

Red Bull Flugtag

Dún Laoghaire

Sunday, 20th May 2018

**RED BULL
FLUGTAG DUBLIN**



Event Management Plan

In association with Dún Laoghaire Harbour Company.



CONTENTS

EVENT SUMMARY

1. GENERAL
2. OPERATION PERIOD
3. ATTENDEE PROFILE
4. EVENT CAPACITIES & EXITS
5. DISABLED ATTENDEES
6. COMMUNITY GAIN
7. STAFFING
8. MEDICAL AND WATER RESCUE
9. CENTRAL CONTROL ROOM
10. FIRE SAFETY
11. TRAFFIC MANAGEMENT
12. PUBLIC ADDRESS SYSTEM
13. PRODUCTION SCHEDULE
14. SANITARY FACILITIES
15. EVENT IMPACT
16. SAFETY PLANNING & MANAGEMENT
17. SAFETY POLICY STATEMENT
18. LITTER & WASTE DISPOSAL

EVENT MANAGEMENT PLAN

19. CODES OF PRACTICE
20. KEY ELEMENTS

EVENT MANAGEMENT STRUCTURE

21. INTRODUCTION
22. EVENTS POLICY
23. ORGANISATIONAL CHART
24. EVENT CONTROLLER

25. EVENT SAFETY OFFICER
26. HEAD OF SECURITY
27. KEY PERSONNEL

CONTROL AND COMMUNICATIONS

28. CONTROL ROOM
29. COMMUNICATION FACILITIES
30. RADIO COMMUNICATION CHANNELS
31. RESPONSIBILITY

STEWARDING & SECURITY

32. ORGANISATIONAL CHART
33. SELECTION OF SECURITY / STEWARDS
34. DUTIES OF SECURITY / STEWARDS
35. IDENTIFICATION OF SECURITY STEWARDS

TRAFFIC MANAGEMENT PLAN

36. SIGNAGE
37. CAR PARKING
38. PEDESTRIANS
39. TRAFFIC MANAGEMENT
40. PUBLICITY OF EVENT ARRANGEMENTS
41. ROAD CLOSURES

EMERGENCY PLAN

42. INTRODUCTION
43. DEFINITIONS
44. EMERGENCY INCIDENT ORGANISATION
45. STOPPING OPERATIONS
46. EMERGENCY ROUTES
47. COMMUNICATIONS
48. ACTION IN THE EVENT OF A MAJOR INCIDENT

49. COMMAND
50. CODE WORDS
51. EMERGENCY PROCEDURES
52. EMERGENCY SERVICES INFORMATION

MEDICAL AND WATER RESCUE

53. PROVISION
54. VENUE FACILITIES
55. STATUTORY AMBULANCE SERVICE PROVIDER
56. OPERATIONAL PLAN
57. VOLUNTARY AID ORGANISATION

SAFETY STRATEGY

58. ORGANISING FOR SAFETY
59. MONITORING SAFETY
60. LIAISON WITH STATUTORY AGENCIES
61. EVENT RISK ASSESSMENT
62. METHODOLOGY
63. RESULTS
64. FIRE SAFETY
65. MEANS OF ESCAPE
66. CAPACITY ANALYSIS
67. FIRE FIGHTING EQUIPMENT
68. AREAS OF SPECIAL FIRE RISK
69. METHODS OF WARNING IN THE EVENT OF A FIRE
70. CROWD MANAGEMENT
71. PA SYSTEM
72. STEWARDING/SECURITY
73. STRUCTURES
74. ELECTRICAL INSTALLATIONS
75. CROWD MANAGEMENT
76. CONCESSION UNITS

ENVIRONMENTAL FACILITIES & MONITORING

- 77. WASTE MANAGEMENT
- 78. REFUSE CONTRACTOR
- 79. LITTER PICKERS
- 80. LITTER BINS
- 81. TRADERS
- 82. POST EVENT CLEAN-UP
- 83. SOUND
- 84. CONSTRUCTION NOISE
- 85. SANITATION

REMOVAL OF STRUCTURES, REINSTATEMENT AND REMEDIAL WORKS

- 86. REMOVAL OF STRUCTURES
- 87. REINSTATEMENT
- 88. REMEDIAL WORKS

APPENDICES

- 1. SAFETY DOCUMENT (PREPARED BY *PAUL SCOTT*)
- 2. SITE MAPS
- 3. MEDICAL MANAGEMENT PLAN (TO PREPARED BY *EVENT MEDICAL SERVICES*)
- 4. TRAFFIC MANAGEMENT – (PREPERAD BY FREEFLOW)
- 5. STEWARDING PLAN (TO BE ADDED LATER PREPARED BY *EVENTSEC*)

EVENT SUMMARY

1. GENERAL

This document sets out the general proposal for the preparation, planning and management of “The Red Bull Flugtag” to be held in Dún Laoghaire on the 20th May 2018.

The following authorities and agencies will be involved in planning this event: An Garda Síochána and Health Authority (Health Services Executive, Eastern Region).

Event Concept: Red Bull Flugtag

The Event will involve competitors attempting to fly homemade (size max 6m / and weight max 200 kg) human-powered flying machines. The flying machines are usually launched off a pier about 6m high into the sea. Most competitors enter the event for the entertainment value. The flying machines are generally ‘novel’.

2. OPERATION PERIOD

The operational period will be the 20th May 2018 and will be programmed throughout the day as follows:

Day	Start Time	Finish Time
Sunday 20 th May	1200hrs	1700hrs

3. ATTENDEE PROFILE

It is anticipated that families and visitors of all age groups will attend the Event. The expected male/ female ratio is 50:50.

4. EVENT CAPACITIES & EXITING

Capacities in the viewing areas will be established and will be incorporated into the management of the venue. The capacities and exiting of the different viewing areas are as follows:

- Carlisle Pier: 1,000 - wristband only
- East Pier Upper Level: 3,600
- East Pier Lower Level: 8,550
- Shoreline Areas: 280

Total: 13,430

TOTAL VIEWING CAPACITY FOR THE SITE AT ONE TIME = 13,600 (approximately)

It is noted that at Flug Tags hosted in previous years that relatively few spectators remain on site for the duration of the event and although the attendance at any given time may be at 13,000, the attendance throughout the day is likely to be considerably higher.

5. DISABLED ATTENDEES

Disabled persons will have access to all viewing areas but there will be a special designated platform on Carlisle Pier. Designated parking will be agreed with DLRCC and Garda.

6. COMMUNITY GAIN

Consultations with local-residents and businesses will be held and their feedback will continue to be sought on an ongoing basis. Letters to residents will be distributed to residents to make sure the local community are aware of the event, It is anticipated that due to the no-alcohol and daytime family friendly nature of the event. The Event will have a positive effect upon the local community and businesses.

7. STAFFING

Staff shall be recruited and managed by: RED BULL IRELAND AND GREEN MEANS GO LTD

8. MEDICAL AND WATER RESCUE

Fully equipped First Aid Ambulances and medical staff, and aquatic rescue resources will be positioned at strategic locations throughout the Event area. A full breakdown is attached in the "Medical Plan" section of this document.

9. CENTRAL CONTROL ROOM

The Central Control Room will be located on the Carlisle Pier and will be equipped with a phone line and radio communications.

10. FIRE SAFETY

Fire fighting equipment will be positioned at strategic locations throughout the Event area.

Dun Laoghaire Flugtag – Fire Risk Assessment

This Fire Risk Assessment should be read in conjunction with the Event Management Plan. For the purposes of the Risk Assessment the Event Site has been divided into several areas.

East Pier

The East Pier is a stone and concrete structure with access/ egress from Queens Road. Access/ egress to the Pier will be managed as to control the numbers of spectators. The viewing area will extend approximately 500 metres from the shoreline to the point where the structure 'bends' toward the mouth of the harbour. Pedestrian barriers will extend the length of this section on both the upper and lower levels. A 'big screen, and associated equipment powered by a diesel fuelled generator will be located at the 'sea end' of the spectator area. It will be located some 15 metres from the spectator areas and will be protected by barrier lines. Patrons will be permitted to walk beyond the spectator areas though it is not anticipated that many will exercise this option.

A diesel fuelled generator will also be located beside the band stand. Pedestrian fencing will enclose it.

2 CO₂ first aid fire extinguishers will be placed beside each of the generators. In addition, there will be 2 fire points with a CO₂ and a water-based extinguisher at each. Stewards trained in first aid firefighting techniques will be operational throughout the viewing areas. The entrance/ exit area will be kept clear of obstructions, hot food vendors etc throughout the Event.

1 catering outlet will be located on the Pier. Documentation will be provided confirming the integrity of each installation. Dry powder fire extinguishers will be provided to each of the units.

Fire Hazards

Existing Sources of Ignition = Nothing significant

Ignition Sources Introduced by Event = Generators, 'big screen' and associated electrical circuits, smoking materials, catering units

Existing Sources of Combustion = Nothing significant

Combustion Sources Introduced by Event = Diesel at generator, and items brought in by spectators – confectionery wrappings, items of clothing etc

People at Risk at Event

Stewards, other members of staff, spectators (including children and elderly persons – although there will be an area for persons with disability located on Carlisle Pier there is the potential for some persons with disability to be present on the East Pier)

Evaluation

A Management Plan including Contingency Arrangements has been prepared for the Event. The Plan designates roles and responsibilities to key members of staff.

The Pier is constructed of non-combustible materials, the access/ exit route will be kept sterile throughout the Event, the number of spectators on the Pier will be managed by trained stewards.

The electrical installation and appliances will be tested and located in an area separated from the spectator area and not impeding the exiting route.

Records, Planning and Training

An Event Controller and Deputy are appointed. They will oversee Safety Arrangements including Fire Safety Arrangements for the Event and take specialist advice as appropriate. They will ensure that all members of staff receive induction training re fire safety. Muster points have been identified, and the Team Leaders and Deputy Team Leaders will keep a record of staff location, duties etc.

Key members of staff and stewards will be given training and a briefing regarding their roles and responsibilities. This includes information regarding the Contingency Plan for the Event, recognising the fire calls, actions to be taken in the event of fire, housekeeping arrangements, the exiting arrangements, the location and use of the emergency firefighting equipment, alerting colleagues and alerting the emergency services.

Large 'Exit' signs will be located at high level on poles at intervals of 50 metres. These will direct patrons toward the shoreline.

In the event of a fire at the 'sea end' of the Pier (most likely to occur at the 'big screen/ generator), patrons will be directed by the stewards toward the shoreline and then toward Bray. This is to enable the emergency services to approach the Pier from the 'Dublin side' of the structure.

In the event of a fire in any other part of the Pier (most likely to occur at the generator located at the band stand or one of the catering units), patrons on the 'shore side' of the fire will be directed toward the shore line. Patrons will be directed by the stewards toward the shoreline and then toward Bray. This is to enable the emergency services to approach the Pier from the 'Dublin side' of the structure.

Patrons on the 'sea side' of the fire will be directed toward the 'sea end' of the Pier. There are approximately 500 metres of Pier that could act as a place of relative safety until the fire has been extinguished and patrons can then be directed toward the shoreline.

Direction will be taken from the Gardaí as to when it is suitable for patrons to return to the 'shore line' / the route to be followed in the upper or lower level.

Fire Fighting Equipment

A competent contractor will identify the location and types of firefighting equipment that should be in the area. The equipment will be checked prior to placement.

Review

The Safety Advisor prior to the Event will review fire Safety arrangements.

Carlisle Pier Fire Management Arrangements

Introduction

Carlisle Pier extends approximately 240 metres into Dun Laoghaire harbour. It is largely composed of concrete, stone, and steel without any significant quantum of combustible material within its structure. It is approximately 30 metres wide however the width increases at the 'shore end' of the structure to approximately 40 metres. Access to the structure is protected at the 'shore end' by a line of palisade fencing that is fitted with a gateway approximately 4 metres wide. Access to the 'sea end' of the structure is protected by a second line of palisade fencing also fitted with a gateway approximately 4 metres wide. The distance between the lines of palisade fencing is approximately 95 metres.

The Pier will be utilised during the Red Bull Flugtag Event to be hosted on Sunday 20th May 2018 as:

- a 'holding area' for 'flying craft',
- a launch ramp for 'flying craft',
- spectator areas including 2 banks of modular seating each with a capacity of 250 persons,
- a viewing area for persons with disability,
- the location for 2 'big screens', PA clusters and generators,
- a production area,
- an outside broadcast unit,
- a Control Room and,
- a hospitality marquee with associated facilities,

The Pier will be used on the days leading to the Event for the erection and construction of the infra structure listed above and on the day prior to the Event (Saturday 19th May) as a 'drop off' area, an assembly area, a scrutinising area, and a holding area for the 'flying craft'. It is anticipated that there will be up to 25 persons on the Pier during the construction period (the 4-5 days leading up to the Event and the 2 days following the Event), up to 250 persons during the period on the Saturday when the craft are being delivered assembled arranged into their 'holding formation'. There could be up to 1,000 persons for a brief period on the Pier at the start of the Event on the Sunday.

As stated above the Pier is 'open air', composed of non-combustible materials. There will be a limited fire-load on the structure at any given time during the build and take down periods, and during the Event. It is however recognised that although the entrance to the structure is between 30 metres and 40 metres wide, and the greater part of the structure is 30 metres wide, access to and egress from the structure is via the one area. It is therefore important that appropriate fire safety and emergency evacuation arrangements are in place for Carlisle Pier particularly on the day of the Event.

Access to the Pier will be controlled during the build, take down and on the Event day.

Arrangements on Event Day

Access to the Pier during the construction period and during the Event will be controlled at the line of palisade fencing located along the shoreline with access via wristband only. A maximum of 1,000 wristbands permitting access to the Pier will be issued for the Event to participants, VIP spectators, persons with disability, media personnel, and to persons working at the Event. VIPs, persons with disability and media personnel will access and egress the viewing areas via a gate that will be opened on the 'harbour side' of the Pier and will use a corridor that will be 4 metres wide located also to the 'harbour side' of Carlisle Pier. This will involve the removal of units of palisade with units of pedestrian barrier forming the inner line to the corridor. Persons working at the Event and participants will access the 'holding compound and other areas of the Pier via a gate that will be opened on the 'Dublin side of Carlisle Pier. The existing gate will provide access and egress to a sterile corridor that will also be used as a route for emergency vehicles (see below).

Site Lay Out

Carlisle Pier will be divided into several areas.

Access/ Egress Corridor for VIPs, Persons with Disability and Media Personnel

The access/ egress corridor will 'run' along the 'harbour side' of Carlisle Pier to the second line of palisade fencing. It will then 'fork' with one 'leg' extending to the viewing area for persons with disability, the front of the first 'big screen' and the front of the first block of modular seating, terminating at the launch ramp. This will provide access to one side of the viewing area that will include viewing for persons with disability, a standing area to the front of the modular seating and the first block of modular seating. The second leg will 'swing' toward the 'Dublin side' of the structure around the rear of the viewing area for persons with disability the 'big screens' and associated PA clusters, and the blocks of modular seating. This will provide access to the second side of the viewing area that will include a standing area to the front of the second block of modular seating and to the second block of modular seating. This 'leg' will terminate at the 'sea end' of the launch ramp.

There will be a 'cross-over' point where pedestrian movement will be suspended on an intermittent basis to enable the 'flying craft' to cross the corridor, to be loaded onto the launch ramp (the loading process would be halted in the event of an emergency to enable the 'access/ egress corridor to be used for emergency exiting).

VIPs, persons with disability and media personnel will be restricted to the modular seating blocks, the standing area to the front of the modular seating blocks, the viewing area for persons with disability and to toilet facilities.

A line of pedestrian fencing set one metre will protect the frontage of the viewing areas back from the edge of the Pier.

Recognised Guidance indicates that 60 persons can pass a given point in a minute on level ground and that the average width of a person is 0.55 metres. It is considered that given the open nature of the Pier that a 10-minute evacuation time should be adopted.

The corridor could therefore facilitate the passage of 436 persons per minute or 1,000 persons (the maximum number of persons that could be located on the Pier at any given time) in less than a 3-minute period.

The access/ egress corridor would be separated from any significant fire load by a sterile corridor 5-6 metres wide. This corridor would be sterile with only authorised persons and emergency vehicles permitted access. Access to the separation corridor would be from Queens Road via the existing gate in the palisade fence that is 4 metres wide and of appropriate dimension to facilitate the passage of an emergency vehicle. It will 'run' parallel to the access egress corridor and the inner line will be composed of units of pedestrian barrier (see below).

Compound for the Storage of the 'Flying Machines'

Participants will have delivered their 'flying machines' and undertaken final assembly procedures and modifications on the Saturday (when spectators will not be present). The assembly/ modification process will involve the use of hand tools only. The 'flying machines' will be 'person powered' - engines are not permitted. It is anticipated that the flying machines will be composed of timber or plastic frames with the infill composed of cloth, card board polythene, polystyrene etc. The frames are expected to be placed on a base composed of timber or metal fitted with pram wheels or bicycle wheels. The maximum permitted wing span will be 7 metres and the maximum length of the 'flying machines' is 5 metres. It is anticipated that approximately 33% of the 'flying machines' will utilise these dimensions with the remainder being much smaller.

The 'flying machines' will be in a compound between the 'Dublin side' of the Pier and a 'sterile corridor' (see above). The width of the compound will be divided into 2 areas. The area between the line of palisade barriers to Queens Road and the second line of palisade barriers will be approximately 95 metres long and approximately 20 metres wide (it will be slightly wider to the Queens Road end' of the area). The area on the 'sea end' of the second palisade fence line will be approximately 10 metres wide and approximately 80 metres long. It will terminate shortly before the 'cross over' point (see above). There will be a nine-metre break in the palisade fence between the 2 areas of the compound as to enable the 'flying machines' to be wheeled through from the larger area to the smaller area on a sequential basis prior to the respective launches. 'Flying machines' will be wheeled across the 'cross over point' to the base of the 'take off' ramp. They will be raised onto the 'take off' ramp by a 'teleporter' prior to their launch. The 'flying machines' will move in sequence closer to the 'cross over point' following each launch.

