INTERNATIONAL SAIL TRAINING AND TALL SHIPS CONFERENCE 2018

SESSION 2A SITE SAFETY AND SECURITY AROUND THE TALL SHIPS RACES AND REGATTAS





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Tall Ships CV

- Portsmouth Site Manager
- Liverpool Project Director
- Hartlepool Site and Production
- Greenock Site and Production
- Sunderland Site and Production
- Event Director International Festival of The Sea
- Event Director Bristol Harbour Festival



Safety and Security at Tall Ship Events



The Format Today

A brief overview of the recent changes in the events industry

The experience of visitors and why they are attending

The fundamentals of a safe and secure event

The sail on board safety challenge

An open forum to share experiences and questions with answers.

What type of events are risky?

- Some of them?
- None of them?
- All of them?

All of them. Why?

- The law tells us they are.
- We are obliged to assess risk and plan accordingly
- We have a duty of care to all workers, crew, staff and members of the public.
- They must be safe, secure and considerately managed.
- We must keep our reputations intact.
- We must satisfy our insurers.



The safety and security process



Time





Plan for safety throughout the process





Plan for safety and security from the outset.

- Site Planning
- Berthing plans
- Access and Egress
- Occupancy/space
- Normal day to day operations
- Public Protection
- Residents/businesses on and around the events site/s



"Why bother with Health & Safety?

It's mostly silly rules. Let us get on with the job."



Contrary to popular belief...

- The Law actually prohibits very little
- Most Bonkers Conkers stories are complete fabrications
- "Health and Safety" often used as a convenient excuse but the show must go on.
- There are requirements to avoid danger, but these should be proportional and "reasonably practicable"



Typical Structure of Tall Ships Events

- STI Race Director and Team
- Host Port Team
- Regional Emergency Services
- Regional Harbour Authorities
- Defence Organisations Naval

Typical Structure of Host Port Team

STI Staff and Office Traffic Management Office Press Centre Liaison Maritime Office **Event Control** Police Silver Control **Entertainment Co-ordination** Ops Managers Site Management **Crew Party Co-ordination** Crew Parade Co-ordination Captains Party Co-ordination Passes and Accreditation Safety Officers Liaison Officers **Chief Liaison Officers**



Typical Joint Agency Control

- Event Safety Officers
- Security Controllers
- Blue light Services
- Police
- Ambulance
- Voluntary Welfare Medical
- Administration/logging
- Silver Command
- Fire Service
- Maritime Control
- Traffic Control
- Event Controller
- Coastguard
- CCTV controller

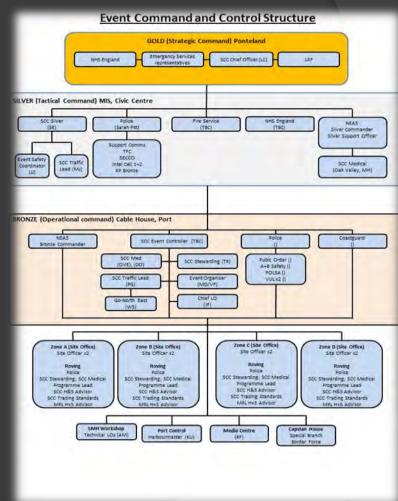
Event Organisation

Project

- Stakeholder Group
- Event Management Group
- Project Team

Workstreams

- Marketing and Communications
- Fleet / Water Safety
- Programme Development
- Site Development
- Traffic & Transport
- Safety Advisory Group



In the region of 1.2million visitors









A city-wide event



- 6 miles of event zones
- Zones on both sides of the river
- Parade of Sail in view from Seaham to Whitburn

