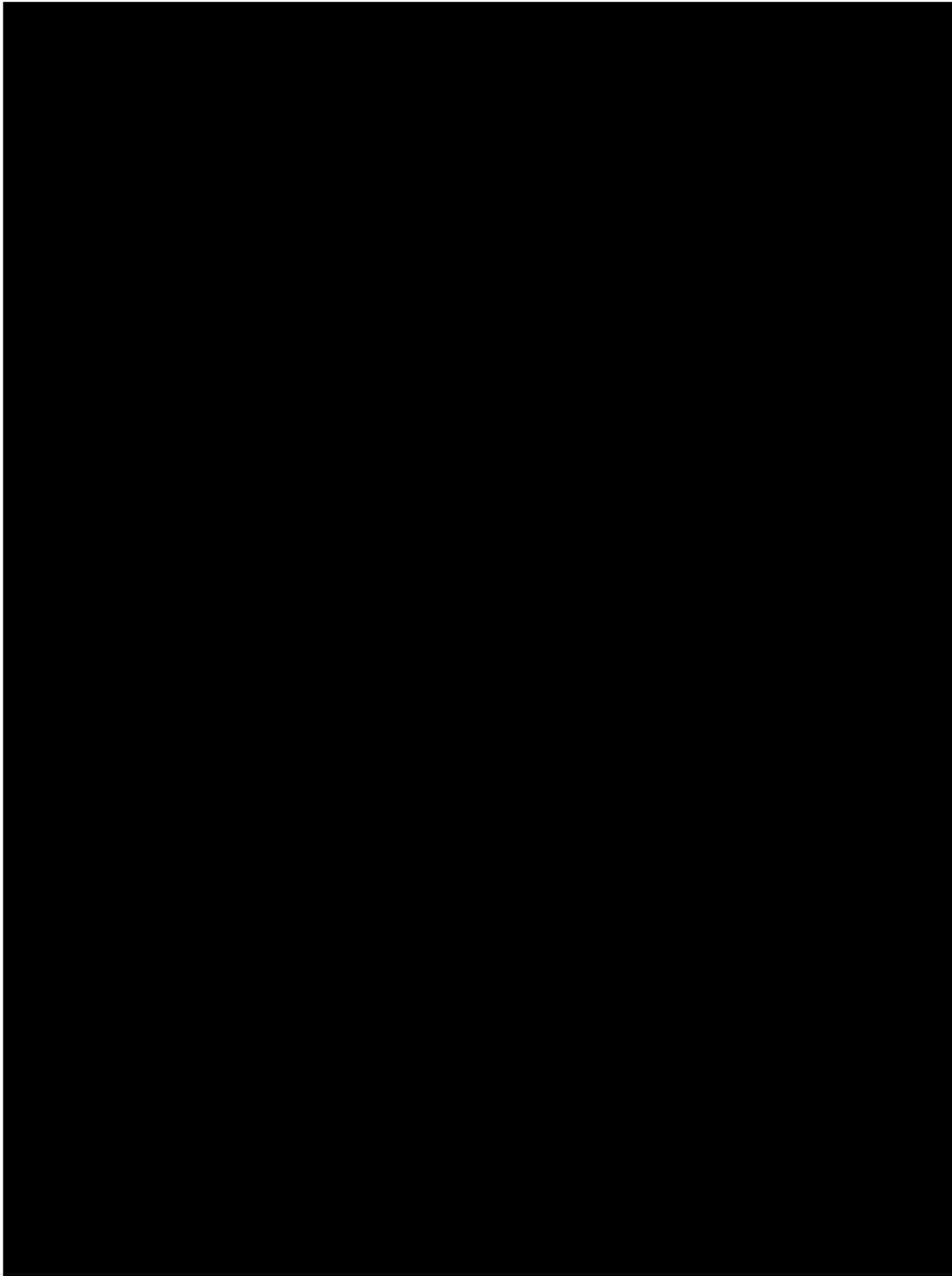


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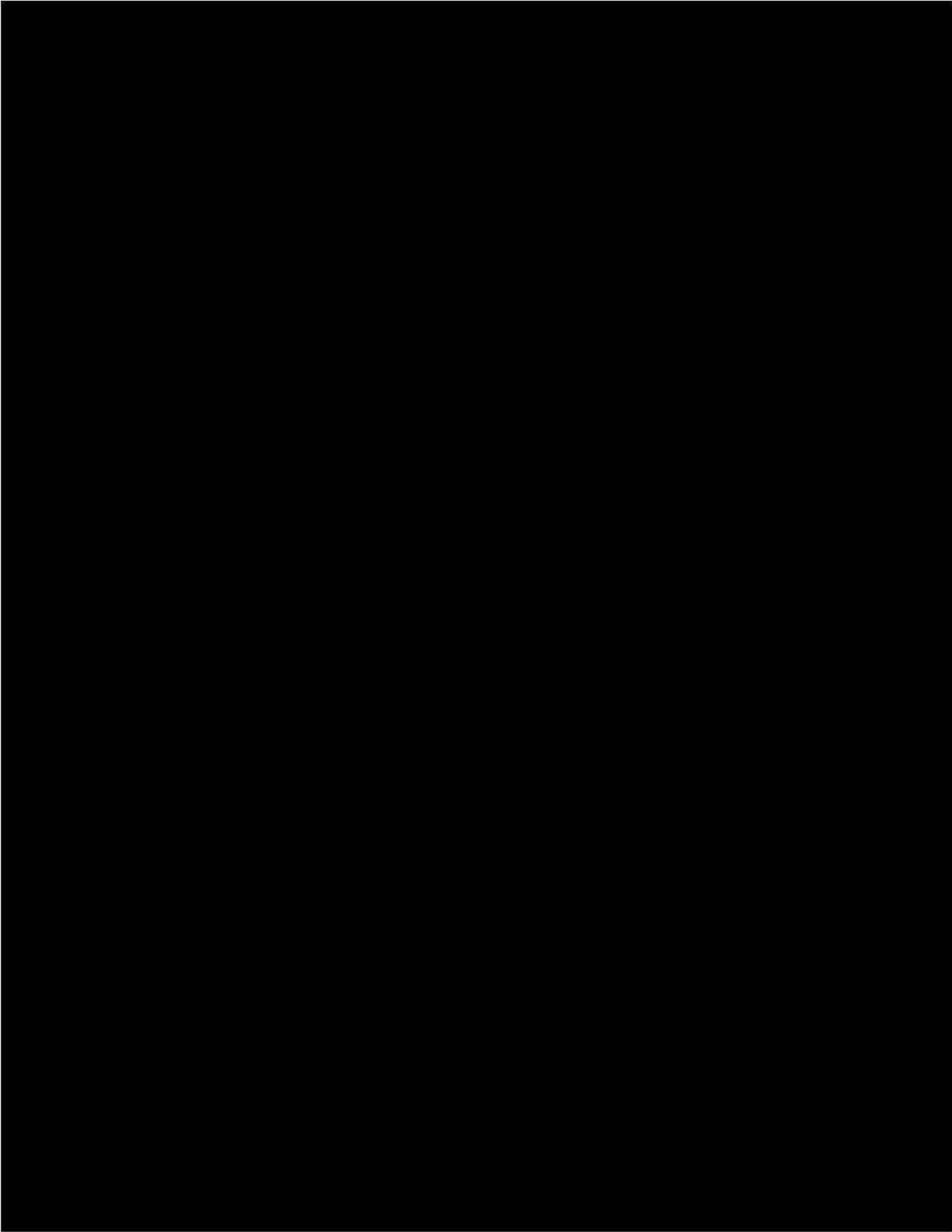


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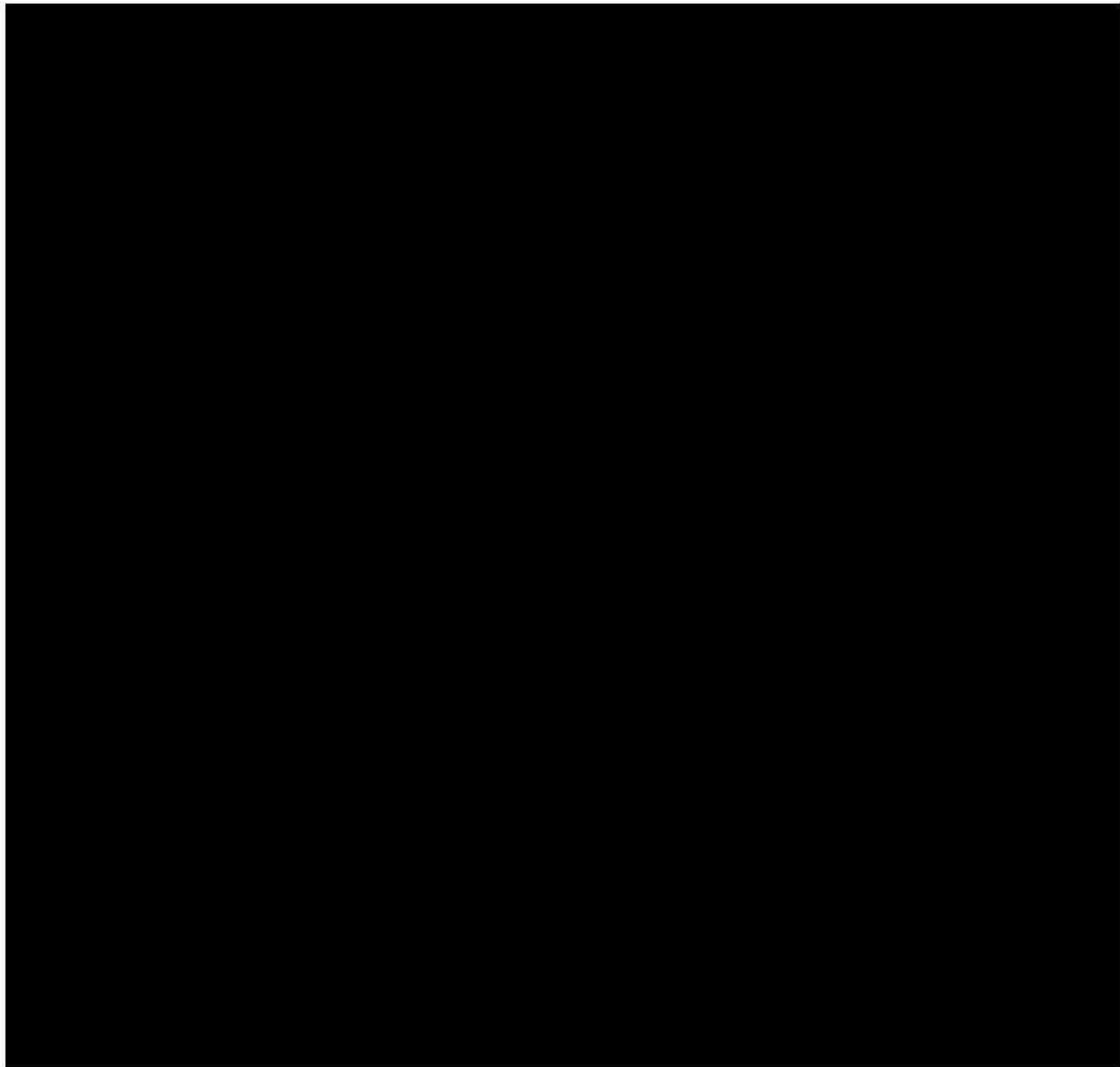


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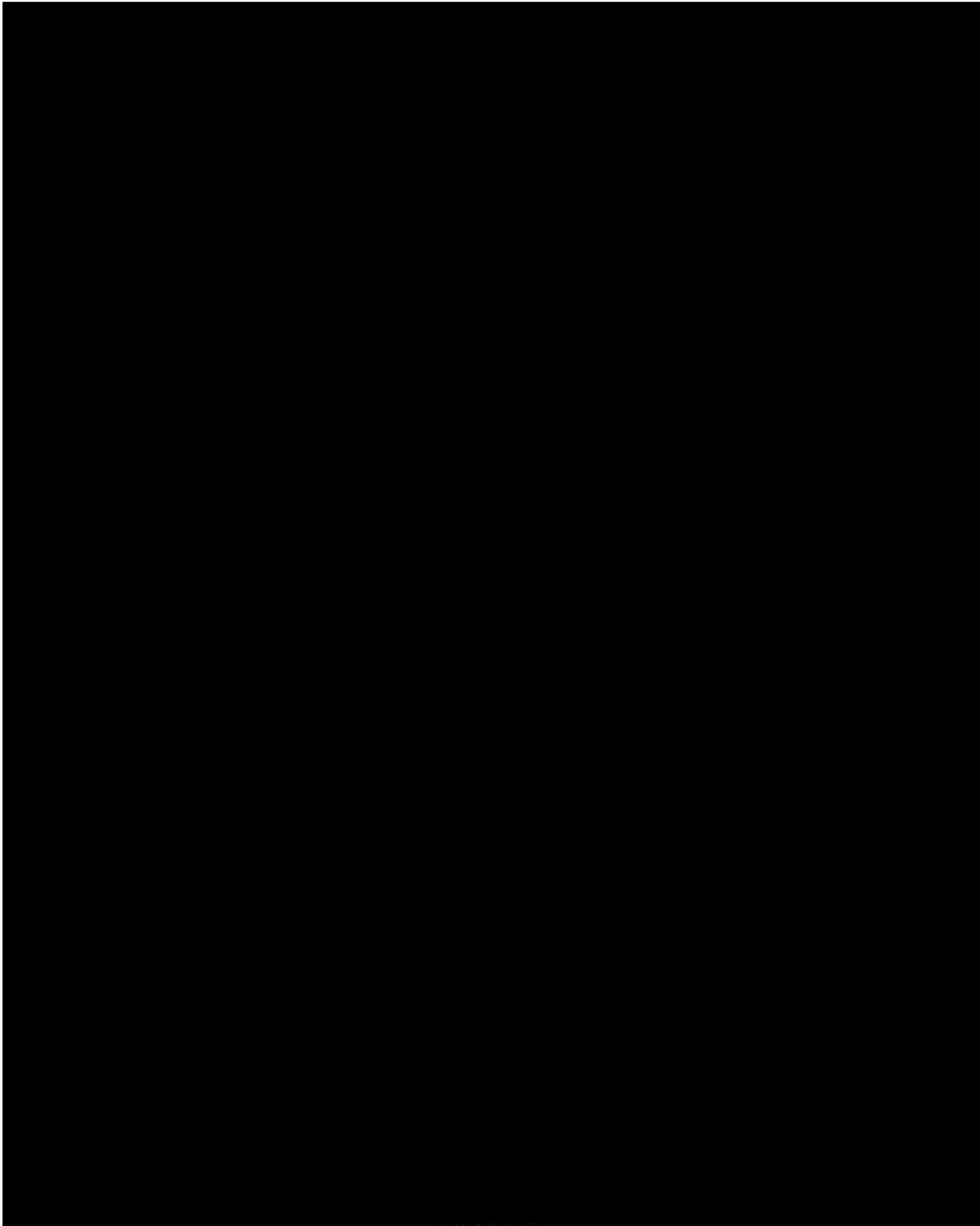