Participants may also access a hospitality marquee located on the 'Dublin side' of the 'sea end' of the Pier via a corridor that will be composed of pedestrian fencing and will be 2 metres wide (see below). Light refreshments will be served at the marquee – alcohol will not be available).

There will be openings to the compound into the sterile area (see below) and into the access/ egress corridor to enable persons in the compound to evacuate from the Pier in an emergency.

Sterile Corridor

As stated above a sterile corridor approximately 5 metres wide will be maintained between the storage compound for the 'flying machines' and the access/ egress corridor. The sterile corridor will also be used for access and egress for emergency vehicles as required. There will also be a sterile corridor at the 'sea end' of Carlisle Pier and the infra structure and equipment used for the Event.

Production and Event Infra Structure Area

This will include one of the 'big screens' and associated speaker clusters, the OB Unit and the generators. These items will be located to the 'harbour side' of the 'sea end' of the structure. Spectators will be excluded from this area.

Participants Marquee

A small marquee approximately 15 metres long and 9 metres wide will be located on the 'Dublin side' of the 'sea end' of the Pier. Light refreshments will be distributed from this facility to participants. A small electrically powered cooking appliance will be used to heat the food. It will be located to the 'sea end' of the marquee. The marquee will be 'open-sided'.

Modular Seating Units

Two modular seating units each with a capacity of approximately 250 seats will be located to either side of the 'take off' ramp. They will connect directly with the access/ egress corridor.

Sources of Ignition

Sources of ignition anticipated to be present on Carlisle Pier on Sunday 20th May include:

- Electrical supplies originating from generators located on the Pier
- Electrical appliances utilised during the Event including the 'big screens', the PA system, OB equipment, catering equipment
- Smoking materials

Managing the sources of ignition

- Documentation will be provided to confirm the integrity of the generators and the circuits that emanate from the generators
- Documentation will be provided to confirm the integrity of the equipment and appliances utilised
- Smoking will not be permitted in areas where significant quantities of combustible materials will be kept

Sources of Combustion

Sources of ignition anticipated to be present on Carlisle Pier on Sunday 20th May include:

- Materials used in the construction of the 'flying craft'
- Materials brought onto the Pier by the spectators (confectionary wrappings etc.)
- Materials used in the preparation of the refreshments (product wrappings etc)

The coverings to the marquee will be of the appropriate fire retardancy rating, the decking to the modular seating units will of the appropriate fire retardancy rating, the generators will be fuelled by diesel and kept in purpose designed compartments in the equipment (additional fuel will not be kept on the Pier).

Managing the Sources of Combustion

- The 'flying craft' will be stored in a compound separated from areas where spectators will be present
- There will be a separation distance of approximately one metre around each machine
- 2 fire marshals will patrol the compound each equipped with first aid fire extinguishers and short-wave radios
- Litter receptacles will be provided, and waste materials will be removed from the spectator areas on a regular basis

Fire Risk to Persons on the East Pier

As stated above the Pier is largely composed of stone concrete and other than the marquee to the 'sea end' of the structure is 'open air'. The limited sources of ignition anticipated on the 20th May will be managed and the limited sources of combustion will also be managed. It is however accepted that there will be a significant number of persons on the Pier and the number is likely to include persons with disability, young persons, elderly persons, persons who have consumed intoxicating liquor and persons who are not familiar with the area. It is also noted that the only means of access to and egress from the Pier is via the one area (although to width of the area is more than 20 metres wide).

Managing the Fire Risk to Persons on the East Pier

In addition to managing the sources of ignition and limiting the quantum of combustible material on the Pier several other measures will be in place. The generators, OB unit, the marquee and the cooking equipment will be located on the 'sea end' of the Pier and will therefore not compromise the route to the shoreline. There will be an access/ egress corridor that will be 4 metres wide connecting the spectator areas (including the marquee) with the shoreline. The access/ egress corridor will be separated from the areas where a fire load is likely to be present by a sterile corridor that will be 6 metres wide. The sterile corridor will be of appropriate width to facilitate the passage of emergency vehicles. The areas where combustible materials are likely to be present will be monitored by Fire Marshals provided by first aid firefighting equipment and trained in their use. Trained stewards who will take direction from the Event Controller will manage the arrangements on the Pier. They will be trained in crowd safety and will be briefed on the fire safety arrangements and emergency evacuation arrangements to be adopted on the Carlisle Pier.

Appendix 1 Stewarding Personnel – Carlisle Pier

Location	Number	Comments
Spectator Entrance/ Exit	3	Check accreditation, exclude unauthorised persons
Entrance/ Exit for participants (Dublin side of palisade line)	1	Check accreditation, exclude unauthorised persons
Opening to Sterile Corridor	1	Open to facilitate passage of emergency vehicles
Participants Compound	2	Monitor area re fire, exclude unauthorised persons
Viewing area for persons with disability	2	Exclude unauthorised persons, assist persons with disability
Fork in the access/ egress route	1	Direct persons as appropriate
Modular seating (2 Units)	1 to each	Monitor area
Cross over point	2	Manage cross over point
Marquee	2	Monitor area
Production area	2	Exclude unauthorised persons, monitor area for fire
Roving Team	3	Respond to incidents
Manager	1	Oversee operation

Appendix 2 Fire Extinguishers – Carlisle Pier

Location	Type	Comments
Entrance/ Egress Corridor	1 CO2, 1 Water	
'Flying Craft' Compound	2 CO2, 2 Water	
1 st 'Big Screen'	1 CO2	
2 nd 'Big Screen'	1 CO2	
Modular seating	1 CO2, 1 water to each unit	
Production area	2 CO2	
Marquee	1 CO2, 1 Water	

Shoreline Viewing

There will be limited viewing from the shoreline between Carlisle Pier and the East Pier. This is an open area outside of the control of the organisers.

Fire Hazards

Existing Sources of Ignition = Nothing significant

Ignition Sources Introduced by Event = Smoking materials

Existing Sources of Combustion = Nothing significant

Combustion Sources Introduced by Event = Items brought in by spectators (confectionery wrappings, items of clothing etc.)

People at Risk at Event

Spectators (including children, elderly persons, and persons with disability), there will be a limited number of stewards monitoring the area.

Evaluation

A Management Plan including Contingency Arrangements has been prepared for the Event. The Plan designates roles and responsibilities to key members of staff.

The area is constructed of non-combustible materials with ready access to adjacent areas.

Records, Planning and Training

An Event Controller and Deputy are appointed. They will oversee Safety Arrangements including Fire Safety Arrangements for the Event and take specialist advice as appropriate.

Key members of staff and stewards will be given training and a briefing regarding their roles and responsibilities. This includes information regarding the Contingency Plan for the Event, recognising the fire calls, actions to be taken in the event of fire, housekeeping arrangements, the exiting arrangements, the location and use of the emergency firefighting equipment, alerting colleagues and alerting the emergency services.

Review

The Safety Advisor prior to the Event will review fire Safety arrangements.

Overview

The site is deemed to be Low Risk, however due to the large numbers of spectators anticipated to attend it is important that safety arrangements including fire safety arrangements are followed.

The Fire Service will be invited to Planning Meetings and consulted regarding the Event.

11. TRAFFIC MANAGEMENT

Details of Local Car Parks will be posted on the Event website and promoted in Event publicity.

Publicity material prior to the event will advise patrons to make use of all Public Transport.

12. PUBLIC ADDRESS SYSTEM

A 'concert type' PA system will be provided at the Event to convey information (including safety information) to all the viewing areas. 10 loudhailers will be provided to convey information in the event of the PA system failing to function.

13. PRODUCTION SCHEDULE

The Staging and other infrastructure is designed to be installed and removed with the minimum impact on both the venue site and local community.

Construction will begin on the week commencing 14th of May. It is anticipated that take down is to be finished by the 25th of May.

14. SANITARY FACILITIES

Temporary toilets will be located throughout the area and provision will be calculated having considered the numbers of facilities already available in the Dun Laoghaire area.

15. EVENT IMPACT

The staging and other infrastructure is designed to be installed and removed with the minimum impact on the venue site and local community.

16. SAFETY PLANNING & MANAGEMENT

The Planning and Management of Safety at the Event will be under the direction of Red Bull. A designated Event Controller and Event Safety Officer, who specialise in providing event safety management, will oversee the arrangements at the Event.

17. SAFETY POLICY STATEMENT

Dún Laoghaire-Rathdown County Council (HOST) Red Bull Ireland (promoter) will comply with their safety policies and will endeavour to keep the area and facilities to be used by the public safe. All organisations engaged to work at the Event will provide competent staff and safe operational procedure policies to ensure that patrons are able to attend the Event in safety. All personnel will be trained in the Safe Operational Procedures that

will be used at the Event and appropriate briefing and training will be provided prior to the event.

18. LITTER & WASTE DISPOSAL

A cleaning team will be on site during the Event. Litter management of the wider Dún Laoghaire environment will be managed in conjunction with the relevant section within the Local Authority and robust bins will be situated at key locations around the area. Ryan's Cleaners Event Specialists will provide this service.

EVENT MANAGEMENT PLAN

19. CODES OF PRACTICE

In the planning process of the safety management of Red Bull Flugtag full recognition and acknowledgement has been undertaken of the recommendations of the following Codes, Acts and Regulations where these are considered relevant and practicable for this event:

- (a) *Code of Practice for Safety at Outdoor Concerts, Department of the Environment, 1996*
- (b) *Code of Practice for Safety at Sports Grounds, Department of Education, 1996*
- (c) *Code of Practice for Management of Fire Safety in Places of Assembly, Department of Environment, 1991*
- (d) *Code of Practice for Fire Safety of Furnishings and Fittings on Places of Assembly, Department of Environment, 1989*
- (e) *Fire Services Act 1981 & 2003*
- (f) *Fire Safety in Places of Assembly (Ease of Escape) Regulations, Department of the Environment 1985*
- (g) *Building Control Regulations Statutory Instrument no 497, 1997 and schedules*
- (h) *The Event Safety Guide, Health and Safety Executive UK, 2000*
- (i) *Building Regulations 2017*

20. KEY ELEMENTS

This Event Management Plan is submitted in support of the licence application made under the Planning and Development Regulation 2001. It is noted that this Event Management Plan is based on consultations with the relevant prescribed bodies. It has been prepared in accordance with the appropriate Codes of Practice and includes the following key elements:

- Event Management Structure and Responsibilities
- Event Safety Strategy
- Traffic Management Plan
- Emergency Plan
- Environment awareness

- Provision for the full clean-up of the area and for any remedial works arising from any damage caused to public property, facilities and amenities associated with the event.

EVENT MANAGEMENT STRUCTURE

21. INTRODUCTION

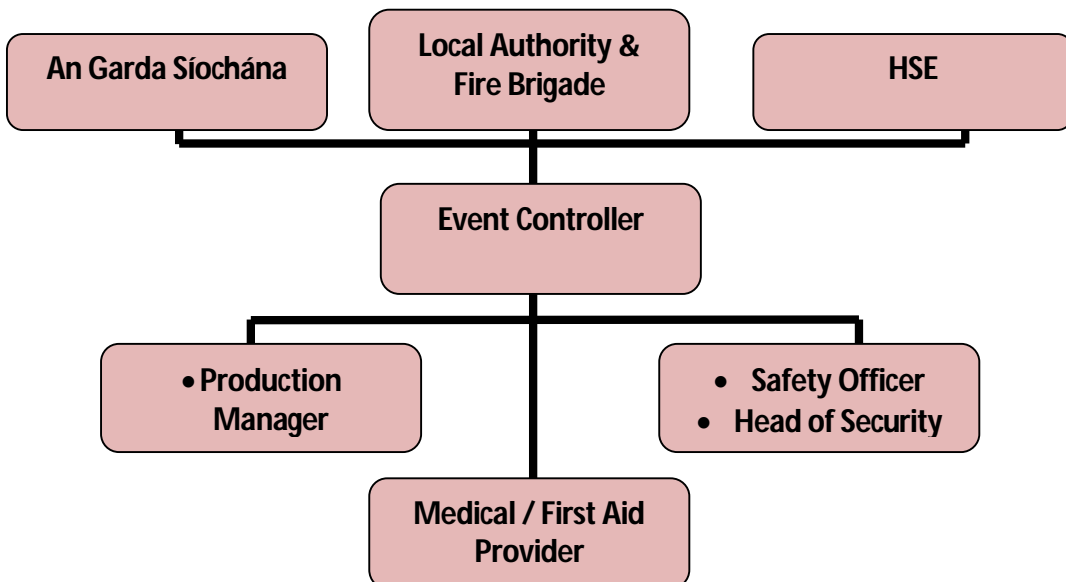
Dún Laoghaire-Rathdown CoCo (host) in partnership with Red Bull (promoter) proposes to organise a Flugtag Event within the Harbour area at Dún Laoghaire. The Event builds upon the success of similar the event held in Dun Laoghaire in 2011. The Event will be hosted by Dun Laoghaire-Rathdown CoCo and produced, managed and operated by Red Bull Ireland/Green means go Ltd, which have organised similar events of this nature on previous occasions over the last 15 years.

22. EVENTS POLICY

It is the policy of Red Bull to ensure the Event is conducted with the utmost regard for the comfort and safety of participants, spectators, staff, and local-residents.

23. ORGANISATION CHART

The Organisation Chart, below, shows the relationships between the Event Management Team and Statutory Agencies. The Event Controller may appoint designated deputies from time to time.



24. EVENT CONTROLLER

Red Bull has appointed Willie Wade as the Event Controller for the Event. Willie Wade has extensive experience as Event Controller at live events throughout Ireland.

The Event Controller has the status and authority to take full responsibility for all matters related to the management of the event.

Among the responsibilities of the Event Controller are the following:

- Having overall responsibility for the management of the event
- Participation in consultation or information meetings with any or all of the statutory bodies
- Approving the appointed Head of Security, assessing the number of stewards required to manage the event, and ensuring that familiarisation of the event for stewards is provided as appropriate
- Ensuring that the event is staffed by a sufficient number of competent staff
- Ensuring that effective command, communication, and co-ordination systems are in place
- Ensuring the provision of adequate stewarding, first-aid and medical personnel for the events
- Ensuring that adequate measures are in place for the safety of persons attending
- Ensuring that the Event Safety Strategy is made available to staff and other workers
- Ensuring adequate emergency response measures are taken if necessary
- Initiation of the evacuation or Emergency Plan procedure if appropriate
- Conducting regular reviews of the conduct of the event to ensure all agreed procedures are being implemented
- Remaining at the Control Room before, during and immediately after an event (Event Controller or Deputy Event Controller)

In addition, a deputy will be appointed, who will assume the same status as the Event Controller during absences to monitor the site.

25. EVENT SAFETY OFFICER

Red Bull has appointed Paul Scott as the Event Safety Officer. Mr Scott has extensive experience in this role, having been part of live event management teams in the past.

The Event Safety Officer will:

- Act as safety co-ordinator in relation to safety matters and have overall responsibility for all aspects of safety
- Be present at consultation or information meetings with any or all the prescribed bodies as appropriate
- Ensure that pre-event checks are carried out
- Be present during the event to monitor and manage all the safety arrangements including crowd control measures, fire safety and rescue arrangements
- Liaise with the Head of Security, other staff, and with the emergency services, as appropriate
- Advise the Event Controller on the initiation of emergency procedures where required
- Ensure that the safety details and conditions agreed for the holding of the event are implemented and the venue layout and safety arrangements are in accordance with specifications and agreements, as far as they impinge on safety matters
- Attend the event to evaluate the efficiency of structural and safety arrangements
- Pay attention to the crowd densities in primary viewing areas
- Monitor first-aid and rescue tactics for distressed patrons
- Take any necessary action to alleviate any perceived risks
- Recommend emergency procedures to be initiated

26. HEAD OF SECURITY

Red Bull will appoint Andy Murphy as Head of Security who has extensive experience as Head of Security at similar events.

Among the responsibilities of the Head of Security are the following:

- Overall responsibility for security within the Event Site
- Maintaining contact with and reporting directly to the Event Controller by having direct and effective communication (including short wave radio) in use for this purpose
- Deploying and controlling stewards as necessary to deal with situations as they arise
- Ensuring that stewards are observing exits, entrances, and key points where control is most needed, and at all barrier lines
- Co-ordinating the duties of all stewards, including supervisory stewards
- Being competent to recognise critical crowd conditions, signs of crowd distress and crowd dynamics
- Knowing the layout of the Event Site, where facilities are located and being fully familiar with the means of escape and evacuation procedures in the event of an emergency
- Ensuring that radios used for communication among stewards are operational
- Ensuring that details of all security staff are recorded in the register

27. KEY PERSONNEL

The following designated personnel will be responsible for the overall achievement of appropriate safety standards in their respective areas of responsibility:

Role	Nominated Person
Event Controller	Willy Wade
Event Safety Officer	Paul Scott
Head of Security	Andy Murphy
Communications Manager	Colm O Riagáin
Medical Services Manager	Des Wade
Local Authority Liaison	Barry Dempsey
Garda Liaison	Sgt Paul Roche
Harbour Police Liaison	Tim Ryan
Emergency Management Office Liaison	Brendan Lawlor
HSE Liaison	Sean Mrozek Siobhan Power Mick O'Toole
Production Manager	Nigel Cleary
Red Bull Event Manager	Eamonn Seoige
Structural Engineer	Keith Rankin
Staging Company	Actavo
Sound Company	Hertz -U
Venue Electrical Installations	Liam Nevin - AES
Radio Communications	Gerry Dawson
Clean-up	Ryan's Cleaning
Water Operations	Jimmy Murray
Wicklow Civil Defense	Michael Richardson
Project Managers	Nigel Cleary Eamonn Seoige

CONTROL & COMMUNICATIONS

28. CONTROL ROOM

The Event will have a designated Control Room which will be located at Carlisle Pier and will be open 2 hours prior to the Event until 2 hours after the Event. Communication facilities in the Control Room/Area will include:

- Personal radio communications facilities / control base
- A mobile phone to facilitate communications of messages concerning public safety, in event of failure of the radio communication system
- Public address operating equipment

Access to the Control Room/Area is to be strictly limited to:

- Event Controller and Event Managers
- Event Safety Officer
- Senior Garda Officer
- Public Address Announcer
- Technical Operators
- Any Other person the Event Controller considers necessary.

