**S**ervice
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**I**nstruction

# Addendum 2 Emergency Driving Graded Response

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|---|---|---|---|
| Folder Name | Operations | Folder Number | 3 |
| Section Name | Transport | Section Number | 4 |
| Part Name | EDGR | Part Number | 4.7 |

| | |
|---|---|
| Status | LIVE |
| Document Version | Version 1.2 |
| Author | AC Guy Palmer |
| SMB Sponsor | AC Jon Pryce |
| Department | Operational Policy |
| Date Approved | May 2017 |
| Review frequency | 5 years |
| Next Review | July 2025 |

| **Version History** | | |
|---|---|---|
| Version | Date | Description |
| SMB revised | **10 May 2017** | **During SMB consultation period** |
| **1.00** | **July 2018** | **New Issue** |
| **1.1** | **04/02/19** | **Minor amendment Section 2.4** |
| **1.2** | **July 2020** | **Minor amendments Section 4** |
| | | |

## Executive Summary

This policy provides guidance to Hereford & Worcester Fire and Rescue Service (HWFRS) employees on a system of graded response to emergency and non-emergency incidents. It outlines how the Service seeks to reduce road risk, whilst it delivers an efficient and proportionate response to incidents, and how this approach should be interpreted and applied.

**Alternative Formats**

If you require this document in another format please contact the Human Resources and Development Department.

## Risk Critical Information (if applicable)

- On receipt, Calls are categorised by incident type to determine whether crews should make an emergency response, a prompt response or a non-emergency response.
- When mobilised, all responding vehicles should ordinarily respond in accordance with the response category indicated by Fire Control. However:
    - the officer in charge of the vehicle has the discretion to vary the response level after first making a reasonable risk assessment and taking into account local knowledge and call history which may not be available to Control staff
    - The driver of the vehicle is ultimately responsible for ensuring that the vehicle is driven safely, having regard to all the circumstances.

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# 1. Introduction

**1.1** The safety of our staff and the communities we serve are the main priority for the Service. This policy, as part of the management of operational road risk, aims to drive down the level of risk to the public and responding crews when proceeding to incidents.

**1.2** This policy outlines the (relevant) use and exemptions afforded to Hereford & Worcester Fire and Rescue Service under the Road Traffic Act 1991 and Road Vehicles Lighting Regulations 1989. It then provides definitive descriptors for each response category defined within the policy and the general principles to be adopted when applying a response category and responding to incidents.

# 2. Use of Exemptions

**2.1** Any use of emergency response protocols, the use of blue lights and audible warnings (Regulation 27 of the Road Vehicles Lighting Regulations 1989) and the utilisation by drivers of the exemptions to road traffic law (Road Traffic Act 1991), involves an increased risk on the road to both responding Fire Service staff and the public. This is an acceptable risk where an immediate response can be justified or to ensure urgent or prompt attendance of a Fire and Rescue Service (FRS) asset in the performance of its duties.

**2.2** Any emergency response must be used appropriately and proportionately in all cases and is not an automatic requirement for all mobilisations to operational incidents**.** Each National Incident type (see Appendix A) has been annotated with an indicative graded response category by weighting the potential risk.

**2.3** The following section outlines the exemptions from the Road Traffic Act 1991 and Road Vehicles Lighting Regulations 1989 that are available to responding vehicles, along with those that are not allowed. This information is well known by all operational drivers and Incident Commanders. The exemptions are not grouped in any particular way and can therefore be used collectively or individually when responding. For example it may be perfectly reasonable to use blue lights and audible warnings to make progress through traffic without invoking any other exemptions, such as exceeding the speed limit.

**Driving standard as required by law**

**2.4** Every vehicle must be driven with care and consideration for other road users. At no time must it be driven recklessly or in a manner, or at a speed, likely to cause danger to another road user (including those near but not on the road).