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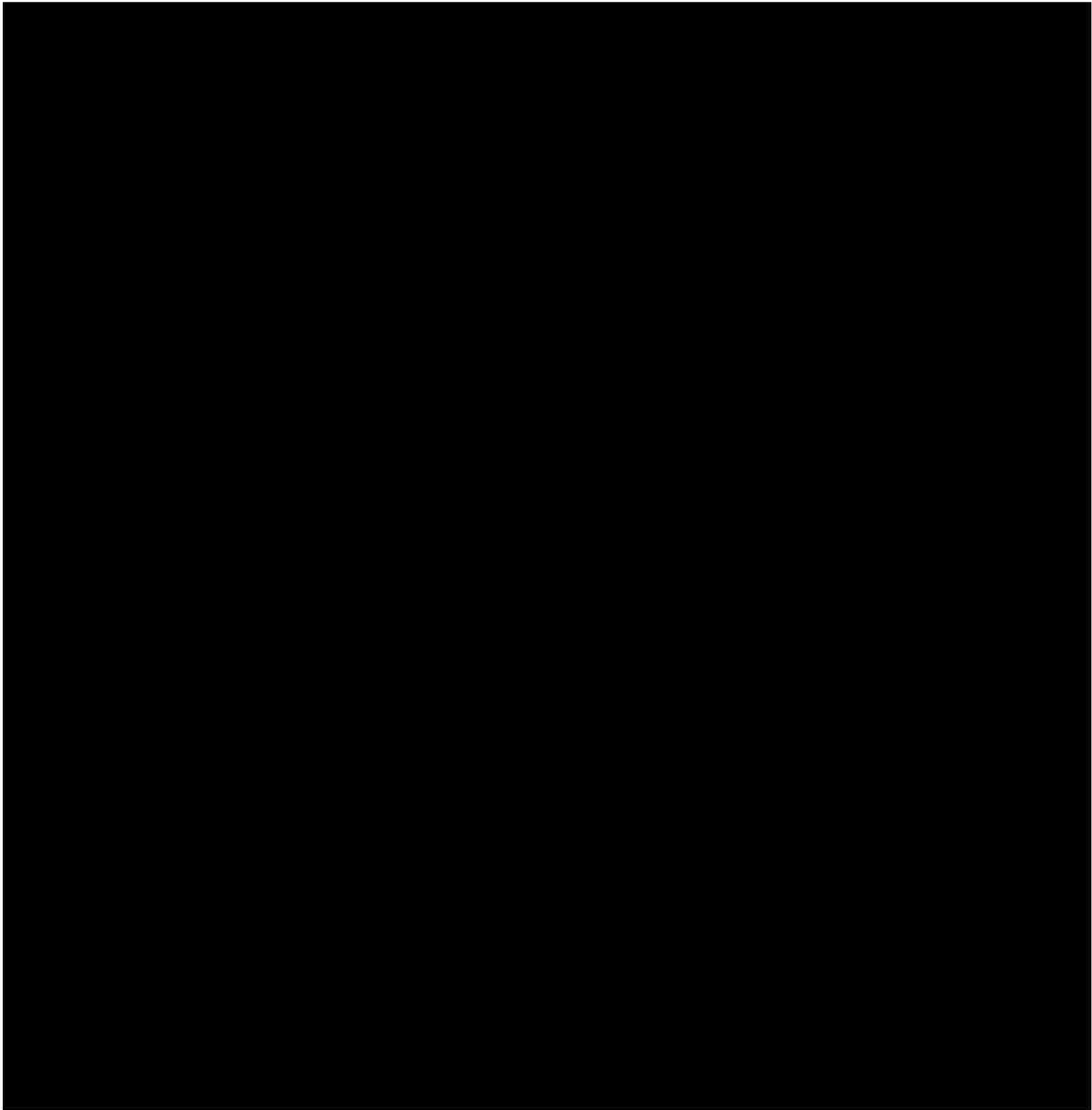
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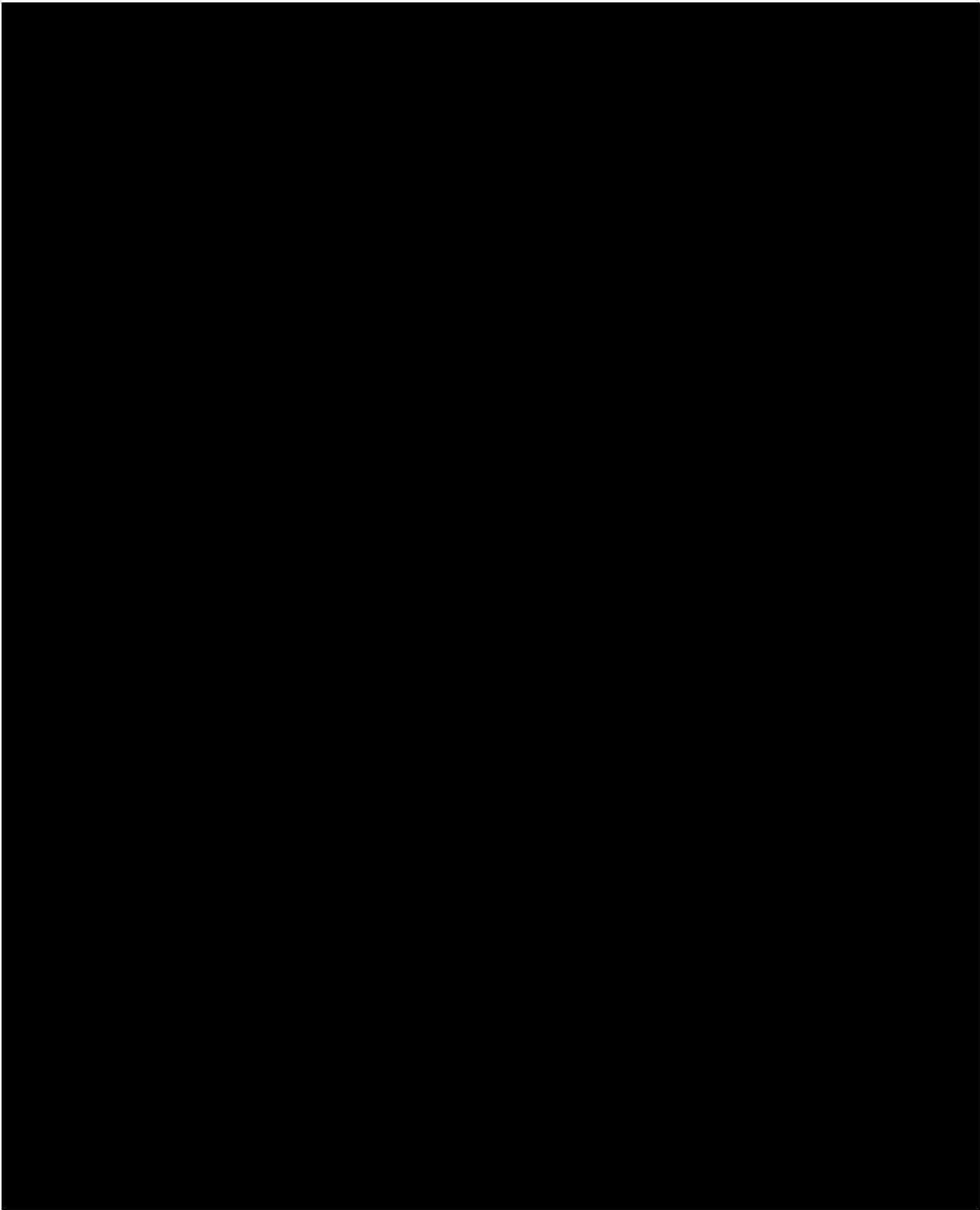


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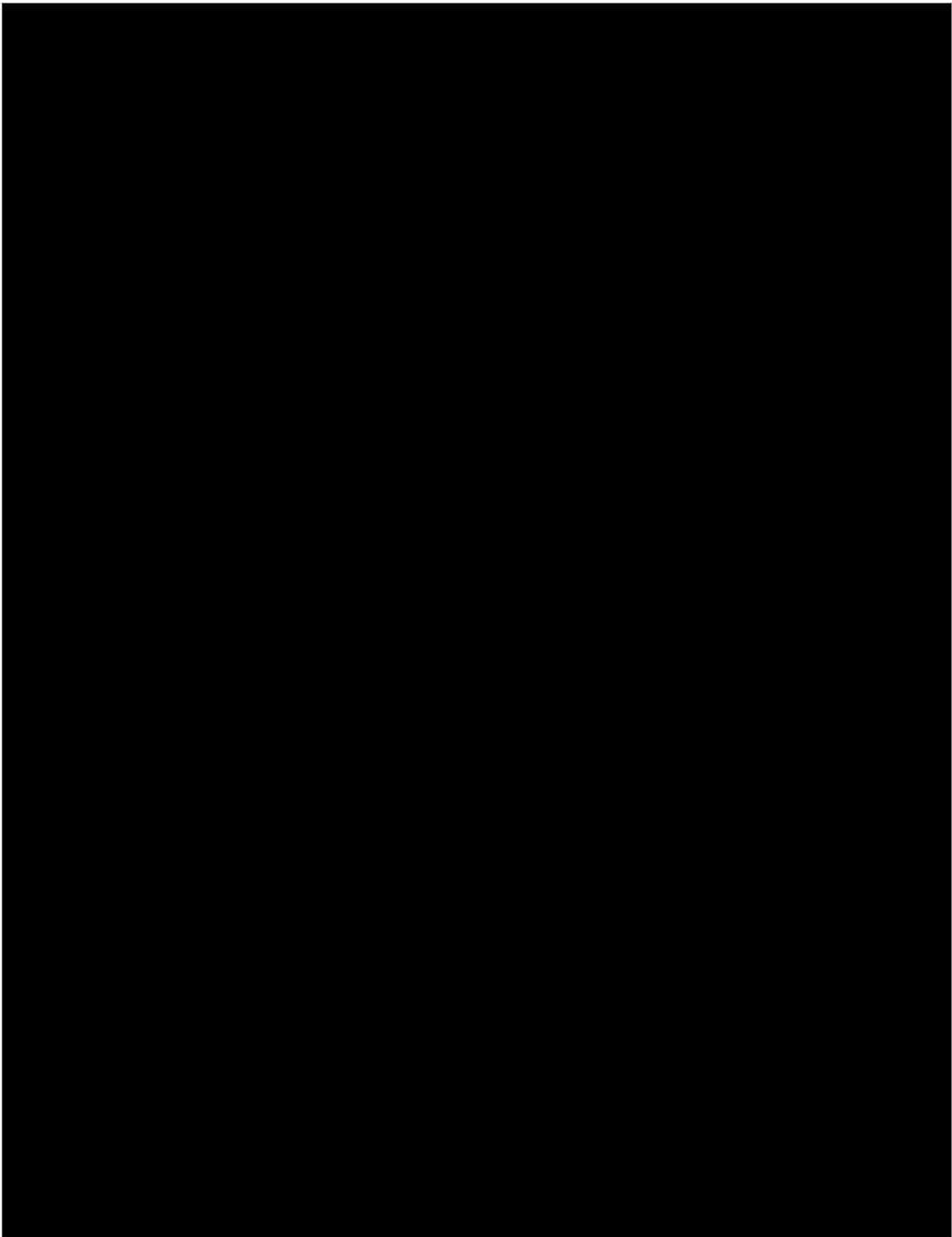