Under all normal circumstances, these personnel should remain in the Control Room unless it is decided to relocate to the designated alternative control centre in the event of an emergency threatening the Control location.

29. COMMUNICATION FACILITIES

All main Communication is to be centred in the Control Room/Area.

The Communications Officer is to open and maintain radio/telephone communications with the following:

Internal

- (i) Event Controller
- (ii) Event Safety Officer
- (iii) Head of Security
- (iv) Event Managers
- (v) Security Supervisors including supervising officers of outside security firms employed in security duties at the event
- (vi) Designated emergency maintenance personnel
- (vii) Site Manager
- (viii) Operations Manager
- (ix) Technical Manager

External

- (i) Garda Station
- (ii) Garda Control Point
- (iii) Designated Health Service Executive Control Unit (if necessary)
- (iv) On site first aid and medical personnel

All communications are to be subsidiary to the main Garda network and as such should be compatible for use without interference with Garda or other networks.

Radio communications equipment is to be appropriately safeguarded against disturbance by noise in the Event i.e. Supervisors should be equipped with radios fitted with ear pieces to avoid blocking out or misinterpretation of messages.

30. RADIO COMMUNICATION CHANNELS

A multi-channel/frequency radio communications system is to be used with channels allocated to the following:

- Event Control 1
- Security 2
- Medical 3
- Red Bull 4
- Site & Water Craft. 5

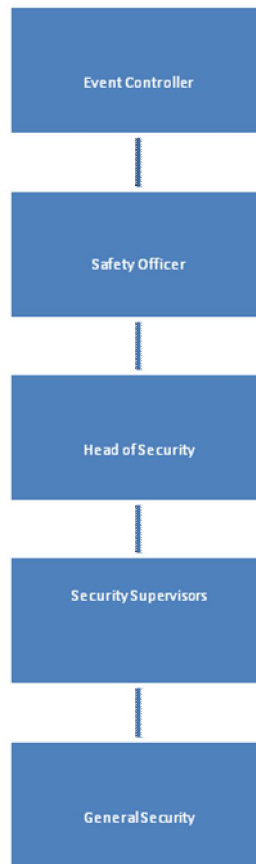
31. RESPONSIBILITY

It will be the responsibility of the Event Organiser to ensure that the above systems are in place at an appropriate time before the start of the Event with a specialist being appointed to supervise the technical aspects of these systems.

The external communications, especially with the designated Garda Station, will be a matter for the Gardaí since it will involve their units only.

STEWARDING & SECURITY

32. ORGANISATIONAL CHART



33. SELECTION OF SECURITY / STEWARDS

Security Staff, both professional and voluntary are to be fit and active and are to be selected on the basis of their dedication to the job of stewarding. Measures are to be taken to reduce the age profile of the security stewards to meet as far as practicable the recommendations of the Code of Practice. These measures will include the deployment of stewards in excess of 55 years of age to the least physically onerous positions.

Security should be physically and mentally capable of performing their duties.

34. DUTIES OF SECURITY / STEWARDS

The primary duty of all security stewards is to ensure that the public are safely accommodated within the viewing/circulation areas in a planned manner, so as to ensure the safety and comfort of all patrons at the event.

The following are the main duties of security / stewards under the direction of the Event Controller and Head of Security.

- (a) Control and direct patrons who are entering or leaving the Event Site
- (b) Assist the diversion of patrons to other parts of the Event Site, when the capacity for any area has been reached
- (c) Prevent overcrowding by ensuring that crowd limits in various parts of the venue are complied with and that gangways and exits are kept clear
- (d) Monitor the crowd throughout for signs of distress and take action in accordance with instructions issued
- (e) Prevent, in so far as is possible, standing on seats and climbing on structures. (Where, by virtue of the scale of the incident, stewards are unable to prevent such activity, they should immediately report the matter to the Area Security Supervisor, or the nearest Garda)
- (f) Patrol the Event Site to deal with emergencies such as raising alarms and extinguishing fires
- (g) Control entrances, all exit and perimeter fence gates, and other strategic points while the venue is in use
- (h) Be aware of the locations of fire fighting and medical personnel locations and equipment in the area
- (i) Recognise potential hazards and suspect packages and report such findings immediately to the Area Security Steward Supervisor or to the nearest Garda
- (j) Comply promptly with any instruction given in an emergency by a Garda Officer, the Event Controller, the Safety Officer, or the Head of Security
- (k) Identify and investigate any incident or occurrence among patrons and report findings to the Head of Security
- (l) Report to the Head of Security any damage or defect likely to cause injury or danger to persons in attendance
- (m) Undertake duties relating to emergency and evacuation procedures
- (n) Keep all gangways and designated sterile areas clear
- (o) Ensure that all approaches and emergency exits and routes are kept clear and that vehicles are correctly parked.
- (p) Maintain their position at their place of duty under the direction of the Area Security Supervisor who, if it is considered necessary, can arrange for a replacement

35. IDENTIFICATION OF SECURITY / STEWARDS

All Security Stewards are identifiable by uniform and/or high-visibility jacket.

TRAFFIC MANAGEMENT PLAN

36. SIGNAGE

Traffic signs will be erected before the event giving directions to patrons. These signs will detail the location of parking facilities and entrance arrangements and other pertinent information.

37. CAR PARKING

Car parking facilities will be available at:

- Park Rite Car Park, Pavilion Theatre, Queens Road (321 spaces)
- Q Park, Bloomfield's Shopping Centre, Lower George's Street (550 spaces)
- IMC Cinema's car park, Ubrary Road (off Lower George's Street)
- Dun Laoghaire Harbour street parking and former HSS ferry compound

38. PEDESTRIANS

Entrance to the Event will be fully signposted giving instructions and entry procedures.

39. TRAFFIC MANAGEMENT

In accordance with section 10.1 of the Code of Practice for Safety at Outdoor Pop Concerts, An Garda Síochána will prepare a Traffic Management Plan before the event. This plan will be circulated to the Organisers and the Statutory Agencies before the event.

40. PUBLICITY OF EVENT ARRANGEMENTS

Traffic arrangements will be published and detailed in an extensive advertising campaign associated with the event.

41. ROAD CLOSURES

An application will be submitted to close Queens Road from the junction of Marine Rd to the junction of Park Rd. This will be managed at the discretion of the Garda.

Road closures will be detailed in the Traffic Management Plan prepared by Dun Laoghaire Garda

EMERGENCY PLAN

42. INTRODUCTION

The consequences of a major incident at any event could be catastrophic. It is necessary to plan for such an occurrence. A major incident will normally require a multi-agency approach in which Red Bull, An Garda, DLRCC, DFB and the HSE may play a part. It is therefore important that there is a clear demarcation of duties and that those responsibilities are agreed and understood.

43. DEFINITIONS

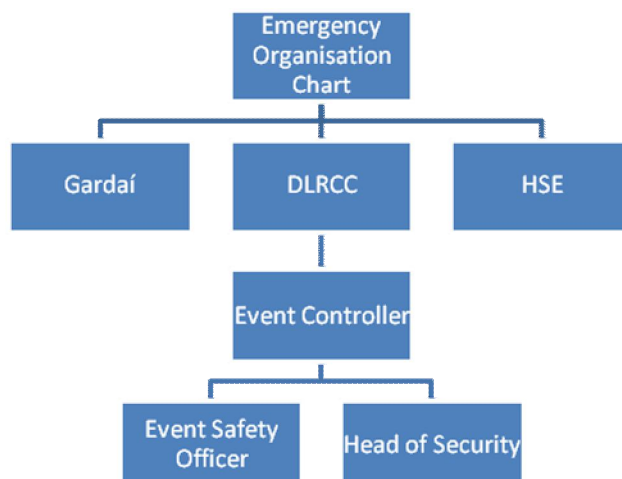
Incidents can be categorised into two types:

- **Major Incident**
A major incident is an incident that requires the event to be cancelled and the situation to be handed over to the statutory agencies
- **Minor Incident**
Minor Incidents are incidents that do not require the intervention of the statutory agencies but need to be dealt with by the event organisers

It is important to appreciate that a minor incident could have the potential to develop into a major incident if not properly planned for and managed. Red Bull contingency plans deal with minor incidents and along with their major incident plans will be compatible with and agreed with the Major Emergency Plan of the statutory agencies.

44. EMERGENCY INCIDENT ORGANISATION

The diagram below shows the lines of communication and control in the event of an emergency.



45. STOPPING OPERATIONS

While every effort will be made to ensure that operations proceed smoothly, it is imperative to plan for unforeseen circumstances to ensure public safety. It may be necessary to stop, curtail or limit the event in the interest of safety. If the event must be stopped, curtailed, or limited **it will only occur upon the direction of the Event Controller.**

Factors which will be considered when deciding to stop, curtail, or limit the event are as follows:

- Advice from the Statutory Agencies
- Advice from Safety Officer
- Advice from the Head of Security

If it becomes apparent to the Event Controller that a danger to participants, staff, statutory agencies, or the public at large is imminent or threatened, the event may be stopped, curtailed, or limited by the Event Controller.

46. EMERGENCY ROUTES

Emergency routes will be identified and agreed with statutory agencies for the event. Rendezvous Points are designated where it will be possible to brief the Emergency Services on arrival to incidents.

47. COMMUNICATIONS

All staff must follow proper message procedures. All staff should be fully familiar with the details of the communications protocols and procedures (briefing in this regard will take place before the event). All staff must be familiar with the Code Word and action to be taken in the event of an emergency.

48. ACTION IN THE EVENT OF A MAJOR INCIDENT

Resources

- Gardaí
- Health Service Executive Staff
- Event Staff (Management, Security, Medical, etc)
- Local Authority/Fire Service

Mission

To ensure that in the event of a Major Incident that all the resources will be deployed in a coordinated manner to preserve life and prevent injury.

Execution

To execute the mission, it will be necessary for all the agencies to coordinate their activities and have clear delineation of responsibilities.

Gardaí

- Gardaí will undertake duties assigned in their Major Emergency Plan and in accordance with standard operational procedures
- Provide advice and direction to the Event Controller

Local Authority

- Local Authority (including Fire Service) will undertake duties assigned in the Major Emergency Plan and in accordance with standard operational procedures
- Provide advice and direction to the Event Controller

Health Service Executive

- Health Service Executive will undertake the duties assigned in their Major Emergency Plan and in accordance with standard operational procedures
- Provide advice and direction to the Event Controller

Event Staff

- All event staff will be under the control and direction of the Event Controller. Event staff will have been briefed prior to the Flugtag Event.

Event Controller

- The Event Controller will remain in the Control Room on being informed of a Major Incident
- He will establish communications with:
 - The statutory agencies via radio telephone and/or face to face
 - The Head of Security (located on the Event Site)
 - The Deputy Event Controller and Event Safety Officer (located on the Event Site)
- He will hand over control of the incident to the Statutory Agencies and provide assistance as required
- Take command of resources and ensure that assistance required by the statutory agencies is provided
- Brief the DLRCC Officials of the situation and the action being taken
- Provide briefing information in association with Red Bull Media personnel for dissemination to the media
- Cancel all other elements of the event until normality has been restored

Event Safety Officer

- The Event Safety Officer will proceed to the scene and take control of all Event resources at the scene
- The Event Safety Officer will advise the Event Controller on the Safety implications of the incident
- He will advise the Head of Security concerning the safety considerations that should be considered while assisting at the scene
- Take command at the scene if necessary

Head of Security

- He will report to the Event Controller giving details of the incident and the action being taken
- Assist the Statutory Agencies as requested. Reports on assistance rendered will be made to the Event Controller
- Security Staff from other areas will be redeployed if appropriate
- Report to the Event Safety Officer at the scene for instructions

Coordinating Instructions

- Control Room:
 - It will be staffed on a continuous basis while the operations are in progress. Staff will take up duty before the scheduled start time of operations and will remain in position for one hour after the event or until stood down by the Event Controller.
- Readiness
 - All Event Staff will be available to undertake Major Incident Duties always, on being alerted. Duties undertaken will be under the control and direction of the Event Controller.
- Radios:
 - Event Staff issued with handheld portable radios will ensure that they are fully charged and recharged at regular intervals.

49. COMMAND

- **Event Controller:** Willy Wade
- **Event Safety Officer:** Paul Scott
- **Head of Security:** Andy Murphy
- **Senior Garda Officer:** *Sgt Paul Roche*

- **Senior Health Service Executive Officer:** *To be nominated by the Health Service Executive*
- **Senior Local Authority Officer:** *To be nominated by DLRCC*
- **Senior Fire Brigade Officer:** *To be nominated by the Dublin Fire Brigade*

50. CODE WORDS

Code words will be circulated before the event at briefings where the following organisations will be invited:

- Gardaí
- Local Authority Staff
- Health Service Executive Staff
- Voluntary Agencies
- Event Staff

51. EMERGENCY PROCEDURES

The organisers approach to safety is “people first, then everything else”. The event is subject to all types of emergency situations including:

Situation	Likelihood	Risk Severity
Weather	Low	Low
Security (crime/assault etc)	Medium	Low
Fire	Low	Medium
Medical Emergency	Low	High
Explosion	Low	High
Psychological Incident	Low	Low

All staff will attend a safety meeting where they will be versed on all emergency action plans. This emergency action plan will include what to do in case of a mass exodus from the Event Site. Staff members will be assigned to areas where they will usher people away from the epicentre of the emergency.

Responsibilities during evacuation emergency

In the case of an evacuation emergency, attendees of the Event will be instructed to leave in an orderly and calm fashion. The method of informing the attendees will either be through the use of PA systems or megaphones.

Levels of emergency situations and actions

The Senior Garda Officer and the Event Controller will have the authority to authorise Condition 1 and Condition 2 alerts (described below).

The Event Controller may receive direction from the Gardaí, Fire Officer or other public safety officials regarding suspension of event operations, an evacuation and/or resumption of event activities. The only event officials with authority to a call for a suspension of event operations, an evacuation and/or resumption of event activities are the Event Controller, the Safety Officer Gardaí and the Fire Service.

There are two levels of emergency:

- **Condition 1:**
Requires information distribution and is an advance warning. It typically doesn't require action by participants or the public
- **Condition 2:**
Requires action on the part of most if not all people at the event

Condition 1 - Information Alert

Condition 1 will not necessarily require a temporary shutdown of the event. If a potentially hazardous situation may or may not impact on the Event, the Event Organisers or member of the Gardaí will issue a Condition 1 alert.

Situation: Delay of event or part thereof, lost children etc.

Action: If this situation occurs, the following will take place:

- 1) Event Controller or member of the Gardaí will instruct the Production Manager to notify participants of specific situation and that this is an informational notice only and no action is currently required
- 2) Event Controller issuing the call will record a positive confirmation from Production Manager that they have completed notifications in their area
- 3) Event staff will assist artists, vendors, and attendees if necessary
- 4) Production Manager will secure electrical equipment and other equipment as required

Condition 2 - Action Alert

Condition 2 may require a temporary shutdown of the event.

Situation: Evacuation required

Action: If this situation occurs the following will take place:

- 1) The Gardaí, Event Controller and the Safety Officer will determine need for venue evacuation
- 2) Event Controller will advise the Communications Officer of which announcement should be made
- 3) Communications Officer will read agreed announcement to inform patrons that the event will be suspended, and all patrons need to leave slowly and calmly
- 4) The Gardaí will direct vehicular traffic according to their assigned stations
- 5) Event Management staff will direct patrons out of the venue as instructed
- 6) Production Manager will secure electrical equipment as required
- 7) "Sweeps" will be done by strategic event staff to check for persons with disability, lingerers in restrooms, and patrons injured during egress

Announcements to patrons

All public announcements will be clear and precise.

➤ **Delay of entertainment:**

"Ladies and gentlemen, the Event is going to be delayed. You are welcome to stay here while you wait for further announcements."

➤ **Early dismissal:**

"Ladies and gentlemen, we regret to inform you that today's event has been cancelled due to circumstances outside of the organisers' control. Please leave the area in a calm and orderly fashion. Thank you for your patience and cooperation. Once again, the event has been cancelled."

General Instructions

- All staff remain at their assigned post unless directed by the Event Controller
- Event Controller to make status announcements on the radio frequencies in use as needed but at least every 30 minutes under Condition 1 and every 10 minutes under Condition 2
- Do not talk on the radio unless you have something you need to report or have a question. The Event Organisers will keep you informed as information is available. Do not report information from outside sources unless completely necessary
- The Gardaí, Safety Officer or Event Controller are responsible for notification and evacuation of staff including instruction on where to go and to whether to remain on-site if the event is to re-open

Security (crime/assault etc.)

All staff will be asked to assist in providing a safe environment by being alert to suspicious behaviour and promptly reporting the situation to the Event Controller and Gardaí.

A report from a victim or staff member will include the following:

- Name
- Contact details
- Nature of the incident
- Location, date, and time of incident
- Description of person(s) involved
- Description of property involved, if any

All staff will be asked to assist the Gardaí or security personnel. All staff will have the ability to report any incidents either in person or by radio to the Event Organisers.

Fire

In case of fire, the Event Controller will be notified immediately. The staff member who reports a fire will provide their name and the exact location of the fire (e.g. Location 1, Location A etc.).

The threat of the fire will subsequently be ascertained by a combination of:

- Gardaí
- Dublin Fire Brigade
- Event Controller
- Safety Officer

Event staff will aid participants and audience members in exiting the affected area and once outside or away from the involved area move to a clear area that is at least 200 metres away from the affected area.

No members of the audience, staff or participants will return to an affected area unless authorized by the Fire Service or Gardaí.

Medical Emergency

If serious injury or illness occurs to any patron of the event, staff, artist etc. the Event Organisers will be contacted immediately. The name, nature and severity of the medical problem and the exact location of the victim will be relayed to the Event Controller.

If conscious and oriented, the individual will have the right and responsibility to determine his/her own health care needs and the response to those needs. Under such circumstances, staff will refrain from recommending specific health care needs. When event medical personnel arrive on the scene they will recommend a course of action to the injured or ill person.

