



# New Zealand Search and Rescue Council

**Minutes of Meeting  
New Zealand Search and Rescue Council  
Tuesday 23 February 2016  
Boardroom, Ministry of Transport  
Level 6 SAS Tower, 89 The Terrace, Wellington**

**Present:**

Martin Matthews – MoT (Chair)  
Keith Manch – MNZ  
Brigadier John Boswell – NZDF  
Superintendent Sue Schwalger – NZ Police  
John Kay - CAA  
Richard Davies – DOC  
Dave Comber – Independent Member

**In Attendance:**

Phil Parkes – WorkSafe NZ (Item 7)  
Sarah Stuart-Black – MCDEM (Item 7)  
Paul McGill – NZFS (Item 7)  
Duncan Ferner - NZSAR  
Geoff Logan – NZ Police  
Rhett Emery - NASAR  
Nigel Clifford - MNZ  
Rachel Roberts - NZSAR  
Mike Hill – RCCNZ  
Sgt Jo Holden – NZ Police  
Carl van der Meulen - NZSAR

**Apologies:**

Assistant Commissioner Mike Rusbatch – NZ Police  
Lou Sanson - DOC  
Graeme Harris – CAA

**1 & 2. Welcome and Apologies**

Martin Matthews opened the meeting by welcoming attendees and noted apologies as above.

**3. Minutes of Meeting held 19 November 2015**

The minutes from the last meeting were accepted as a true and accurate record.

#### 4. Actions Arising from Previous Meeting

Item	Actions	Responsibility	
<b>7b. Pacific Engagement</b>	RCCNZ to update the Council on the variability and potential cost of hosting a SPS SAR workshop in 2017.	RCCNZ	Completed
<b>8. Defence White Paper</b>	<ul style="list-style-type: none"> <li>Send MOD information on SAR trends.</li> </ul>	Secretariat	Completed
	<ul style="list-style-type: none"> <li>Send MOD information on the costs of Antarctic SAR operations.</li> </ul>	RCCNZ	Completed
<b>9. SAR Governance Review</b>	Send the Secretariat suggestions of potential members suitable as the additional member of the NZSAR Council.	Council	Completed
<b>10a Health and Safety</b>	<ul style="list-style-type: none"> <li>Invite Gordon McDonald, CE Worksafe NZ to the next Council meeting.</li> </ul>	Secretariat	Completed
	<ul style="list-style-type: none"> <li>Seek participation in WorkSafe NZ's High Hazards meetings</li> </ul>	Secretariat	
	<ul style="list-style-type: none"> <li>Harry Maher (Director H&amp;S at DOC) to attend SAR strategic H&amp;S Committee meetings.</li> </ul>	DOC	
<b>10b. SAROPs involving Aviation</b>	Conduct a study into the varied issues around SAROPs involving aviation assets.	Secretariat	Completed
<b>12a. SAR Data Standard</b>	Prepare a paper for MNZ and NZ Police laying out the post SAR data standard requirements, actions and possible investment needs.	Secretariat	Completed

## 5. SLA Monitoring Report for the October – December 2015 Quarter

Key numbers include:

- 1,766 volunteers involved, totalling 10,135 volunteer hours
- A total of 78 lives saved. This includes 33 lives saved during the rescue of the crew from the F/V Glory Pacific No.8, which caught fire just inside the northern part of the NZSRR.
- 2,256 Coastguard volunteers responded to 208 non-SAR related calls for assistance during the quarter.

**Outcome:** The Council **noted** the SLA Monitoring Report.

## 6. Sector Update

*Sector update report was taken as read. Key points included:*

### *SLSNZ*

- Southern Region communications network is under development. Christchurch now operational, Otago planned for the start of next season.
- The roll-out of the New Patrol and Membership data base has largely been completed. Experiencing a back-log of patrol incidents and operational information.