Event Zones

Port of Sunderland



Town Moor and East End



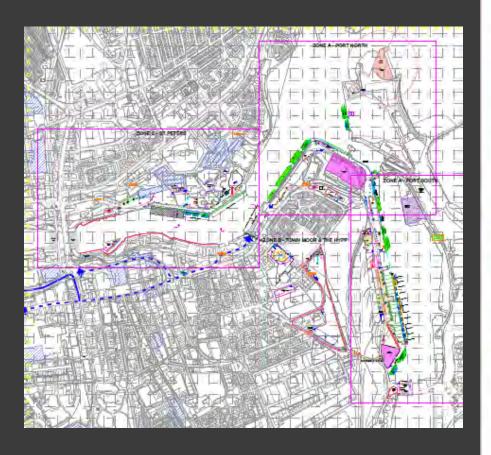
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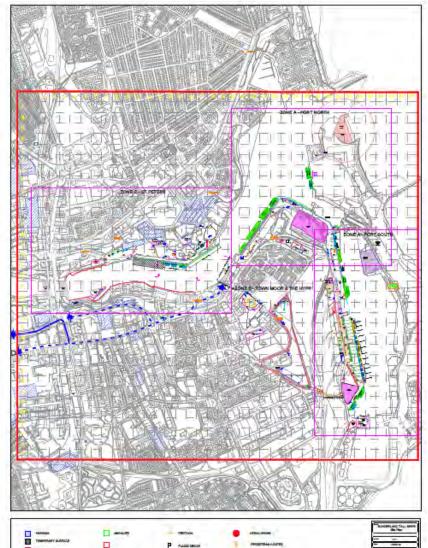


Seafront



Site Plan







Event Management Plan

The Tall Ships Races Greenock

9th-12th July 2011

EVENT MANAGEMENT PLAN



Version 1.13 30/6/11

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ESMP



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Media Management	
Mario Managara	



Every event should consider itself a potential target

What is the current national security threat level in the UK?

Severe

What does this mean?

"An attack is highly likely"

Counter Terrorisn



RESTRICTED

COUNTER TERRORISM PLAN

VERSION TWO

The slocument is restricted to the following distribution list:

- Mixe Richmond, REM
- Ben Hardy, REM
- Lily Brimbia, REM
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- Martin Lewis, Showsec
- Laura Pye, Bristol City Council.
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- Amende Sherpe, Briefel City Council
 Phil Welker, Briefel City Council
- Andrew Bruce, Bristol City Council
- John Smith, Bristol City Council

Version Control

Version	Date	Author	Checked	Details	
1.0	0.0737	Sen Hardy	Mike Richmond	DRAFT for circulation	
2.0	15.00.18	Ben Hardy	Mike Richmond	V2 for Circulation	
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COUNTER TERRORISM PLAN

VERSION FIVE

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- · Ben Hardy, REM
- Martin Lewis, Showner
- . Board of Directors, Briefd International Balloon Fleets Ltd.
- Paul Mogg, Avon and Somemet Police
- John Hot, Avon and Somemet Police
- . Emma Price, Avon and Somemet Police
- Kirely Crossen, Avon and Somerset Police
- . Jane Day, North Somerset Council
- Ian Wison, North Somerset Council

Version Control

Version	Code	Aveor	Special	Deale
1.0	18.06 (0)	Sen Hardy	(KC)	Draft for circulation to SecCo
2.0	95,07,18	Den Hardy		HVM details amended
3.0	17.07.10	Ben Hardy	(OC)	Reviewed post meeting with 550000 Kinsty Grossen held on 17.07.16
4.0.	28,07,18	Den Hardy		Crisis Communications Procedure added
5.0	01.00.10	Den Hardy	ME	Two additional HVM locations added

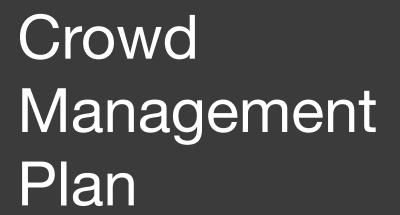
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Small crowds can be more difficult



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Bristol Music Stage, Amphitheatre

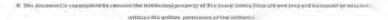
Crowd Management Plan Saturday 21st July 2018

Version 2

Document Control

Document Title	Saturday Night Crowd Management Plan
Prepared by:	The Event Safety Shop and Richmond Event Management
Written by:	Adam Blaxter
Checked by:	Lily Brimble (REM)
Prepared on behalf of:	Richmond Event Management