In circumstances involving a person who is unconscious and/or not oriented, the Controller will be advised of such. At the very least, the patient will be kept still and comfortable until help arrives.

Persons with serious or unusual medical problems will be encouraged to allow medical personnel to evaluate their condition.

Explosion

In the event of an explosion at the event, the following action will be taken:

- The Event Organisers will be notified as soon as possible. Staff member name and the location and nature of the emergency (gas, unknown source, car, etc.) will be relayed
- The nearest available exits will evacuate the area. The Event Organisers will be alerted that the area is being evacuated

Psychological Incident

A psychological incident exists when an individual is threatening harm to himself/ herself or others, possibly through the influence of alcohol or drugs, or is out of touch with reality. Uncontrollable behaviour and/or hallucinations could be manifested.

If a psychological crisis occurs, all staff members will be advised to:

- Stay calm
- As soon as possible get attendees to a safe place, notify the Event Controller, Gardaí, and security. Advise Event Controller, Gardaí, or security of the nature of the incident, location, if medical assistance is needed, and a description of the person(s) involved
- Provide the following information:
 - Staff name
 - Precise location
 - Observed symptoms of behaviour
 - Individual's name, if known
- Until help arrives, be pleasant, considerate, and understanding to avoid aggravating the situation
- Do not argue with the individual. Try to determine and accept the individual's point of view. Do not confront/detain the individual if violent/combative

- If the person leaves do not try to stop them, follow at a safe distance, and inform authorities so action can be taken. If not, then potentially the problem just moves elsewhere but still exists
- Have someone meet security or medical personnel at the location and provide up to date information

Emergency incident organisation

The Statutory Agencies in the form of the Gardaí are in command of any emergency as declared by the on-site representatives or the Event Controller. Specific plans for the Gardaí, Fire Service and Medical services will be developed. This document is intended as a guideline for staff action and reaction in emergency circumstances and is not intended to supersede the emergency procedures utilised by the statutory agencies but rather work in concert with those procedures.

Personnel who can authorise evacuation include:

- Event Controller
- Event Safety Officer
- Gardaí
- Fire Officials

The event will be interrupted with the use of megaphones or PA system and all access and evacuation routes will be monitored closely to ensure smooth evacuation. The same evacuation areas will be used for participants, staff, and attendees of the event.

All staff will be aware of what to do in an emergency and understand what constitutes an emergency. Training will include organising an efficient emergency response, including exit routes, and summoning emergency services.

The decision to re-open the venue will be made by consultation between all the following:

- Event Controller
- Safety Officer
- Gardaí
- Dublin Fire Brigade

Emergency communications

The Event Controller will make announcements on all event radio channels to declare a Condition 1 or Condition 2 status (described in “Emergency Actions: Definitions”). Because the public may hear these announcements, care will be taken to communicate only the required information in a calm manner.

Condition 1 Announcement:

"Event Control to all units, standby for an announcement. Event Control to all units, standby for an announcement. Event Control to all units, we are currently under Condition 1. Please follow your Condition 1 directions and provide the following information to the participants and spectators in your assigned area. After you have provided this information, please remain in your assigned location until instructed to move by the Event Controller."

Condition 2 Announcement:

"Event Control to all units, standby for an announcement. Event Control to all units, standby for an announcement. Event Control to all units, we are currently under Condition 2. Please report to your Condition 2 assignments and provide the following information to the artists and vendors in your assigned area. After you have provided this information, please remain in your assigned location as long as it is safe to do so or until instructed to move by the Emergency Controller."

Contingency Plan**Cancellation**

In the event of a cancellation, all bodies involved in the event organisation will immediately be notified e.g.:

- DLRCC
- Gardaí
- Health Service Executive
- Event Staff

Service providers such as food vendors, security services etc. will also be notified. Notices will be put out in the media to inform the public and signage will be erected at the Event location to provide details to those that attend the event.

Bomb Scare Procedure

1. The person receiving the threat must record as many of the details listed below as possible
2. They must then inform the Event Controller

Action by Event Controller

1. Inform the Emergency Services (Gardaí, Fire Brigade, Health Service Executive)
2. Inform Safety Officer
3. Inform Head of Security
4. Maintain liaison with the Emergency Services

5. Implement the advice of the Emergency Services

Action of Safety Officer

1. Provide advice to Event Controller
2. Provide advice to Emergency Services as requested
3. Take control of event resources

Action by Head of Security

1. Proceed to the scene if known
2. Advise all stewards to examine their area for anything suspicious
3. Advise stewards not to touch anything suspicious and preserve the scene pending the arrival of the Gardaí

Action to be taken on receipt of an incendiary or bomb threat

- Do not put down the handset or cut off the call
- Obtain as much information as you can
- Try to keep the caller talking for as long as possible
- Complete the information below asking questions in sequence if necessary
 - ✓ Identity or code word
 - ✓ Message (exact words)
 - ✓ Where is it?
 - ✓ What time will it go off?
 - ✓ What does it look like?
 - ✓ What kind of device is it?
 - ✓ Why are you doing this?
 - ✓ Who are you?
- As soon as the call is complete note the time and inform the Event Controller
- Complete the following details as soon as practicable, adding anything further that you recall

DETAILS OF CALLER		
Man	Yes/No	
Woman	Yes/No	
Child	Yes/No	
Old/Young person	Yes/No	
Not Known	Yes/No	
Noise on the line	Yes/No	
Call box (Pips on the line)	Yes/No	
Operator Interruption	Yes/No	
Intoxicated	Yes/No	
Rambling	Yes/No	
Irrational	Yes/No	
Impediment	Yes/No	
Laughing	Yes/No	
Serious	Yes/No	
Accent	Yes/No	
DISTRACTIONS		
People in background	Yes/No	
Traffic	Yes/No	
Talking	Yes/No	
Machinery	Yes/No	
Aircraft	Yes/No	
Music	Yes/No	
Children	Yes/No	
Typing	Yes/No	
OTHER DETAILS		
Read	Yes/No	
Spontaneous	Yes/No	
Phone numbers where calls were received		
Person receiving call		

Chemical Release or Spill Procedure

1. The person alerted must record the details of where the spill or release has occurred and the nature of the substance. Details as whether it is solid, liquid, or gas should be established. They should attempt to establish if persons are trapped
2. Inform the Event Controller

Action by Event Controller

1. Inform the Emergency Services (Gardaí, Fire Brigade, Eastern Regional Health Authority) with as much information as possible
2. Inform Head of Security
3. Inform Safety Officer
4. Maintain liaison with the Emergency Services
5. Implement the advice of the Emergency Services

Action by Head of Security

1. Proceed to the scene (if known)
2. Advise all security staff to keep members of the public away
3. Advise stewards to only attempt rescue or extinguishing action if it safe to do so
4. Provide advice to the Emergency Services on arrival

Action of Safety Officer

1. Provide advice to Event Controller
2. Provide advice to Emergency Services as requested
3. Take control of event resources

52. EMERGENCY SERVICES INFORMATION

Drawings and concise Emergency Services Information will be prepared and distributed to the relevant services before the event.

MEDICAL AND WATER RESCUE

53. PROVISION

Medical and First Aid

Medical, First Aid and Ambulance Service are to be provided at the event in accordance with the schedule to be agreed by the event organisers with the Dublin–Mid Leinster Emergency Planning Office and the Health Service Executive Ambulance Service and the recommendations within the Code of Practice.

Water Rescue

Water Rescue is to be provided by Jimmy Murray and will consist of the following resources:

2 X Rescue RIB's.

2 X Divers and 1 Coxswain on each.

All divers will have first aid qualifications.

Spinal Board

3 X work boats (to tow away debris) with 2 crew members on each boat.

2 X additional guard vessels (1 Crew member each) for securing surrounding area from other leisure craft.

2 X crew members to work with the main ramp pontoon to adjust cables and ropes to suit tidal conditions.

1 X Ramp safety co-ordinator (co-ordinating in interactions between rescue boats, work boats and participants).

3 X boats will be used for public spectators provided by the Civil defence.

54. VENUE FACILITIES

The following venue facilities will be provided as necessary following consultation:

- (a) First Aid Control Tent which will be located at lower level entrance to East Pier. Also, two first aid posts.
- (b) Ambulance Parking Locations – beside First Aid Control Tent
- (c) Medical, Nursing and First Aid Staff consisting of:
 - a. 2 Doctors

- b. 2 Nurses
- c. 2 Paramedics
- d. 20 First Aid Staff

55. STATUTORY AMBULANCE SERVICE PROVIDER

The Statutory Ambulance Service Provider may provide the front-line ambulance requirements to deal with any incidents which may occur. The Statutory Ambulance Officer for the Event will assume the role of the Ambulance Incident Officer (AIO) should a major incident occur at the Event. They may also supply a full medical command and control infrastructure to ensure a seamless response to any incident.

The role of the Ambulance Provider is to:

- Maintain normal emergency medical and ambulance cover for the local population without removing statutory vehicles covering the Event
- Manage operational ambulance and first aid cover provided in the venue for patrons and staff
- Liaise with the Event Medical Officer as Required
- Liaise with the Event Safety Officer on any issues relating to crowd safety
- Be prepared to respond to a major incident
- Deploy first aid to the designated public areas
- Deploy ambulances to designated areas
- Liaise with Voluntary Ambulance Service Ambulance Officer and Control
- Where ambulance transportation is required designate receiving hospital
- Ensure that Event Control is advised of all ambulance movements
- Maintain records of all casualties treated

56. OPERATIONAL PLAN

An Operational Plan will be produced by the Medical Provider for the event following consultation between the event organisers with the Dublin–Mid Leinster Emergency Planning Office, the Health Service Executive Ambulance Service, and the Voluntary Aid Organisation.

57. VOLUNTARY AID ORGANISATION

First Aid provision will be supported by a Voluntary Aid Organisation who will have first aid personnel and ambulances available throughout the venue in accordance with Emergency Planning Office requirements.

The role of the Voluntary Aid Organisation is to:

- Deploy first aid cover to the designated areas
- Deploy ambulances to designated areas
- Liaise with HSE Event Ambulance Officer and Medical Control and to work under the direction of the same
- Establish communications link with HSE
- Where ambulance transportation is required seek designated receiving hospital from HSE Ambulance Officer
- Maintain records of all casualties treated

SAFETY STRATEGY

58. ORGANISING FOR SAFETY

It is the organiser's policy to provide appropriately trained and competent staff, together with the implementation of recognised safety management systems to ensure the safe admission, accommodation and exit of persons attending the Event.

It is noted that in planning for this event full cognizance has been taken of the recommendations of the following Codes, where these are considered relevant and practicable for this event:

- (a) *Code of Practice for Safety at Outdoor Concerts, Department of the Environment, 1996*
- (b) *Code of Practice for Safety at Sports Grounds, Department of Education, 1996*
- (c) *Code of Practice for Management of Fire Safety in Places of Assembly, Department of Environment, 1991*
- (d) *Code of Practice for Fire Safety of Furnishings and Fittings on Places of Assembly, Department of Environment, 1989*
- (e) *Fire Services Act 1981 & 2003*
- (f) *Fire Safety in Places of Assembly (Ease of Escape) Regulations, Department of the Environment 1985*
- (g) *The Event Safety Guide, Health and Safety Executive UK, 2000*
- (h) *Building Regulations 2017*

The Event Management Team will endeavour to organize safety by ensuring that:

➤ **Competence:**

- All staff whether self-employed or contractors will have the necessary training, experience, to carry out their work safely. All subcontractors will be required to ensure that they observe proper safety management practice

➤ **Control:**

- All persons working on site are required to observe the provision of this plan. They must observe the chain of command, and comply with the instructions of the Event Controller or his staff

➤ **Co-operation:**

- It is the duty of all persons on site to co-operate with the safety measures on site

➤ **Communication:**

- It is the duty of all persons to make themselves aware of the content of this Plan. It is the duty of all workers to report any deficiencies or potential hazard to his/her immediate supervisor

59. MONITORING SAFETY

Safety at Flugtag will be monitored by:

1. **Active monitoring:**

- Before during and after the Event all necessary checking will be undertaken

2. **Reactive monitoring:**

- All accidents and incidents will be logged in order that they can be reported upon and assist in identifying weaknesses or omissions in the safety strategies.

60. LIAISON WITH STATUTORY AGENCIES

Before, during and after the Events liaison between statutory agencies and the Event Management Team will consist of:



61. EVENT RISK ASSESSMENT

The purpose of risk assessment is to identify what hazards there are at Flugtag that could cause harm to people and to assess whether present precautions are adequate or whether more should be done.

62. METHODOLOGY

Risk Evaluation

The risk assessments below give both primary and residual risks. The primary risk is the risk associated with the identified hazard assuming that the risk associated remains completely uncontrolled. The residual risk is the level of the remaining risk produced when proposed control measures have been applied. The figures given may be interpreted using the matrix below. It is necessary to ensure that the risk control measures are fully implemented to achieve these levels. The columns following the residual risk data indicated where additional controls are required or where special attention should be given. For the avoidance of confusion - the columns of the risk rating sections are headed SxL=R. S is for "severity" and is given in the first column. L is for "likelihood" and is indicated in the second column.

Control Measures

The control measures, indicated within the assessment, are considered to be reasonably practicable measures, to control the risks identified based on experience of similar activities.

Review

A review of the assessment must be made, should further information be received which suggests that the control measures suggested are no longer sufficient to control risks or are inappropriate or if additional hazards are identified. During the Event a process of continuous assessment and reassessment must be undertaken to ensure appropriate risk controls are put in place should situations develop which are not covered in this risk assessment

Risk Assessment Matrix for Personal Injury

		SEVERITY					
		Multiple Death	Single Death	Major Injury	'3 day' Injury	Minor Injury	None
		10	8	6	4	2	1
L I K E L Y H O D S	Certain 10	100	80	60	40	20	10
	Very Likely 8	80	64	48	32	16	8
	Probable 6	60	48	36	24	12	6
	Possible 4	40	32	24	16	8	4
	Unlikely 2	20	16	12	8	4	2
	Very Unlikely 1	10	8	6	4	2	1

Notes:

The numerical scale used is to allow comparisons of the risk levels only. No literal meaning is implied by the scoring level.

'Major Injury' shall be as defined as an injury that involves death or serious injury leading to disability

KEY TO SHADING

100	Level of risk is unacceptable
24	Level of risk may be tolerable. Seek to reduce level of risk
12	Level of risk is acceptable

DEFINITION OF LIKELIHOOD CLASSES

CERTAIN	10	Has happened before and is expected to happen again
VERY LIKELY	8	Has happened before and is very likely to happen again
PROBABLE	6	Has been known to occur before and is likely to happen again
POSSIBLE	4	Has been known to occur before and it may happen again
UNLIKELY	2	Has been known to occur before but no reason to suggest that it will happen again
VERY UNLIKELY	1	Has never happened before and there are no reasons to suggest it will happen again

Abbreviations used in 'To Whom' assessments: P = Public, S = Staff

63. RESULTS

The table below shows the results of the assessments together with the control measures and responsibilities.

This risk Assessment is solely concerned with the operation of Flug Tag. It should be noted that a separate Risk Assessment will be undertaken to identify and control risks associated with each separate element of the build and break of the event.

	Subject Area	Hazards and Effect	To Whom	Severity Rating x Likelihood = Primary risk based on no controls			Existing Control Measures	Severity Rating x Likelihood = Residual Risk			Action Required Where Risks are Not Adequately Controlled	Other Comments
				S	L	R		S	L	R		
1.	General Attendance	Public Disorder/Safety	P	10	4	40	Audience expected to be of a mixed age profile, likely 50/50 male female split Tactical and Risk Assessment meeting consider the risk to be medium/low due to event nature and age profile. Gardaí Strategy meeting to consider risk and agree policing strategy Continued dialogue between Organisers, Gardaí and Dún Laoghaire-Rathdown County Council. Continuous monitoring by Organisers and Gardaí.	10	1	10		
2.	Structural Collapse	Fatalities and major injuries	P, S	10	4	40	Structures regularly inspected by Structural Engineer Pre-Event inspection by Safety Officer Safety Officer aware of wind impact and aware of permissible wind conditions	10	2	20	Structural stability requires constant observation and specialist advice sought if in doubt	
3.	Lighting	Insufficient visibility	P, S	6	4	24	Test all lighting before event Repair luminaries as required.	6	2	12	All events conclude before Sundown	Lighting required at night backstage for security

	Subject Area	Hazards and Effect	To Whom	Severity Rating x Likelihood = Primary risk based on no controls			Existing Control Measures	Severity Rating x Likelihood = Residual Risk			Action Required Where Risks are Not Adequately Controlled	Other Comments
				S	L	R		S	L	R		
4.	Terrorist Threat	Compromise to Safety	P,S	10	4	40	Gardaí Strategy to consider Threat Level Accreditation and Pass system operational for staff	10	2	20		
5.	General Public Safety	Injury	P	10	6	60	External and Internal Planning Meetings Held Tactical and Risk Assessment Meetings Held Comprehensive safety management Structure Risk Assessments and Method Statements supplied to Organisers Installations checked and monitored by competent personnel and structural engineers. Management of visitors by adequate numbers of stewards, security and Gardaí. Pre-Event Inspections and Checks carried out. Continuous monitoring by the Safety Officer, Event Controller and Gardaí. Crowd control barriers installed and key locations.	10	1	20		
6.	Electrical equipment	Electrical shocks and burns	P,S	8	4	32	Electrical systems report prepared regularly by Chartered Electrical Engineer No additions to any electrical circuits except by an approved Electrical contractor	6	2	12	Electrical systems constantly monitored and specialist advice sought if in doubt	

	Subject Area	Hazards and Effect	To Whom	Severity Rating x Likelihood = Primary risk based on no controls			Existing Control Measures	Severity Rating x Likelihood = Residual Risk			Action Required Where Risks are Not Adequately Controlled	Other Comments
				S	L	R		S	L	R		
7.	Traffic	Collision with vehicle within viewing areas	P,S	8	6	48	No vehicle movement once the venue is open to the public except under escort	8	2	16	Access by residents under escort	
8.	Fire	Fatality major injuries or burns	P,S	10	6	60	Removal of all combustibles Provision of extinguishers (IS 290/291 compliant) Training of Security Staff in the safe use of extinguishers Maintenance of all fire Safety equipment in accordance with appropriate Codes of Practice	10	2	20	Sources of ignition should be constantly monitored and eliminated where necessary	
9.	Accident due to supplier of goods or services	Fatality or major injuries	P,S	10	4	40	All suppliers should be required to submit safety statements and method statements before entering the Event Site Suppliers must confirm that all staff employed are properly trained for the task Customised Risk assessments should be prepared by the supplier to demonstrate that they have considered hazards associated with the ground	10	2	20	All suppliers must be monitored to ensure adherence to proper safety practices If in doubt specialist advice should be sought	All suppliers to be approved by Production Manager in respect of control measures
10.	Emergency Incident	Fatalities or major injuries	P,S	10	4	40	An all risk approach Emergency Plan adopted by the organisers Staff briefed on Emergency Response All response measures coordinated with Statutory Agencies Constant vigilance to reduce the likelihood of an emergency incident Response coordinated by Event Control	10	2	20	Staff should be constantly aware of their roles in the Event of an Emergency	

	Subject Area	Hazards and Effect	To Whom	Severity Rating x Likelihood = Primary risk based on no controls			Existing Control Measures	Severity Rating x Likelihood = Residual Risk			Action Required Where Risks are Not Adequately Controlled	Other Comments
				S	L	R		S	L	R		
11.	Crowd Crushing	Fatality of major injury	P,S	10	4	40	Maximum capacities known Adequate escape routes Monitoring of hazards associated with crowd movements Crowd Management Plan in Place for Queuing systems and risk areas	10	2	20	Crowd distress signals must be monitored at all times	
12.	Advertising Signs	Fatality or Major injury	P,S	10	4	40	Signs properly fixed	10	2	20	All signs to be examined to ensure proper fixing	
13.	Slips trips and Falls	Injuries through trips	P,S	6	8	48	Inspection of venue before event All items proud of the normal ground level to be repaired or fenced off	6	2	12		
14.	Explosion	Fatality or Major injury	P,S	6	8	48	All concessions to be spaced in accordance with DFB requirements	6	2	12		Inspection by Safety Officer before event Drawings to be prepared by Event Controller detailing concession locations

64. FIRE SAFETY

The Event Management Team will ensure adequate means of escape are available at all times during the Event. In addition, all traders within Food vending areas will be required to provide Fire Extinguishing equipment appropriate to risk. Plant and machinery areas will have appropriate extinguisher protection.