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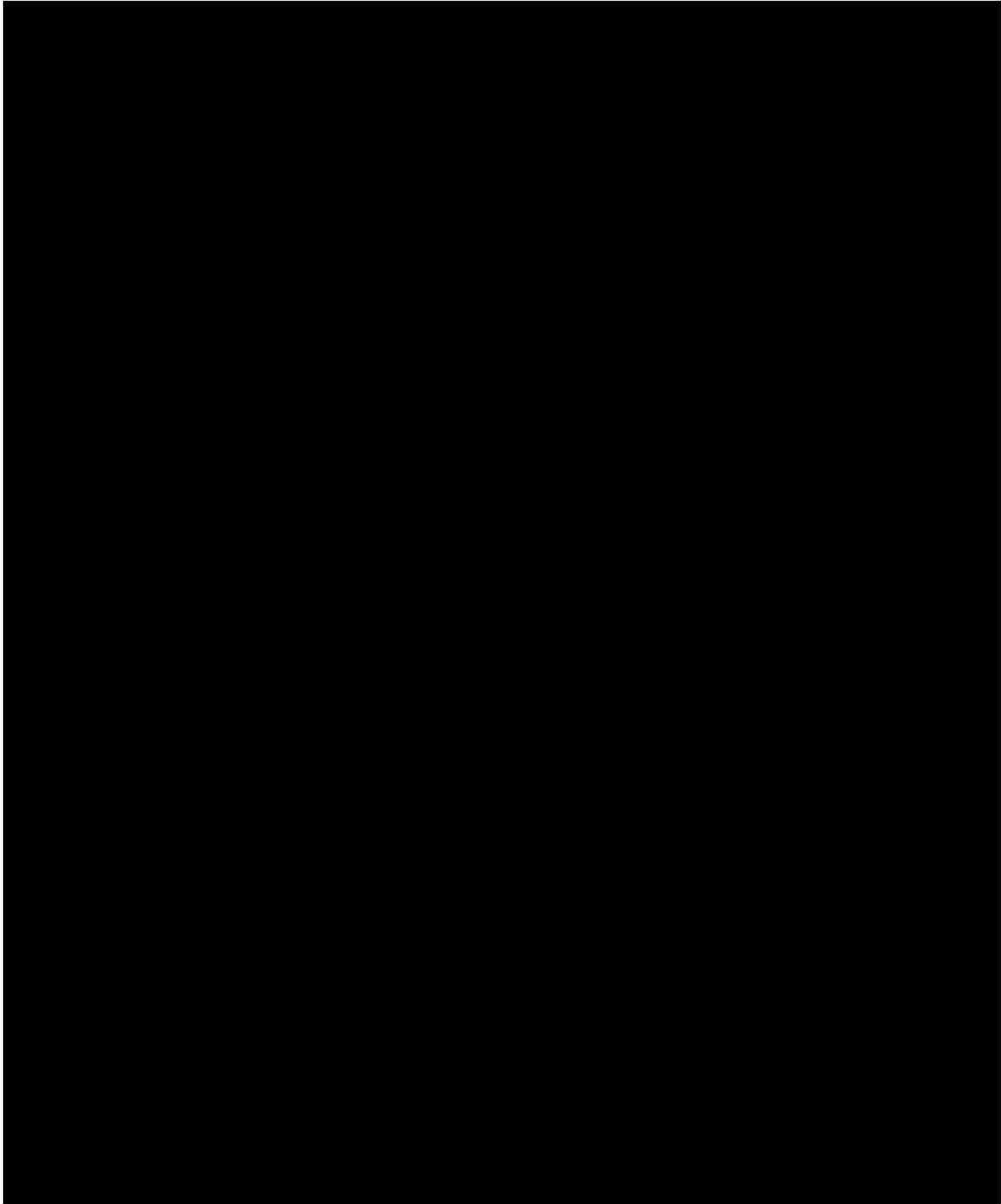


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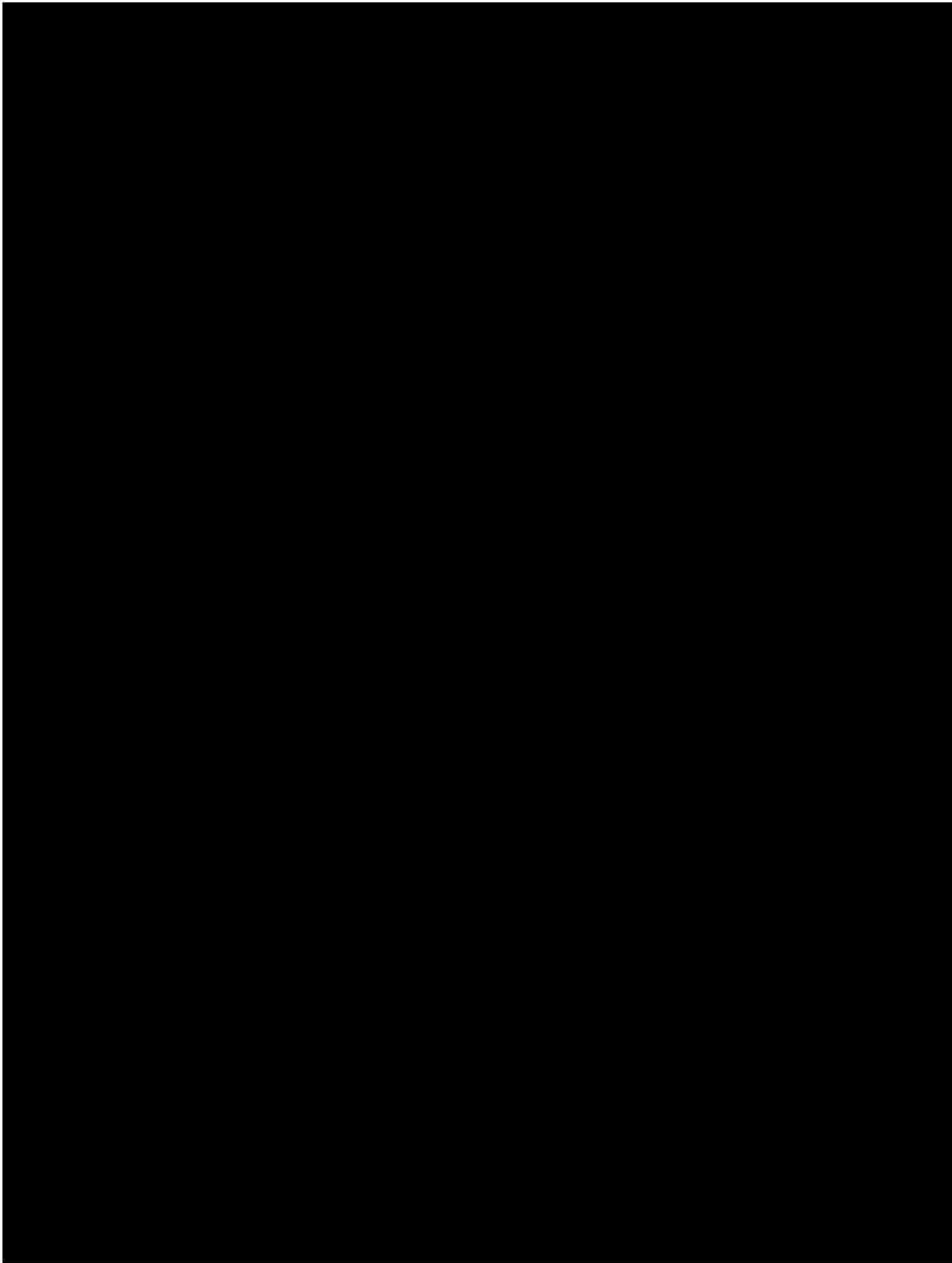


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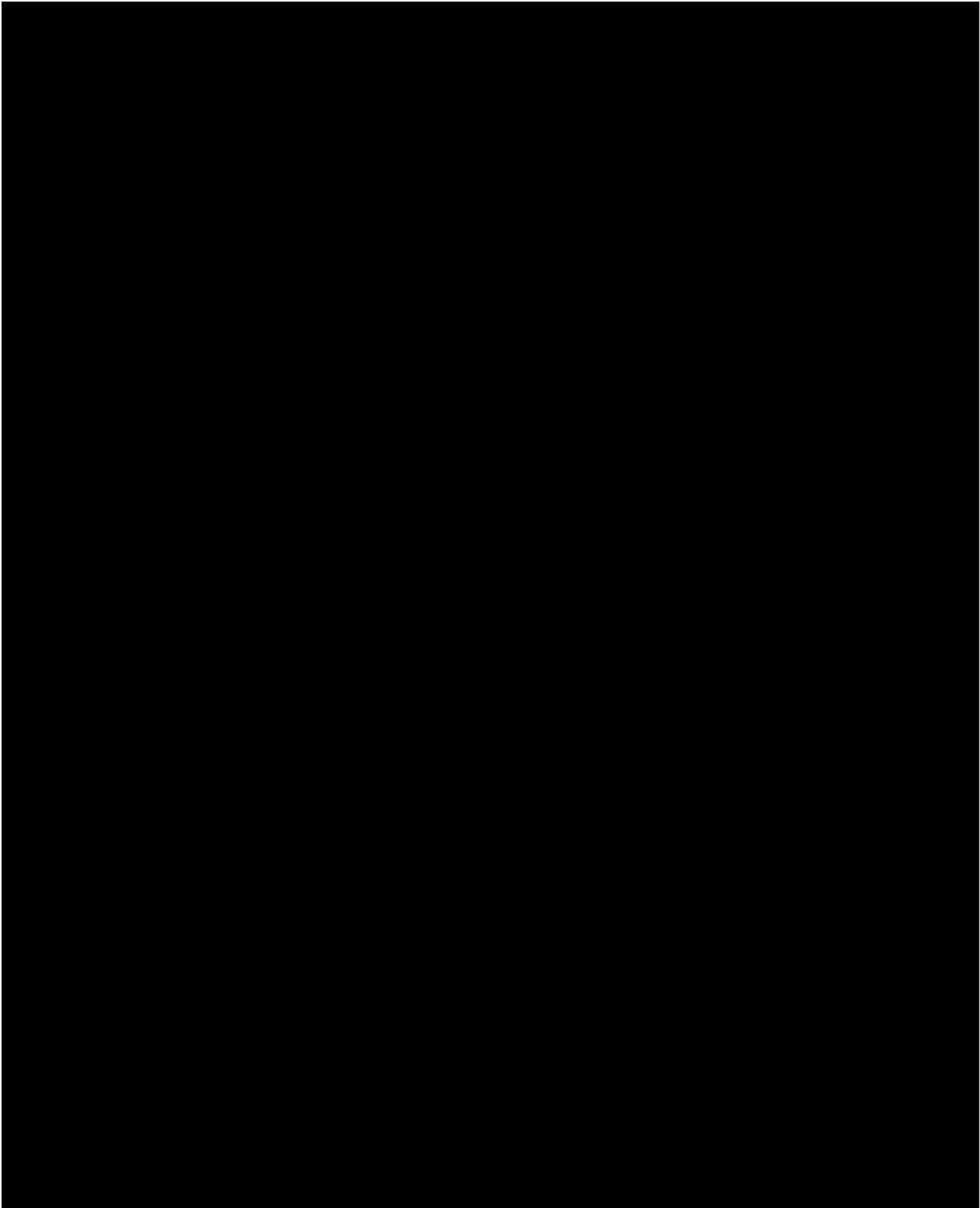


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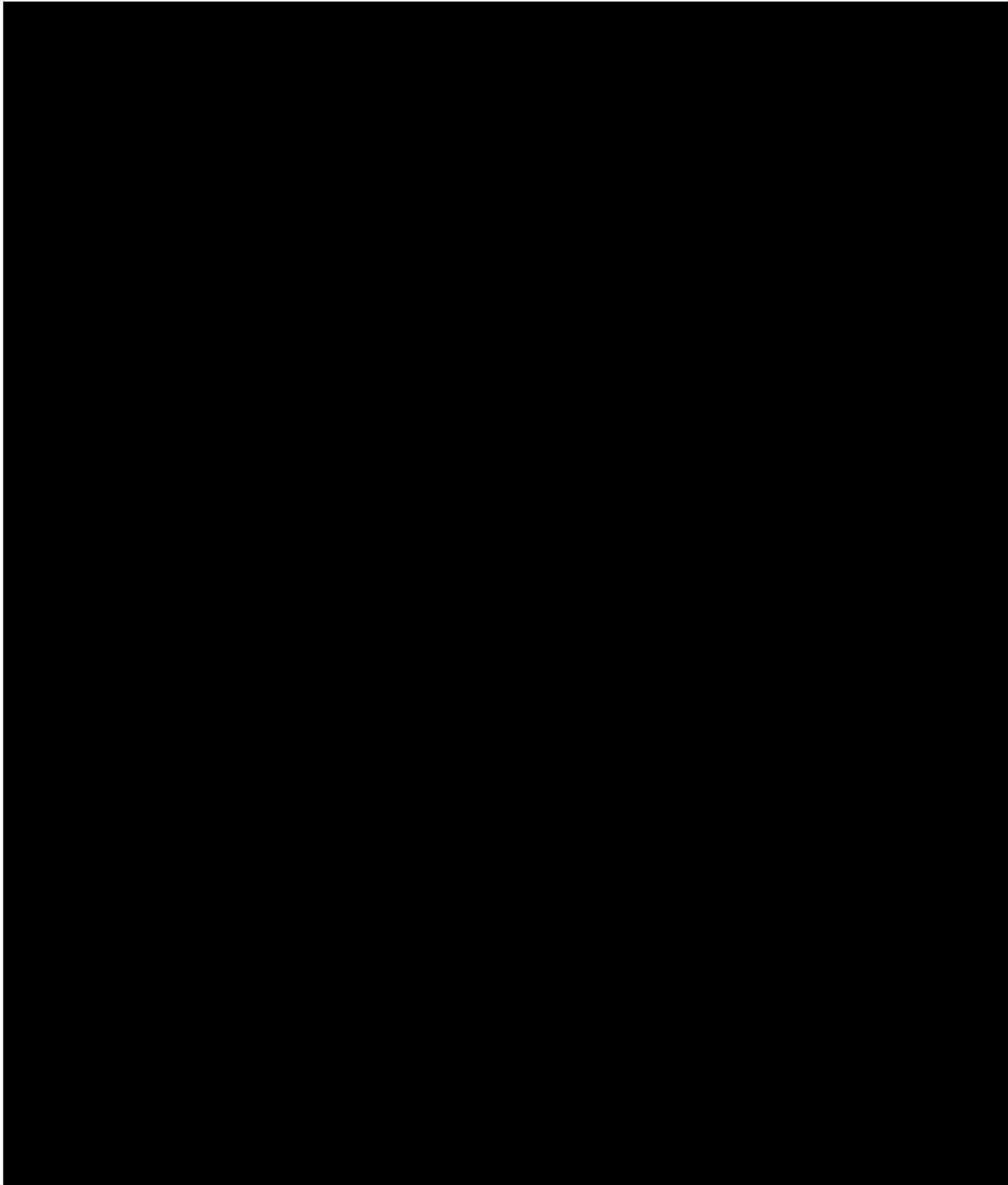