Fire Service personnel are required to exhibit the same level of care and skill when driving as a competent and careful driver. However, when responding to incidents, it is often necessary to extend their driving skills beyond that of a careful and competent driver. These heightened skill levels are provided through nationally approved emergency response driver training. When making use of these heightened driving skills, drivers must be able to show justification, proportionality and necessity for their actions and decision making based on the circumstances of the incident and the nature of the role they are performing.

**Use of Blue Lights & Sirens**

Blue lights must not be used except:

(i) at the scene of an emergency; or

(ii) when it is necessary or desirable either to indicate to persons using the road the urgency of the purpose for which the vehicle is being used, or to warn persons of the presence of the vehicle or a hazard on the road.

[Road Vehicles Lighting Regulations 1989 – Reg.27]

Sirens must not be used except when it is necessary or desirable to do so either to

(i) indicate to other road users the urgency of the purposes for which the vehicle is being used, or

(ii) to warn other road users of the presence of the vehicle on the road

[Road Vehicles (Construction and Use) Regulations 1986 – Reg.99(5)]

Drivers should normally use visual (blue lights) and/or audible warnings, as appropriate whenever they are utilising any exemptions to road traffic legislation. This is to ensure that other users have the greatest opportunity to be aware of Fire Service responding vehicles on the road and recognise it may not be operating as a normal road user.

The use of visual and/or audible warnings) does not necessarily mean that exemptions are being utilised and they may often be used whilst still adhering to normal road traffic laws in order to make reasonable progress through congested areas.

Conversely on some occasions when responding, the use of audible and visual warnings may cause traffic ahead to slow down, thus compromising progress through the erratic reactions of other drivers.

The legislation governing the use of the exemptions to exceed the speed limit makes no reference to the use of audible and visual warnings, therefore the law does allow for drivers of emergency vehicles to exceed the speed limit (use exemptions) without the use of audible and visual warnings, should this be necessary and in exceptional circumstances. This would need to be dynamically risk assessed against the grading and the need on each particular occasion to make progress, and usually it would be prudent to use audible and visual warning where exemptions may be used to increase the likelihood of other road users being aware of the presence of a Fire Service vehicle.

**Non-exemptions**

**2.5** There are no legal exemptions for the driver of an emergency vehicle responding to or from an emergency from the following list:

- Dangerous or careless driving;
- Failing to stop if involved in a road traffic accident;
- Dangerous parking;
- Parking so as to cause any unnecessary obstruction of the road
- Failing to obey traffic lights controlling a railway level crossing or fire station;
- Crossing or straddling a double-white line system where the line nearest to you is unbroken (other than for the occasions listed in the Highway Code); *
- Failing to obey a 'No Entry', 'Stop' or 'Give Way' sign (unless instructed to do so by a Police Officer or Traffic Warden in uniform);
- Failing to obey a 'One Way Traffic' sign.

***except in the same circumstances as everyone else (for instance to pass a stationary vehicle, slow moving cyclist or horse, or a road maintenance vehicle). This can cause problems for emergency drivers when other road users slow to let them pass where road markings indicate no overtaking.**

**Exemptions relevant to FRS responders**

**2.6** Legislation affords the following exemptions that can be used by drivers to aid the use of Service vehicles in discharging FRS duties. In deciding whether to make use of these exemptions drivers must still drive responsibly, taking into account proportionality and necessity and within the confines of their level of driver training and the immediacy of the incident being attended.

- Stopping on clearways;
- Parking within the zigzags of a pedestrian crossing #;
- Parking in areas controlled by double white/yellow lines #;
- Stopping the engine whilst parked;
- Parking on the offside of the road at night #;
- Parking on footway/verge/central reservation or in cycle lane #;
- Exceeding statutory speed limits;
- Treating a red traffic light as a give way;
- Using audible warnings at night;
- Observing keep left/right signs;
- Motorway regulations (where you need to do so to avoid or prevent an accident, or to obtain or give help required at an accident or emergency);
- Entering a bus lane/street;
- Entering a pedestrian precinct.

