

Resources

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For further information on prompts for strategic, tactical and operational commands, go to the [Joint Emergency Services Interoperability Principles \(JESIP\) website](#).

Tactical coordinating group (TCG) standard agenda example

1. Tactical commander introduction.
2. Introduction of attendees – name and organisation.
3. Outline of what has happened by TCG chair.
4. Any urgent actions or issues that require immediate attention or discussion.
5. Has a major incident been declared? If not, should one be declared?
6. Identify and agree on any specialist cells that need to be established, such as logistics or voluntary sector coordination.
7. Updates from identified scene commanders and/or operational updates as required. Most operational updates should be provided by an agency's tactical commander. Once the commanders have given their updates, they may leave to allow them to resume their operational duties. Any actions for them should be recorded by the TCG and given to them after the meeting by the chair (or their representative) of the meeting or, if urgent, a TCG member of staff should contact them separately.
8. Updates from each agency in order or relevance to the specific incident.
9. Any requests for assistance from partner agencies.
10. Current command structure – what strategic (gold), tactical (silver) and operational (bronze) commands have been established or need to be established?
11. Review current membership of the TCG – are there any agencies and departments that need to be included in the next meeting?
12. Communications including media and social media – including warning and informing the public. Identify the lead agency for communications.
13. Confirm tactical plan.

14. Time and date of the next meeting should be set.

Cordon access for external investigators

Accident Investigation Branches (AIBs) include the following:

- [Rail Accident Investigation Branch \(RAIB\)](#)
- [Air Accidents Investigation Branch \(AAIB\)](#)
- [Marine Accident Investigation Branch \(MAIB\)](#)

AIBs are independent bodies with a statutory duty to investigate accidents and incidents. They should be given access to identify causes and contributors to the incident. Their reports concentrate on safety recommendations and do not include assigning blame or liability.

More detailed information about the scope of each organisation's remit can be found on their websites.

Some investigations that are not within the RAIB's scope can be investigated by the [Office of Rail and Road \(ORR\)](#). They can also investigate alongside RAIB where health and safety law may have been breached. ORR have the [power to prosecute](#) under the [Health and Safety at Work etc. Act 1974](#) where necessary.

The [Defence Accident Investigation Branch \(DAIB\)](#) conducts safety investigations for the Ministry of Defence (MoD) across aviation, land and maritime. DAIB investigations do not apportion blame or liability. They identify causal factors and make safety recommendations to prevent reoccurrence.

Incidents that should be reported to DAIB are stated in the MoD guidance [Notifying the defence accident investigation branch](#). The FIM or control room supervisor should notify the DAIB once information has been received that the aircraft involved is military. When involved, scene access control officers should provide scene access to a DAIB-led triage team to conduct an initial analysis. This is used by the director general of the [Defence Safety Authority](#) to decide on the depth of further investigation. The process and outcomes of these investigations, as well as their approach to non-statutory inquiries, are covered in the Defence Safety Authority [DSA 01.4 Investigations](#) standards publication.

For air-related accidents, scene access control officers should provide access to the scene for a Royal Air Force liaison officer. The strategic (gold) commander should ensure they are part of strategic command meetings as the MoD's representative. Sometimes, the AAIB investigate alongside the DAIB, where it involves military aircraft – go to [The Civil Aviation \(Investigation of Air Accidents and Incidents\) Regulations 2018](#) for legislative details.

The [Health and Safety Executive \(HSE\)](#) also have powers to prosecute companies and individuals under health and safety law. They investigate incidents that involve work-related death, injury and ill health and can investigate jointly with the police.

Tags

APP Critical incidents Major incidents