### *LandSAR*

- Steve Caldwell has commenced work as the new Chief Executive for LandSAR, replacing Harry Maher who resigned at the end of 2015.
- During the quarter LandSAR has focussed on:
  - Continuation of the deployment support for the Safety Management System
  - Continue to development Competencies Framework
  - Completion of the 2015 Group Planning Tool process and preparation of the national 2016 Training Calendar

### *Coastguard*

- Coastguard has almost completed work on the national membership project, and hopes to launch this in March.
- Coastguard NZ has been offered funding for the VHF frequency change project, and is now working through licensing issues.

### *MSC*

- A joint SLA between the Mountain Safety Council, the Department of Conservation and NZSAR was signed late last year for the provision of an Avalanche Advisory. Measures and reports will be developed prior to winter 2016.

## 7. NZSAR Risk Matrix – Health and Safety

The topic was introduced by Duncan who noted:

The new H&S legislation comes into force on 4 April 2016

The SAR sector has an established Sector Strategic H&S Committee which joins up the sector and supports information sharing. Although good progress has been made a number of challenges remain including

- SAR agencies are still setting up their systems.
- SAROPS involving aviation assets remains problematic.
- How SAR coordinators should interact with infrequently utilised SAR responders.
- Potential cost increases to the SAR system driven by the legislative change.

Mike discussed the progress made by the RCCNZ led project to ensure the operational implementation of SAR H&S is effective.

Task	Progress	Tracker
Review all MOU's & SLA's	70%	
Review all H&S policies & procedures	100%	
Design & Implement organisation charts	70%	
Scripts for SAROPS	70%	
Communications Plan	100%	
Links to NZSAR H&S Strategic meeting	80%	
Report on use of project across the wider SAR network	80%	

Duncan then concluded the introduction by noting the organisations present were similar in that they had to implement H&S in mixed organisation paid/non paid emergency situation workplaces. We also had similar challenges around H&S expectations of, and impact on voluntary emergency management organisations and for H&S and the spontaneous and/or semi organised volunteer in emergency situations.

Duncan then asked if the current approach to H&S meets the Council's needs. Is the risk described accurately? Are the proposed treatments appropriate?

Martin then asked the visiting agencies to speak about their perspectives and issues.

Sarah (MCDEM) noted that most Civil Defence Emergency Management (CDEM) responsibilities are devolved to local authorities – this is on the basis of ‘act’ locally, ‘coordinate’ regionally and ‘support’ nationally. Sarah also noted that the CDEM stakeholders at the local and regional level also had questions about how to work with volunteers (including spontaneous volunteers/groups) under the new H&S legislation. Sarah noted a range of functions are currently performed by CDEM volunteers. In light of the Fire Service review and the new H&S legislation, combined with lessons from the response to the February 2011 Christchurch earthquake, and as part of a wider capability review, MCDEM is exploring the scope of a review of CDEM response teams.

Paul (NZFS) described the environment for NZFS volunteers as being significantly structured. He also expressed reservations around what might be considered an adequate level of preparedness, the risks around the non-standard tasks (for the NZFS) such as water rescue.

Phil (WorkSafe NZ) then spent some time discussing the new legislation and WorkSafe’s role. Phil noted:

- The new legislation introduces some changes but the fundamentals of managing risk remain the same.
- Worksafe has an expectation of continuation of compliance throughout the change but will be proportionate in its response to new duties under the Act for the first few months it is in force.
- New staff in particular represent an opportunity to engage and educate.
- WorkSafe will be targeting its efforts based on Risk. SAR, CD and Fire are not currently seen as “high priority” industries. Nor are SAR volunteers.
- For situations where there may be overlapping PCBU’s, they (and the system in which they operate) need to agree on proportionality and role clarity.
- The opportunity and onus is on us to meet the requirements of the legislation and Worksafe will assist through education, engagement and where necessary enforcement.
- A SAR operation would likely be considered a work activity regardless of employment status.

In more general terms, Phil went on to explain that:

- Agencies are expected to undertake ‘reasonably practicable’ steps to ensure safety - not everything that might be possible or imaginable.
- Consistency of approach at the operational level is desirable.
- Accountability is likely to vary in the emergency management space because the number and role of the respective agencies varies

depending on the circumstances. Where several overlapping PCBU's might exist it comes down to a PCBU's ability to exert influence or control. The greater a PCBU's ability to exert these things, the greater any potential liability and vice versa.