65. MEANS OF ESCAPE

Stewards throughout the operational period will staff all exits and gateways. Exits routes will be visibly signed.

66. CAPACITY ANALYSIS

The reference documents used for the analysis in Part 12 are:

1. Code of Practice for Safety at Sports Grounds, Department of Education, 1996
2. Code of Practice for Safety at Outdoor Pop Concerts, Department of Education, 1996
3. The Event Safety Guide, Health and Safety Executive, 1999
4. BS 5588, Part 6
5. Code of Practice for Management of Fire Safety in Places of Assembly, Department of Environment, 1991

67. FIRE FIGHTING EQUIPMENT

1. **Extinguishers:**
 - All extinguishers shall conform to the requirements of IS 290 and IS 291 or other standard approved by the Event Safety Officer.
2. **Fire blankets:**
 - Where Fire blankets are required they will conform to BS 6575: 1985.

68. AREAS OF SPECIAL FIRE RISK

1. Portable generators:
 - One CO₂ or one Dry Powder extinguisher
2. Concessions:
 - One Dry Powder extinguisher and one light duty fire blanket and safety assessment to be made before trading
3. Plant and Machinery:
 - All plant and machinery will be separately assessed and provided with the appropriate extinguisher cover

69. METHODS OF WARNING IN THE EVENT OF A FIRE

In the event of a fire, it is important that early warning is given to all present. This will be achieved by passing priority messages by radio to The Event Controller whose instructions will be implemented. If full evacuation, is required, messages will be conveyed over the Public Address system and/or megaphones.

70. CROWD MANAGEMENT

The audience profiles for Flugtag will be family groups, and a wide range of all age groups. The expected male to female ratio is 50:50.

71. P.A. SYSTEM

Throughout the event and particularly during an emergency a Public-Address system will be available to make announcements. While patrons are queuing, supervisory stewards provide queuing patrons with information.

72. STEWARDING/SECURITY

An experienced Security Company will provide security.

- Each member of stewarding staff will wear identifiable dress
- Each member of staff will have an identifying number, which can be cross-referenced to provide their name and address

All security staff will be issued with a briefing document and will be briefed personally by their Supervisors before each Event.

This briefing will include but not be limited to:

- Emergency Procedures
- Safety Precautions
- Duties of Security Staff

The numbers of security staff will be in accordance with paragraph 13.13 of the "Code of Practice for Safety at Pop Concerts" Department of Education, 1996. The number specified in the code will be the minimum to be provide

73. STRUCTURES

Temporary Structures in use at Flugtag include the supporting structures used for the Marquees, food outlets and staging.

All structures will be constructed in accordance with good engineering and building practice. The design and erection of these structures will be carried out under supervision of a suitably qualified Chartered Engineer. The Chartered Engineer will certify, before the event that the works have been carried out in accordance with relevant standards.

Structural design

The design of temporary structures will be strictly in accordance with paragraphs 14.3-14.7 of the Code of practice for Safety at Sports Grounds, Department of Education, 1996.

Siting

Temporary structures are sited in locations that are capable and suitable of accommodating dead and imposed loads.

Construction Method

A method statement will be submitted by the Temporary Structure Construction Company to the Event Safety Officer for transmission to DLRCC. The method statement will demonstrate that the requirements of paragraphs 14.11-14.15 the "Code of Practice for Safety at Sports_Grounds", Department of Education, 1996 is being complied with. In addition, the statement will demonstrate that the measures referred to in paragraphs 359-404 of "The Event Safety Guide", Health and Safety Executive, 1999 is being complied with.

Management during use

The Event Safety Officer will ensure that the temporary structures are used in accordance with the planned use. Access to bracing elements or the areas under the temporary structures will be prohibited by stewards. Attention will be paid to the areas under the structures to ensure that there is no build up of combustible material.

74. ELECTRICAL INSTALLATIONS

The electrical installation at Flugtag will be adequate for normal and emergency conditions. Auxiliary power will be available to enable emergency lighting and all other electrical powered safety equipment to operate for up to three hours after failure of normal supply. Loudhailers will be available as a fail-safe measure and will be easily located. Electrical installations will comply with the requirements of ETCI regulations. The installer before the event will certify compliance. A duty electrician will be available (on call) to the event controller throughout the events. The requirements of Chapter 21 of the Code of Practice for Safety at Outdoor Pop Concerts, Department of Education, 1996 will be complied with. In addition, the requirements of Paragraph 427-456 of The Event Safety Guide, Health and Safety Executive, 1999, will be complied with.

75. CROWD MANAGEMENT

The Event Controller will throughout monitor crowd movement to ensure that there is no crowd build up or pressure points created. In the event of pressure build up, crowds will be dissipated redirecting persons away from the area of crowd build up.

76. CONCESSION UNITS

All traders selling food and refreshments will hold a current HSE Licence. All traders will operate from pre-designated areas that will be agreed with the Authorities. Traders' stalls or vehicles will not be allowed obstruct escape routes.

Traders will satisfy the following:

- Have measures to eliminate potential food hazards
- Have hygienic methods for food transportation
- Have hygienic for storage and disposing of food
- Have facilities to ensure personal hygiene of staff
- Have drinking water facilities close to outlet (See Drinking Water section of Plan)
- Have certificates from competent persons as to the safety of energy sources for cooking (i.e. gas, electricity)
- Have a first aid box readily available
- Have 1x2kg dry-powder, 1m² fire blanket and one 9l Foam fire extinguisher
- Gas supply secure from interference

- Electrical installations will ensure
 - Only diesel fuelled generators
 - Proper power rating
 - Certified, well ventilated, and away from LPG
 - Avoid accidental person contact and combustible contact
 - Cables and sockets suitable for use
 - Residual current device
 - Cables don't cause trip hazard
 - Fuelling and refuelling procedure in place
 - Fuel storage does not pose any risk

ENVIRONMENTAL FACILITIES & MONITORING

77. WASTE MANAGEMENT

It is the intention of the organisers to return the areas utilised to the “as found” condition after the Event. Facilities will be in place to ensure that there is no build up of refuse in the venue or surrounding area. Details of the measures are listed below.

78. REFUSE CONTRACTOR

Key Waste refuse contractor will be engaged to remove waste from the Event Site. In addition, there will be an active recycling programme in place where possible.

79. LITTER PICKERS

Specific areas will have litter pickers on duty during the Event. Every effort will be made to observe best practice recycling policies.

80. LITTERBINS

Litterbins may be distributed around the audience circulation areas at strategic locations.

81. TRADERS

Any concessionaires/traders in the venue will dispose of all waste after the Event and will have litter bins near their location.

82. POST EVENT CLEAN-UP

A general waste cleanup will be done after each event and the area will be cleaned as directed by the DLRCC Management Department.

Organiser’s crews will remove any branding and barriers as soon as is practical after the events and the Waste Management Division will clean the streets.

83. SOUND

It is accepted that during the operations sound emissions may impact upon residents in the area. The Organisers are committed to keeping emissions as low as possible consistent with patron’s enjoyment of the Event. Measures that will be in place are as follows:

- Sound levels will be agreed with the Environmental Health Officer
- The Production Manager and Sound Control Engineer will be instructed to control sound emission levels to keep them within these agreed limits

84. CONSTRUCTION NOISE

Construction noise will be minimal. Structures will be prefabricated and should not require heavy plant and machinery for assembly.

85. SANITATION

Toilet facilities will be provided in agreement with Local Authority requirement. It is expected that the event numbers will comprise of a 50/50 mix of male female patrons. The contractor providing the toilet facilities will ensure that adequate staff to maintain the toilet in a clean and operational condition. The proposed numbers and locations are to be agreed with Environmental Health, Dun Laoghaire-Rathdown County Council.

REMOVAL OF STRUCTURES, REINSTATEMENT AND REMEDIAL WORKS

86. REMOVAL OF STRUCTURES

It is not proposed to remove any structures in the Event Site or in the vicinity.

87. REINSTATEMENT

Any disturbance of ground will be restored in accordance with the instructions of the relevant DLRCC section.

88. REMEDIAL WORKS

There will be no remedial works undertaken in association with the events.

APPENDIX 1 – SAFETY DOCUMENT

Red Bull Flugtag Dun Laoghaire

Prepared by Paul Scott, Safety Advisor

On Sunday May 20th, 2018 Red Bull will promote a Flugtag in water between the Carlisle Pier and the East Pier in Dun Laoghaire harbour. The Event will consist of craft that have been constructed by the participants being pushed from a launch ramp located on Carlisle Pier and endeavouring to 'fly' across the harbour to the East Pier. Points will be awarded for the craft that 'flies' the furthest distance, and for and most stylish competitors. The crafts will be built within stated guidelines and the participants will be required to follow many safety precautions.

Most spectators may view the Event from the East Pier with a limited number of invited guests, participants etc viewing from Carlisle Pier. Admission is free, and tickets will not be required for the East Pier. Access to Carlisle Pier will be by wristband only and will be for persons associated with the Event, and persons with disability. Spectators will also be able to watch images of the 'action' on 'big screens' that will be erected on Carlisle Pier facing towards the East Pier, and a screen located on the 'sea end' of the viewing area on the East Pier and facing toward the shoreline. There will also be a 'small screen' located on the 'shore end' of Carlisle Pier providing images of the 'action' to patrons on the Pier. There will also be an 'overflow area' on Queens Rd where patrons may view images of the Event projected on a 'big screen' located near Carlisle pier.

Alcohol will not be sold at the Event. There will however be outlets selling bottled water in the spectator areas.

The Event will commence at 12-00 noon and will finish at approximately 4-30 PM.

Event Planning Meetings

Several planning meetings will be held prior to the Event. These will involve the Event Coordinator, Officials of the Dun Laoghaire Harbour Authority, the Garda, Regulatory and Statutory Bodies and other Agencies. These meetings are designed to consider the requirements of the various parties and to ensure that the Event is conducted in a safe and efficient manner, and without creating a negative impact on persons living and working in the area. Several meetings between the organisers and individual agencies will also be conducted.

Key Personnel

Event Coordinators

The Event Coordinators are Eamonn Seoige and Nigel Cleary on behalf of Red Bull. They will be responsible for approving the Event Management Plan, for the planning of the Event, the site build and takedown, and the implementation of the Event Management Plan. They will ensure that competent contractors and personnel are appointed and ensure that all phases of the Event are conducted in a safe and efficient manner, with minimal disruption to the public and to neighbouring premises. They will have overall responsibility for the management arrangements and safety arrangements at the Event. They will liaise with the PSNI and Emergency Services as appropriate.

Event Communications Manager

The Event Communications manager is Colm O Riagáin who is Head of Red Bull Communications Ireland. He will manage all information that will be conveyed to the public regarding the Event. He will also manage all information that will be conveyed in the event of an emergency.

Event Controller

The Event Controller is Willie Wade. He will be responsible for the implementation of the Event Management Plan. He or his nominated representative will remain in the Control Room during the Event, and he will remain in radio contact with the Control Room at all times. He will take decisions regarding the management of the Event. In the event of an emergency situation he will liaise with the Senior Police Officer on site. He will also liaise with the Competition Manager as appropriate.

Deputy Event Controller

The Deputy Event Controller is TBC . He will also be in radio contact with the Control Room at all times during the Event. He will take decisions on management and safety issues relating to the spectator areas in the absence of the Event Controller. He will be present in the Control Room in the absence of the Event Controller.

Competition Manager

The Competition Manager is Clodagh McCann. She will oversee the implementation of the competition arrangements. He will oversee the safety of the participants and crew and ensure that the rules of the competition are followed and that appropriate safety procedures are observed. He will liaise with the Event Controller as appropriate. He will remain in radio contact with the Control Room at all times during the Event.

Event Safety Advisor

The Event Safety Advisor is Paul Scott. He will prepare a Management Plan for the Event including a Risk Assessment, Risk Control Arrangements and Contingency Arrangements. He will advise the Event Coordinator, the Event Controller and his Deputy, and the Competition Manager on safety and related matters. He will visit the site during the build and takedown and will be present during the Event. He will liaise with the Police and Emergency Services as appropriate.

Site Manager

The Site Manager is Nigel Cleary. He will co-ordinate the site build and takedown, and technical aspects of the Event. He will liaise with the Event Coordinator on technical matters, and with the Safety Advisor regarding safety and related matters. He will ensure that appropriate numbers of trained staff are engaged, and suitable equipment is available to enable all phases of the Event to proceed in a safe and efficient manner. He will ensure that safety documentation and certificates are obtained from contractors as appropriate.

Security Manager

The Security Manager is Andrew Murphy of Eventsec. He will be responsible for providing supervisors and stewards in accordance with the Event Management Plan. He will ensure that all security personnel are properly trained and briefed in their responsibilities. He will ensure that suitable communication arrangements are in place for his staff and that his supervisors keep incident records. He will take direction from the Event Controller, or his Deputy, or from the Senior Police Officer in the event of an emergency. He will provide a communications operative for the Control Room who will relay radio messages and keep an incident log as appropriate. He will monitor the site and surrounding area on the day of the Event.

First Aid/ Medical Manager

The Medical/ First-Aid Manager is Des Wade. He is responsible for providing a Risk Assessment regarding First Aid provision required for both the participants and the spectators at the Event (see Appendix), agreeing the level of provision with the Event Coordinator and providing the level of resources as agreed at the Event. Under his direction the staff and other resources may be deployed as appropriate. He will ensure that incident records are kept and that a copy is forwarded to the Event Coordinator after the Event. He will keep in radio contact with the Control Room during the Event.

Venue Liaison Manager

The Venue Liaison Manager is Tim Ryan. He will be responsible for delivering the venue and services in accordance with the rental agreement. He will liaise with the Site Manager during the build period, the Event and the 'takedown'.

The Site

The Event will take place on Carlisle Pier and East Pier and include areas of the shoreline to which the public have access.

Carlisle Pier

Carlisle Pier will be used for the assembly, display and launch of the 'flying machines', the location of 2 'big screens' (and associated equipment) that can be viewed from the East Pier, the location of a 'small screen' (and associated equipment) that can be viewed by persons on Carlisle Pier, the location of an Event Control point, the location of a judges platform, the location of a media outside broadcasting unit, the accommodation for spectators with disability, the location of 2 modular seating units for invited guests, and the location of a spectator standing area for guests and persons associated with the Event.

Participating teams will 'drop off' their craft at times determined by the organisers on the Saturday in a designated area in a car park adjacent to Carlisle Pier. They will then assemble the 'flying machines' in a compound on that is approximately 100 metres long and bounded by palisade fencing located on the 'shore end' of the Pier. The craft will then be inspected by the organisers and alterations/ modifications may have to be undertaken where appropriate. Access to and egress from the area will be controlled at the gate to the palisade fencing on the 'shore end' of the compound.

A corridor, 5 metres wide will be maintained to provide access/ egress between the 'shore end' of the Pier, and the 'sea end' of the Pier. On the day of the Event the craft will be 'wheeled' from the compound to launch platform prior to 'take off'.

The area of the Pier between the compound and the 'sea end' of the structure is approximately 155 metres long and will be used to accommodate several structures associated with the Event and as a viewing area.

A ramp, 30 metres long and 10 metres wide, with protective wings to either side, will be built from the 'sea end' of Carlisle Pier facing toward East Pier. It will be approximately 7 metres above the water level in the Harbour. This will be used as a 'runway' from which the craft will be launched.

'Big screens' and associated generators will be located to either side of the launch platform facing towards the East Pier. A commentary point will also be sited in this area. A camera platform, commentary point and 'judge's platform' and Control Room, will be located close to the 'take off' area.