**# provided it is safe to do so - the Non-exemptions list found under section 2.8 of this policy includes 'Dangerous parking'. Consideration should always be given to this when using the 'Exemptions' afforded by the use of blue lights set out above.**

## 3. Graded Response

All operational assets responding on behalf of Hereford & Worcester Fire and Rescue Service in the course of their duties will normally be mobilised by Fire Control and will be assigned a response category. Where on rare occasions vehicles/assets self-mobilise and/or the public need requires an immediate response without Fire Control input, a reasonable risk assessment should be undertaken in accordance with the principles below, but will not be initiated by a grading from Fire Control. However under most normal circumstances the responses that will be indicated are categorised as follows:

- Emergency Response (full use of blue lights, audible warnings and exemptions, as appropriate and necessary, with the "drive to arrive" principle embedded)
- Emergency Prompt Response (exemptions, audible warnings and blue lights can be used to make progress, if necessary and as appropriate)
- Non-Emergency Response

Grading against the National Incident types can be found in Appendix A which broadly outlines the initial response category that has been pre identified for each incident type

**Emergency Response**

**3.1** This includes any mobilisations graded as an emergency response, where it is reasonably believed that the risk factors warrant urgent attendance of an FRS asset; exemptions, blue lights and audible warnings may be used. (The expectations are outlined within the **Road Vehicles Lighting Regulations 1989, item No 6 and Road Traffic Act 1991.)**

**Risk Factors (not definitive):**

- Save life.
- Reduce significant damage to property or the environment.
- Alleviate severe distress and suffering.
- Supporting other agencies where the need is deemed urgent.
- Support the implementation of safety related systems or resources which improve the safety of Firefighters or the community, in relation to an operational incident.
- Directly support the resolution of the incident; underpin the need for additional resources or functions, or support command and control or any other support functions.

**Emergency Prompt Response**

**3.2** Mobilisations graded as an emergency prompt response should be used where it is reasonably believed that the timely, but not immediately urgent attendance of an FRS asset is required.

This can include a wide range of incident types where there is a risk apparent from the nature of the call, but the call does not indicate the same level of severity or likelihood as an incident requiring a full emergency response. A prompt response may also include such instances where there may be a pressing need for information and/or the requirement to investigate the circumstances of an incident or event.

During a prompt response blue lights, exemptions and audible warnings may all be used at any time in order to make reasonable progress; for example, through queuing or slow moving traffic, on a motorway, or where travel distances are excessive, subject to a risk assessment by the IC and driver. Some of these factors if identified in Fire Control may have led to a non-emergency response being upgraded to prompt response at the initial stages. This also does not necessarily mean road traffic exemptions have to be used where blue lights and audible warnings may achieve the desired result (of clearing traffic), and prompt progress can be made to the incident.

Time of day or night and may also influence the need for a prompt response, whereby a call to an AFA operating at an office building in the day time may be a non-emergency response, however at night-time or during peak heavy traffic, the same premises may attract a prompt response and may warrant use of blue lights and exemptions. An example may be to make progress from one side of the city to another, in this case the use of the exemption would be for a considerable duration rather than 'on, off, on, off'. This may also be applied where it is known that traffic consistently affects a certain area and it would be safer to always use the exemption in this area for incidents attracting a prompt response.

It should also be recognised that the use of blue lights and exemptions may in some circumstances only offer a gain of a very limited amount of additional response time, for example; a response during night-time hours (e.g. 04.00), when travelling on roads that are virtually empty of other road users may gain very little additional response time by using exemptions and blue lights, yet increases the risk of an RTC en route significantly.

**Non-Emergency Response**

**3.3** Any mobilisations graded as a non-emergency response are where it is reasonably believed that the attendance of an FRS asset is required but the situation does not require an emergency or prompt attendance. In these cases attendance should be made at normal road speed and under normal driving conditions. Attendance may also be at a later scheduled time depending on the nature of the call.

