

Copy of Corporate risk Register

May 2020 Entry

New (30)	The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea.	Claire Hughes	The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing	20 (5 x 4)	4 (2 x 2)	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <p>PIOS</p> <p>Public Interest/Operational Sensitivity</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and</p>	<ul style="list-style-type: none"> Participate as an observer in the UK Border Force Exercise to be held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal impacts on current international conventions which HM Coastguard operate. Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	9 (3x3)
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No	Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
			the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			regular intelligence-led patrols by our planes may be our contribution. Provision of other SAR resources in the South East England area to respond to migrant activity considered. All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.		

Extract from Corp Risk Register June 2020

14	The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels	Claire Hughes	ew. The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an	20 (5 x 4)	4 (2 x 2)	HM Coastguard has already made available its fixed wing planes to identify migrants. PIOS Public Interest/Operational Sensitivity	<ul style="list-style-type: none"> Participate as an observer in the UK Border Force Exercise held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal 	9 (3x3)
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No	Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
	carrying migrants to the French coast presents a very significant risk to the safety of life at sea.		intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			<p>Public Interest/Operational Sensitivity</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South-East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>impacts on current international conventions which HM Coastguard operate.</p> <ul style="list-style-type: none"> Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	

Extracts from Corp Risk Register July 2020

<p>The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea.</p>	<p>Claire Hughes</p>	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants. PIOS</p> <p>Public Interest/Operational Sensitivity</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South-East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<ul style="list-style-type: none"> Border Force Exercise completed and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea and PIOS. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. Participate as an observer in the UK Border Force Exercise held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal impacts on current international conventions which HM Coastguard operate. Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	<p>9 (3x3)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
		obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.					

Extracts From Aug 2020

<p>The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea.</p>	<p>Claire Hughes</p>	<p>ew. The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <div style="border: 1px dashed black; padding: 10px; text-align: center;"> <h1>PIOS</h1> </div> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South-East England area to respond to migrant activity considered.</p>	<ul style="list-style-type: none"> Border Force Exercise completed and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea PIOS Work continues to PIOS understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. Participate as an observer in the UK Border Force Exercise held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal impacts on current international conventions which HM Coastguard operate. Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. 	<p>9 (3x3)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
		the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.	<ul style="list-style-type: none"> Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	

Extract from Corp Risk Register Sept 2020

The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea.	Claire Hughes	The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds	20 (5 x 4)	4 (2 x 2)	<p>HM Coastguard has already made available its fixed wing planes to identify migrants PIOS</p> <p>Public Interest/Operational Sensitivity</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to</p>	<ul style="list-style-type: none"> Work has continued with UK Border Force on the policy updates incidents in the English Channel using international SAR definitions for incidents and determining <u>when SAR action can be terminated</u> LPP Further exercises will be planned in September (weather dependent) with UK Border Force and the RNLI. Home Office meetings attended <u>weekly</u> and we continue to provide feedback on any documents <u>etc</u>, as required. High incident numbers are being seen daily with unprecedented levels of migrants being recovered to the UK. We are continuing to work with UKBF on options for at sea returns. We attended a UKBF workshop with the MOD, considering the use of <u>MOD assets in the English Channel</u>. LPP LPP Exercises are being planned between HMCG and UKBF for w/c 17 August 2020 to consider scenarios, and if they are determined to be SAR or 	9 (3x3)
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		<p>on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.</p>			<p>respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>enforcement response – LPP</p> <p>LPP Home Sec visited Dover CGOC on 10 August. We are also exploring options for UKBF to co-locate at Dover CGOC, with a view to assist their operation and to improve inter-operability with HMCG</p> <ul style="list-style-type: none"> • Border Force Exercise completed and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea and PIOS • PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. • Participate as an observer in the UK Border Force Exercise held on 20 May 2020 • Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward LPP <p style="text-align: center;">LPP</p> <ul style="list-style-type: none"> • Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. • Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	