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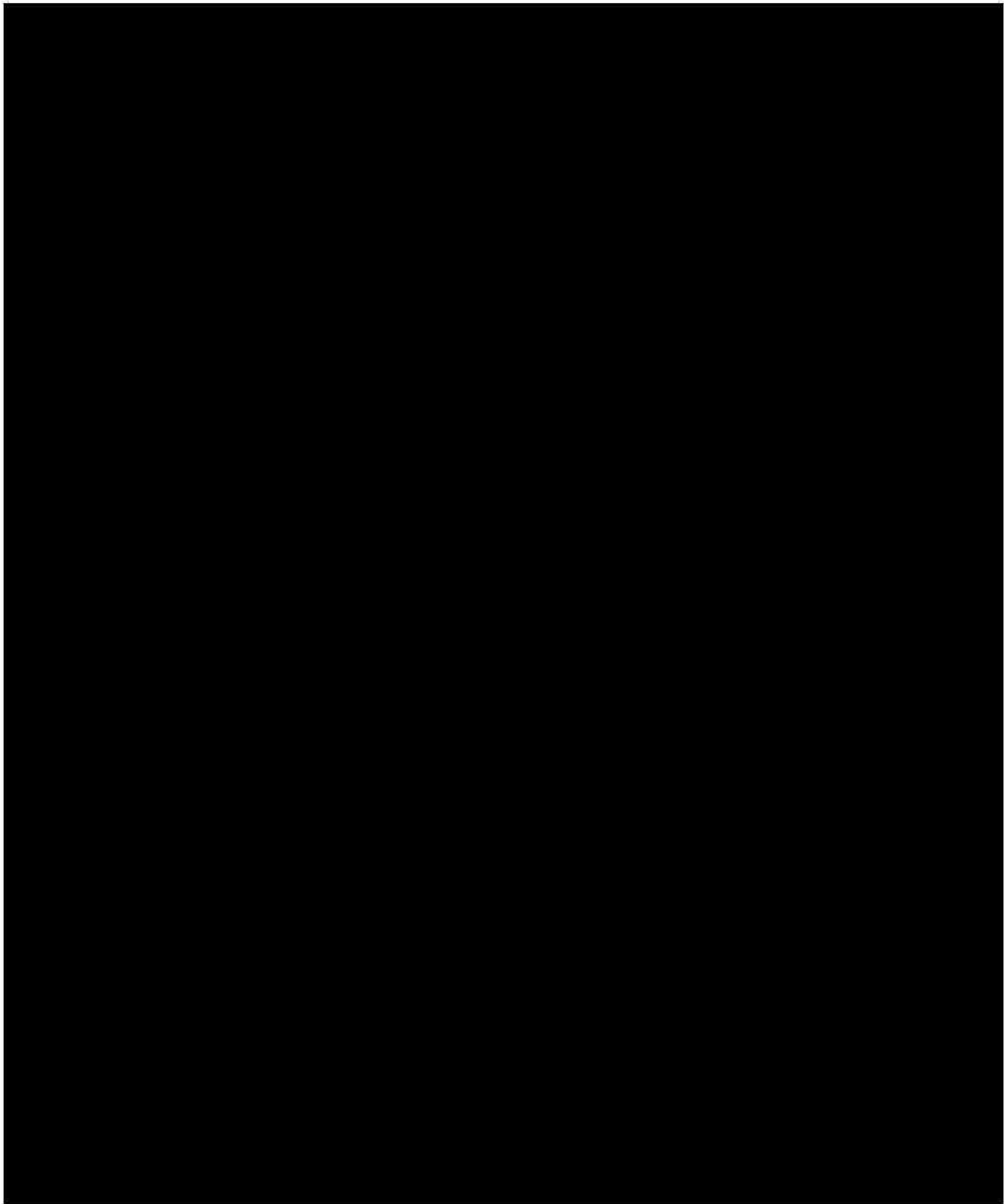


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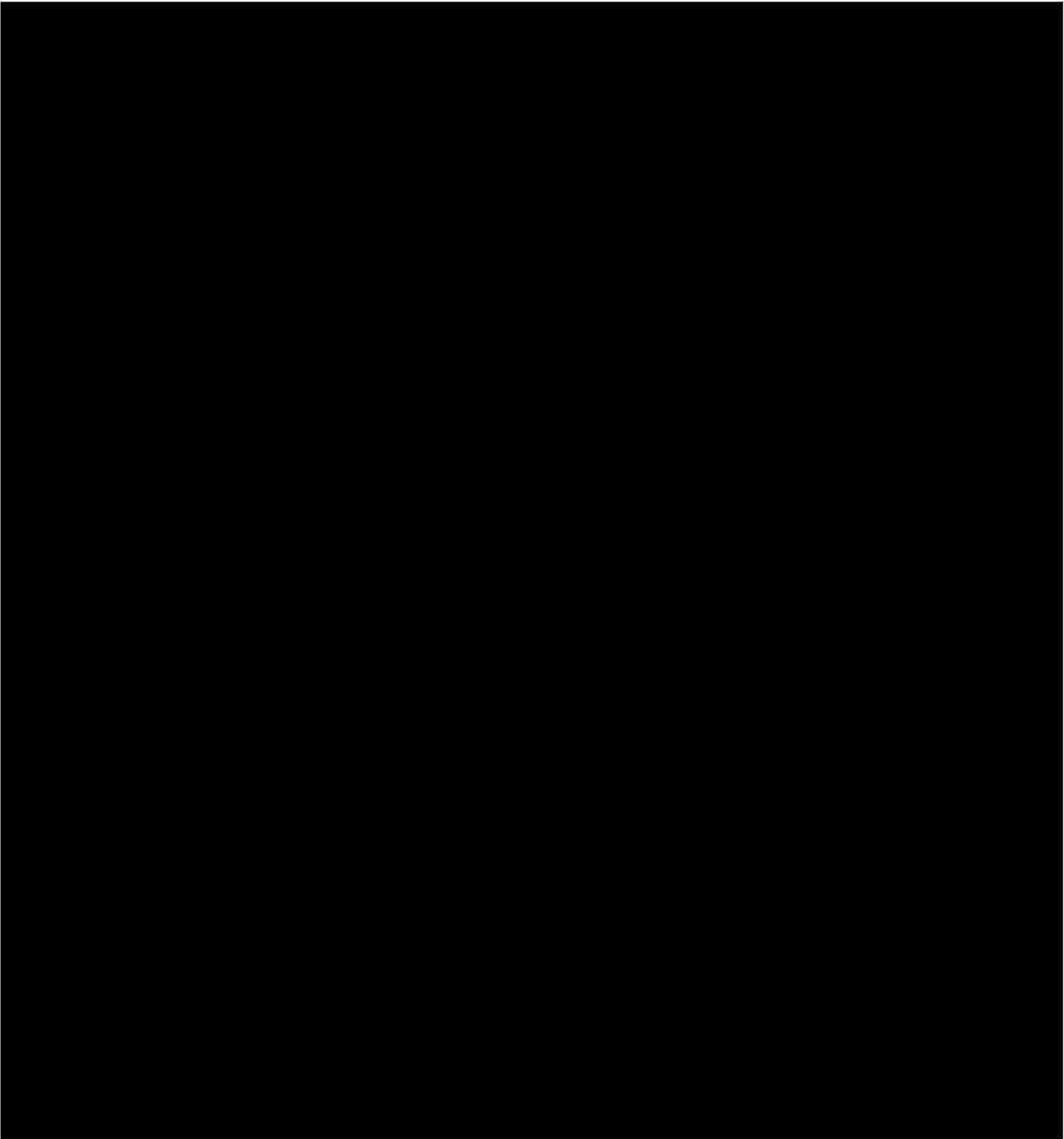


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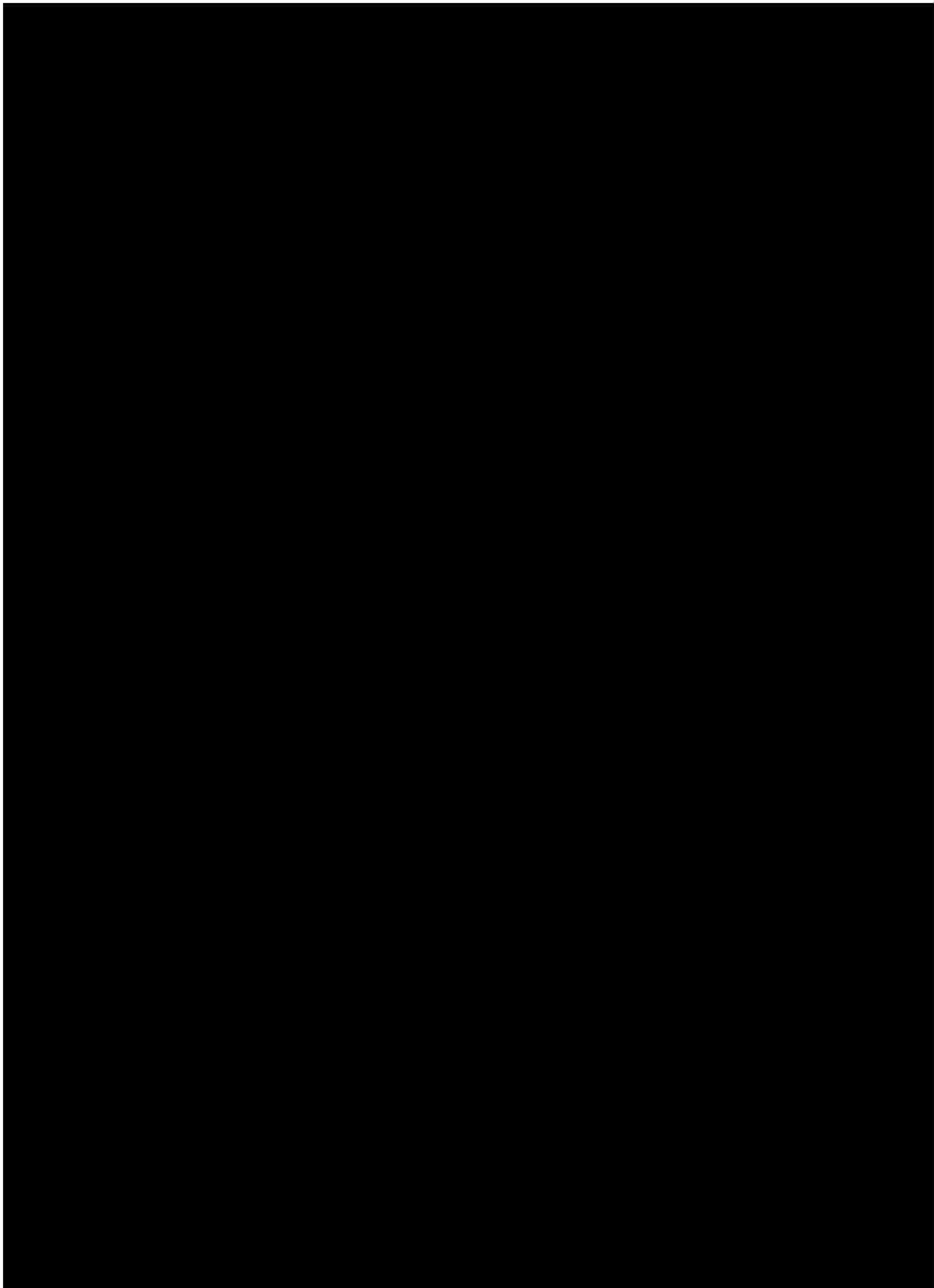