- For situations that are reasonably foreseeable – have the conversations in advance, create agreements and utilise documentation as appropriate.
- WorkSafe's preferred approach is to engage and educate. Should an incident be investigated, WorkSafe will ask – was it foreseeable? Were the actions taken reasonable in the circumstances?
- A PCBU cannot contract out his/her responsibilities but agreeing who will do what and documenting this can assist to clarify responsibilities.
- There is no legal obligation to fill out forms, keep records, but they do show how a PCBU is taking reasonably practical steps and may assist with communicating this to those involved.
- For unforeseeable situations, WorkSafe expects people to undertake dynamic risk assessments, have conversations about safety. Should an investigation become necessary – WorkSafe is likely to ask “did people act reasonably?”
- Spontaneous volunteers present different challenges where they haven't been deployed by the PCBU. If something went wrong it would be likely that WorkSafe would ask – what level of influence or 'control' did the PCBU or its officers have over their actions if it was spontaneous? Was there any training given about when volunteers should or should not act without direction? What influence was held over training? An element of proportionality would come into play depending on the circumstances.
- In foreseeable SAR situations, it is both reasonable and practical to undertake due diligence before undertaking activity.
- WorkSafe has an expanding array of guidelines and position statements on its website to help duty holders
- WorkSafe may consider doing some more work on advice around cross Government / cross agency activities.

Martin then summarised the session.

Attendees agreed to have another health and safety discussion including NZFS (FENZ), MCDEM, WorkSafe NZ next year.

**Actions:**

- Secretariat is to invite senior level representatives from WorkSafe, NZFS and MCDEM to the first or second NZSAR Council meeting in 2017.
- Secretariat is to invite representatives from WorkSafe, NZFS and MCDEM to the SAR Sectors next Strategic H&S meeting planned for late 2016.

## 8. NZSAR Awards

Rhett and Rachel updated the Council on the progress of the organisation of the NZSAR awards. There has been an overall improvement on the number of nominations and the bar has been raised in the nominations submitted. A non-conflicted subcommittee met, reviewed the submissions and have provided advice the NZSAR Council (see separate paper). 23 nominations were received: 12 for operational activity and 11 for support activity

**Decision.** The Council agreed with the 2015 NZSAR Award recommendations of the sub committee.

## 9. NZSAR Mass Rescue Policy

Carl gave an update on the MRO policy. This document is still a work in progress. Carl noted:

- 2016 rewrite of the MRO policy almost completed.
- It has been refocused as an operational policy – not a Strategic policy discussing AoG arrangements.
- It now ties into the National Security System framework and arrangements.
- It will articulate expectations for the coordinating authorities for Readiness and Response.
- The lessons learned from exercises (Rauora series and NEP exercises) have been incorporated.
- Coverage of abnormal flight behaviours / extended searching is now included.

## 10. Mass Rescue / Extended Search Exercising

The Council was updated on exercising for mass rescue and/or extended search. A mass rescue exercise is included on the National Exercise Programme for April 2019 (NEP12 – Major Transport Accident). The Current series of *Rauora* exercises are included in the National Security System (NSS) Planning Calendar.

The exercise concept for next series of *Rauora* exercises is under development. Current thinking is to run 4 x (walk level) desktop exercises per year to exercise Police Districts and RCCNZ based on risk and currency.

## 11. Location by Mobile Phone

Many people who are lost / in distress carry a cell-phone and a number leave them on. A three pronged approach is suggested to maximise this SAR opportunity:

- We are developing procedures to optimise our systems for locating people via their cell-phones using existing technology and the Police NCCC arrangements with Telcos. Some caveats on access and release of information may be imposed
- LocateMe is an Internet based system where a missing person invited to accept and reply to a message from SAR Coord Authorities (opt-in). If they do – message comes back with the location of person. The person must have a smart phone. LocateMe has proven to be an excellent tool and saved a number of lives. It is currently supported via a semi-formal Police/Supplier arrangement. We aim to establish greater long term security around the provision of this service.
- Technologies now exist to locate specific cell-phones from aircraft using portable system. The Secretariat will investigate their costs and limitations.

