



## WELCOME TO JESIP NEWS ISSUE 18

The JESIP team have been extremely busy since the last edition of JESIP news, we have been travelling the length and breadth of the country undertaking assurance visits with Police, Fire and Ambulance colleagues. At the time of going to press the team has visited 90% of services across every region of England and Wales; there will be more on these in the next edition!

Edition 18 of the JESIP news is a rather special one though. This whole edition is dedicated to the non-blue light partners who train and exercise alongside the emergency services as well as attend incidents with them. It is great to see JESIP being incorporated into so many agencies response plans and arrangements; this can only help to provide a co-ordinated and coherent response to incidents providing the best possible outcome for the public.



## AN INTERVIEW WITH LOCAL AUTHORITY EMERGENCY PLANNING AND RESILIENCE MANAGER, HELEN HINDS FROM NEWCASTLE CITY COUNCIL

“As a Category 1 responder we have the same duties under the Civil Contingencies Act 2004 as the emergency services but our focus is rather different in that our main role is to look beyond the immediate response to consequence management

and medium and long-term support, advice and welfare to Newcastle residents affected by the particular emergency.

Our role at a Major Incident depends on the circumstance; for example, in the recent Job Centre siege in Byker, we were asked to supply floor plans to the emergency services to help them determine their response.

*“I became interested in JESIP when it was first launched and very much aimed at the emergency services but I began embedding it in our Authority immediately because it seemed obvious to me that it wasn't only first responders who needed to understand the language and procedures laid out by JESIP if we all wanted the best possible outcome to a Major Incident.”*

**Helen Hinds**  
Emergency Planning and Resilience Manager  
Newcastle City Council

We replaced SAD CHALET with M/ETHANE and started to use the Joint Decision Model. These are now in our Major Incident plan. Not only that, but we have used the JDM within our concept of operation documents in other areas of our responsibility such as the provision of emergency housing. We've found the JDM supports a logical and thorough approach to decision-making.”

In terms of training, we have developed a JESIP training package for our Authority colleagues using the online learning programme and working with a Police trainer. Since the incidents in Manchester and London, there is a clear requirement to extend the training to more council staff such as our Local Authority Liaison Officers who may be on scene liaising with the emergency services.

The JESIP doctrine is now embedded and will be used at a major LRF exercise taking place in June this year involving the Newcastle City Council, Police, Tyne and Wear FRS, Air and Ambulance. This will be around the built environment and be a mixture of live and table-top exercises to ensure resilience and readiness of all the partner agencies and responders.

My ambition is to have both the principles and practice of Joint Interoperability firmly understood by key Authority personnel in order to make our city safer for our residents.”

Newcastle  
City Council 

## HOW THE MOD SUPPORTS THE EMERGENCY SERVICES

The Ministry of Defence (MOD) is not a categorised responder under the Civil Contingencies Act 2004, nor is it bound to apply the Joint Emergency Services Interoperability Principles (JESIP) whilst responding to operational events within the UK. But in recent years there have been many instances where the MOD has supported the emergency services under the principles of Military Aid to the Civil Authorities (MACA), a recent example being where Army and RAF personnel were generated to provide support in response to the threatened tidal surge along parts of the east coast of England in January 2017. In order to ensure that military personnel are well-placed to work effectively with emergency service partners, and understand their priorities and requirements, JESIP has been incorporated into several levels of both MOD Resilience training and operational support documentation, complementing the military-specific guidance contained within Joint Doctrine: the Interoperability Framework.