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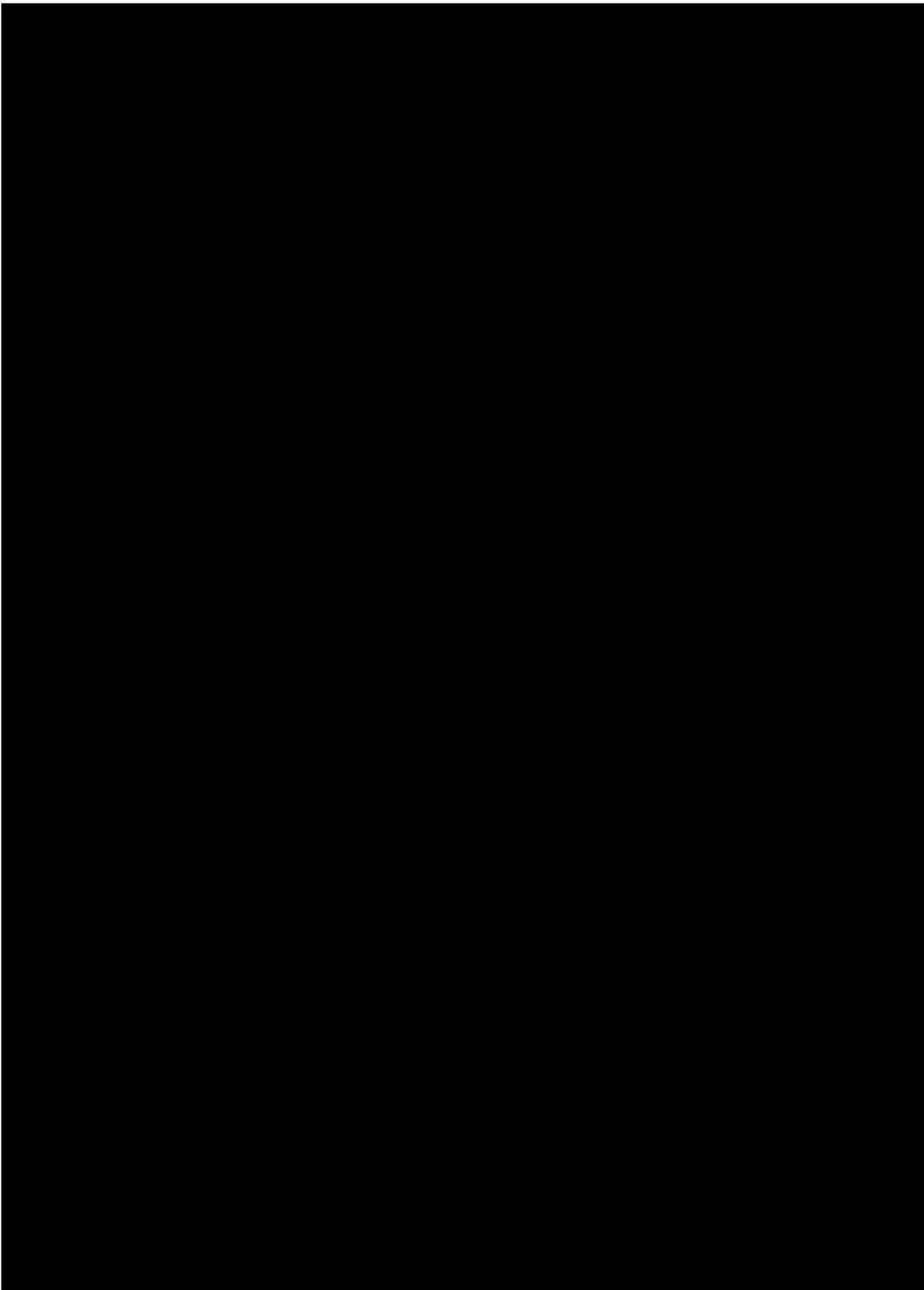


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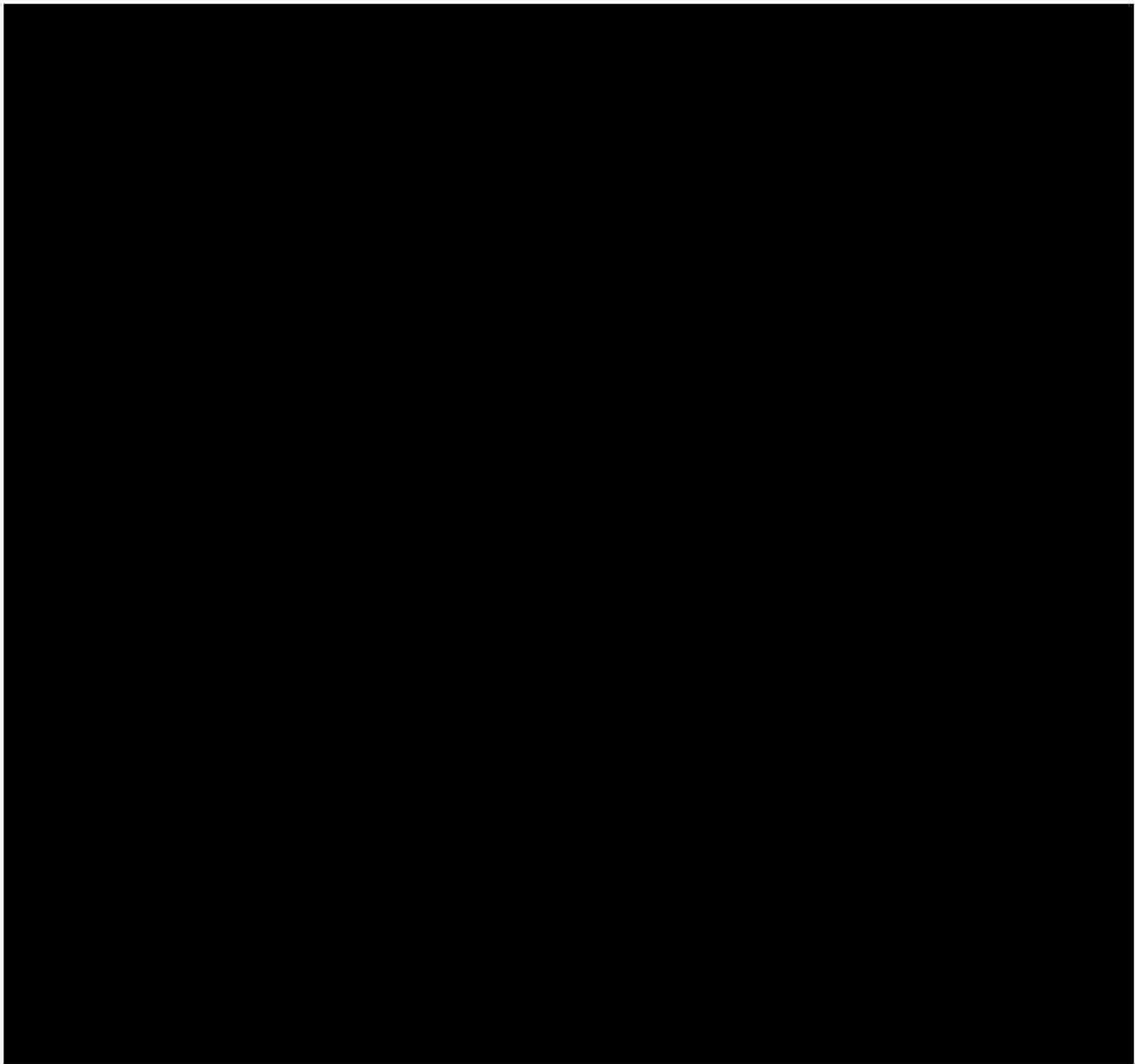


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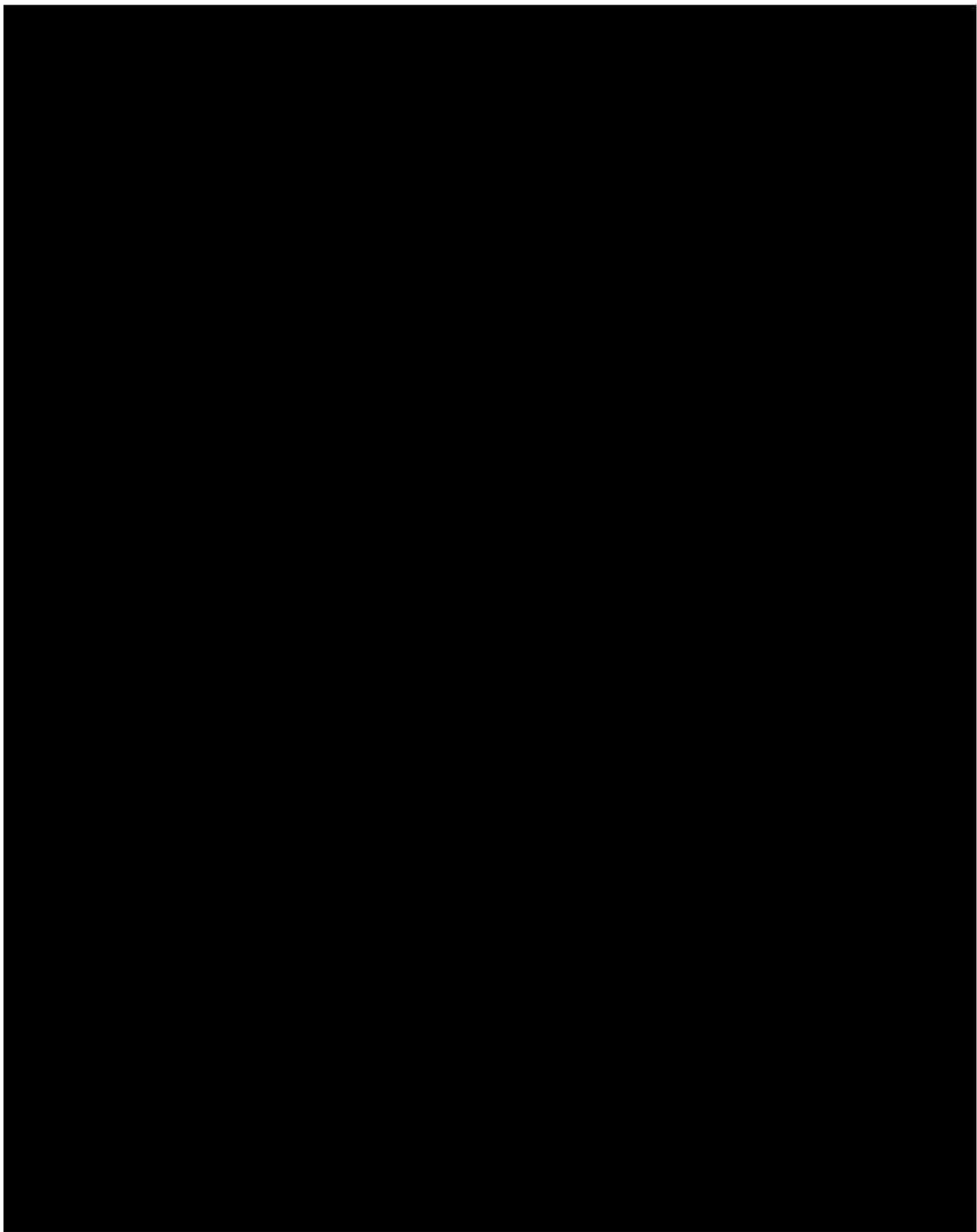


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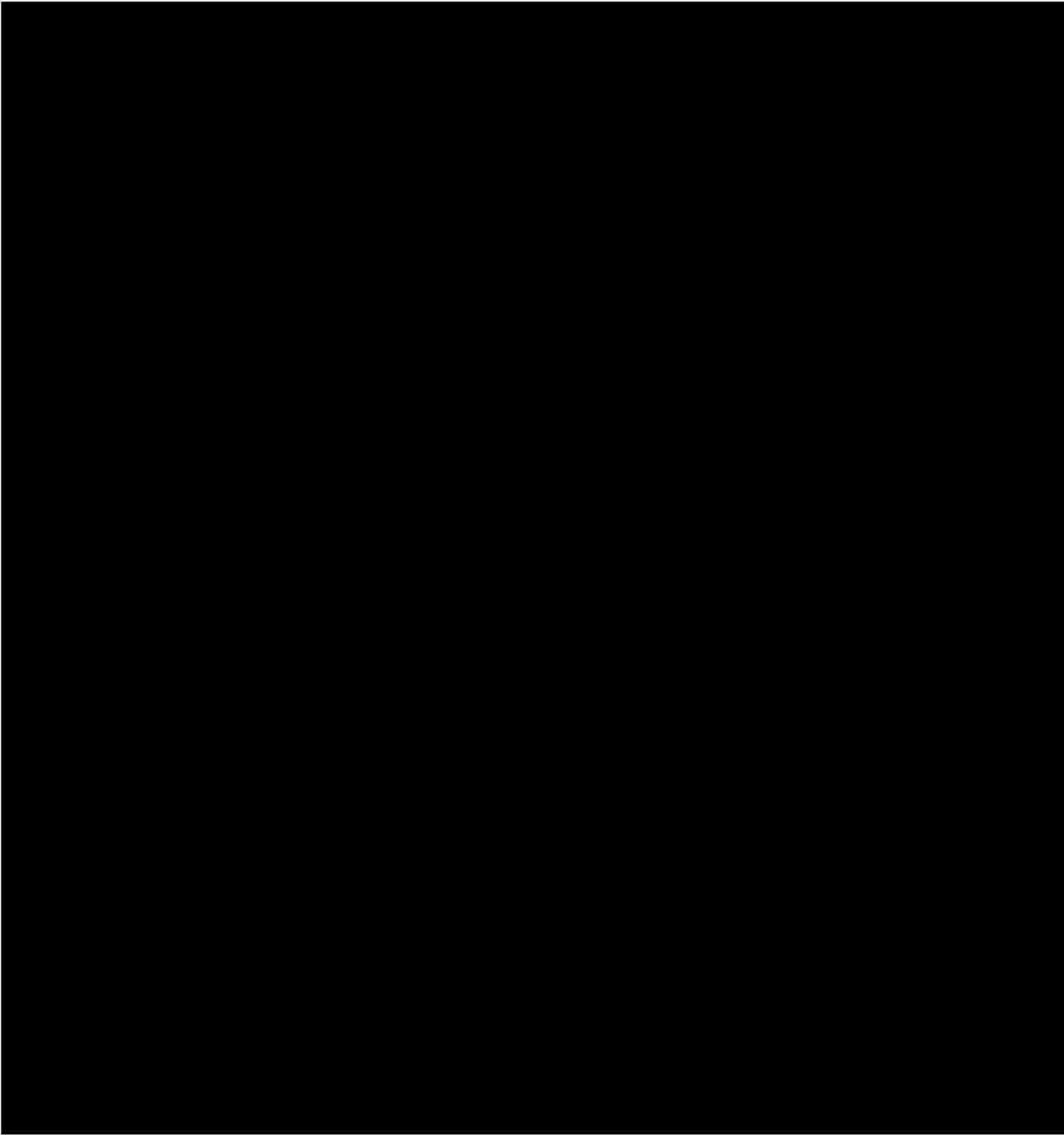