### **12a. NZSAR Governance Review**

The Council was updated on progress addressing the recommendations from the NZSAR Governance Review.

### **12b. SAR Communications – Land Environment**

The proposed terms of reference for the development of an integrated operational communications framework for land search and rescue operations was considered by the Council

**Decision.** The Council **approved** the SAR Communications – Land environment terms of reference.

### **12c. SAR Aviation Engagement**

The proposed terms of reference for the development of an encompassing framework for SAR Coordinating authority and aviation provider operational and non-operational engagement was considered by the Council.

**Decision.** The Council **approved** the SAR Aviation Engagement terms of reference.

### **13a. AdventureSmart Update**

The Council was briefed on AdventureSmart and SAR prevention activities.

### **13b. SAR Data Standard**

Carl gave an update on the SAR Data Standard and outlined the requirement for investment by Police, RCCNZ and NZSAR to implement the Standard. The aim is to circulate the Standard within the sector by the end of March, 2016. The next steps are to consider options for methods of data collection.



**Actions:**

The NZSAR Council:

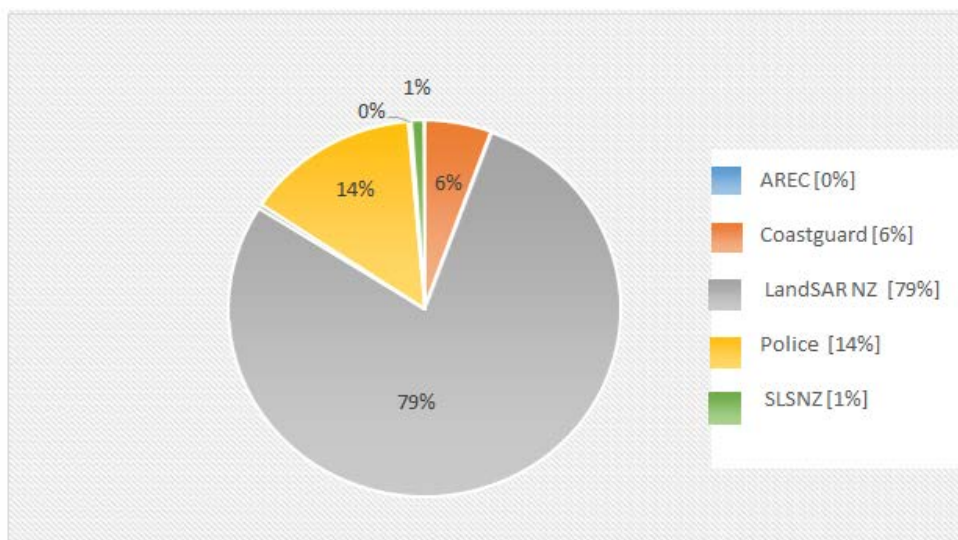
- a) **Notes** that the need for investment to implement the NZSAR data standard.
- b) **Directs** the NZSAR Secretariat to include provision in its 2016/17 budget and work plan to implement the NZSAR data standard.
- c) **Requests** that the NZ Police to include provision in its 2016/17 budget and work plan to implement the NZSAR data standard.
- d) **Requests** that MNZ includes provision in its 2016/17 budget and work plan to implement the NZSAR data standard.

**13c. SAR (ACE) Training Update**

Rhett gave an update to the Council on SAR (ACE) training. Overall there has been an increase in attendance of courses, a decrease in courses cancelled and a decrease in non attendance.

As at Dec 2015	2014	2015	2016
Total SAR ACE EFTs	153	158.1	157.6
Number of courses run	76	99	99
Number of courses cancelled	40	19	
Number participants registered	1425	1607	
Total number participants attending	1130	1341	
Average Number attending per course	14.8	13.5	
% non-attendance	21%	17%	

LandSAR is still the agency with the highest enrolment in training.



