

Compliance Presentation, Ten Tors 2017 Briefing, October 8th 2016

Good morning – my name is Andy Waters and I have ten minutes to tell you about the Compliance Monitoring process both during the training phase and the Challenge itself. My comments regarding the training phase apply both to Ten Tors and Jubilee Challenge training but the Event comments apply only to TT participants.

I want to divide what I have to say into five short sections:

Who the Compliance Monitoring team are;

What we do in the training phase;

Issues of non-compliance in training for the 2016 Ten Tors Challenge;

What we do during the Event;

Issues of non-compliance during the Ten Tors Challenge 2016.

Who are the CMT? I act as coordinator for 18 highly experienced people, in the main current or ex-TMs, or military personnel with considerable experience of training groups on Dartmoor. Our task is to help teams and TMs to follow the guidance laid down for the training which takes place on Dartmoor, in particular on the North Moor. We operate from February 1st to the end of April, although we may start a couple of weeks earlier this year. Every week during this phase TT HQ sends me a breakdown of all the teams who have registered to train, and I try to match these areas up with the CM team members who are either out with their own teams, or willing to be deployed by me.

What do we do? On meeting up with a team or a TM, CM will identify themselves with an Army-issued id card, and then ask the team a few questions. Typically we might ask;

To see identification panels both on rucsacs and in minibuses;

To see Green Cards, and to see if team members are familiar with the content;

To see maps with the RBNAs marked on them;

To see a route card, with escape routes marked, and for the team to be confident in indicating where they are.

We will also check that the team are appropriately kitted out for the weather, are in good spirits and not suffering from any problems, are eating and drinking ok, carrying out their rubbish, and are aware of such issues as closing gates behind them, road walking and so forth.

CMs also keep an eye on things like minibus parking, communicating with farmers and landowners who may have had a problem with teams (often with gates or litter...), or other matters which TT HQ would like addressed by someone on the ground.

The individual CMs will report to me on the teams they have met up with and highlight any issues of non-compliance; I log these and report to TT HQ on a weekly basis. HQ might then contact you as TM in the event of a serious or dangerous issue of non-compliance.

Our aim is to be approachable, friendly and supportive – we can give advice and would try to help resolve a problem if needed, but we are NOT responsible for your teams in any circumstances; most CMs have their own team(s) to manage as well as working for the benefit of the organization.

Non-Compliance in the 2016 training phase

Between February and April 2016 my team and I covered twelve weekends, spending a total of 123 days on Dartmoor at an average of seven days each.

CM team made a total of 610 KNOWN contacts with teams – I have no doubt the figure is higher than this, as some CMs did not report contacts with fully compliant teams. This is an average of at least 5 contacts for each day a CM was out.

133 separate issues of non-compliance were reported in to me – this is about 20% of the teams with whom contact was made – so in other words we saw 80% compliance, which I think is pretty good. However, for the first month this was nearer 55%, improving to nearly 90% by the end of April – a good indication of the teams learning their trade, anticipating a check and being well prepared for it.

Main areas of non-compliance – these are the things you need to pay particular attention to for 2017!

‘Not recorded as training’. These fell into several categories: 1) Those who had simply failed to send in training information, either outline or weekend detail; 2) Those who had sent in outline training plans but either failed to send on weekend detail, ***or were ignorant of the need to do so***; 3) Those who had sent in outline training but whose weekend detail arrived too late, or was inaccurate.

Failures in identification. Of these, half were teams who were not showing rucksack Estb id panels, and half were minibuses known to be on Ten Tors business but without vehicle Estb id. There were without doubt other unmarked\hire buses which were on TT business....

Minibus parking issues. There were four key problem areas: Postbridge Car Park, where the situation improved greatly as the season progressed and TMs remembered to park at Bellever FC; Row Tor/East Okement OP, where the situation improved somewhat when OC was open for parking; Warren House Inn, where roadside parking was a nuisance on a couple of occasions; and finally Lane End, where the situation got progressively WORSE as the season continued. This was exacerbated by the failure to open the gates to the WWY Butts on the last two days.

RBNA concerns accounted for 10% of non-compliance. There was a number of cases of witnessed incursions into RBNAs, and nine cases of teams either having no RBNA markings on maps, or using incorrect ones.

Training or camping in the wrong places. There was some possible dishonesty from TMs here too, with one claiming not to know where the boundaries of the N Moor were, and one denying he was TT training although his group and a colleague later said they were.

These five headline areas accounted for about three-quarters of the reported non-compliance in 2016. Serious or repeated issues may count against teams in the 'traffic light' selection process.

Other areas of non-compliance, were 1) Having no Green Cards, or using old ones; 2) not having escape routes marked on route cards or maps, or having no contingency plans for contact with staff 'shadows'; 3) road walking without hi-vis vests; 4) using (music) radios or camping noisily; 5) Ill-equipped individuals, or those struggling with excessive kit weight. There was one issue with a team of just three persons being allowed to continue after injured colleagues dropped out, and one issue of a dog off-lead potentially worrying sheep.

On a number of occasions CMs reported helping teams who were lost, about to cross rivers in potentially dangerous places, concerned about their lateness or moving too slowly to complete their routes. On each occasion the interventions were welcomed by the team and subsequently by their TMs.

Can I please highlight Shadowing; some TMs need their attention drawn to the guidance on good practice for checkpointing and shadowing. There were a number of occasions when shadowed teams were not kept under close enough scrutiny, and teams being checkpointed had no 'plan B' for non-arrival of either party.

What we do during the event – Three of the team join me in the Ops Room where we run a rota to cover 15 hours on the Saturday and 12 on the Sunday. We have a big screen which can track every team and every route in real time, and we are there to advise the Army Watchkeepers about teams heading in the wrong direction, infringing RBNAs, walking on roads or leaving the Moor, moving too slowly to reach cut-off times, or suffering from other problems. If a team uses their emergency beacon or sends in a text message we can advise on the response, and we are lucky to be sat with DRG, medical and aircraft support and all the agencies who would contribute to supporting a team in trouble – our task is to give the TM's perspective. Last year's Compliance Monitoring Team desk had almost 100 years of experience between us and two of us served on the selection panel this year.

Non-compliance issues in 2016 Ten Tors Challenge

We dealt with around 60 issues during the event last May – roughly half were RBNA issues (and that's discounting all those that could have been tracker problems). The remainder were teams which were lost, teams moving too slowly to reach Tors or checkpoints within time, teams road-walking, and medical issues where advice rather than evacuation was required. A couple of further generic issues arising from routes will be covered in the later briefing.

CMs for 2017

I will shortly be contacting all my 2016 team to see if they wish to continue in the role this year, and I'd like to thank them all very much indeed for the hours and miles they put in, and the quality of reporting, advice and support. I hope it may be a source of some comfort, especially to new TM's, to know that there are at least half a dozen experienced people out on the moor every weekend, in all weathers, with a brief to be looking out for your teams.

I am also on the look-out for a further four to six CM's to join the team – you need to be able to put in at least five days from January to April, you should have a minimum of five years' experience training teams on Dartmoor, and you will need a recognised qualification, preferably at ML level or above. You'll also need a valid current first aid certificate and evidence of a DBS check done by your school or organization.

If you fit the bill and you'd like to be considered for the team, please write your name and e-mail address on a piece of paper and give it to me or to Tony Clark TODAY – I can then get in touch with you for more information.

Thank you.