3 portable cabins will be located on Carlisle Pier close to the launch ramp. One of these will act as the Event Control Point. It will have a view of the launch area and the spectator areas on the East Pier.

A 'small screen' and associated equipment will be located beside the cabins. This will provide images of the 'action' to persons on the Pier.

A PA system with appropriate hanging points and generator will be located on Carlisle Pier. This will be used to convey information and to provide commentary to persons on Carlisle Pier, and to persons on the East Pier.

A marquee 15 metres wide and 9 metres deep will be located to the 'Dublin side' of the Pier toward the 'sea end' of the structure. It is planned to open the façade facing onto the East Pier. In the event of inclement weather, the east wall of the marquee will be in position with 3 doorways each 2.4 metres wide being opened. Illuminated signage will be provided to the doorways.

An outside broadcasting vehicle will be parked on the Carlisle Pier close to the marquee. It will remain in position until after the Event. It will relay images of the event to television studios.

An electric barbeque will be located to the 'sea end' of the Pier. It will be used to provide food for the patrons.

Barriers will be used to create a compound around the Control Point, the launch ramp, and the 'big screens' and associated equipment etc. Only authorised persons will be permitted into the compound.

An area on Carlisle Pier, with a frontage of 20 metres will be reserved for persons with disability. Information regarding access to this area will be 'posted' on the Event web site.

There will be 2 units of modular seating each 16 metres wide and 10 metres deep and each suitable for accommodating 250 persons erected on the Pier. These will be for use by invited guests.

Persons associated with the Event may also view the action from areas of the Pier that will be used as standing viewing decks.

The numbers of persons permitted on Carlisle Pier will be restricted by the Event organisers.

Access to Carlisle Pier will be controlled at the line of palisade fencing on the 'shoreline end' of the Pier. Spectators and others will access/ egress Carlisle Pier from Queens Road and will follow a corridor delineated by fencing units to the viewing areas to the 'sea end' of the Pier.

The frontage to the east side of Carlisle Pier will be protected by a single line of pedestrian fencing that will be braced at intervals. The line of fencing will be 2 metres from the edge of the Pier. Spectators will not be permitted on the 'sea side' of the inner barrier line. Stewards will be engaged to monitor the barrier line.

A single barrier line will be set 1 metre from the 'sea end' and the 'Dublin side' of the Pier. The line will also be braced at intervals and again spectators will not be permitted access to the 'sea side' of the structure.

10 portable toilets will also be located at the 'Dublin side' of the Pier.

A mini crane and a skip will be located to the east side of the shore end of the Pier. This facility will be used to lift and store debris from the craft from the water.

The Harbour Authority and structures have confirmed the loading capacity of the Pier will be located only on those areas with appropriate load bearing capacities.

East Pier

The East Pier will be used as a general viewing area. A 'big screen' and associated equipment will be located approximately 500 metres from the 'shore end of the Pier'. Images will be displayed toward the viewing areas.

Spectators may view the Event from both levels of the East Pier.

The front of the spectator areas will be protected by a line / lines of pedestrian fencing as appropriate.

A line of 'pedestrian' barriers will protect parts of the edge of the lower level of the Pier. The barrier line will be located approximately 1.5 metres from the edge of the Pier and braced against the street furniture (where available) that lines the edge of the structure. This arrangement is designed to prevent spectators encroaching too close to the waterfront. Stewards will be located at vantage points along the inside of the line of barriers to monitor the spectators and endeavour to prevent patrons encroaching over the barrier lines. They will be supported by response teams who will patrol the lower level.

A line of 'pedestrian' barriers will protect parts of the edge of the upper level of the Pier. The barrier line will be located approximately 1.0 metre from the edge of the upper level and braced against the street furniture (where available) that lines the edge of the structure. Where street furniture is not available or is deemed not to provide adequate protection, a double line of pedestrian barrier braced at intervals will be provided. This arrangement is designed to prevent spectators encroaching too close to the edge of the upper level. Stewards will be located along the lower level to monitor the spectators on the upper level and endeavour to prevent patrons encroaching over the barrier lines. They will be supported by response teams who will patrol the upper level.

The 'big screens' located on Carlisle Pier and to the 'sea end' of the viewing area on the East Pier will increase the viewing capacity, and this will enable persons that have not secured a position to the front of the protective fencing lines to view images of the 'action'.

The band stand will be protected by a line of barriers and used as a judge's platform. A monitor feed will service this area. A generator will provide power for the monitors and associated speakers.

The section of the East Pier that extends into the harbour has very limited load bearing capacity and spectators and others will be excluded from this area. A double line of barriers placed one metre apart will be used to prevent spectators and others from gaining access to this part of the structure. A team of stewards will be dedicated to patrolling the barrier lines and they will be in place before the site is opened to the public.

Access/ egress to the East Pier will be controlled at the 'shore end' of the structure using lines of pedestrian fencing.

30 portable toilets will be located to the area on the shoreline on the 'Bray side' of the Pier, and 30 portable toilets will be located on the 'sea side' of the viewing areas of the Pier.

2 vending units normally located on the Pier and will serve light refreshments including bottled water. Each of the units will be connected to a ground based electric supply. 2 vending units will be located to the 'sea end' of the Pier. They will be supplied by power from generators. The generators and associated circuits will be installed and examined by a competent contractor who will provide documentation confirming the integrity of the installations.

Shoreline Viewing

The promenade type structure located on part of the shoreline between Carlisle Pier and the East Pier will provide a view of the launch ramp. Although this area is protected by a barrier, a line of pedestrian fencing will be provided to prevent persons climbing on the barrier.

Part of the footpath on Queens Road close to the East Pier that provides a view of the launch ramp will be screened to discourage spectators from standing in these areas and causing pedestrians to walk onto the roadway.

The Event Coordinator will liaise with the Garda regarding potential road closure arrangements.

A 'big screen' may be located to the 'shoreline' area depending on the outcome of discussions with the police regarding viewing arrangements.

Overflow Viewing

A 'big screen' may be provided near Carlisle pier to facilitate people on queens Rd and to the front of the Civic Centre. In the event of the viewing areas reaching capacity persons may view the 'action' from the adjoining lawns and 'apron' areas. They may then access the main viewing areas as viewing space becomes available.

Provision of a PA System

As stated above, a PA system audible from all viewing areas will be located on Carlisle Pier. This will be used to provide a commentary of the Event, and to provide information including safety related messages to spectators. Horn speakers will also be provided to the spectator areas wired on a separate circuit. This is to provide information to persons in the event of an incident. Speakers will be secured to structures throughout of the viewing areas.

Access for Emergency Vehicles

A dedicated route for emergency vehicles will be via the roadway to the front of the National Yacht Club leading onto Queens Pier. The area will not be used for car parking and will be sterile for use as an exit or for access by emergency vehicles if required.

The Event

On March 21st, Red Bull will start to advertise for competitors to participate in the Flug Tag. Potential participants will be issued with a copy of the rules of the competition and asked to complete and return an application form along with outline drawings of their 'craft'. A selection committee with experience in this type of event will select 40 applicants and offer them the opportunity to compete in the Event. They will be offered advice and assistance in the construction of their respective 'flying machines'.

Competitors will then be asked to present their craft at the 'holding compound' located on Carlisle Pier on the afternoon of Saturday 19th May for scrutiny, and again on the morning of Sunday 20th May prior to the competition.

Competitors whose 'flying machines' do not comply with the rules of the competition or are considered to present an unacceptable risk to the pilots, the crews, or others will be required to either undertake appropriate modifications or withdraw from the Event.

Teams will consist of up to 5 participants. 4 persons will push the 'flying machine' from its stationary position on the runway - a pilot who will be inside the craft will steer the vehicle. The participants will be offered protective equipment (goggles, ear plugs and nose clips) and will be required to wear crash helmets and buoyancy aids that will be provided by the organisers.

On the day of the Event there will be an opening ceremony at 12-00 noon the elements of this have still to be confirmed.

As previously stated 'craft' will be wheeled to the launch area prior to 'take off'. They will then be lifted onto the ramp that will sit above the level of the Pier at a height dependant on the level of the sea at that time. The participants will then climb onto the ramp via a marine standard gangway.

The Competition Manager will ensure that the participants are wearing buoyancy aids and crash helmets, and that no 'last minute' modifications have been made to the 'flying machines'.

Each team will do a dance routine on the runway prior to 'take off'.

Following the short dance routine on the 'runway' the pilot will board the 'flying machine' and will be pushed by his/ her team toward the water. The craft will then be projected from the ramp and into the harbour. It is anticipated that members of the respective teams will follow the craft and jump into the water.

3 rescue craft manned by divers with appropriate medical training will assist the pilot and crew from the water and to an access point on Carlisle Pier close to the shoreline. Any injured parties will be taken to a medical area close to the shoreline on the East Pier, afforded medical attention and if appropriate they will be taken to hospital. All participants will be offered a medical examination and will be advised to take a shower in the facilities provided in a sailing club located beside the Pier.

Event craft will remove all debris to a holding point close to Carlisle Pier prior to the next 'take off'.

Event craft will also exclude non-event craft from the sea around the ramp area.

'Take offs' will be at intervals of approximately 5 minutes. The time will be under the control of the Competition Manager and may be extended to rescue participants and to clear debris from the water.

The 'flights' will be filmed, and the images displayed on the 'big screens' and the monitors to the judging area on the East Pier. A commentary will be broadcast over the PA system.

The 'flight distance' will be measured, and the 'flying machines' scored by a panel of judges who will be located beside the launch area.

The competitors recording the longest 'flight' and the competitors gaining the highest marks from the judges will be presented with prizes at an awards ceremony at the close of the Event.

Patrons will be admitted to Carlisle Pier and the East Pier from 12-00 o'clock. All entertainment will cease at approximately 4-30 PM and patrons will be asked to leave the venue.

Transport Arrangements

There will be no parking for spectators at the venue other than an area close to the Royal Yacht Club that will provide parking for a limited number of spectators with disability who will be required to 'book' a space with the Event Organisers. The organisers will liaise with the Police regarding parking restrictions in the Dun Laoghaire area, and on arrangements for directing vehicles away from the venue.

The site is readily accessible by the DART (Dun Laoghaire Station is approximately 400 metres from the site), by bus, and by walking from the town centre where it is anticipated that all car parks will be open.

Arrangements will be detailed on the Event web site, the press and on publicity material.

Arrangements Prior to Spectators being admitted on Site

Site structures and related equipment will be built in the days prior to the Event by arrangement with the Harbour Authorities. Competent contractors will be engaged, and the appropriate safety documentation will be available for inspection. Barriers will be used to exclude unauthorised persons from the work areas.

Prior to patrons being admitted to the venue, the Security Manager will oversee a search of the site to look for suspicious packages etc. When the search has been completed he will report to the Event Controller. The Event Controller and Safety Advisor will ensure that stewards and First Aid/ Medical personnel are in position and that the site is ready for spectators to access the venue.

Entrancing Arrangements/ Capacity

There will be dedicated access to the spectator areas on Carlisle Pier and on East Pier.

East Pier

Notices will be affixed to the approaches to the East Pier on Sundays prior to the Event advising that the Event will be taking place and that there may be temporary suspensions of access to the Pier should the 'safe capacity' of the viewing areas be attained. This may impact on those persons who may use the East Pier for walking on a regular basis. Information regarding these arrangements will also be conveyed via media announcements.

Notices will also be posted on the day of the Event to advise that in the event of the safe capacities of these areas being attained at any given time, access will be suspended until the numbers reduce.

Barriers will be located on the 'shore end' of East Pier from mid-morning on the day of the Event to restrict access to the area. Access to the East Pier from the yacht clubs will 'fenced off' with spectators being directed onto Queens Road. Corridors for use by emergency vehicles will be provided from the National Sailing Club (where ambulances will be located) to Queens Road.

10 aisles will be 'set up' to the lower level from Queens Road using pedestrian barriers to enable patrons to be monitored as they access the area.

3 sets of steps leading to and from the upper level will be utilised. In addition, there is an access ramp approximately 4.5 metres wide to the upper level located at the end of the viewing area. These will be available for use by spectators. The access ramp is 'open' on the outside thus pedestrian barriers will be utilised and a 'one-way system' will be in force. In addition, 3 access aisles will be located at the entrance area leading to the upper level. These will be available on the direction of the Event Controller.

It is anticipated that each aisle will enable approximately 660 persons to access the viewing areas per hour. It is anticipated that most patrons will endeavour to access the site in a 3-hour period. These arrangements will facilitate access for approximately 20,000 in this period.

Access Arrangements

Stewards will monitor the number of spectators entering the site using clicker mechanisms. A supervisor will collate the numbers that have accessed the East Pier every 5 minutes and advise the Event Controller by radio. When the number of patrons reaches 75% of the agreed design capacity, access will be suspended, and patrons will then be admitted in batches of 50 on the direction of the Event Controller until it is considered that the safe capacity has been reached. Access will then be on a 'one in – one out' basis. Stewards using loud hailers will advise patrons in the queue of the situation. These stewards will be in radio contact with the Event Control Room.

A queuing corridor will be formed using pedestrian barriers. This will extend toward Bray and will be signed and monitored by stewards who will keep persons in the queue advised regarding the access arrangements. The PA system will also be used to provide information to persons in the queuing system.

A barrier system will be in place and stewards will endeavour to prevent persons gaining access to the rear of the East Pier.

Stewards will monitor patrons as they enter the site as to endeavour to prevent alcohol or glassware is not brought into the venue. Patrons carrying rucksacks or similar containers may be asked to open these items for inspection.

Patrons with prohibited items will be asked to discard them before being admitted to the viewing areas, bins will be provided. Patrons with dogs (other than guide dogs) will be refused admittance to the site.

Carlisle Pier

Participants and persons who are associated with the Event will be issued with wrist bands and will access Carlisle Pier via 2 aisles formed in the opening to the palisade fencing to the 'shore end' of the Pier. Persons with disability who have contacted the organisers to arrange access to a designated viewing area will also enter the Pier at these aisles.

Shoreline Viewing

There will be unrestricted access to areas of the shoreline on the 'sea side' of Queens Road.

Viewing Arrangements

East Pier

Lower Level

As previously stated a line(s) of pedestrian barriers will be placed back from the edge of the Pier on the harbour side. The barriers on the 'sea side' will be braced against 'street furniture' on the harbour where it is available, and where considered appropriate there

will be a double line triangulated at many points along its length. The barrier length will extend approximately 500 metres along the Pier to the point where the structure bends toward the harbour mouth. A 'big screen' will be located at the 'sea side' of the area facing toward the spectator areas.

This will create a viewing area approximately 450 metres long and 9.5 metres wide. The viewing area on the lower level will be approximately 4,275 square metres. Recognised guidance indicates that 2 persons per linear metre to a depth of 4 persons or 1.5 metres deep can view an event on level ground. However, given that patrons may also view the action on 'big screen' a density of 2 persons per square metre may be a more appropriate standard to utilise.

Although it is anticipated that most patrons will stand 4 deep at the barrier line, this will result in the lighter density toward the rear of the viewing space that will readily accommodate the circulation of patrons in this area.

Using a density of 2 persons per square metre this would provide viewing for approximately 8,550 patrons.

Viewing Capacity = 8,550

It is not anticipated that many patrons will stand more than 4 deep at the barrier line as their view would be impeded thus there will not be excessive pressure on the inner barrier. Should the barrier be moved or overturned there would be almost 2 metres between the spectators and the edge of the Pier. In the event of undue pressure on the barrier line the 'action' would be suspended to enable the stewards to reset the barrier lines and restore order.

Upper Level

As previously stated a line(s) of pedestrian barriers will be placed back from the edge of the Upper Level on the harbour side. The barriers will be braced against 'street furniture' on the harbour where it is available and where considered appropriate there will be a double line triangulated at many points along its length. The barrier length will extend approximately 450 metres along the Pier to the point where the structure bends toward the harbour mouth.

Signage will be provided on the wall behind the upper level stating that this area is not part of the viewing area. Stewards will endeavour to deter patrons from sitting or standing on the wall.

A 'big screen' will be located at the 'sea side' of the area facing toward the spectator area.

This will create a viewing area approximately 450 metres long and 3.5 metres wide. The viewing area on the upper level will be approximately 1,575 square metres. Recognised guidance indicates that 2 persons per linear metre to a depth of 4 persons or 1.5 metres

deep can view an event on level ground. Although patrons may also view the action on 'big screens' given the restricted width on the upper level it is deemed that in this circumstance a density of 2 persons per square metre may not be an appropriate standard to utilise.

It is anticipated that most patrons will stand 4 deep at the barrier line; this will result in a limited density toward the rear of the viewing space that will readily accommodate the circulation of patrons in this area.

Using a density of 8 persons per linear metre this would provide viewing for approximately 3,600 patrons.

Viewing Capacity = 3,600

It is not anticipated that patrons will stand more than 4 deep at the barrier lines as their view would be impeded thus there will not be excessive pressure on the barrier. Should the barrier be moved or overturned there would be 1 metre between the spectators and the edge of the upper level. In the event of undue pressure on the barrier line the 'action' would be suspended to enable the stewards to reset the barrier lines and restore order.

As stated above access to the upper level will be via sets of steps located at intervals along the length of the viewing area, plus a ramp at the 'sea end' of the viewing area. The Event Controller may also advise security personnel to admit spectators from the 'shore end' of the Pier. This should promote a reasonable distribution of spectators along the length of the upper level.

Carlisle Pier

As previously stated a line of pedestrian barriers will be placed back from the edge of the Pier on the harbour side. The barriers will be braced against 'street furniture' on the harbour where it is available and triangulated at many points along its length. The barrier length will extend approximately 150 metres along the Pier to the 'sea end' of the structure.

Given that part of the frontage will be used for structures such as the launch ramp and 'big screens' this will provide a viewing length approximately 100 metres long. Recognised guidance indicates that 2 persons per linear metre to a depth of 4 persons or 1.5 metres deep can view an event on level ground.

In addition, spectators may also view the action from the 2 modular seating units each with a viewing capacity of 240 persons.