Version Control



Peak Crowd moments



Parade of Sail







Cirque Bijou pertormance



220m High-wire walk (36m at highest point)

Maritime Risk Assessment

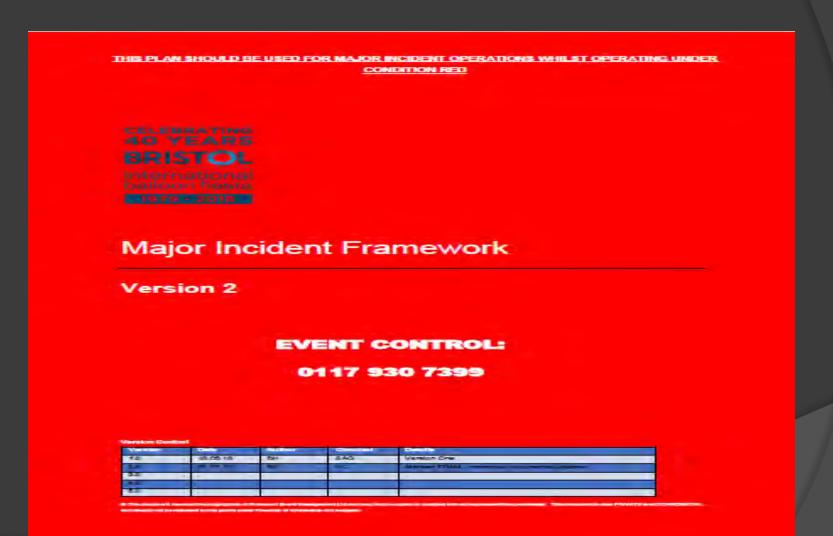


Risk Assessment Form 2018

	Name of event TALL SHIPS		Form No.
Assessment carried out by MIKE MICHMOND		Date 06/07/2018	
lob or activity being a		and Reinstatement of 4m s 2m o	€ Bund
Nature of hozard Minor excavation			
Number at risk fairale appropriate)	Employees: 0-5	Other Contractors: 0-5	Members of the Public
Likelihood of accident Remote <u>Unlikely</u>	or injury: Possible Probable	1	
	ne (without any contro Minor Injury * Sector		
Risk Class Acceptable Low	Medium High		
	egulation/Approved Co	odes of Practice/Codes of Practic	
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Monitoring & feedback system (who will check, how and when?)
REM TALL SHIPS SITE MANAGER.

Major Incident Framework



The plans are written, the examiners satisfied, the contract is signed

What do we do now?

Table Top our plans

Nightmare v Reality

- Many table top exercises conjure nightmare scenarios in order to test emergency response
- The list of potential threats is almost infinite
- Our aim is to establish a common framework for incident response which allows us to co-ordinate resources whatever arises
- For the Organiser, the hardest questions may be when there isn't a Major Incident

Lets sail on board

What the Papers Say

- Imagine it is the Monday following the departure of the fleet.
- As a table, draft four newspaper headlines; two good and two bad
- Consider what would be the best/worst story for your particular organisation.

Press Contact

- Role of press and media handling is critical in the event of a serious incident
- Can agencies outline their policy and resources in the event of a serious incident on site
 - Host Port Team
 - Police
 - Harbour Authority
 - Captain/Ship

YouTube The Tall Ships Races from





A typical event weekend:

- Poor weather has meant the fleet is arriving periodically and the cancellation of the Captains Dinner and Crew Parade on Friday
- By Saturday afternoon the weather is finally warm and sunny

 and large crowds are assembling around the Harbour and commercial areas
- There is a consistent rumour on social media that the previous nights welcome fireworks (cancelled) will be taking place with a parade of sail on Saturday evening instead
- The rumour is heavily re-Tweeted
- At 18.00, event security report locations of severe congestion and people becoming uncomfortable
- Red Cross (medical) receive a report of person in crowd who has apparently suffered a heart attack

Questions

- Host Port how do you set capacity and how do you monitor numbers?
- Security Contractor/Police what resources do you have and how do they report issues?
- Red Cross (medical) how do you attend incidents in dense crowds and how do you locate/transport casualties?
- STI how do you convene heads of depts to discuss?

