



JESIP: A REAL JOINT ENDEAVOUR

Explosions, fires, acrid smoke, a derailed train, a coach crashed into a school, burning cars and screaming casualties with 50 dead and 150 injured. This marked the end of JESIP: Phase One.

Amputees wailing, trapped passengers screaming, the moans of the dying haunting rescuers as they searched collapsed buildings methodically looking for survivors.

What a way to end the first two years of JESIP.

The Sea King helicopter made repeated landings to ferry casualties to hospital and to rescue persons trapped on a tower; there was the evocative sound of the Chinook delivering equipment – later to add to the scenario by ‘dropping’ a module on to the East Lancs Road, creating more challenges and casualties.

A distraught woman threw her injured child at an unsuspecting firefighter in a hysterical cry for help; a ‘pseudo’ newspaper reporter was handcuffed after he refused to leave the secured cordoned area.

Meanwhile, the ‘real’ media – BBC North West, Granada TV, Liverpool Echo, Radio Merseyside and more, plus a host of VIP observers including health minister Earl Howe, stood safely and calmly on a raised platform watching the police, fire and ambulance services, joined by other agencies, deal with this scene of chaos and carnage.



So, this was Exercise Joint Endeavour – many, many months in the planning and a day in the execution in sunny Merseyside. The largest by far of 22 JESIP validation exercises.

Some 1000 people from almost 50 organisations were involved in what was one of the largest joint emergency services exercises ever seen in this country.

The exercise was designed to test the JESIP principles and tools and, of course, the training which has seen 10,000 priority emergency service commanders – and other responders – pass through the classroom doors.

It is also important to add that a further 16,000 personnel from the emergency services

and other responder organisations have been touched by the various JESIP training products, including e-learning packages and awareness presentations.

Let us go back to 1000 hours on Thursday September 18: There was a loud explosion; fire emerged dragon-like across the site; black smoke puffed up into the blue sky; tragic human noises echoed around the wreckage-strewn site – Joint Endeavour had begun.

For over 12 hours, well into darkness, the many agencies dealt with the scenarios built into the exercise and the injects added to create further challenges.

Perhaps the most striking injection of ‘reality’ was the

contribution as casualties of Amputees in Action together with local cadets and students – all carefully marshaled and briefed by the National Ambulance Resilience Unit (NARU).

The exercise site was the Merseyside Fire and Rescue Service Training and Development Academy in Croxteth. A few miles away, the tactical and strategic command groups for the exercise were based at the Joint Command and Control Centre at fire service HQ (also where the pseudo media put senior officers through their paces in rather testing pseudo press conferences). A Survivor Reception Centre was set up at Croxteth Hall.

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JESIP: A REAL JOINT ENDEAVOUR (CONTINUED)

Why choose this area ?

When JESIP began looking for venues for Joint Endeavour, the emergency services on Merseyside jumped at the opportunity to host such a massive exercise.

And Merseyside did us all proud. The JESIP team cannot thank the fire, police and ambulance services –

plus the many other organisations – enough for their exceptional work.

Did the exercise work ?

Exercises are held to test training and to learn lessons. During Joint Endeavour things went right and things went wrong – there was joint working and there was silo working – big lessons

will be learned.

What those lessons are will emerge from the comprehensive debriefing process.

But I think we can be allowed to say that JESIP is having a huge positive impact on joint working and interoperability across the land but there is still much

more to be done as the programme now develops legacy arrangements.

They say a picture paints a thousand words – we hope the images from Joint Endeavour on these pages will recreate the atmosphere for those of you who were there and bring to life the event for those who were not.





All Joint Endeavour photos by Tony Thomas and Carl Daniels

JESIP TRAINING MATTERS

As the figure of 10,000 priority commanders receiving JESIP training is reached, we can also report that over 16,000 personnel have accessed the all staff e-learning package.

The product, one of a number in the JESIP 'library', has been shortlisted for an award in one category of the prestigious E-Learning Age Awards. It was created in partnership with the College of Policing and NCALT.

Control room training has begun with some areas well advanced and on target to complete in January. Feedback has been excellent and it is clearly going to help improve interoperability.

The **commanders e-learning package** is being released very soon and will be accessed in the same way as the all staff version. It will reinforce the learning from the courses, focusing on the use of the JDM, Methane and the principles of interoperability.

The framework has been agreed for a new **Incident Communication Advisor Course** to replace the Airwave Tactical Advisor course. Work is now taking place on building course content and with Skills for Justice to develop National Occupational Standards to underpin the courses.

A train the trainers course has been held in **Northern Ireland** and their JESIP training will begin next year.

Training has always been at the core of JESIP and has required huge amounts of work and effort.

Carl Daniels, one of JESIP's senior users and responsible for training matters, said: "The contribution of trainers, delivery leads and many others to making JESIP training happen has been magnificent. I would like to personally thank everyone for their crucial role in JESIP's success."

F1 JESIP

JESIP was in action at this year's Formula One Grand Prix at Silverstone through the deployment of a Multi-Agency Incident Assessment Team (MIAT) for the first time.

Based on the JESIP doctrine of working together, the MIAT vehicle consisted of a team of N-ILO's from Northamptonshire Police, Northamptonshire Fire & Rescue and the East Midlands Ambulance Service and was available throughout the four day event.

The MIAT vehicle replaced resources from the three services that in previous years had been on standby separately and would have all been deployed in the event of an incident.

During the operation, an exercise was run, simulating a vehicle leaving the track and crashing into a stand

of 3000 spectators. The resource deployed to the scene and worked through in real-time a joint METHANE update which was delivered to all three tactical commanders. This enabled them to immediately create a realistic strategy on how to manage the incident.

Thankfully, no such incident occurred although the MIAT vehicle was deployed on a number of occasions - to a suspicious package under a bridge crossing the track and to the post-race celebrations to oversee the management of a crowd containing over 5000 people who surging to see the British winner of the race, Lewis Hamilton.

Due to the success of the deployment, work is now going on to see whether a duty MIAT vehicle could be deployed throughout Northamptonshire on a daily basis.

JESIP ALERT!!

Please could each organisation make sure they provide JESIP with details of a single point of contact. This is crucial as we enter the transition phase of JESIP, preparing for the legacy arrangements to start next spring. There is still much to do. Remember, it is only the end of the beginning! jesip@homeoffice.x.gsi.gov.uk



JESIP IN ACTION: SPOTLIGHT ON BTP

As the national police service for Britain's railways, British Transport Police (BTP) routinely works with its colleagues from other emergency services and the railway industry, policing the network and helping to keep six million passengers a day safe and secure.

In line with the replacement of SAD CHALETS by METHANE, a proforma to aid the Force Control Room to capture and share information has been uploaded to the BTP command and control system for use in multi-agency complex ('ETHANE) or major incidents

(METHANE). Within the first hour of the proforma going live it was used for an incident in Luton.

The incident, in March, involved Bedfordshire Fire and Rescue Service, Bedfordshire Police, BTP and Network Rail in response to a fire involving gas cylinders near to a major route between the East Midlands and London.

Using the JESIP training, especially the joint understanding of risk and shared situational awareness was beneficial as the services worked jointly together to save lives and reduce harm.