Although the Pier is approximately 30 metres wide, craft will be 'wheeled' to the launch ramp in the area, and patrons will not be able to view the action on 'big screens', a density of 2 persons per square metre may not be an appropriate standard to utilise.

The viewing capacity of Carlisle Pier is approximately 1,000 persons. A set number of persons associated with the Event will be issued with wrist bands. General spectators may avail of any surplus in capacity.

Viewing Capacity = 1,000

A 'small screen' will be located toward the 'shore end' of the viewing area. This will display images of the 'action' to persons on the Pier who are not located on prime viewing areas.

It is anticipated that most patrons will stand 4 deep at the barrier line; this will result in the lighter density toward the rear of the viewing space that will readily accommodate the circulation of patrons in this area.

It is anticipated that patrons will either utilise the modular seating units or will stand no more than 4 deep at the barrier line as their view would be impeded thus there will not be excessive pressure on the barrier. Should the barrier be moved or overturned there would be 1 metre between the spectators and the edge of the Pier. In the event of undue pressure on the barrier line the 'action' would be suspended to enable the stewards to reset the barrier line and restore order.

Shoreline Viewing

A view of the launch ramp can be obtained from the promenade structure on the 'sea side' of Queens Road. These areas provide approximately 35 linear metres of viewing. Although metal barriers protect these areas the organisers will place an additional row of pedestrian fencing to the front of the permanent structure. Recognised guidance would indicate that 2 persons per linear metre to a depth of 4 persons could view from these areas. It is not anticipated that these numbers would increase as sightlines would be poor.

Viewing Capacity = 280

Total Viewing Capacity for the Site = 19,000

Some spectators may remain on site for the duration of the Event, however it is anticipated that others may only watch 6-7 craft 'take off' before leaving. As the duration of the Event will be more than 2 hours, there is likely to be a significant 'turnover' in patrons during the afternoon. It is anticipated that the average viewing time for the Event will be 40 – 45 minutes. This rate of 'turnover' has been experienced at Flugtag's held in Ireland in recent years. The numbers of spectators that access the site is likely to be 20,000 – 25,000.

Exiting Capacity

Patrons may leave the site at any time during the Event.

Recognised guidance indicates that the average width of a person is 0.55 metres, and that 40 persons can pass a given point on steps and 60 persons can pass a given point on flat ground.

It is anticipated that a significant number of patrons will have left the site prior to the close of the Event. Exit aisles each 2.5 metres wide to the East Pier (both upper and lower levels) and to Carlisle Pier will be maintained and signed throughout the duration of the Event. Using the criteria above, each of these exits will facilitate the passage of approximately 250 persons per minute. The exits may be widened if exit rates exceed this figure during the Event.

There will be unrestricted access/ egress to the viewing areas on the shoreline.

Given the minimal fire load to the entrances to the East Pier, and to Carlisle Pier it is not considered that it would be appropriate to discount any exit in the event of an emergency situation. Any significant fire risk would be located the 'sea end' of the Piers. It is also considered that given the limited risk an evacuation time of 10 minutes would be appropriate from this area.

Using the criteria listed above the Emergency Exiting Capacities would be as follows:

Carlisle Pier

The openings in the palisade fencing the 'shore end' of the Pier, and to the 'sea end' of the storage compound are each 5 metres wide. An access/ egress corridor will be maintained through the compound from Queens Road to the spectator area/ competition area.

The Emergency Exiting Capacity for Carlisle Pier would therefore be:

$$5 / 0.55 \times 60 \times 10 = 5,454$$

This would be well in excess of the numbers present in this area.

East Pier

Given the limited fire risk to the area the viewing areas are regarded as a place of relative safety.

Lower Level

The access route/ egress route to the Lower Level of the Pier from Queens Road is 11.8 metres wide. Access to and egress from the Pier will be maintained throughout the

Event. Again, using an evacuation time of 10 minutes the Emergency Exiting Capacity would be as follows:

$$11.8 / 0.55 \times 60 \times 10 = 12,872$$

This will be more than the numbers of spectator's present.

Upper Level

The access route/ egress route to the Upper Level of the Pier from Queens Road is approximately 4 metres wide. Access to and egress from the Pier will be maintained throughout the Event. Again, using an evacuation time of 8 minutes, the Emergency Exiting Capacity would be as follows:

$$4.5 / 0.55 \times 60 \times 10 = 4,909$$

In addition, spectators could gain access to the lower deck via the 4 sets of steps and the ramp at the 'sea end' of the viewing area.

The arrangements would provide an emergency exiting capacity more than the numbers present in the area.

Shoreline Viewing

There is relatively unrestricted access/ egress to these areas thus the emergency egress arrangements are not considered to be an issue.

Safe Capacity of the Site

The Safe Capacity of the Site is the lowest of the figures detailed above and is as follows:

Carlisle Pier: 1,000
 East Pier Upper Level: 3,600
 East Pier Lower Level: 8,550
 Shoreline Areas: 280
 Total: 13,430

In an emergency, the Event Controller, in conjunction with the Competition Manager will suspend the competition. The Emergency Controller, (see Contingency Arrangements) will consider how the site should be evacuated.

Access/ Egress for Emergency Vehicles

East Pier

The access/ egress route to and from the East Pier will be via a dedicated corridor from the National Boat Club where 3 ambulances will be located to Queens Road and onto the hospital. This area will also be utilised as the first aid facility. A marquee 6 metres x 3 metres will be in this area.

Access/ egress to the area for spectators will be suspended and given the numbers of spectators/ persons associated with the Event in this area it is not considered that access for an emergency vehicle would be an issue. There will be first aid personnel located on the Pier throughout the Event.

Carlisle Pier

The access egress route to and from Carlisle Pier will be via Queens Road. Access/ egress to the area for spectators will be suspended and given the numbers of spectators/ persons associated with the Event in this area it is not considered that access for an emergency vehicle would be an issue. There will be 3 ambulances located on the approaches to the East Pier to the front of the National Yacht Club throughout the Event. In addition, there will be mobile first aid units that will be located on each of the Piers. They will provide an initial response in the event of an injury to a spectator.

Shoreline

Access to the 'shoreline viewing area will be from Queens Road.

Traffic Restrictions

Parking in the area to the front of the Yacht Clubs will be suspended on the day of the Event. Access to this area will be restricted to vehicles authorised by the Event Management. Cones will be placed in shoulder areas to prevent vehicles parking that could lead to congestion in the area. The cones will be available should the Gardaí wish to implement traffic diversions.

Control Room

A Control Room will be in a 'Portacabin' in the area adjacent to the launch ramp on Carlisle Pier. The Event Controller or his Deputy, and the Competition Manager or his representative will remain in the Control Room always during the Event. Only authorised persons will be admitted to the room including; the Safety Advisor, First Aid/ Medical Manager, the Security Manager, representatives of the Emergency Services and Statutory Bodies, and the radio operative.

Audience Profile

It is anticipated that the Event will largely attract a youthful audience including a significant percentage of family groups. There will be extensive pre-Event publicity aimed mainly at younger people. The male/ female ratio is expected to be 50/ 50.

Patrons will not be permitted to bring alcohol onto the Event Site. It is not anticipated that rival groups will attend the Event and disorderly behaviour is not expected.

It is anticipated that many patrons will arrive before 1pm and that the average visit time will be approximately 45 minutes.

Communication Arrangements

Several groups will utilise short wave radio networks.

- The Security Manager and Stewarding Supervisors will utilise Channel 1.
- Event staff will utilise Channel 2.
- First Aid/ Medical personnel will utilise Channel 3.
- The Emergency Services will utilise Channel 4.
- Red Bull staff will utilise Channel 5.

The Event Coordinator, the Event Controller and his Deputy, and other designated key personnel will utilise Channel 6.

All significant messages will be relayed via the radio operator based in the Control Room. A record will be kept of all such messages.

Information can be relayed to the audience using the PA system and via the 'big screens' that can convey prepared messages and messages composed during the Event. In the event of an electrical problem information can be relayed to the audience using megaphones that will be issued to Stewarding Supervisors.

A mobile telephone will be available in the Control Room to provide external communication.

Signage

Signage will be provided to indicate; the area for persons with disability, exits/ emergency exits the steps to the upper level of the East Pier, advising that it is not permitted to 'cross' the barrier lines to either Pier, sanitary facilities, first aid points, the queuing area in the event of the East Pier reaching capacity, the meeting point for persons who have become detached from friends, and to advise that the wall to the rear of the East Pier is not considered as a viewing area.

Stewarding Arrangements

Stewarding personnel for the spectator areas at the Event will be supplied by Eventsec, a company with expertise in crowd management and who have experience of working at large events. They will carry out a Risk Assessment for the Event and agree provision levels with the Event Promoter to ensure the effective delivery of the Management Plan.

Personnel from Civil Defence may also be engaged to undertake crowd management arrangements and will work under the direction of the Security Manager.

The Security Manager will ensure that all stewards are properly trained, briefed and supervised. He will ensure that all stewards wear distinctive apparel and suitable communication arrangements are in place. Supervisors will keep incident reports and forward them to the Event Controller at the end of the Event.

The Provisional Stewarding Detail is listed below – The Security Manager will finalise arrangements following further discussions with stakeholder groups etc

<u>Location</u>	<u>Supervisor</u>	<u>Stewards</u>	<u>Steward Provider</u>	<u>Duties</u>
Access to Carlisle Pier	1	3	Eventsec	Prevent unauthorised access
Area around access ramp		2	Eventsec	Prevent unauthorised access
Barrier line to Carlisle Pier	1	8	Civil Defence tbc	Prevent access to edge of Pier
General Response teams to incidents on Carlisle Pier	1	3	Eventsec	Respond to incidents
Control Room		1	Eventsec	Convey radio messages, keep log
Access to East Pier	1	20	Eventsec	Monitor patrons, manage access in

				the event of capacity being reached, manage queue
Area behind East Pier	1	6	Eventsec	Prevent access to Pier, monitor toilet area
Barrier line to edge of East Pier (lower level)	3	10	Civil Defence tbc	Monitor spectators for breaches barrier lines to East Pier (lower level) and advise response teams
Teams to respond to 'breaches' of barrier lines to East Pier lower level	3	6	Eventsec	Respond to breaches of barrier lines to East Pier (lower level)
Barrier line to edge of East Pier (upper level)	3	10	Civil Defence tbc	Monitor spectators for breaches barrier lines to East Pier (upper level) and

				advise response teams
Teams to respond to 'breaches' of barrier lines to East Pier upper level	3	6	Eventsec	Respond to breaches of barrier lines to East Pier (upper level)
Teams to endeavour to prevent patrons gaining access to top of rear wall	5	10	Eventsec	Respond to persons endeavouring to gain access to top of rear wall to East Pier upper level
General Response teams to incidents on East Pier	3	9	Eventsec	Respond to incidents
Area around band stand including generator	1	2	Eventsec	Prevent unauthorised access, monitor area
Prohibited area	1	2		Prevent

to front of East Peir				unauthorised access, monitor area
'Big screen'/ toilets / vendors to 'sea end' of East Pier		2	Eventsec	Monitor spectators
Barrier lines/ area to front of Yacht Clubs	1	6	Eventsec	Prevent unauthorised access
Teams to direct patrons away from East Pier in the event of capacity being reached	2	4	Eventsec	Advise patrons that site is full at present but that it is likely that access will be permitted in 15 minutes
Reserve Team	2	8	Eventsec	As directed by Managers
Manager	2		Eventsec	Oversee stewarding arrangements

In the Event of an incident stewards will inform their supervisor immediately, assess the situation and if appropriate move patrons from the area and secure the scene. The Supervisor will radio the information to the Control Room whereupon the Event Controller will take the decision as to the actions to be taken. The incident will be recorded, and statements taken as appropriate.

Competition Arrangements

The launch ramp will be approximately 6 metres above the water level in the harbour, and the water depth in the harbour is anticipated to be a minimum 4.5 metres deep. High tide on the day of the Event is anticipated to be 4-30 PM thus the water depth will increase to approximately 8 metres during the latter stages of the Event. The sea bed is sandy to the area to the front of the launch ramp. The sea bed will be inspected by divers 4 weeks prior to the Event, and again on the day of the Event to ensure that stones or debris are not present in the 'jump zone'. A water sample will also be taken for analysis to assess the levels of microbes in the harbour water and a microbiologist will provide an opinion regarding the water quality and provide advice regarding any precautions that persons who are likely to be in the water should adopt.

As stated above, participants will be forwarded information regarding the rules of the Event, and information and advice relating to the construction of the craft. Participants will also be required to present design outlines to the organisers prior to the Event. They will be required to present their craft for inspection on the Saturday and again on the morning of the Event. Any craft considered to present an unacceptable risk to any person associated with the Event must undergo appropriate modifications or be withdrawn from the competition.

The launch ramp will be constructed by a competent contractor and properly certified. Protective 'wings' will be attached to both edges of the ramp to prevent participants falling over the sides of the structure. The underside of the front of the ramp will be fitted with ply board to prevent participants falling beneath the structure onto the supporting members.

The Competition Manager will supervise the launch arrangements. He will ensure that each participant is wearing a crash helmet and a buoyancy aid, and that participants are offered goggles, ear plugs and nose clips. He will ensure that the 'landing area' is clear of debris, and that the rescue craft are in position before any 'flying machine' is permitted to 'take off'. Arrangements will be in place with the Harbour Authorities to ensure that boats are excluded from the 'landing area'.

Several craft and waterborne personnel will be engaged to ensure the safety of participants and others associated with the Event. There will be three craft each manned by rescue personnel including a diver to rescue participants from the water. They will be trained in rescue techniques and emergency first aid. There will be two craft with personnel to remove debris from the 'landing zone' and to store it in a designated area prior removal to a refuse skip for disposal. There will be two craft each manned by rescue personnel including a diver to rescue spectators from the water should they gain access to the edge of the viewing areas and 'fall in'. There will be two craft located to the 'sea side' of the launch ramp to direct pleasure craft away from the area.

Participants or spectators removed from the water will be offered a medical examination and advised that they should avail of the showering facilities available at

the yacht club. Any injured participants will be treated on site or removed to hospital by ambulance as appropriate.

There will also be a boat for photographers and persons associated with the Event.

All waterborne personnel other than the divers will wear buoyancy aids as appropriate.

Medical/ First Aid Arrangements

Medical/ First Aid arrangements for participants and spectators will be coordinated by the Medical/ First Aid Manager who will ensure that a Risk Assessment is carried out. First Aid Points and ambulances will be located as per the Assessment. Equipment and personnel will be in place prior to the site opening on the day of the Event. Information regarding the Risk Assessment and deployment of First Aid/ Medical resources is listed in the First Aid Appendix.

The Medical/ First Aid Manager will ensure that suitable communications arrangements are in place, and that records are kept as appropriate.

Separation of Vehicular and Pedestrian Traffic

During the build and 'take down' unauthorised persons will be excluded from the work areas. Working activities involving these vehicles (other than those involving the 'teleporter' used for lifting craft onto the 'launch ramp') will be completed prior to spectators being admitted to the venue. The other vehicles will not resume working until all spectators have left the site.

Only emergency vehicles will be permitted to enter or leave the spectator areas when patrons are present.

Structural Safety

There will be several structures located in the Event Site. These will include 'big screens' and structures to support PA speakers. Arrangements will be in place to ensure that they will be protected from contact with spectators.

A ramp will be constructed off Carlisle Pier that will be used as a 'runway' for launching the 'flying machines'. It will be 30 metres long, with the deck being supported off a pontoon and will be 6 metres above the water level in the harbour and secured to the Pier. Catch wings will be built to each side to prevent participants falling during the launch procedure.

A marquee will also be located on Carlisle Pier.

A certificate will be provided confirming the structural integrity of these structures will be provided. It will detail the wind loadings for the structures. An anemometer will be provided at the Event Site and a wind management policy will be developed and implemented.

Lost Children

In the event of children becoming detached from their parent/ guardian, the procedures as adopted by Eventsec will be utilised (see Appendix). Any member of staff who becomes aware of a lost child should call for a second member of staff to act as a witness and advise the Control Room accordingly.

Catering Facilities

The food vehicles that hold a License to trade at specified 'pitches' on the East Pier will operate during the Event.

It is proposed to locate 2 additional units to the 'sea end' of the East Pier. In addition to providing refreshments to the spectators it is anticipated that they will encourage spectators to migrate to the 'sea end' of the structure. There are several food outlets trading in the adjoining areas. It is also proposed that two additional units will be located on the 'shoreline'. All the additional locations would have to be agreed with the regulatory authorities and all would have to comply with the applicable safety requirements and hygiene requirements.

Provision of Water

The Event is free with entry and re-entry permitted at any time subject to capacity. The average viewing time is likely to be 30 – 45 minutes. Water will be available for sale at the catering units located on the East Pier, there will also be free of charge water allocated to the Catering and at the First Aid points.

We will endeavour also to install some water taps that have being tested for water quality at the National Yacht Club.

Bottled water will be available on the Carlisle Pier.

Sanitary Conveniences

70 WC units will be located in the East Pier area and 15 units will be located in the Carlisle Pier area. Servicing staff will be on site during the Event.

4 'Portaloos' suitable for use by disabled persons will also be provided. Two will be located beside the 'disabled viewing area' on Carlisle Pier and the others will be located on the East Pier.

Site Build/ Takedown Arrangements

The site build/ take down arrangements will be under the direction of the Site Manager. He will ensure that the activities of the various contractors are coordinated in a safe and efficient manner. He will take advice from the Safety Advisor as appropriate.

Fork Lift Trucks will be used on site. The vehicles will have the appropriate certificates and will be driven by licensed operatives.

Electrical Safety

Electrical power to the PA system and 'big screens' will be supplied from generators. All generators and associated equipment will be secured as to prevent access by unauthorised persons. A certified contractor will install all electrical systems and circuits and these will be properly protected and suitable for their respective locations. A competent person will provide a document certifying the safety of each circuit (see Appendix). The certification will confirm that all circuits are 30 milliamp protected, all structures that could become indirectly live will be earthed and bonded, and all wiring will have an IP rating suitable for the respective locations. A qualified electrician will be on site during the build and takedown and during the Event.