# 4. Criteria for Grading

Fire Control will normally recommend the graded response category to an Officer in Charge (OIC) of an appliance or responding officer. This will primarily be based upon information provided by a caller and/or professional judgement, that will then be assessed against the predetermined indicative responses for incident types (see Appendix A).

**LIFE RISK –** It is crucial that the assessment of the reasonable potential for harm to life risk at any incident is taken into account at all stages of grading a call; For example a call to a fire alarm operating, without additional information, will usually attract a "prompt" attendance (See app 1), however if this is a call to an office or factory during the daytime then the call may be graded as a non-emergency response. Alternatively a call to a known high risk property, with a life risk to vulnerable persons may need to be graded as an emergency response. All the incident types in Appendix A are generic and in most cases the presence (or not), and reasonable likelihood of risks to persons at the scene will normally be the main determining factor in any assessment.

**Other factors** - The potential escalation of any incident due to known hazards at identified risks premises, and those with a high heritage risk may also receive an early escalation in the grading of the response. In most cases known premises with high risk processes and heritage risks will be identified through the Intel processes and identified in Fire Control through the address at the earliest stage of the call, therefore enabling the appropriate adjustment to call grading.

Fire Control will ensure that any responding crews and officers are updated as promptly as is reasonably possible when the response status of a call changes based on information received at any time. Based on the information in their possession, the OIC will decide whether or not to change the level of response.

Where an OIC of an appliance uses an emergency response, an appropriate Dynamic Risk Assessment (DRA) must have been undertaken and professional judgement of the situation must always be taken into account. The OIC must also be able to demonstrate a clear rationale for decisions at all times.

The decision to implement blue lights, audible warnings and the use of exemptions should always be made in conjunction with the driver of the vehicle. The OIC cannot impose an inappropriate level of risk for the conditions in regards to the driving of the vehicle without the driver's consent; however the decision for the type of response and the rationale behind it lies with the IC (in full). The responsibility for the safe driving of the vehicle, under any conditions, remains with the driver at all times.

Prior to and during deployment, responding crews and officers will continually review the recommended approach from Fire Control against their own local knowledge of the risks. At any point they may use their discretion to upgrade or downgrade their response, based upon a DRA.

**Messages to Fire Control**

As soon as reasonably possible on attendance at an incident a standard message should be sent to Fire Control as per normal operating protocol. If appropriate and practical dependant on the type of incident, within the message (informative, Assistance or Stop message), the message should indicate that changes to the levels of response being undertaken by supporting appliances could be considered.

On or immediately prior to arrival, the IC will need to review the incident and make an assessment. After an initial assessment of the incident (such as a 360 review), the relevant information included in a standard message can then be used to inform the DRA process within Fire Control and for use by other responding crews, as appropriate.

Also when requesting additional resources at incidents the IC should consider the timeframe in which the assets are required. In the first instance all messages from incidents that are initially being responded to as an emergency response, will normally continue to be treated by Fire Control as attracting an 'Emergency Response'; therefore if there is no change then the IC need not indicate such, as it is likely the incident will be complex at this stage and there is no need for unnecessary additional burdens on the IC. However if the response risk level could be downgraded on receipt of additional information, this should be indicated in the message to Fire Control.

If prior to and during deployment, responding crews and officers use their discretion to upgrade or downgrade their response based on a DRA, a message should be sent to Fire Control detailing this change with a rationale of the decision so that it can be recorded and logged

**Examples:**

From WC Smith, at 123 St David's Road, make pumps four for salvage operations, prompt response required.

Or From WC Smith, Flooding in High St, Worcester, make pumps two for additional hose, non-emergency response required.

Or From WC Smith at 42 High Street, Hereford……No sign of fire, supporting appliances required, prompt response.

