

Memorandum of Understanding

Between

The National Fire Chiefs Council

And

Air, Marine and Rail Accident Investigation Branches

Foreword

This Memorandum of Understanding (MoU) is not legally binding and has been agreed between the Air, Marine and Rail Accident Investigation Branches and the National Fire Chiefs Council. It sets out the principles for effective liaison, collaboration, communication and mutual co-operation between these parties.

Overview of Parties

The National Fire Chiefs Council

The National Fire Chiefs Council, herein after called "NFCC", and is part of the Chief Fire Officers Association which is registered in England as a limited company, number 3677186, having its office at 99 Vauxhall Road, Birmingham, B7 4HW.

NFCC seeks to reduce the loss of life, personal injury and damage to property and the environment by improving the quality of firefighting, rescue, fire protection and fire prevention in the United Kingdom.

NFCC provides professional advice, information, leadership, research, informed comment and other services to national and local government, policy makers, other relevant bodies, to members and through a range of national communities and forums.

NFCC has no authority to ensure FRS compliance with policy or guidance but commits to strongly encouraging the sharing and learning from best practice across the profession.

NFCC has no authority to ensure fire and rescue service compliance with this MoU but commits to sharing this document and encouraging its adoption with all members of the Council who sit within every fire and rescue service in the UK.

Accident Investigation Chiefs Council

The **Accident Investigation Chiefs Council**, herein after called AICC, was formed to optimise coordination between the three accident investigation branches (the Air Accidents Investigation Branch, Marine Accident Investigation Branch and Rail Accident Investigation Branch) of the Department for Transport. The AICC coordinates the development of joint memoranda of understanding and other working arrangements with external agencies. It also focuses on improving the effectiveness, efficiency and resilience of the branches.

Air Accident Investigation Branch

The **Air Accident Investigation Branch**, herein after called "AAIB" investigates aircraft accidents and serious incidents that occur in the UK and its Crown Dependencies and Overseas Territories. It also participates in accident and serious incident investigations worldwide where there is a specific UK interest. AAIB is an independent unit within the Department for Transport.

The Marine Accident Investigation Branch

The **Marine Accident Investigation Branch**, herein after called "MAIB" was established in 1989 with responsibility for investigating marine accidents to determine their circumstances and causes. It is an independent unit within the Department for Transport.

The Rail Accident Investigation Branch

The **Rail Accident Investigation Branch**, herein called the "RAIB" was established in 2003 and investigates accidents and incidents which occur on the UK main line networks (Network Rail and Northern Ireland Railways), London Underground, other metro systems, tramways, heritage railways and the UK part of the Channel Tunnel.

Purpose

It has been recognised that there is a need for a clearer working relationship between Fire and Rescue Services and the three accident investigation branches (AIBs). This MoU has been established to show strategic level support for a clarified relationship.

The NFCC and the AIBs have a mutual interest in learning about the causes or contributing factors to transport accidents involving fire, flood, explosion, noxious atmosphere or pollution, so where permissible, participants will exchange factual information and evidence in a timely manner, as their respective investigations proceed.

To assist with the development of closer relationships between individual FRS and the AIBs a guidance document has been approved by the NFCC Operations Committee for use as a template at the local level. NFCC supports the principles outlined in the guidance document which is attached to this MoU as Annex A.

NFCC cannot mandate any policy to the UK FRS but strongly encourages individual FRS to adopt the guidance document to guide their operational relationships with the AIBs at a local level.

The Agreement

This Memorandum of Understanding (MoU) provides a framework so that each party can carry out their respective roles and responsibilities.

1. This Memorandum of Understanding (MoU) commences on 01 January 2022.
2. This MoU does not create a contract or any legally binding obligation on either of the parties.
3. Subject to further review this MoU will remain in force until (and including) 1 June 2026.
4. The parties will agree to keep the MoU under review as appropriate.
5. This MoU will cease upon either party giving the other three months' notice in writing.

Signatures

Signed on behalf of **National Fire Chiefs Council**

Name (in full) Mark Hardingham

Position NFCC Chair

Signature

Date


24/2/2022



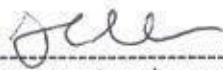
Signed on behalf of **Air Accidents Investigation Branch**

Name (in full) Crispin Orr

Position Chief Inspector of Air Accidents

Signature

Date


01/12/21



Signed on behalf of **Marine Accident Investigation Branch**

Name (in full) Andrew Moll

Position Chief Inspector of Marine Accidents

Signature

Date


1 December 2021



Signed on behalf of **Rail Accident Investigation Branch**

Name (in full) Andrew Hall

Position Acting Chief Inspector of Rail Accidents

Signature

Date


18/11/21