### 13d. Course Development

The courses currently in development are:

- **Air Observer Training**
  - Air Observer
  - Air Observer – Team Leader
- **Marine SAR Technical**
  - Development of a one-day course as a pre-requisite to the Marine Initial Response course, covering SAD/SAC, charting/plotting
- **Extended Search Planning – Land**
  - The post-pilot review is complete and its recommendations are being implemented.

**Meeting close:** 3pm

**Proposed Next meetings:**

- 24 May – NZSAR Awards
- 9 June
- 25 August – Combined
- 24 November

Martin Matthews  
Chair  
NZSAR Council

### NZSAR Council Action and Responsibility Table - Meeting of 23 February 2016

Item	Actions & Decisions	Responsibility
7. Health and Safety	<ul style="list-style-type: none"> <li>▪ Invite senior level representatives from WorkSafe, NZFS and MCDEM to the first or second NZSAR Council meeting in 2017.</li> <li>▪ Invite representatives from WorkSafe, NZFS and MCDEM to the SAR Sectors next Strategic H&amp;S meeting planned for late 2016.</li> </ul>	Secretariat
8. 2015 NZSAR Awards	The Council agreed with the 2015 award recipient recommendations.	Secretariat
12b. SAR Communications Land	The Council approved the SAR Communications – Land environment terms of reference.	Secretariat
12c. SAR Aviation Engagement	The Council approved the SAR Aviation Engagement terms of reference.	Secretariat
13b. SAR Data Standard	<p>The NZSAR Council:</p> <ul style="list-style-type: none"> <li>a) <b>Notes</b> that the need for investment to implement the NZSAR data standard.</li> <li>b) <b>Directs</b> the NZSAR Secretariat to include provision in its 2016/17 budget and work plan to implement the NZSAR data standard.</li> <li>c) <b>Requests</b> that the NZ Police to include provision in its 2016/17 budget and work plan to implement the NZSAR data standard.</li> <li>d) <b>Requests</b> that MNZ includes provision in its 2016/17 budget and work plan to implement the NZSAR data standard.</li> </ul>	<p>Secretariat</p> <p>NZ Police</p> <p>MNZ</p>

# New Zealand Search and Rescue Council

**Notice of Meeting**  
**1 - 3 pm Tuesday 23 February 2016**  
**Te Waka Boardroom Ministry of Transport**  
**Level 6, SAS Tower**  
**89 The Terrace, Wellington**

1.	Welcome (Coffee & Tea available)	Chair
2.	Apologies	Chair
3.	Minutes of meeting held 19 November 2015 – <i>for approval</i>	All
4.	Matters arising from the Minutes	All
5.	SLA monitoring report: Oct – Dec 2016 – <i>paper</i>	Snr Adv
6.	SAR Sector Update - <i>paper</i>	Snr Adv
7.	NZSAR Risk Matrix	Sec Mgr
	a. SAR Health and Safety - <i>Discussion</i>	All
8.	NZSAR Awards - <i>Decision</i>	All
9.	NZSAR Mass Rescue Policy – <i>For Approval</i>	Snr Adv
10.	Mass Rescue / Extended Search Exercising – <i>next steps</i>	Sec Mgr
11.	Location via mobile phone initiative	Sec Mgr
12.	SAR Reviews & Studies	Sec Mgr
	a. NZSAR Governance Review – <i>Action update</i>	Sec Mgr
	b. Communication arrangements for land based SAR	Sec Mgr
	c. SAR Aviation Engagement	Sec Mgr
13.	2015/16 Nssp	Sec Mgr
	a. AdventureSmart update	Sec Mgr
	b. SAR Data Standard - <i>update and implications</i>	Snr Adv
	c. SAR Training - <i>update</i>	Nssp Coord
	i. Courses under Development	Nssp Coord
	ii. SAR (ACE). 2015 Delivery and 2016 plan	Nssp Coord
14.	General Business	All
	a. Coastguard repeater channel change: <i>update</i>	Sec Mgr
	b. Police District Reviews and SAR	Sec Mgr
	c. Maritime Radio Joint Synergies project: <i>update</i>	RCCNZ