- **Defence Resilience training.** Many MOD personnel attend a specialist Resilience course, the length and scope of which depends upon their role. JESIP staff have attended many of these and, where appropriate delivered orientation briefings. To-date several hundred MOD personnel have attended such briefings.
- **Staff College.** The MOD staff college at Shrivenham, near Swindon, provides a range of courses designed to educate senior officers for higher command stand staff appointments. The Joint Decision Model (JDM) is now briefed on these events as a matter of course, so military personnel likely to be assigned to Strategic Co-ordinating Groups are now more familiar with the principles in general and the application of the JDM in particular.
- **UK Standby Battalions (UKSBs).** The Army now maintains three units at very high readiness, ready to respond to Resilience tasks in support of the civil authorities – they are known as UKSBs and, whilst assigned nationally to specific geographic areas, they may be deployed anywhere in the country if required. All UKSB personnel are now educated in the principles and mechanisms of JESIP.
- **RAF Mountain Rescue Teams (MRTs).** One of the MOD's assets most likely to work closely with civil authority colleagues on the ground are the three RAF MRTs. On an annual basis the MRT headquarters runs a 2-week course at RAF Valley on Anglesey for all RAF MRT Leaders and Deputy Leaders. During the course they are briefed on

JESIP by a North Wales Police officer, the aim being to give the teams a general awareness of JESIP and the M/ETHANE reporting format in particular (photograph below).

- **Aircraft Post-Crash Management (APCM).** JESIP has been incorporated into all training packages on RAF stations where there is an APCM liability.
- **Operational Standard Operating Procedures (SOPs).** In addition to the increasing prominence of JESIP across a range of MOD Resilience training events, most Army regional headquarters – the HQs that will operate most closely with the emergency services at the tactical and operational levels – have incorporated JESIP into their SOPs, so that the needs of the civil authorities are now better-understood.

“The level of awareness of JESIP amongst military Resilience practitioners is steadily increasing. Whilst Defence commanders use their own planning tool – the military combat estimate – as the basis for their operational planning, they are now aware of the JDM and are comfortable with its use. Elsewhere, JESIP now features in many staff college courses and in the operationally specific courses run at unit-level. Combined, they place Defence personnel of all ranks in a better place when it comes to being able to provide effective support to the emergency services during crises in the UK.” Sqn Ldr Richard Garston.



PC David Parry from North Wales Police briefs members of the RAF Mountain Rescue Team on JESIP – RAF Valley, Anglesey, May 2017

## NETWORK RAIL ON HOW THEY ARE EMBEDDING JESIP

Network Rail owns and manages the 20,000 miles of track, 40,000 bridges and viaducts and the thousands of signals, level crossings and stations that make up the rail network throughout the UK. It has a key role as a Category 1 responder in the event of an emergency or incident that takes place in or around the Network and as such has incorporated JESIP principles and protocols into its emergency response training. At the end of March 2017, it re-issued its National Emergency Plan to incorporate this interoperability response.

Network Rail believes that the introduction of JESIP protocols will improve the working relationships with the responding emergency services creating a better working environment, a platform for communication with the rail expert on site, and effective joint decision making. It is recognised that each emergency service has its own well-defined role and supporting operating procedures and the rail industry needs to dovetail with these services in order to save lives and reduce harm.

JESIP will impact on all levels of response from the initial calls to Control rooms through to liaison with the Rail Incident Officer at the scene, liaison with the Rail Incident Commander and, if requested to attend, at the Strategic Co-ordinating Centre established by external agencies. So while Network Rail responders will continue to perform their recognised roles during an incident, the processes by which they liaise with external agencies will be more clearly defined by the use of the Joint Decision Model.

Claire Wise, Security and Planning Specialist, London North West & Wales said: “Since its introduction JESIP has been proven to improve the multi-agency response to incidents by the emergency services. It is good that it is now being extended to other civil responders. Network Rail plays a critical role in managing emergencies on the rail network and it’s vital that all our response staff understand the JESIP principles and how to apply them in practice.”



## THE NTS's ENERGETIC UPTAKE OF JESIP

The National Transmission System (NTS) looks after the national gas grid, importing, transporting and storing natural gas. The network of pipelines operated is over 27,000 km in length (nearly five times the distance between London and New York). The NTS has a role as a Category 2 Responder in the event of a major accident hazard pipeline (MAHP), which might involve the release of un-odorised gas.

The NTS emergency responder team first became aware of the work of JESIP when they took part in OP TRITON, a multi-agency exercise involving 50 different agencies. They became aware of the positive effect of JESIP in standardising information-gathering and decision-making across all responder agencies.