Fire Safety

First Aid fire extinguishers will be provided beside all generators and beside the competition area. Arrangements will be in place to evacuate each area of the site in the event of a fire or similar emergency situation occurring at a building in the area of the site. Further information is contained in the Fire Risk Assessment.

Location	Type
Carlisle Pier Generators (4)	CO2 (4)
Carlisle Pier LPG Barbeque	Dry Powder
Carlisle Pier Marquee	CO2, Dry Powder
Carlisle Pier Cabins	CO2, Water
Carlisle Pier Fire Point	CO2, Dry Powder, Water
East Pier Generators (2)	CO2 (2)
East Pier Catering Unit (Electric only)	CO2
East Pier Catering Unit (Electric and Gas)	CO2, Dry Powder
East Pier Fire Points (2)	CO" (2), Dry Powder (2), Water (2)

Event Risk Assessment

A General Risk Assessment for the Event will be undertaken. Contractors will be required to provide a Risk Assessment specific to their activities. The Event Controller and the Safety Advisor will coordinate the safety arrangements based on the Risk Assessments provided.

Risk will be quantified as a multiple of likelihood and severity and will be in the range 1 - 25 as follows.

Likelihood

<u>Very unlikely</u>	<u>1</u>
<u>Unlikely</u>	<u>2</u>
<u>Possible</u>	<u>3</u>
<u>Likely</u>	<u>4</u>
<u>Very Likely</u>	<u>5</u>

Severity

<u>Very minor injuries</u>	<u>1</u>
<u>Minor injuries</u>	<u>2</u>
<u>Injuries</u>	<u>3</u>
<u>Major injuries</u>	<u>4</u>
<u>Very major injuries/death</u>	<u>5</u>

<u>Severity/ Probability</u>	<u>Very minor injuries</u>	<u>Minor injuries</u>	<u>Injuries</u>	<u>Major Injuries</u>	<u>Major injury</u>
<u>Very Unlikely</u>	1	2	3	4	5
<u>Unlikely</u>	2	4	6	8	10
<u>Possible</u>	3	6	9	12	15
<u>Likely</u>	4	8	12	16	20
<u>Very Likely</u>	5	10	15	20	25

Consider the risk before and after control measures have been adopted.**Before Controls are adopted.****Score** _____ **1 – 4 Do nothing.**_____ **5 – 10 Adopt Control measures.**_____ **10 – 15 Take specialist advice and adopt control measures.**_____ **16 – 19 Only do if essential and use 'permit to work' procedures.**_____ **20 – 25 Do not do.****After Controls are adopted.****Score** _____ **1 – 4 Proceed.**_____ **5 – 8 Proceed with monitoring.**_____ **9 – 15 Only do if essential and use specified procedures.**_____ **16 – 25 Do not do.****Patrons**

<u>Activity</u>	<u>Hazard</u>	<u>Who may be affected</u>	<u>Risk</u> <u>Probability x</u> <u>Severity</u>	<u>Controls</u>	<u>Responsibility</u>	<u>Revised risk</u>	<u>Review</u>
<u>Site build</u>	Use FLTs/ crane, collision/ overturning	Driver, workers, public	2x4=8	Licensed drivers certified vehicles, public excluded from the area.	Site Manager/ Contractors	1x4=4	Safety Adviser
	Manual	Workers	3x3=9	Trained staff	Site Manager/	1x3=3	Safety Adviser

	handling			supervision	Contractors		
	Electrocution	Workers	2x5=10	Trained staff, properly designed and protected circuits	Site Manager/ Electrical Contractor	1x5=5	Safety Advisor
	Falling from height	Workers	2x4=8	Trained operatives, PPE, supervision	Site Manager/ contractors	1x4=4	Safety Advisor
	Equipment falling from height	Workers	2x4=8	Trained operatives, PPE, supervision	Site Manager	1x4=4	Safety Advisor
Entrancing	Slips, trips and falls.	Patrons	2x2=4	Event conducted in daylight hours, stewarding, site design,	Event Controller	1x2=2	Safety Advisor
	Crushing	Patrons, stewards	3x2=6	Stewarding site design, expected audience profile.	Event Controller	1x2=2	Safety Advisor
	Disorder	Patrons stewards	2x4=8	Stewarding, expected audience profile, alcohol not available on site.	Event Controller	1x4=4	Safety Advisor
	Pedestrian/ vehicle collision	Patrons, stewards, drivers	2x4=8	Patrons excluded from competition area	Event Controller	1x4=4	Safety Advisor
Viewing	Slips, trips and falls.	Patrons stewards	2x2=4	Control of numbers,	Event Controller	1x2=4	Safety Advisor

				stewarding, site design, and spectator areas checked for trip hazards. Cables to be ramped			
	Crushing	Patrons stewards	3x3=9	Control of numbers, stewarding	Event Controller	2x3=6	Safety Advisor
	Disorder	Patrons stewards	3x4=12	Audience profile stewarding, alcohol not available on site	Event Controller	2x3=6	Safety Advisor
	Falling into the sea	Patrons, stewards	2x5=10	Control of numbers accessing spectator areas, provision of barrier lines, stewarding, rescue craft in water	Event Controller	1x4=4	Safety Advisor
	Falling from upper deck	Patrons, stewards	2x4=8	Control of numbers accessing spectator areas, provision of barrier lines, stewarding	Event Controller	1x4=4	Safety Advisor
	Falling from wall to rear of upper deck	Patrons, others	2x4=8	Signage advising that the area should not be utilised,	Event Controller/ security Manager	1x4=4	Safety Advisor

				stewarding			
	Alcohol abuse	Patrons	3x4=12	Alcohol not available in venue	Event Controller	1x4=4	Safety Advisor
	Electrocution	Patrons, stewards	2x5=10	All circuits properly protected and certified. Patrons excluded from production areas	Site Manager/ Electrical Contractor/ Site Manager)	1x5=5	Safety Advisor
	Injuries from structural collapse/ falling equipment.	Patrons, stewards	2x4=8	All structures properly designed, erected and certified.	Contractor/ Structural Engineer, Site Manager	1x4=4	Safety Advisor
	Cuts from glassware	Patrons, stewards	2x3=6	Glass wear prohibited from site, use of plastic containers at bar.	Event Controller	1x3=3	Safety Advisor
	Fire	Patrons, stewards, workers performers	2x5=10	Limited fire load in arena, fire extinguishers and trained operatives in vulnerable areas fire retardancy, appropriate exiting/ emergency exiting	Event Controller	1x5=5	Safety Advisor

				arrangements from the site.			
<u>Competing in Event (see Competition Risk Assessment)</u>	Falling from the ramp	Participants	2x4=8	Use of protective clothing including crash helmets, protection to the wings of the ramp	Competition Director	1x4=4	Safety Advisor
	Injuries caused by impact with the water	Participants	2x4=8	Use of protective equipment, appropriate water depth in Dock, craft suitably constructed	Competition Director	1x4=4	Safety Advisor
	Drowning	Participants – Rescue Personnel	2x5=10	Use of rescue equipment and personnel	Competition Director	1x5=5	Safety Advisor
	Contracting a water borne disease	Participants – Rescue Personnel	2x4=8	Harbour checked for water quality, use of protective equipment, showering after 'flight'	Competition Director	1x4=4	Safety Advisor
<u>Exiting</u>	Crushing	Patrons stewards	2x3=6	Stewarding, site design.	Event Controller	1x3=3	Safety Advisor
	Disorder	Patrons stewards	2x3=6	Stewarding, site design.	Event Controller	1x3=3	Safety Advisor
	Slips, trips and falls.	Patrons stewards	2x4=8	Lighting provided, stewarding	Event Controller	1x2=2	Safety Advisor

				design			
	Pedestrian/ vehicle collision	Patrons, stewards, drivers	2x4=8	Vehicles nor permitted onto site until patrons have vacated area	Event Controller), Race Director	1x4=4	Safety Advisor

Contingency Plan

An Emergency is defined as an incident or situation that is or has the potential to cause injury or death, or damage to property or the environment that cannot be managed using existing procedures and resources.

There are three types of Emergency:

Internal; situations that arise as a result of a systems failure within the premises, i.e. a structural collapse, or gross disorder at an event.

External; situations that arise from a systems failure outside of the premises, i.e. a gas leakage in the area or a fire in neighbouring property that impacts on the Dun Laoghaire site.

Generic; situations that arise as a result of widespread circumstances, i.e. prolonged rain resulting in widespread flooding, or high winds in the Dublin area.

It is not possible to predict every potential emergency situation, however a number of procedures have been implemented to respond to the threat of a major incident and to commence with the recovery process if required.

There are three stages to an Emergency Situation:

Incubation Stage; the period prior to the incident. The organisation should take steps to prevent the accident occurring or to reduce its impact, i.e. providing fire extinguishers, or inspecting and strengthening structures as appropriate.

Response Stage; effectively addressing the damage/ injuries caused by the incident, i.e. suitable planning and communication systems.

Recovery Stage; resuming business with minimal disruption, i.e. suitable backup records, suitable equipment replacement strategies.

Key Personnel

Emergency Controller

The Event Controller is Willie Wade he or his deputy will remain in the Event Control Room at all times during the Event. He will be in radio contact with the Control Room at all times during the Event. In the event of a situation that cannot be managed using the systems and resources as detailed in the Management Plan he, after consulting with a Senior Garda Officer (if present) will declare an Emergency situation. If a Senior Garda Officer is present he/ she will assume control of the site and Event staff will act in support of and under his/ her direction.

In the absence of a Senior Garda Officer on site, the Event Controller will assume the role of Emergency Controller until their arrival on site.

He will contact the Garda by telephone advise them of the situation and establish the access route onto the site that the emergency services will utilise. He will arrange for a member of her staff to meet the emergency services accordingly to brief them on the situation.

In the period prior to the arrival of the emergency services he may decide to suspend or cancel the entertainment and/ or evacuate the site or part of the site.

Deputy Emergency Controller

The Deputy Event Manager is Paul Scott; in the event of an emergency situation he will act in support of and take directions from the Senior Officer. In the absence of a Senior Police Officer on site and until their arrival, he will assume the role of Deputy Emergency Controller. During the Event he will remain in the Control Room when the Event Controller is monitoring the Site and will remain in radio contact with the Control Room at all other times.

Radio Operative

The Radio Operative will convey information and keep a record of significant messages/ decisions either during the normal running of the Event and in an Emergency Situation.

Emergency Control Room

The Event Control Room located on Carlisle Pier will act as the Emergency Control Room in an Emergency Situation. The room will be fitted with telephone, maps of the Event Site and the immediate area and have lists of the contact details of the Emergency Services and utilities readily available. An inventory of those individuals issued with radios, the mobile telephone numbers of stewarding supervisors and Production personnel, and the contact details of relevant external organisations will be maintained. In addition to the Emergency Controller (or his Deputy), the room will be manned by a Radio Operative. Non-essential personnel will be excluded from the room particularly during an Emergency Situation.

Communication Arrangements

Inter Agency Communications within the Event Control Room/ Emergency Control Room

The Event Controller (or their Deputy), a representative of the Medical/ First Aid Manager, and a Radio Operative from the Security Provider will be present in the Control Room. In addition a representative of the Police, a representative of the Harbour Authority, a representative of the Fire Service, and a representative of the Health Board will be invited to be present at this location. This will enable a multi-agency approach to be adopted in the event of an emergency situation.

Arrangements for communication between the Control Room and Key Personnel

Radios

Key personnel will be issued with UHF radios and trained in their use. A list of persons issued with radios will be kept in the Event Control Room/ Emergency Control Room. Channel 1 will be the Event/ Emergency Channel and all communications should be directed via the Control Room. Stewards or others not in possession of a radio will be advised of the location of their supervisor who will be in possession of a radio and will be located in their general area.

A temporary multi-channel UHF Radio system will be installed for the event. The UHF Radio channels will be licenced by Comreg and will be subject to their terms and conditions* the Radio System will be live on site from Thursday May 17th. Mobile base units will be installed in the Event Control for use by the Event controller, Medical controller, Security Manager who will be responsible for monitoring their respective channels. Other radio channels will be available for event services which will be agreed then listed on the Event Radio channel guide prior to the event. All radio channels in the control room will be available to the emergency services if required.

*Comreg business radio licencing terms and conditions are available to view on their web site comreg.ie

Mobile Telephones

The mobile telephone numbers of Key Personnel will be held in the Control Room/ Emergency Control Room. Key Personnel will be issued with the telephone number of the Event Control Room/ Emergency Control Room.

Communication Arrangements between the Event Control Room/ Emergency Control Room and External Organisations

A list of the telephone numbers of external organisations who are likely to be able to provide information or assistance regarding the running of the Event or in an emergency situation will be kept in the Event Control Room/ Emergency Control Room.

Communication Arrangements between the Event Control Room/ Emergency Control Room and Patrons

Information can be conveyed to the audience from the Control Room/ Emergency Control Room via the PA system (arrangements are detailed below), via the 'big screens' (arrangements are detailed below), or if either of these systems fail via loud hailers that will be kept in the location. Patrons could only communicate with the Control Room/ Emergency Control Room by speaking to a steward who in turn would speak to their supervisor who in turn would radio the facility.

Reporting an Incident

Stewards and other personnel should report any accident, incident or unusual occurrence that they observe or have been made aware of their supervisor who in turn should report it discreetly to the Control Room using the radio network or by telephone. Messages should be concise and delivered in a calm manner. Information may also be conveyed directly to the Control Room by the public, or via a telephone call. The Event Controller will deal with the situation accordingly.

Alternatively information could be received via another source e.g. a telephoned message to an outside agency. Again the Event Controller will deal with the situation accordingly.

Declaring an Emergency

Incidents conveyed to the Control Room will generally be addressed using normal procedures. Should the normal procedures prove to be inadequate, the Event Controller (or his Deputy) will assume the role of Emergency Controller and an Emergency Situation will be declared. Control will pass to the Senior Police Officer (if present), and the Event Controller and his staff will act in their support as directed. The Radio Operative will record all significant messages and decisions.

In the absence on site of a Senior Police Officer, the Event Controller will assume the role of Emergency Controller until a Senior Police Officer arrives on site. He will contact Police and arrange for them to be met on their arrival and to be briefed of the situation.

Modes of Operation

There are three modes of operation for the Events:

Green signifies that there is no particular problem and activities proceed as normal.

Amber signifies that there is a potential problem and staff should adopt a state of high alert.

Red signifies that a problem has been identified and specific instructions in response will be issued such as evacuating a particular area.

Communication Arrangements (from the Emergency Control Room)

In an Emergency Situation information and instructions will be issued to stewards and key staff from the Emergency Control Room. Information will be relayed via the radio network or mobile phone. Message recipients should behave in a discreet manner when receiving and acting upon the information. They should convey the information (as appropriate) to other staff under their control or in the vicinity. Specific instructions may be issued such as to monitor a particular area or open a particular exit gate in preparation for an evacuation.

It may also be appropriate to issue information to external organisations such as the Fire Service. This will be under the direction of the Emergency Controller.

An announcement informing the public of the Emergency situation and the actions to be taken will then be broadcast.

The Stage Manager will be advised of the situation and may be instructed to convey the information to the audience via the PA system. The MC will have discussed the procedure with the Competition Controller and the personnel involved with launch ramp. There will be a prepared form of words although the content may vary under the direction of the Emergency Controller or the Senior Garda Officer.

Draft Form of Words:

Ladies and Gentlemen due to an unforeseen incident the Event has had to be suspended/ cancelled.

A Please remain calm until the situation is remedied – we will keep you updated regarding this matter.

B Please leave the venue as directed by the stewards...

Please leave the site in a calm manner and follow the directions of the stewards.

In the event of the public address system not being available for use information will be conveyed using loud hailers that will be stored in the Event Control Room/ Emergency Control Room.

Similar text will be prepared for display on the 'big screens' though this may be altered on the Direction of the Emergency Controller or Senior Police Officer. The MC will arrange for this information to be displayed on the 'big screens'.

Actions to be taken on receiving an Emergency Communication

On receiving a message relayed to a supervisor etc by radio or telephone or the coded message over the public address system, operatives will perform specific tasks as directed or monitor their area and convey their findings to the Control Room/ Emergency Control Room accordingly. They will also ensure that exits are available for use. Actions should be performed in a calm and discreet manner and unless specifically instructed non-authorised persons should not be advised of the problem.

Should the potential incident not materialise staff should revert to their normal work mode. Should however the Event Controller declare that an Emergency Situation has developed staff should follow instructions issued from the Emergency Control Room. They should not undertake any additional actions unless they receive authorisation from the Emergency Control Room, as they may not have a comprehensive overview of the situation. Duties should be performed in a calm and efficient manner. Staff should remain at their post until specifically 'stood down' unless they are in personal danger. In the event of the Police assuming control of the situation they will act in support of the Emergency Services. Personnel should participate in a debriefing session after the Emergency Situation has been addressed.

Media Communications

All communications with the media will be handled by the Emergency Controller or someone who has been specifically authorised to undertake this duty. On no account should any person not specifically authorised by the Event Promoter communicate with the media on matters relating to an incident.

APPENDIX 2 – KEY CONTACTS

- Event Coordinator - Red Bull -Eamonn Seoige **086 7988508**
- Event Co-ordinator – Green Means Go Ltd – Nigel Cleary **086 9681873**
- Red Bull Communications – Colm O Riagáin **086 804 9383**
- Dun Laoghaire Harbour – Tim Ryan **-087 1228576**
- Event Controller Willie Wade **086 2537764**

- Health and Safety Manager Paul Scott - 0044 7713684703
- Competition Director - Clodagh McCann – 087 1358803
- Site Manager Nigel Cleary –086 9681873
- Water Safety - Jimmy Murray – 087 2054045
- Security Manager Andrew Murphy -044 7788758305
- Medical/ First Aid Manager Des Wade – 087 9880967
- Structures – Nigel Gallagher -087 2570396
- Big Screens – Hamlet Sweeney -0876320978
- Site Electrician Liam Nevin 086 2555565

APPENDIX 3 – Medical Plan

See attached

APPENDIX 4 – Maps

Carlisle Pier - 001

Complete Event Site 002