**2016 Meetings:** 9 June; 25 August; 24 November



# New Zealand Search and Rescue Council

**Minutes of Meeting  
New Zealand Search and Rescue Council  
Thursday 19 November 2015  
Boardroom, Ministry of Transport  
Level 6 SAS Tower, 89 The Terrace, Wellington**

**Present:**

Martin Matthews – MoT (Chair)  
Keith Manch – MNZ  
Graeme Harris – CAA  
Air Commodore Tony Davies – NZDF  
Assistant Commissioner Mike Rusbatch – NZ Police  
Richard Davies - DOC

**In Attendance:**

Duncan Ferner - NZSAR  
Rhett Emery - NASAR  
Nigel Clifford - MNZ  
Rachel Roberts - NZSAR  
Nigel Clifford – MNZ  
Mike Hill – RCCNZ  
Sgt Jo Holden – NZ Police  
Carl van der Meulen - NZSAR  
Tony Lynch - MOD (Defence Item Only)

**Apologies:**

Commissioner Mike Bush – NZ Police  
Lou Sanson - DOC

**1 & 2. Welcome and Apologies**

Martin Matthews opened the meeting by welcoming attendees and noted apologies as above.

**3. Minutes of Meeting held 5 March 2015**

The minutes from the last meeting were accepted as a true and accurate record.

#### 4. Actions Arising from Previous Meeting

Item	Actions	Responsibility	
5. Governance Review	Update the NZSAR risk matrix to reflect the identified volunteer and technology risks.	Secretariat	Completed
	Implement the agreed responses to the recommendations.	Secretariat	Completed
7. SAR Health and Safety	Learn more about the High Hazards meetings.	Secretariat	Completed
	Update the NZSAR risk treatments for Health and Safety.	Secretariat	Not yet completed
8. SLA Letters of Intent	Sign and send NZSAR SLA intent letters.	Secretariat	Completed
12. Coastguard Repeater channel	Assist Coastguard NZ prepare a robust business case for consideration at a later date.	Secretariat	Completed
14. Defence White Paper	Engage with Defence to ensure NZSAR is connected to the work around the Defence White Paper	Secretariat	Completed

#### 5. Record of Discussion - Workshop 27 August 2015

The record of the workshop held was endorsed by the Consultative Committee and accepted by Council.

The workshop products will be utilised in the development of the next NZSAR Council strategic plan.

#### 6. SLA Monitoring Report for the July - September Quarter

Key numbers include:

- 1,310 volunteers involved, totalling 10,257 volunteer hours
- A total of 25 lives saved and 399 SAROPs
- 2,216 Coastguard volunteers responded to 250 non-SAR related calls for assistance during the quarter.

**Outcome:** The Council **noted** the SLA Monitoring Report.

## 7. Sector Update

*Sector update report was taken as read. Key points included:*

### *SLSNZ*

- The Bay of Plenty / Coromandel Communications Network became fully operational on 20 October
- The Capital Coast Communications Network is progressing, and is expected to be completed in time for the 2016/17 season.

### *LandSAR*

- During this quarter, LandSAR has focussed on:
  - Continuation of the deployment of the Safety Management System
  - Completion of the trial of the new competencies framework assessment system, to be deployed mid-2016.
  - Completion of the 2015 Group Planning Tool process and preparation of the national 2016 Training Calendar.
- Harry Mahar has resigned as CE of LandSAR to take up the position of Director, Health and Safety at DOC.

### *Coastguard*

- Coastguard held their AGM on 17 October
- The position of National Operations Manager has been disestablished, and a new position of National SAR Training Manager has been created.

## 7a. Pacific Engagement

Mike Hill from RCCNZ presented to the Council about the Secretariat of the Pacific Community (SPC) and the work being done in the Pacific by RCCNZ at the request of MFAT. In summary:

- RCCNZ has agreed to develop, and where necessary improve, a cooperative approach with harmonised procedures for the conduct of SAR in the Pacific region.
- This initiative aims to improve Pacific Islands Countries and Territories (PICTs) capabilities for coordinating SAR operations.