Or From WC Smith, Upgrading to Emergency Response due to large amounts of smoke issuing.
Fire Control, Confirm upgrading to Emergency Response?
WC Smith, Affirmative

Where information from the first responding appliance confirms that the incident may have changed in severity Fire Control may alter the response category for all oncoming appliances. Likewise, Fire Control may increase the response category for oncoming appliances, based on information received from either a caller, or the first appliance on scene. Whenever such a decision is made in Fire Control it will be logged and recorded, and where possible subject to capacity, additional detail regarding the rationale for the decision may also be included.

**Dynamic Risk Assessment**

The dynamic management of risk is about decision making. Prior to involvement at operational incidents, ICs are required to be fully trained and conversant with all the elements involved in the decision making process. The IC must be able to recognise and appreciate the risks which are present at the incident in order to carry out an effective dynamic risk assessment.

The definition of a dynamic risk assessment is:
*"The continuous process of identifying hazards, assessing risk, taking action to eliminate or reduce risk, monitoring and reviewing, in the rapidly changing circumstances of an operational incident."*

During the dynamic (rapidly changing) phase, the decision making process involves analysing and reviewing the risks and benefits presented by the incident, selecting an appropriate response (system of work) and making a judgement on whether the risks are proportional to the benefits.

## 5. Risk Matrix and Qualitative Methodology for National Incident Types

The primary risk assessment requires each activity that has an associated impact to be qualitatively ranked by risk category, with severity ranging from 'high risk' (Emergency) through to 'medium' (Prompt) and 'low' (Non-Emergency). This method involves the identification of the response outcome against likelihood (incident) and the consequence (public and crew safety) for each impact, and based on this, the determination of the level of risk based on the application of the risk matrix.

### Table: Risk Matrix

| | | Severity | | | | |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| Likelihood | 1 | Low | Low | Low | Low | Low |
| | 2 | Low | Low | Low/Med | Low/Med | Medium |
| | 3 | Low | Low/Med | Medium | Medium | High |
| | 4 | Low | Low/Med | Medium | Med/High | High |
| | 5 | Low | Medium | High | High | High |

| Score | Interpretation |
|---|---|
| 1-5 Low | Incident type is Low – need for FRS asset against road risk is considered increased against the response of an FRS assets using exceptions and subsequently attracts a ,Non Emergency, response |
| 5 – 8 Low/Medium | Risk is moderate – Action to be taken as a matter of routine. Attempt to introduce additional or improved control measures - need for FRS asset against road risk is considered moderately increased against the response required and incident type, subsequently attracts a, 'Non Emergency', or 'Prompt' response. |
| 8 – 10 Medium | Risk is moderate – Action to be taken as a matter of routine. Attempt to introduce additional or improved control measures - need for FRS asset against road risk is considered moderately increased against the response required and incident type subsequently attracts a 'Prompt' response. |
| 10 – 12 Med/High | Risk is Med/High – Action to be taken as a matter of routine. Attempt to introduce |

| | |
|---|---|
| | additional or improved control measures - need for FRS asset against road risk is considered increased against the response required and incident type, subsequently attracts a ‘Prompt’ or ‘Emergency’ response. |
| 15-25 High | Risk is High – Immediate response of FRS asset is required , control measure/justification of exceptions to reduce road risk attracts an ‘Emergency Response’ |