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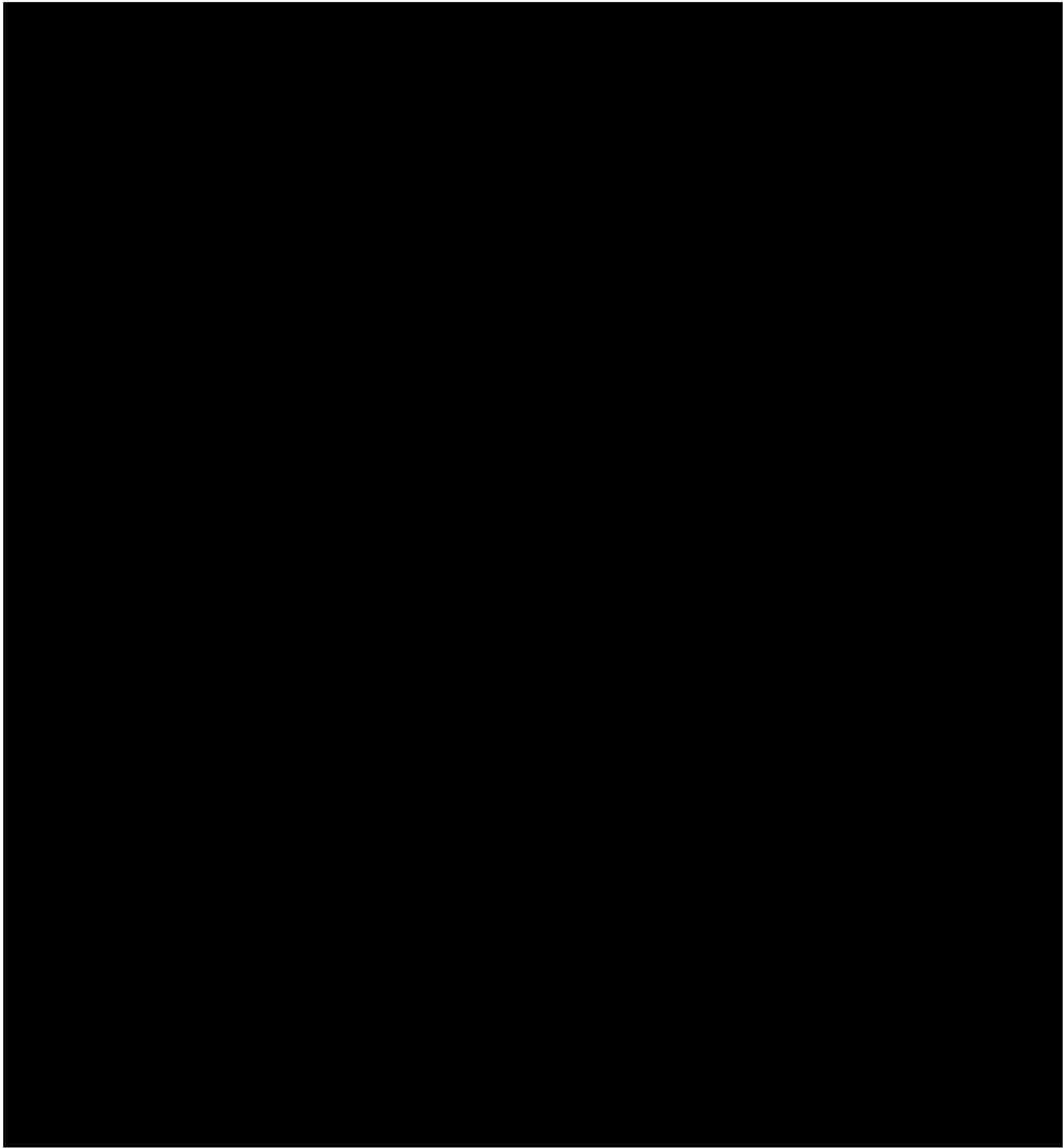


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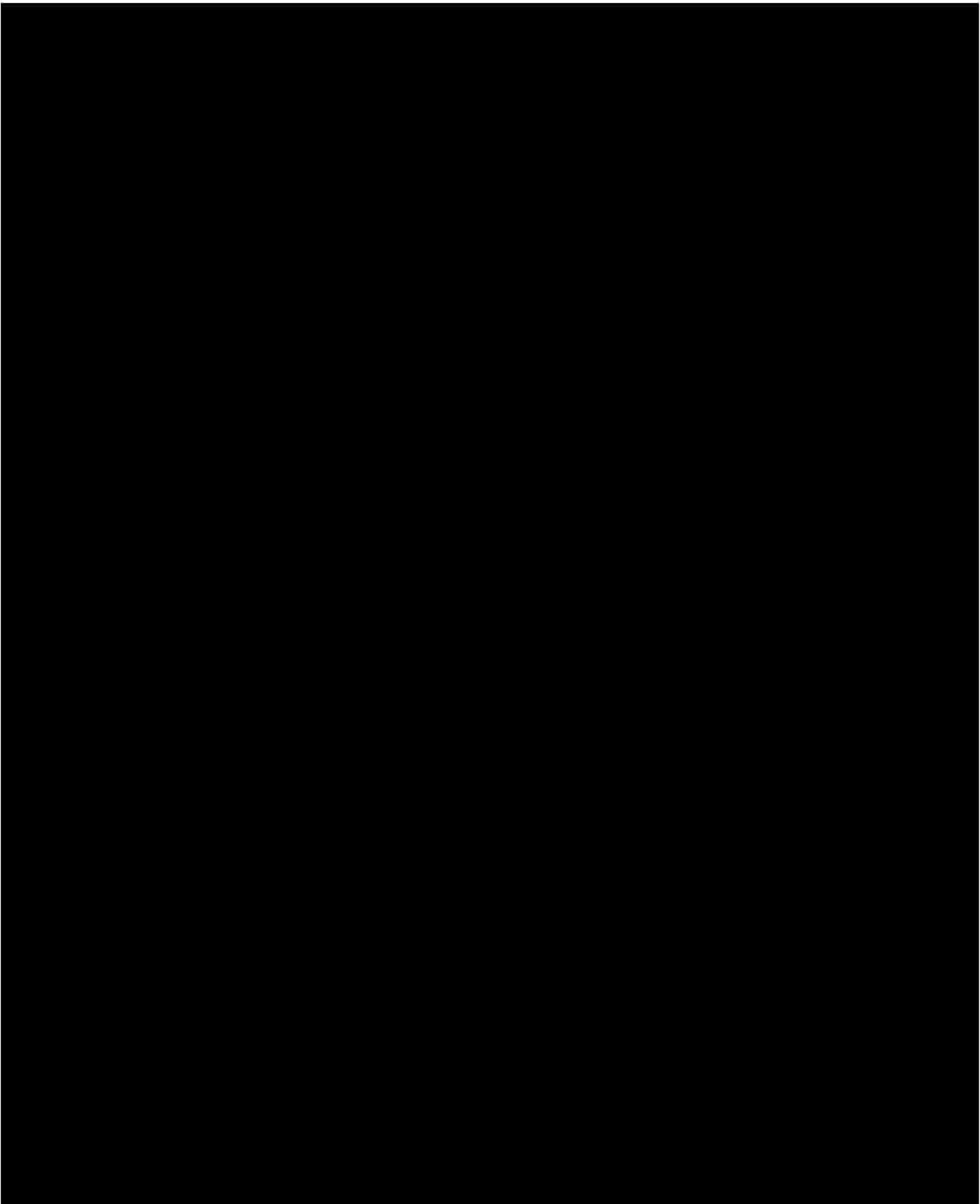


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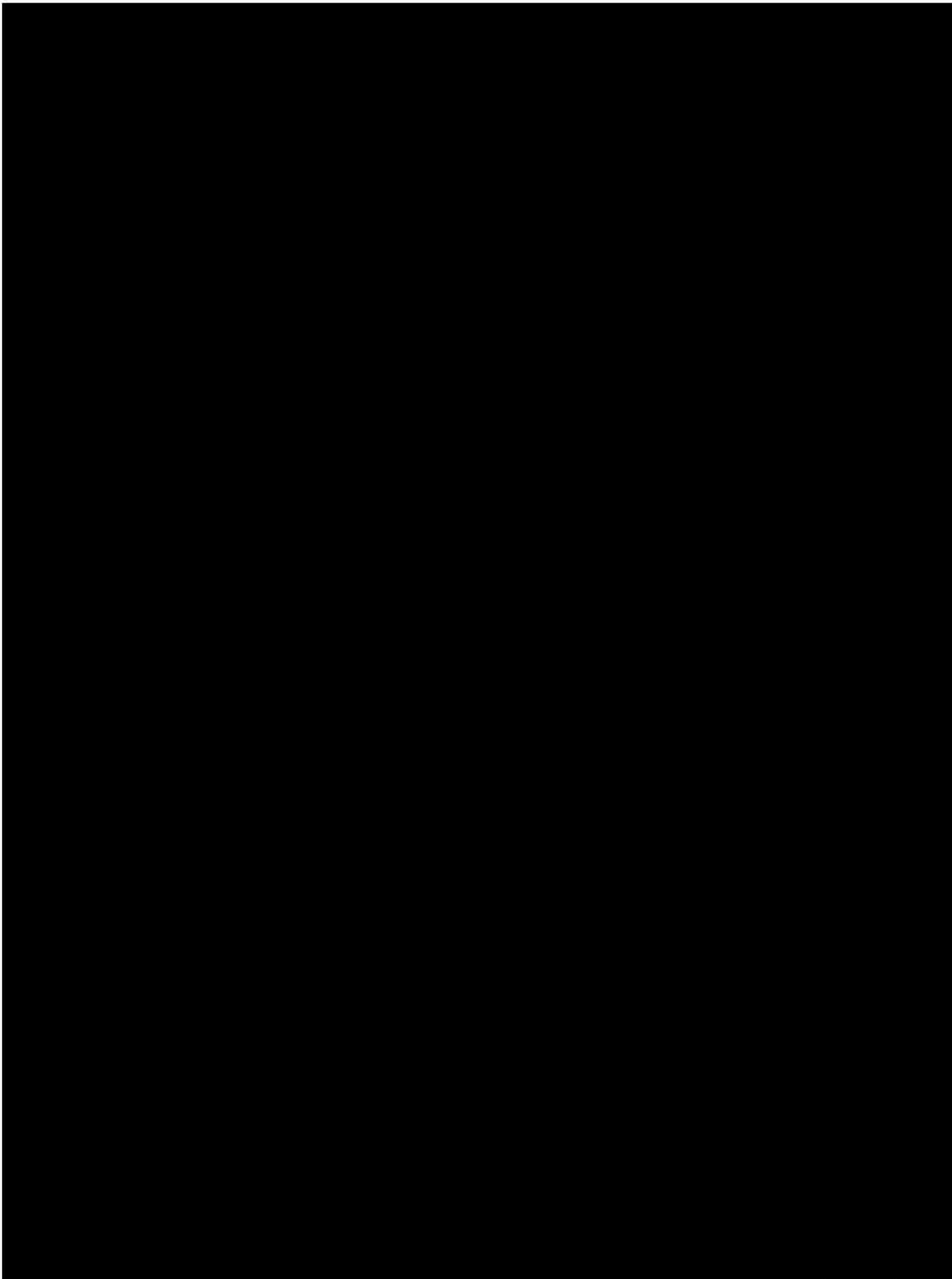


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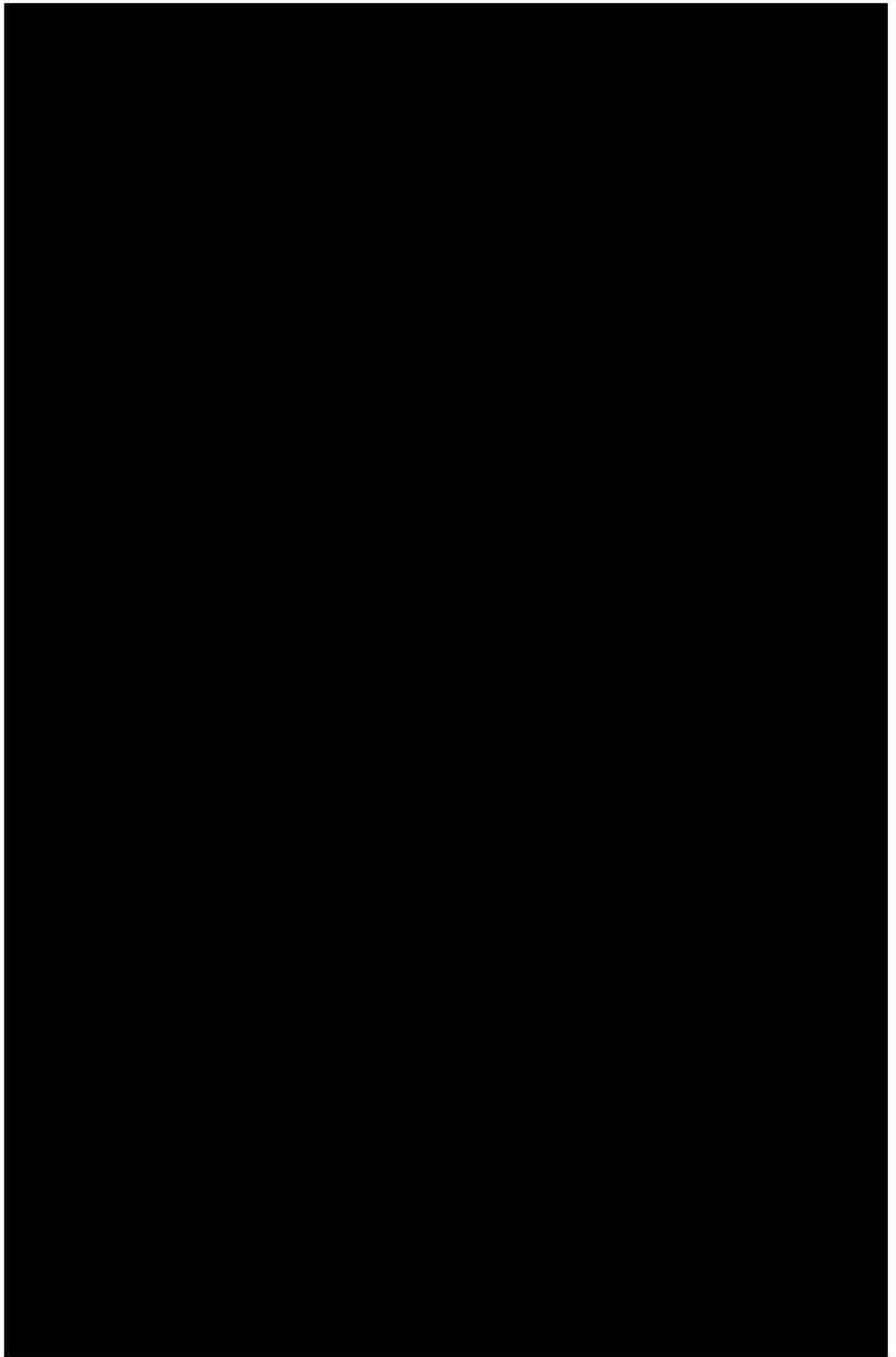