By 20.00 it is clear that the site is approaching capacity, with severe crowding in key access routes.

Car parks are all full, with many people leaving cars on local roadways

- 1. What can be done to manage crowds within the site?
- 2. What can be done off-site?

In addition to attending the immediate needs of the incident, what other measures may be required?

At 18.30 the Stage Manager of Harbourside Stage reports to Event Control he already has an audience of around 3000 people waiting for the concert which commences at 19.30.



At 18.32 the Contracted security supervisor at Harbour Gate entrance reports that a high volume of people are heading towards Harbour Gate Bridge to view the concerts.

Questions

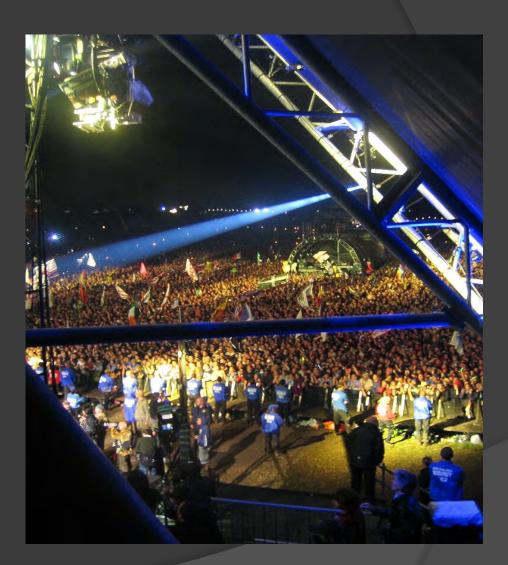
- Host Port?
- Harbour Master?
- Security Contractor/Police?
- Red Cross (medical)?
- STI?
- Fire and Rescue Service?

Summary

- On an event of this scale, collective and collaborative working is essential
- The Police assuming primacy for an incident will still require STI and others to provide support
- A framework & location for joint working and decision-making is required in advance
- Immediate responses to incidents can have significant repercussions elsewhere
- Media management is a core part of the plan

Any Event Festival or Tall Ships Event

- Access Control
- Security Provision
- Stewards
- Volunteers
- Traffic
- Public
- Welfare
- Safety
- Event Control



Festivals on Land can be equally as wet as maritime events



Don't be daunted !!!

- If organisers at Host Ports undertake to consider safety and planning in equal measure as ship movements, captains dinner menu's, crew parades, or where the VIP is taking a comfort break, then everything will be fine.
- Or will it?...

Balloon Fiesta Crowd



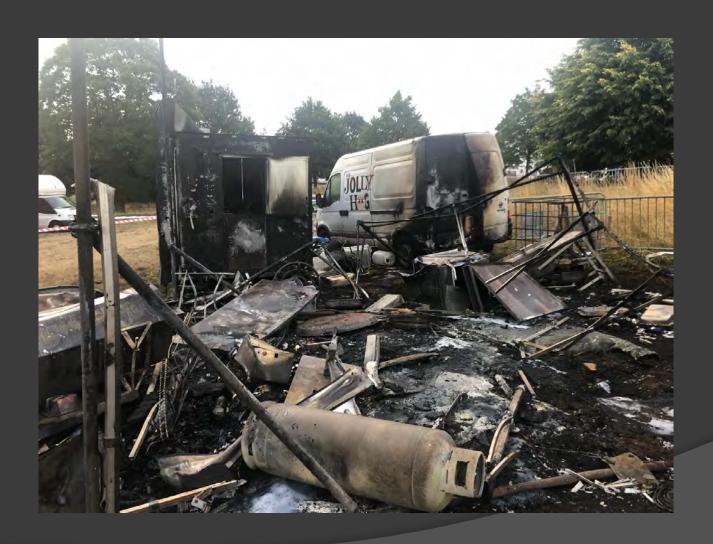
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Remember - no one is immune to danger!