Extract from Corp Risk Register Oct 2020

<p>The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on board I</p>	<p>Claire Hughes</p>	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <div style="border: 1px dashed black; padding: 5px; text-align: center;"> <p>PIOS</p> <h1 style="margin: 0;">PIOS</h1> </div> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<ul style="list-style-type: none"> Table-Top exercise completed at Dover with HM Coastguard, UK Border Force, RNLI and members of Clandestine Threat team, to assess the viability of terminating SAR when appropriate. Final revision of draft policy amended and LPP LPP Awaiting response on validity or proposed change. UKBF continue to exercise at sea options for returns, HMCG continue to comment when appropriate for SAR. Work has continued with UK Border Force on the policy updates incidents in the English Channel using international SAR definitions for incidents and determining when SAR action can be terminated. LPP LPP Further exercises will be planned in September (weather dependent) with UK Border Force and the RNLI. Home Office meetings attended weekly and we continue to provide feedback on any documents etc as required. High incident numbers are being seen daily with unprecedented levels of migrants being recovered to the UK. We are continuing to work with UKBF on options for at sea returns. We attended a UKBF workshop with the MOD, considering the use of MOD assets in the English Channel. LPP <div style="border: 1px dashed black; padding: 5px; text-align: center;"> <p>LPP</p> </div> <p>LPP Exercises are being planned between HMCG and UKBF for w/c 17 August 2020 to consider scenarios, and if they are determined to be SAR or enforcement response. LPP</p> <p>LPP Home Sec visited Dover CGOC on 10 August.</p>	<p>9 (3x3)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
		Transport to account for the actions of Government in this situation and not the Home Secretary.				<p>We are also exploring options for UKBF to co-locate at Dover CGOC, with a view to assist their operation and to improve inter-operability with HMCG</p> <ul style="list-style-type: none"> • Border Force Exercise <u>completed</u> and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea and PIOS. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. • Exercise completed and feedback submitted from MCA on the use of the proposed tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. • Participate as an observer in the UK Border Force Exercise held on 20 May 2020 • Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal impacts on current international conventions which HM Coastguard operate. 	

Extract from Corp Risk Register Nov 2020

<p>The unilateral use of force by <u>Home</u> Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at</p>	<p>Claire Hughes</p>	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants:</p> <p style="text-align: center;">PIOS</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be</p>	<ul style="list-style-type: none"> Home Office have convened two panel groups to assess the possibility of undertaking enforcement action in the Channel to prevent migrant boats getting to the UK. MCA are represented and continue to comment in line with SOLAS and SAR when appropriate. LPP A number of questions have been expressed around operating within the Traffic Separation Scheme and looking to "push back" migrant vessels into French waters – this work is ongoing. Table-Top exercise completed at Dover with HM Coastguard, UK Border Force, 	<p>9 (3x3)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
<p>sea. HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those <u>on-board</u> </p>		<p>coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for <u>Transport</u> and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.</p>			<p>supportive to <u>Home</u> Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the <u>South-East</u> England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p><u>RNLI</u> and members of Clandestine Threat team, to assess the viability of terminating SAR when appropriate. Final revision of draft policy amended and <u>LPP</u></p> <p><u>LPP</u> <u>LPP</u> UKBF continue to exercise at sea options for returns, HMCG continue to comment when appropriate for SAR.</p> <ul style="list-style-type: none"> Work has continued with UK Border Force on the policy updates incidents in the English Channel using international SAR definitions for incidents and determining when SAR action can be terminated. <u>LPP</u> High incident numbers are being seen daily with unprecedented levels of migrants being recovered to the UK. We are continuing to work with UKBF on options for at sea returns. We attended a UKBF workshop with the MOD, considering the use of <u>MOD assets in the English Channel.</u> <u>LPP</u> <p>LPP</p> <p><u>LPP</u> Exercises are being planned between HMCG and UKBF for w/c 17 August 2020 to consider scenarios, and if they are determined to be SAR or enforcement response. <u>LPP</u></p> <p><u>LPP</u> Home Sec visited Dover CGOC on 10 August. We are also exploring options for UKBF to co-locate at Dover CGOC, with a view to assist their operation and to improve inter-operability with HMCG</p>	

Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
						<ul style="list-style-type: none"> Border Force Exercise <u>completed</u> and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. Exercise completed and feedback submitted from MCA on the use of the proposed tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. Participate as an observer in the UK Border Force Exercise held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward to include any legal impacts on current international conventions which HM Coastguard operate. <p style="text-align: center; border: 1px dashed black; padding: 5px;">PIOS</p>	

Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
						<ul style="list-style-type: none"> law enforcement before transit across the Channel is attempted. Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	