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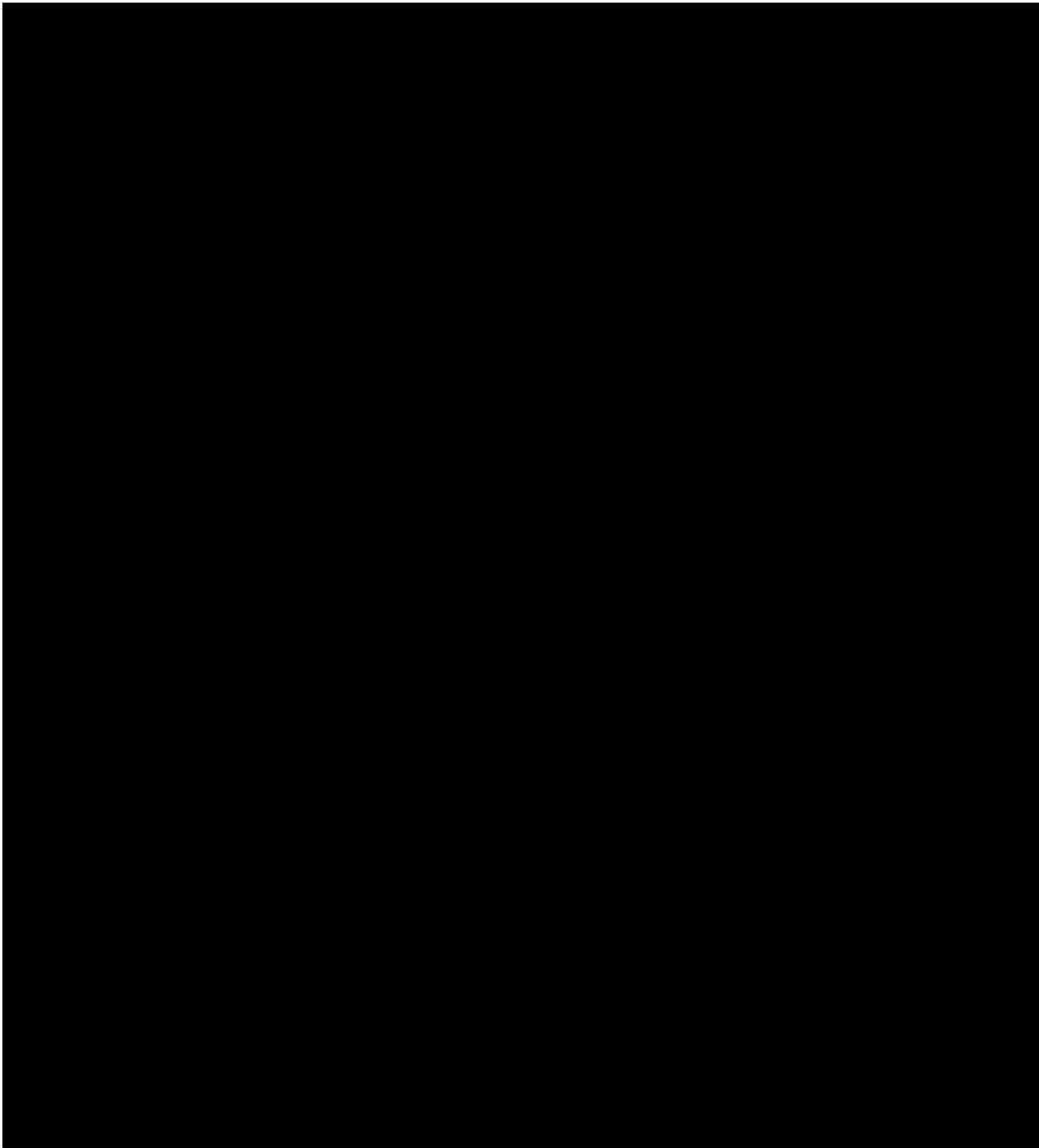


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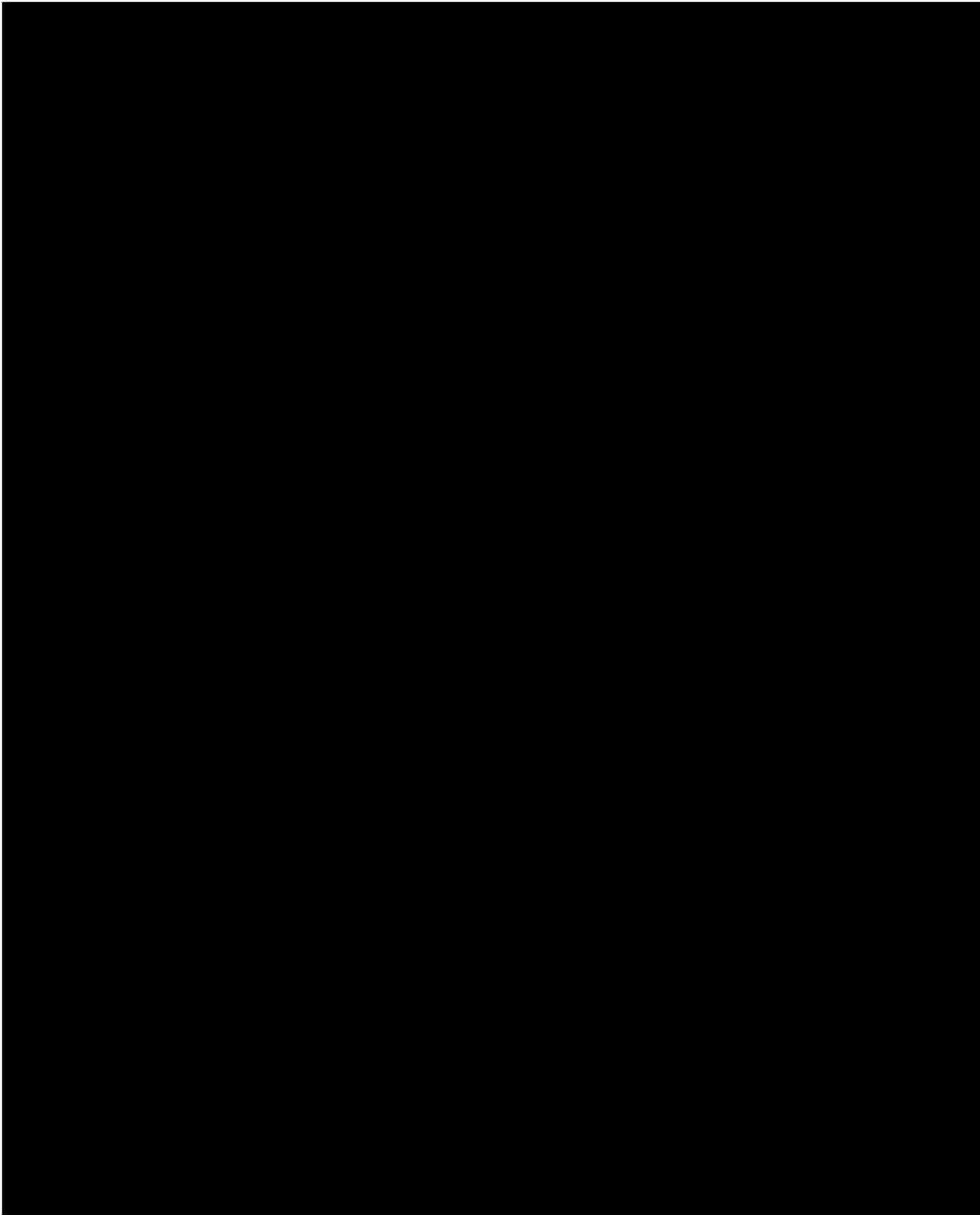


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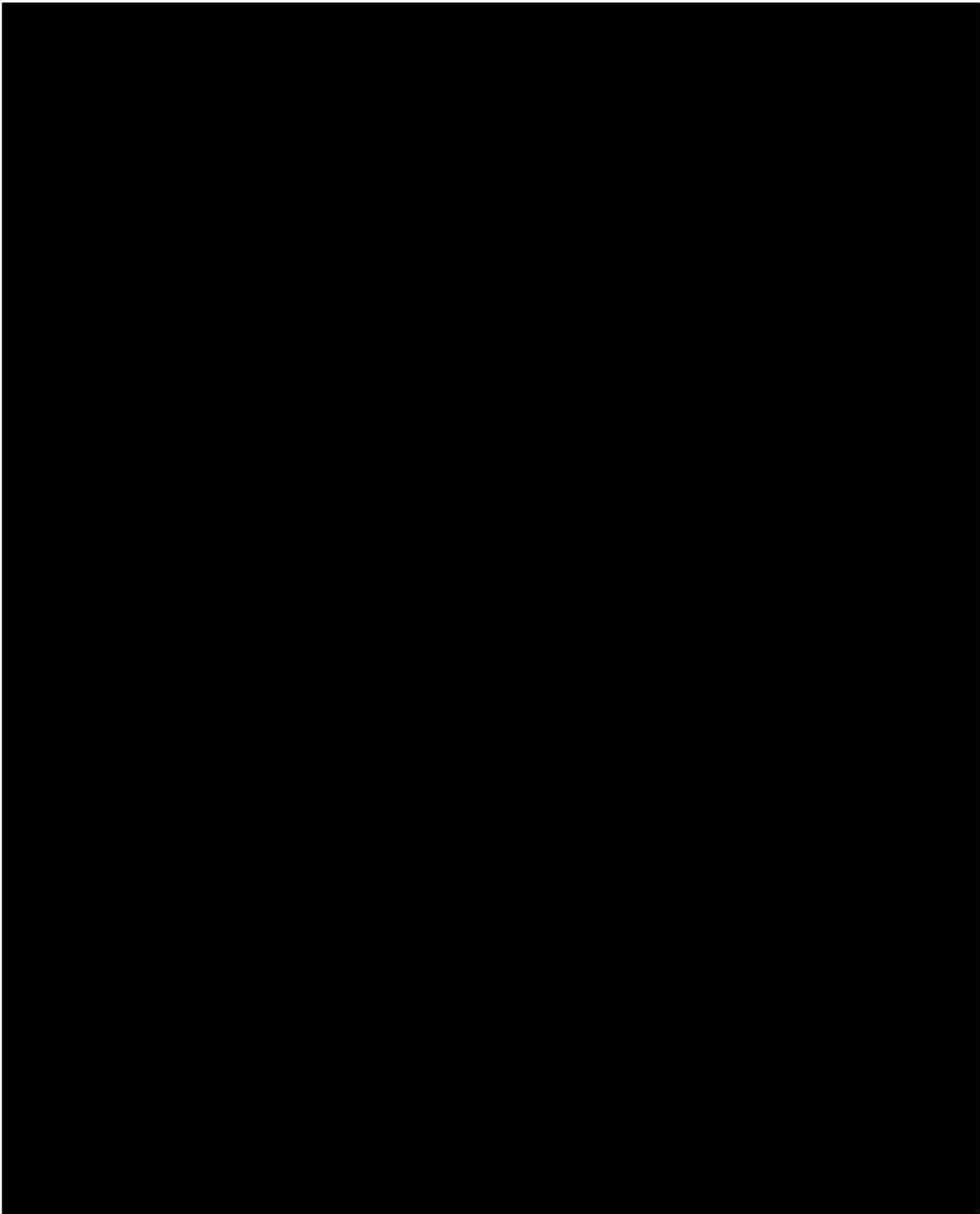