As a result, all 120 NTS operations staff have been trained in Bronze (or operational) response at the Fire College. A further 32 staff have been trained in Silver (tactical), specifically multi-agency response. The Joint Decision Model (JDM) has been incorporated into several policies, including the NTS pipeline emergency plan book, and all Category 2 responders have been encouraged to download the M/ETHANE APP to company-issued iPads.

Furthermore, NTS Silver (tactical) commanders have completed the on-line JESIP training, and a safety bulletin has been issued explaining JESIP and M/ETHANE; this has been extremely well-received as everyone appreciates the vital importance of speaking the same language in an emergency situation.

The NTS emergency responder team are keen to carry on engaging with JESIP and contribute ideas and suggest developments. They recently worked with JESIP and other responders on the category 2 responder tabards; previous exercises have seen 50 people all wearing identical hi-vis tabards, making it difficult to identify the Incident Commander. As a result it was decided that Category 2 responders wear a bright orange tabard with the words " Incident Commander " on and these have now been rolled out. The NTS team also proposed that pipeline emergency cordons are referred to in the same way by all the pipeline operators, and, once agreed between the United Kingdom Online Pipeline Operators' Association (UKOPA), this will be fed into the JESIP team so that the LRFs all use the same terminology, thereby easing communication and making emergency response more effective during an MAHP situation.



Cat 2 Commander advisory tabard

## HIGHWAYS ENGLAND



Highways England was originally known as Highways Agency, an Executive Agency of the Department for Transport responsible for the operation, maintenance and improvement of around 4300 miles of England's motorways and major (trunk) roads. It became a government company in April 2015.

The Traffic Officer Service (TOS) first launched in the West Midlands in April 2004. The service subsequently rolled out across seven geographical regions across England and operates 24 hours a day, 365 days a year. Operational staff play a key role in the effective management of the network, attending 215,568 of the 595,986 reported incidents on the road network in England in 2015. They work closely with emergency services responders to ensure their safety, along with that of road users and contractors involved in incident resolution.

Highways England formally adopted the principles of JESIP with the release of the Crisis Management Manual (CMM) V2.0 in April 2016, following liaison with Local Resilience Forum (LRF) partners.

The training consisted of attendance as observers on LRF-provided JESIP courses, and all On Road Traffic Officers undertook the e-learning provided on the JESIP website.

The response to following JESIP protocols by operational staff has been generally good. The change from SAD CHALETS to M/ETHANE has been embedded as 'business as usual' whether a single or multi-agency response is required. Highways England also includes a reference to JESIP principles in annual staff performance management objectives.

However, perhaps because Highways England are a national agency, their experience is that not all LRF areas engaged proactively with Cat 2 responders and that JESIP is still not routinely practised at incident scenes by blue light services. A useful development would be to see some joint exercises run with the emergency services community so JESIP principles can be reiterated; thereby improving communication between the agencies and services responding to road incidents.

## MEET US AT THE ESS

The JESIP team continues to support the emergency services and wider responders as they work to embed JESIP. Come and meet the team at The Emergency Services Show 2017 from 20 - 21 September 2017 at the NEC, Hall 5. We'll be there to show you the most recent training products and share success stories.

## JESIP IN NUMBERS

JESIP now has over 6000 followers on Twitter and the JESIP App has been downloaded 42755 times!



## UPDATE ON ASSURANCE VISITS

Thank you to all the emergency services who have welcomed us as we tour the country on our assurance visits. Over the past 8 months we have endeavoured to visit every Police, Fire and Ambulance service in England and Wales, to date we have visited 90% of these services.

- SOUTH CENTRAL – 90% COMPLETE
- WEST MIDS – 100% COMPLETE
- EAST MIDS – 70% COMPLETE
- EAST ENGLAND – 100% COMPLETE
- SOUTH EAST COAST – 90% COMPLETE
- SOUTH WEST – 100% COMPLETE
- YORKSHIRE – 90% COMPLETE
- LONDON – 75% COMPLETE
- NORTH EAST – 100% COMPLETE
- NORTH WEST – 80% COMPLETE
- WALES – 90% COMPLETE