Extract from Corp Risk Register December 2020

<p>The unilateral use of force by <u>Home Office</u> law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home</p>	Claire Hughes	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions</p>	20 (5 x 4)	4 (2 x 2)	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <div style="border: 1px dashed black; padding: 10px; text-align: center; font-size: 2em; font-weight: bold;">PIOS</div> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to <u>Home Office</u> colleagues given the pressure this issue presents but we cannot support</p>	<ul style="list-style-type: none"> Meeting with the Minister completed, and a submission sent to the Secretary of State. <div style="border: 1px dashed black; padding: 10px; text-align: center; font-size: 2em; font-weight: bold;">LPP</div> <p>Meetings with the Home Office and UK Border Force continue and LPP will understand what tactics the Home Office will look to implement in the English Channel. HM Coastguard are reviewing their protocols for dealing with small boats incidents, this will include a revision to the protocol drafted in the summer on the possible termination of SAR operations, but the revision will include the need to determine if the vessel will make shore</p>	20 (5x4)
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on-board		being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			<p>actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South-East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>safely which may be impossible to do, resulting in an impasse between MCA and UK Border Force. The advice from</p> <p>LPP</p> <ul style="list-style-type: none"> Minister brief has been provided which has been supported. The brief included an update of possible new tactics being explored by the Home Office to facilitate returns at sea by the end of this year, and LPP LPP meeting with the Minister will now be programmed hopefully during w/c 23 November with a subsequent brief to be provided to the Secretary of State. HM Coastguard continue to liaise in working groups and meetings with colleagues from Home Office, UK Border Force, DfT and FCDO, providing feedback when necessary on any impact to the SAR response to incidents/proposed tactics. Home Office have convened two panel groups to assess the possibility of undertaking enforcement action in the Channel to prevent migrant boats getting to the UK. MCA are represented and continue to comment in line with SQLAS and SAR when appropriate. LPP <p>LPP</p> <p>LPP A number of questions have been expressed around operating within the Traffic Separation Scheme and looking to "push back" migrant vessels into French waters – this work is ongoing.</p> <ul style="list-style-type: none"> Table-Top exercise completed at Dover with HM Coastguard, UK Border Force, RNLi and members of Clandestine Threat team, to assess the viability of terminating SAR when appropriate. Final revision of draft policy amended and LPP <p>LPP awaiting response on validity</p>	

Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
						<p>of proposed change. UKBF continue to exercise at sea options for returns. HMCG continue to comment when appropriate for SAR.</p> <ul style="list-style-type: none"> Work has continued with UK Border Force on the policy updates incidents in the English Channel using international SAR definitions for incidents and determining when SAR action can be terminated. LPP Further exercises will be planned in September (weather dependent) with UK Border Force and the RNLI. Home Office meetings attended <u>weekly</u> and we continue to provide feedback on any documents <u>etc</u>, as required. High incident numbers are being seen daily with unprecedented levels of migrants being recovered to the UK. We are continuing to work with UKBF on options for at sea returns. We attended a UKBF workshop with the MOD, considering the use of MOD assets in the English Channel. LPP LPP Exercises are being planned between HMCG and UKBF for w/c 17 August 2020 to consider scenarios, and if they are determined to be SAR or enforcement response. LPP Home Sec visited Dover CGOC on 10 August. We are also exploring options for UKBF to co-locate at Dover CGOC, with a view to assist their operation and to improve inter-operability with HMCG Border Force Exercise <u>completed</u> and feedback submitted from MCA on the use of the proposed Border Force tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the 	

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						<p>Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea and</p> <p>PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August.</p> <ul style="list-style-type: none"> Exercise completed and feedback submitted from MCA on the use of the proposed tactics. HMCG continue to liaise with UK Border Force on potential changes to Search and Rescue Response in the Channel from UK Border Force. The MCA plane continues to support joint operations in identifying potential migrant vessels both at sea. PIOS Work continues to understand the capability and potential use of the information to prevent crossings. This work will continue throughout August. Participate as an observer in the UK Border Force Exercise held on 20 May 2020 Review the outcomes of the exercise and determine the impact on HMCG operating procedures and responsibilities for Migrant Incidents going forward. <p>LPP</p> <ul style="list-style-type: none"> Present recent outputs from aerial surveillance patrols and argue that better more focused intelligence-led deployment could aid the deployment of law enforcement before transit across the Channel is attempted. Argue that the HM Coastguard should lead on the lifesaving element of this risk. 	