**APPENDIX A**

## Grading Against National Incident Types

| Incident Type | National Ref No | **Risk Score** | Response |
|---|---|---|---|
| ABANDONED CALL | M1.0.0.P | Low | No attendance |
| ACID ATTACK | Bespoke | High | Emergency |
| ADVICE | M12.3.0.P | Low | No attendance |
| AFA (*Consider Life Risk & Intel) | A | Low | Prompt* |
| AFA TWO PUMP ATTENDANCE | Bespoke | Low | Prompt |
| AFA THREE PUMP ATTENDANCE | Bespoke | Low | Prompt |
| AFA FOUR PUMP ATTENDANCE | Bespoke | Low | Prompt |
| AGRICULTURAL BUILDING FIRE | F5.0.0.P | High | Emergency |
| AIRCRAFT LARGE | T2.2.0.P | High | Emergency |
| AIRCRAFT LIGHT | T2.1.0.P | High | Emergency |
| AIRCRAFT MILITARY | T2.3.0.P | High | Emergency |
| ASSIST AMBULANCE | S1.2.0.P | High | Emergency |
| ASSIST POLICE | S1.1.0.P | High | Emergency |
| BOAT FIRE | T5.0.0.P | High | Emergency |
| BOAT ON FIRE IN TUNNEL | T5.0.0.P | High | Emergency |
| BOAT ON FIRE PERSONS REPORTED | T5.0.0.P | High | Emergency |
| BOAT REQUIRING RESCUE OF PERSONS | T6.0.0.P | High | Emergency |
| BOAT STABILISE NO PERSONS | T6.0.3.P | Medium | Prompt |
| BODY RETRIEVAL (Consider public) | S1.1.1.P | Low | Non-emergency / Prompt |
| BOMB CONFIRMED (report to RV) | P2.2.0.P | Low/Med | Emergency |
| BOMB SUSPECTED (report to RV) | P2.1.0.P | Low/Med | Prompt |
| BUILDING FIRE | F | High | Emergency |
| BUSINESS CONTINUITY EVENT | M4.0.0.P | Low | No attendance |
| CARAVAN / CAMPING FIRE | F7.0.0.P | High | Emergency |
| CARBON MONOXIDE ALARM ACT – (No persons involved) | A4.2.0.P | Low/Med | Prompt |
| CBRN EVENT | P3.0.0.P | High | Emergency |

| | | | |
|---|---|---|---|
| CHIMNEY FIRE | F4.3.0.P | High | Emergency |
| CHIMNEY THATCHED ROOF PROPERTY | F4.3.1.P | High | Emergency |
| CIVIL DISTURBANCE (Subject to Police liaison) | P5.0.0.P | Low | No attendance (Liaise with Police) |
| CLIFF/ROPE RESCUE | R1.0.0.P | High | Emergency |
| COLLAPSED STRUCTURE NO PERSONS | S9.0.0.P | Low/Med | Prompt |
| CONTROLLED BURN(ING) | M8.1.0.P | Low | No attendance |
| CYLINDER LEAKED/FRACTURE | H2.2.2.P | High | Emergency |
| CYLINDERS ON FIRE | H2.2.1.P | High | Emergency |
| DANGEROUS STRUCTURE<br>(If Persons at Risk) | S9.0.0.P | Medium | Emergency |
| DERELICT BUILDING ON FIRE | F6.1.0.P | High | Emergency |
| ELECTRICITY SUB STATION | F9.0.0.P | High | Emergency |
| ELECTROCUTION | H9.0.0.P | High | Emergency |
| EXERCISE | M5.0.0.P | Low | Non-emergency |
| EXPLOSION (REPORTED) | P1.0.0.P | High | Emergency |
| FIRE | F11.0.0.P | High | Emergency |
| FIRE IN OPEN | F8.0.0.P | High | Emergency |
| FIRE NOW OUT | F10.1.0.P | Low | Non-emergency |
| FIRE SAFETY ISSUE | M12.1.0.P | Low | Non-emergency |
| FLOODING EXTERNAL (no life risk) | S7.0.0.P | Low | Non-emergency |
| FLOODING INTERNAL ELECTRICS | S6.2.2.P | Low/Med | Prompt |
| FRS PROPERTY ALARM | A8.1.0.P | Low/Med | Prompt |
| FUEL LEAK / SPILLAGE LARGE (Consider EA Impact) | H3.2.0.P | High | Emergency |
| FUEL LEAK / SPILLAGE SMALL (Consider EA Impact) | H3.1.0.P | Medium | Prompt |
| FULL EMERGENCY | T1.1.0.P | High | Emergency |
| GAS (RELEASE) LEAK | H2.1.0.P | High | Emergency |
| HAZARDOUS MATERIALS | H8.0.0.P | High | Emergency |
| HOUSE FIRE | F4.0.0.P | High | Emergency |
| HOUSE FIRE PERSONS REPORTED | F4.0.0.P | High | Emergency |

