

TYNE AND WEAR FIRE AND RESCUE AUTHORITY

Item No 9

MEETING: 11 SEPTEMBER 2017

**SUBJECT: JOINT EMERGENCY SERVICES INTEROPERABILITY PROGRAMME
– ASSURANCE VISIT**

**JOINT REPORT OF THE CHIEF FIRE OFFICER/CHIEF EXECUTIVE (THE CLERK TO
THE AUTHORITY) THE STRATEGIC FINANCE OFFICER AND THE PERSONNEL
ADVISOR TO THE AUTHORITY**

1 INTRODUCTION

- 1.1 The purpose of this report is to inform members of the findings of a Joint Emergency Services Interoperability Programme (JESIP) assurance visit that occurred on May 10th 2017.
- 1.2 The JESIP team visited Tyne and Wear Fire and Rescue (TWFRS) as part of a six-month assurance programme for blue light services. The purpose of the visit was to understand the progress services were making in embedding JESIP locally and to help build a national picture.

2 BACKGROUND

- 2.1 JESIP was established in September 2012, following a number of public enquiries, which highlighted that better joint working between the three emergency services (Police, Fire and Ambulance), would enhance the collective ability to save lives and reduce harm.
- 2.2 The two-year national programme concluded on 30th September 2014 and on October 1st 2014 TWFRS went “live” with JESIP.
- 2.3 The JESIP team audited TWFRS in 2015 to monitor progress against the original doctrine. TWFRS at that time had made good progress in embedding JESIP. Following the 2015 visit, TWFRS continued to work with partners to ensure JESIP is common practice in daily working. JESIP is now a fundamental component of emergency service communication across the full range of incidents and exercises.

3 2017 TWFRS ASSURANCE VISIT

- 3.1 Blue light partners, consisting of TWFRS, Northumberland Fire & Rescue Service (NFRS), North East Ambulance Service (NEAS) and Northumbria Police hosted visits between May and July 2017 by the JESIP team.
- 3.2 There were 4 key areas on which the audit was based;

- Doctrine and Policies
 - Training/Awareness, Testing & Exercising
 - Joint Organisational Learning (JOL)
 - Communications and Engagement
- 3.3 The assurance visit was an in depth look at all TWFRS policies and procedures, testing and exercise regime, as well as how we respond and deal with incidents. It also looked at how we learn from incident and exercises to continue to improve, as well as how we work with our blue light partners.
- 3.4 An audit and collaboration group was established and led by Assistant Chief Officer Robson to ensure that TWFRS could demonstrate to the JESIP team how embedded all four areas above are within the service.

4. FEEDBACK FROM THE JESIP AUDIT TEAM

- 4.1 Initial feedback from the assurance team was extremely positive and they were impressed with how well TWFRS had continued to embed the JESIP principles into all operational activity. Further to the visit, an executive report received in July 2017, highlighted the team's main observations and the report, attached in Appendix A, for the information of members.
- 4.2 **General Observations**
- 4.2.1 From the discussions with TWFRS staff, there appeared to be a good level of senior level management support for embedding JESIP. All staff met during the process demonstrated the expected levels of awareness of JESIP, given their respective roles of implementing JESIP. The team positively noted that the responsibility for JESIP sits across the organisation with a number of people across the operational command tier having responsibility for embedding JESIP.
- 4.3 **Doctrine and Policies**
- 4.3.1 There is a very robust framework in place for policies and procedures and JESIP appeared to be fully embedded across the Service.
- 4.3.2 The Service will be adopting National Operational Guidance (NOG) and there is a plan in place to achieve this. JESIP appeared embedded through all of the Standard Operating Procedures.
- 4.3.3 The philosophy that JESIP does not just apply for major incidents but for all incidents was very positive to note.

4.3.4 The ETHANE model was the standard messaging model and the Joint Decision Model (JDM) was in wide use as the decision making model. The JDM informed both briefing and de-briefing even in single service incidents.

4.4 Training/Awareness, Testing & Exercising

4.4.1 There was some very good practice in place associated with incidents on both the Tyne and the Wear, which included joint training between the fire service and police negotiator. There was very good use of Emergency Services Channel 1 between the fireboat and the police aircraft commanders. The training that the fireboat crew have received in relation to forensic recovery and obtaining water samples was excellent.

4.4.2 TWFRS provide Airwave training that involved navigating the different talk groups. The Service has also embedded this into single service training across the organisation.

4.4.3 TWFRS facilitated and hosted a National Inter-agency Liaison Officer (NILO) course in March 2017 and this was the first time this has been ran outside London or the Fire Service College. Representatives from Fire, Police, Ambulance and Military attended, which was the first time the Police have attended this course.

4.4.4 The exercising procedure at TWFRS seems to be very robust and controlled. There is some good evidence of this in the Marauding Terrorist Firearms Attack incident (MTFA) and Chemical, Biological, Radiation and Nuclear (CBRN) training with the Hazard Area Response Teams (HART).

4.5 Joint Organisational Learning

4.5.1 Tyne & Wear FRS have adopted the College of Policing de-briefing model for single service debriefs and this appears to be very robust.

4.6 Notable Practice

4.6.1 Three areas of national notable practice were identified namely:

4.6.2 Communications and training between Fire and Police for effective rescue and forensic recovery on the Tyne and the Wear.

4.6.3 Airwave training that involves navigating around the different talk groups that is embedded into single service training across the organisation.

4.6.4 TWFRS facilitated and hosted a NILO course in the north east with Police in attendance.

4.7 Areas for further Development

- 4.7.1 A limited number of areas identified as requiring development and detailed below. Improvement actions, recorded in the resultant improvement plan, attached to this report for members' information.
- 4.7.2 The areas identified included:
- 4.7.3 JESIP tri-service refresher training for commanders should be considered and common across all services in the north east.
- 4.7.4 Although there is robust internal training and joint training with HART, there appears to be less effective training with Police and Ambulance.
- 4.7.5 TWFRS carry out an Airwave standard test, but consideration given to a multi-agency test.
- 4.7.6 TWFRS should explore methods of ensuring that the service is aware of police firearms incidents
- 4.7.7 TWFRS should consider utilising the JOL database, when launched.
- 4.8 On September 11th TWFRS is hosting a national JESIP workshop to support all blue light services to address any areas of development and demonstrates the commitment of the service to effective collaborative working.

5 RISK MANAGEMENT

- 5.1 There are no immediate risk implications in respect of this report.

6 FINANCIAL IMPLICATIONS

- 6.1 The delivery of the improvement plan will be undertaken within existing resources and budgets.

7 EQUALITY AND FAIRNESS IMPLICATIONS

- 7.1 There are no equality and fairness implications in respect of this report.

8 HEALTH AND SAFETY IMPLICATIONS

- 8.1 There are no health and safety implications in respect of this report.

9 RECOMMENDATIONS

9.1 The Authority is recommended to:

- a) Endorse the contents of this report
 - b) Note and make comment on the report
 - c) Receive further reports as appropriate.
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BACKGROUND PAPERS

The under mentioned Background Papers refer to the subject matter of the above report:

JESIP Assurance Visit Executive Summary Report

JESIP Assurance Improvement Plan