Extract from Corp Risk Register January 2021

<p>The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home Office and UK Border Force</p>	<p>Claire Hughes</p>	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <p style="text-align: center;">PIOS</p> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our</p>	<p style="text-align: center;">LPP</p>	<p>20 (5x4)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on-board		situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			<p>colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South-East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>		

Extract from Corp Risk Register February 2021

<p>The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on board</p>	<p>Claire Hughes</p>	<p>The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life</p>	<p>20 (5 x 4)</p>	<p>4 (2 x 2)</p>	<p>HM Coastguard has already made available its fixed wing planes to identify migrants</p> <div style="border: 1px dashed black; padding: 10px; text-align: center;"> <p>PIOS</p> <h1>PIOS</h1> </div> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>•</p> <div style="border: 1px dashed black; padding: 5px;"> <p>LPP</p> <p>LPP</p> </div> <p>Home Office are likely to have meetings this week with Home Office Ministers to understand next steps and direction of travel for 2021. Home Office Expert and Scrutiny Panels are sitting in February to review incidents which have taken place since December to assess if any could be considered as not SAR. We have attended the meetings and made it clear that the draft protocol which was worked on last summer remains as draft. LPP and is not being considered at this time. HM Coastguard also does not accept the use of proposed enforcement tactics as a SAR response. Meetings continue on a weekly basis with Home Office, Clandestine Threats, FGDQ, DfT and MCA. LPP</p> <div style="border: 1px dashed black; padding: 10px; text-align: center;"> <p>LPP</p> </div>	<p>20 (5x4)</p>
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
		would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.				LPP	

Extract from Corp Risk Register March 2021

The unilateral use of force by Home Office law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea.	Claire Hughes	The interdiction of overloaded and fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for	20 (5 x 4)	4 (2 x 2)	HM Coastguard has already made available its fixed wing planes to identify migrants PIOS	LPP	20 (5x4)
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on board		HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.			<p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>		

Extract from Corp Risk Register April 2021

The unilateral use of force by Home Office law enforcement bodies to deter, disable	Claire Hughes	The interdiction of overloaded and fundamentally unsafe small boats carrying	20 (5 x 4)	4 (2 x 2)	<p>HM Coastguard has already made available its fixed wing planes to identify migrants!</p> <p>PIOS</p> <p>PIOS</p>	• LPP	20 (5x4)
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
<p>or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on board</p>		<p>migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this situation and not the Home Secretary.</p>			<h1>PIOS</h1> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>LPP</p> <ul style="list-style-type: none"> On 18 March the Secretary for State gave a clear steer to MCA and DfT Officials that we needed to do all that we could to support the Home Office being able to turnaround migrants to France. HM Coastguard have four possible scenarios that we could put forward that do not sign us up to the at sea return tactics suggested by Border Force nor compromises the integrity of our operational responsibilities. Those proposals are being worked up and LPP HMCG will meet with the Clandestine Threat Commander in April to discuss our proposals. Chief Executive along with DfT will seek an informal meeting with the Minister in April to discuss the latest position. 	

Extract from Corp Risk Register May 2021

The unilateral use of force by Home Office	Claire Hughes	The interdiction of overloaded and	20 (5 x 4)	4 (2 x 2)	HM Coastguard has already made available its fixed wing planes to	LPP	20 (5x4)
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Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
law enforcement bodies to deter, disable or return vessels carrying migrants to the French coast presents a very significant risk to the safety of life at sea. HMCG expert view of the Home Office and UK Border Force might consider the use of force to disable vessels carrying migrants to prevent them leaving French Waters and entering the UK territorial waters or UK SAR Region in order to protect those on board		fundamentally unsafe small boats carrying migrants who are rarely found to be wearing any lifesaving equipment presents an intolerable risk for HM Coastguard in its role in preventing the loss of life at sea. HM Coastguard has for many decades protected life on our coasts, in UK waters and beyond. The interventionist actions being discussed by the Home Office in situations where migrants are crossing the English Channel is entirely contradictory to Government policy that the MCA upholds on behalf of the Department for Transport and which is drawn down from the 1979 Convention on Search and Rescue amongst other Conventions. In addition to the obvious tragedy a significant loss of life would present, it would be the responsibility for the Secretary of State for Transport to account for the actions of Government in this			<p>identify migrants! PIOS</p> <div style="border: 2px solid black; padding: 10px; text-align: center;"> <h1>PIOS</h1> </div> <p>HM Coastguard has participated in Workshop meetings chaired by UK Border Force to discuss the tactics and possible impacts they might present. We are trying to be supportive to Home Office colleagues given the pressure this issue presents but we cannot support actions which endanger life. We must find another way to support our colleagues in the Home Office and regular intelligence-led patrols by our planes may be our contribution.</p> <p>Provision of other SAR resources in the South East England area to respond to migrant activity considered.</p> <p>All SAR conventions and regulations have been reviewed by DfT / Home Office Legal Departments with HMCG Relevant briefings delivered to DfT, DG, Minister on HMCG position and responsibility for SAR response in the UK SAR Region.</p>	<p>LPP</p> <ul style="list-style-type: none"> HM Coastguard have four possible scenarios that we could put forward that do not sign us up to the at sea return tactics suggested by Border Force nor compromises the integrity of our operational responsibilities. Those proposals are being worked up. LPP HMCG have met the Clandestine Threat Commander and presented our proposals. We have been asked to pause on those currently. 	