| | | | |
|---|---|---|---|
| INCINERATOR | F8.2.0.P | High | Emergency |
| KNOWN FALSE ALARM | M7.0.0.P | Low | No attendance |
| LARGE VEHICLE ON FIRE (LGV FIRE) | T9.2.0.P | High | Emergency |
| LATE (FIRE) CALL | F10.2.0.P | Low | Non-emergency |
| LIGHTNING STRIKE NO FIRE<br>(no persons at risk) | S9.0.0.P | Medium | Prompt |
| LOCKED IN (no immediate life risk) | S4.1.0.P | Low/Med | Prompt |
| LOCKED OUT | S4.2.0.P | Low | Non-emergency |
| LPG VEHICLE | T9.4.0.P | High | Emergency |
| MALVERN HILLS ENHANCED ATTENDANCE | Bespoke | High | Emergency |
| MISSING PERSONS | Bespoke | Med | Prompt |
| MINOR RELEASE | S10.0.1.P | Low/Med | Prompt |
| NATIONAL RESILIENCE | M9.0.0.P | High | Emergency |
| NCC REQUEST | M9.1.0.P | High | Emergency |
| NOTIFICATION | M8.0.0.P | Low | No attendance |
| OFFICER INSPECTION/ADVICE | M12.1.0.P | Low | Non-emergency |
| PERSON ON FIRE/WITH BURNS | F12.0.0.P | High | Emergency |
| PERSONS REPORTED FIRE | F4.0.0.P | High | Emergency |
| PETROL STATION FIRE | F1.0.0.P | High | Emergency |
| PIPELINE ISOLATING VALVE | H3.3.0.P | High | Emergency |
| PIPELINE OIL / GAS INCIDENT | H3.3.0.P | High | Emergency |
| PYLON FIRE / CABLE ARCHING | F9.0.0.P | High | Emergency |
| RADIATION INCIDENT | H7.0.0.P | High | Emergency |
| RAILWAY EMBANKMENT | F8.3.7.P | High | Emergency |
| RAV TWO PUMP INCIDENT | Bespoke | High | Emergency |
| RAV ONE PUMP INCIDENT | Bespoke | High | Emergency |
| RAV PERSONS REPORTED INCIDENT | Bespoke | High | Emergency |
| RE-INSPECTION | M6.1.0.P | Low | Non-emergency |
| RELIEF | M6.0.0.P | Low | Non-emergency |
| REQUEST FOR EPU | S8.0.0.P | High | Emergency |
| REQUEST FOR ILO | P7.0.0.P | Medium | Prompt |