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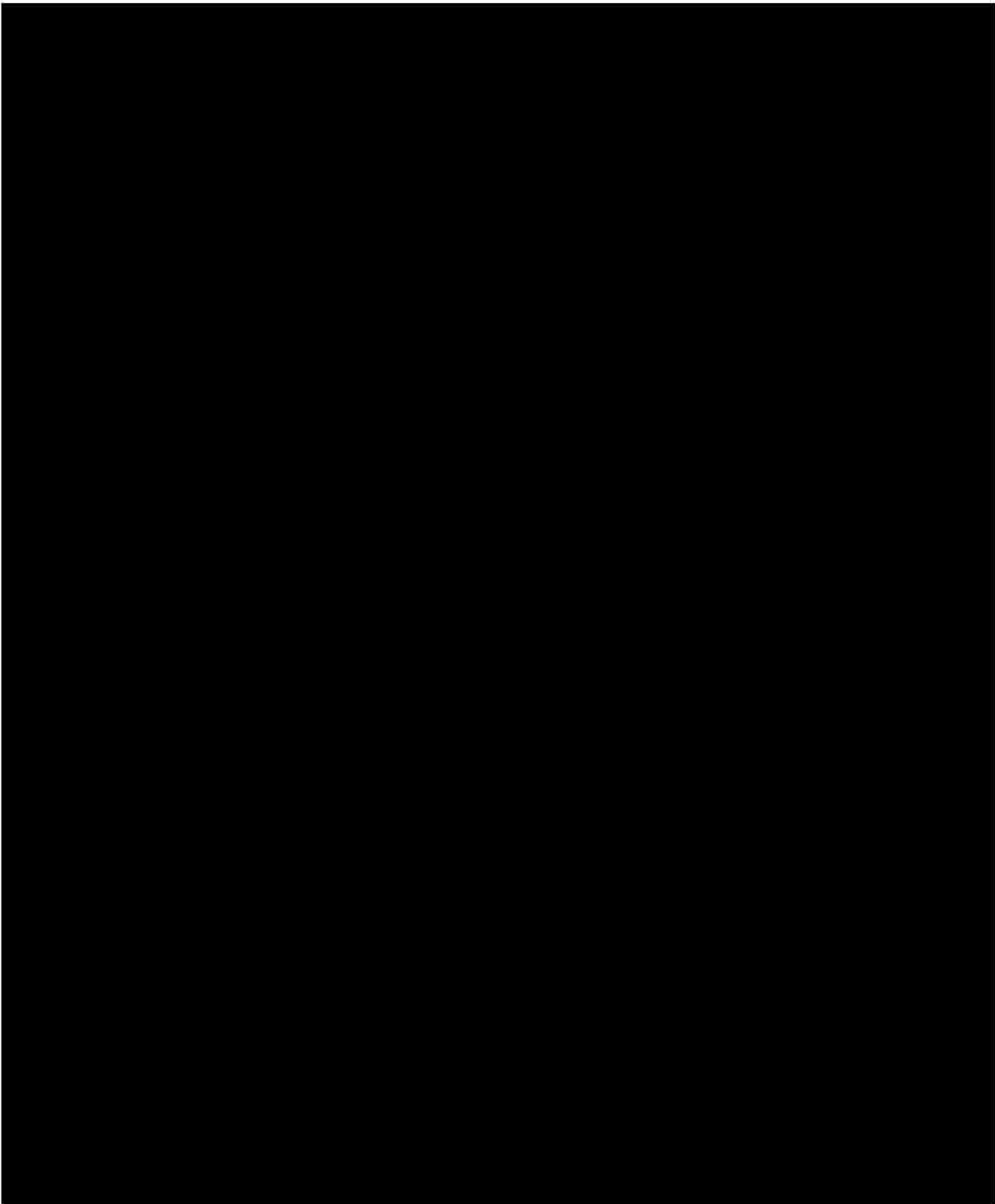


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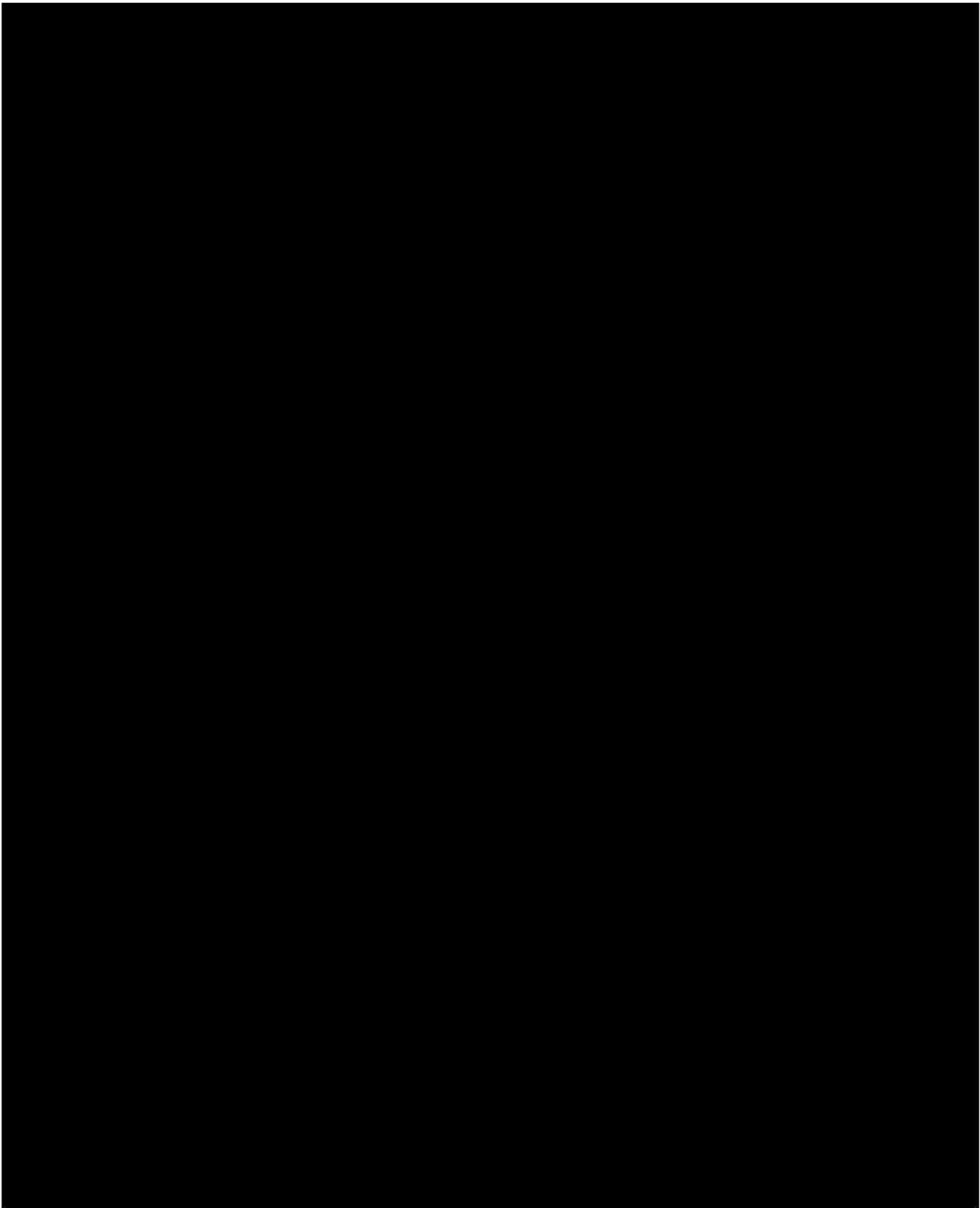


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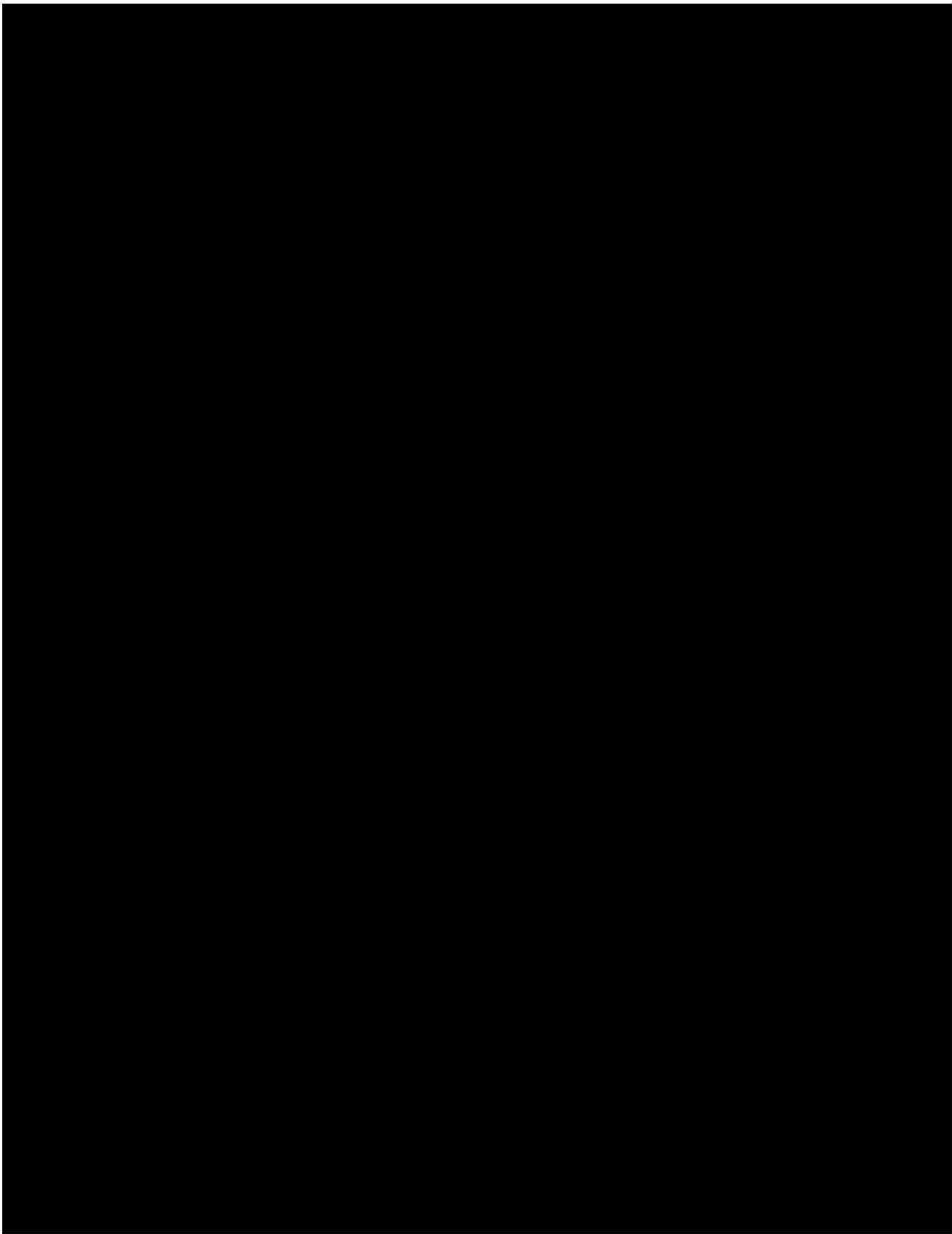


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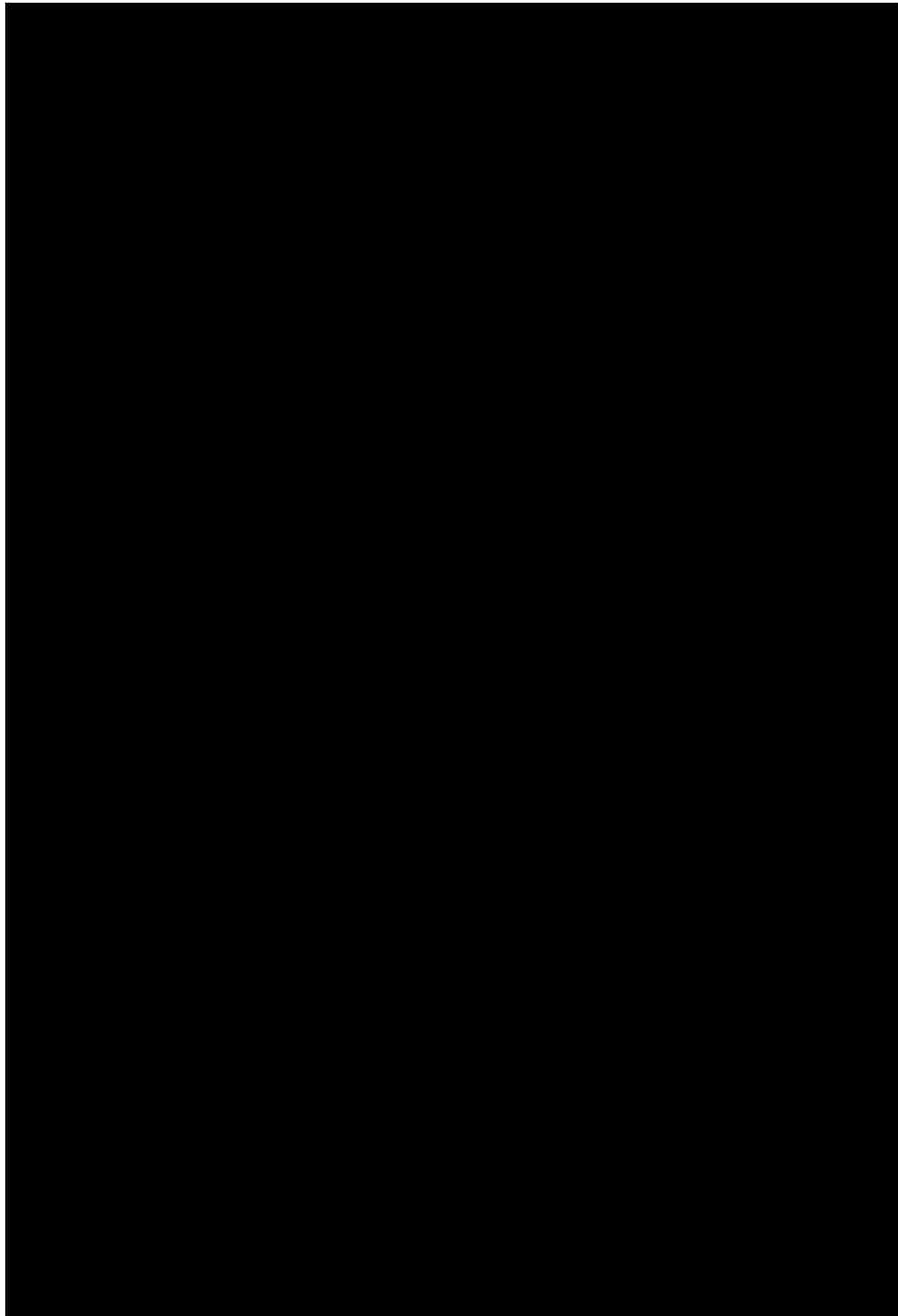


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