Risk	Exec Owner	Consequence	Unmitigated score (prob x cons)	Target Score	Mitigations	Actions (including owner and target date)	Current score
		situation and not the Home Secretary.					

Extract from Corp Risk Register November 2021

<p>NEW RISK:</p> <p>HMCG may become overwhelmed due to unquantifiable levels of migrant channel crossing activity occurring during periods of good weather</p>	Claire Hughes	Loss of life, resulting in reputational damage, and possible legal challenge.	20 (5x4)	9 (3x3)	<ul style="list-style-type: none"> On-site SAR mission coordinators to aid with situational awareness. Utilising forecasting intelligence with Clandestine Threat Command to ensure adequate staffing, air and surface assets on expected high traffic days. New dedicated migrant commander in place. Standard operating procedures for migrants have been reviewed and exercised. New migrant operational cell (an increase of 24 staff at Dover) will be operational 31st March 2022. 	<ul style="list-style-type: none"> Increased staffing at Dover will be actioned by 31st March 2022. Reassess use of air assets in the English Channel. Meeting to discuss with Bristow 8th November. Consider relocating Bristow drone and operator to Dover, date as above. Explore options for Search and Rescue surface units for next summer to relieve pressure on RNLI & Border Force. Discussions with Clandestine Threat Command occurred 29th October. Estate works to re-organise building for additional staffing and rectify vulnerabilities in infrastructure-works commenced November. 	16 (4x4)
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Extract from Corp Risk Register Dec 2021

<p>HMCG may become overwhelmed due to unquantifiable levels of migrant channel crossing activity occurring during periods of good weather</p>	<p>Claire Hughes</p>	<p>Loss of life, resulting in reputational damage, and possible legal challenge.</p>	<p>20 (5x4)</p>	<p>9 (3x3)</p>	<ul style="list-style-type: none"> On-site SAR mission coordinators to aid with situational awareness. Utilising forecasting intelligence with Clandestine Threat Command to ensure adequate staffing, air and surface assets on expected high traffic days. New dedicated migrant commander in place. Standard operating procedures for migrants have been reviewed and exercised. New migrant operational cell (an increase of 24 staff at Dover) will be operational 31st March 2022. 	<ul style="list-style-type: none"> Increased staffing at Dover will be actioned by 31st March 2022. Temporary agency workers are being recruited to answer 999 calls at Dover MRCC, they will be in place <u>mid-January</u> 2022. <p>Reassess use of air assets in the English Channel. Meeting to discuss with Bristow 8th November. Bristow have presented a favourable operational air solution which is currently going through contractual and pricing discussion.</p> <ul style="list-style-type: none"> Drone has been moved to Lydd and will be operational before end of December 2021. Explore options for Search and Rescue surface units for next summer to relieve pressure on RNLI & Border Force. Discussions with Clandestine Threat Command occurred 29th October. 	<p>16 (4x4)</p>
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					<ul style="list-style-type: none"> • An operational tabletop exercise will take place on 2nd December with HMCG, RNLI, Border Force, Clandestine Threat and Coastguard volunteers to test prolonged asset utilisation in the Channel and what subsequent assets may be required. • Estate works to re-organise building for additional staffing and rectify vulnerabilities in infrastructure-works commenced November. • Submission to the Minister with regards our proposal for additional aerial assets. Minister said he was grateful to the MCA for proactively thinking of this and taking action. • DFT have also been sighted on this approval and a light touch business case for consideration at the next investment board, expected January 2022. • Following the multi-agency tabletop exercise, surface assets operational requirements are now being considered by HMCG, RNLI and Border Force. • Land based radar being explored to enhance mobile phone detection. 	
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