| | | | |
|---|---|---|---|
| RESCUE FROM COLLAPSED STRUCTURE PERSONS TRAPPED | R6.0.0.P | High | Emergency |
| RESCUE FROM DEPTH | R2.0.0.P | High | Emergency |
| RESCUE FROM HEIGHT | R1.0.0.P | High | Emergency |
| RESCUE FROM LIFT | S3.0.0.P | Med/High | Prompt |
| RESCUE FROM MACHINERY | R5.0.0.P | High | Emergency |
| RESCUE FROM SEWER/UNDERGROUND CULVERT | R2.2.0.P | High | Emergency |
| RESCUE FROM SILO GRAIN DRYER | R1.5.0.P | High | Emergency |
| RESCUE FROM TRENCH | R2.1.0.P | High | Emergency |
| RESCUE FROM UNSTABLE SURFACE | R4.0.0.P | High | Emergency |
| RESCUE FROM WATER | R3.0.0.P | High | Emergency |
| RESCUE OF LARGE ANIMAL<br>(*Consider risks to bystanders and owners etc) | R8.0.0.P | Medium | Prompt* |
| RESCUE OF LARGE ANIMAL FROM WATER | R8.2.0.P | Medium | Prompt* |
| RESCUE OF SMALL ANIMAL | R7.0.0.P | Low/Med | Prompt* |
| RESCUE OF SMALL ANIMAL FROM WATER | R7.2.0.P | Low/Med | Prompt* |
| ROAD FURNITURE (AND RECEPTACLES) FIRE | F8.1.0.P | High | Emergency |
| RTC (ASSISTANCE) MAKING (VEHICLE) SAFE | T12.0.0.P | Low/Med | Prompt |
| RTC COACH / BUS CRASH (PSV) | T10.4.0.P | High | Emergency |
| RTC HAZARDOUS VEHICLE INV | T10.3.0.P | High | Emergency |
| RTC INTO BUILDING | T10.5.0.P | High | Emergency |
| RTC INV EXPLOSIVES | T10.3.0.P | High | Emergency |
| RTC LARGE VEHICLE INV (HGV) | T10.2.0.P | High | Emergency |
| RTC PETROL (/ DIESEL) SPILL(AGE) | T12.0.0.P | Med | Prompt |
| RTC SMALL VEHICLE INV | T10.1.0.P | High | Emergency |
| RUBBISH (AND REFUSE) | F8.2.0.P | Med/High | Emergency |
| SHED FIRE | F6.0.0.P | Med/High | Emergency |
| SMALL VEHICLE FIRE | T9.1.0.P | High | Emergency |
| SMELL / FUMES GAS/FUEL | H3.1.4.P | Med/High | Emergency |

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| SMELL OF BURNING | F11.1.0.P | Med/High | Emergency |
| SMELL OF SMOKE<br>(consider potential persons at risk if incident escalated) | F11.1.0.P | Low/Med | Prompt |
| SMOKE DETECTOR ACTIVATED<br>(consider potential persons at risk if incident escalated) | A4.1.0.P | Low/Med | Prompt |
| SMOKE IN AREA | F11.2.0.P | Low | Non-emergency |
| SMOKE ISSUING | F11.0.0.P | High | Emergency |
| SPECIAL SERVICE | S | High | Emergency |
| STANDBY OVER THE BORDER | M3.2.0.P | Low | Non-emergency |
| STANDING CORN/CROPS | F8.3.8.P | High | Emergency |
| STAY SAFE | Bespoke | Low | Non-emergency |
| STUBBLE FIRE | F8.3.6.P | High | Emergency |
| SVR EMBANKMENT | F8.3.7.P | High | Emergency |
| TANKER FIRE | T9.0.0.P | High | Emergency |
| TEST | M5.1.0.P | Low | No attendance |
| THATCHED (BUILDING) PROPERTY FIRE | F4.4.0.P | High | Emergency |
| THREATENING TO JUMP INTO WATER | S5.2.1.P | Medium | Prompt |
| TRAIN FIRE | T7.0.0.P | High | Emergency |
| TRAIN FIRE IN TUNNEL | T7.0.2.P | High | Emergency |
| TRAIN INCIDENT (CRASH) | T8.0.0.P | High | Emergency |
| TRAIN INCIDENT IN TUNNEL | T8.0.2.P | High | Emergency |
| VEHICLE IN WATER - SHALLOW | R3.1.0.P | Medium | Prompt |
| VEHICLE IN WATER - SWIFT/DEEP | R3.1.1.P | High | Emergency |
| WHITE POWDER | P4.0.0.P | High | Emergency |
| WOOD-BURNING STOVE | Bespoke | High | Emergency |