An SPC SAR workshop is held annually. Previous locations of the workshop included Hawaii, Fiji and Cairns. RCCNZ are looking at the opportunity of hosting the 2017 workshop in New Zealand. Where funding for the workshop will come through is being investigated.

**Action:** RCCNZ to update the Council on the variability and potential cost of hosting a SPS SAR workshop in 2017.

**7b. Antarctic SAR.** A separate paper related to Antarctic SAR prepared by RCCNZ was discussed. The Council was asked to:

- **Note** that RCCNZ has a clear plan for SAR operations in the Antarctic region and maintains relationships with key stakeholders in the region to enhance preparedness.
- **Note** that since 2004, RCCNZ has coordinated 19 SAR operations within the NZ Search and Rescue Region of the Antarctic, and data on scientific and tourist activity in the area indicates a sustained potential for future SAR operations.
- **Note** that there are significant challenges posed to SAR response capability in the NZ area of responsibility in Antarctica, and significant reliance on foreign capability for this response
- **Note** that there are some opportunities to improve our response capability and reduce the risks associated with Antarctic SAROPs
- **Agree** to formally advise MFAT of the benefits of an appropriate alternate runway in the Ross Sea for SAR responses, so that this can be considered in the formation of Antarctic policy agendas
- **Agree** to formally notify MOD and NZDF of the SAR benefits of NZDF air assets with greater range and capacity, and risks inherent in any reduction of range
- **Consider** how the risks associated with NZ having no access to an ice-breaking capable vessel might appropriately be raised for government consideration.

## **8. Defence White Paper**

Tony Lynch (MOD) attended the meeting for this item (and item 7b). Tony noted that the Defence White Paper:

- is likely to be presented in Q1 2016
- explicitly includes SAR aspects
- emphasises the Southern Ocean and Antarctica
- looks at capabilities (roles/tasks) and integrates funding

NZSAR offered to send MOD some information about SAR trends and RCCNZ will send information on the costs of Antarctic SAR operations.

### **Actions:**

- Secretariat to send MOD information on SAR trends.
- RCCNZ to send MOD information on the costs of Antarctic SAR operations.



## 9. SAR Governance Review

A decision paper was circulated prior to the meeting to be approved by Council. The paper covered the role and function, person specification, term, appointment process for the appointment of a suitable person to represent the non-governmental elements of the SAR sector within the NZSAR Council.

**Outcomes:** The Council:

- **agreed** to the appointment of a suitable person to represent the non-governmental elements of the SAR sector within the NZSAR council for a term of two years with the option of renewal.
- **agreed** that person will be selected by the NZSAR Council and endorsed by the NZSAR Consultative Committee.
- **confirmed** that the NZSAR Secretariat will fund the travel and remunerations costs of the position
- **requested** that the member is present at the next Council Meeting February 2016

**Process:**

- The Council Members will forward suggestions of potential persons for the positions of additional Council member to the Secretariat by 27 November 2015.
- The Council will select out of session and invite the Consultative Committee to endorse the person.

## 10. NZSAR Risk Matrix

### 10a. Health and Safety Discussion

The current risk matrix includes these treatments:

- Treatment Option 2015/08/A: Implement sound H&S processes and procedures
- Treatment Option 2015/08/B: H&S incident contingency planning

As part of its discussion, the NZSAR Council noted that new legislation will be introduced in April 2016 and that there is a lot of work to be done across the sector. Immediate challenges recognised are SAR operations involving aviation, infrequently utilised SAR responders and cost to SAR providers/coordinators/systems.

The Council was briefed on the sector strategic H&S committee which provides the Sector with a joined up approach and an information sharing venue. Progress is occurring but most SAR agencies are still setting up systems.

The Council discussed H&S and decided they would invite Gordon McDonald, CE Worksafe NZ to the next Council meeting and look into this matter again.

**Actions:**

- Chair to **invite** Gordon McDonald, CE Worksafe NZ to the next Council meeting.

- Secretariat to seek participation in WorkSafe NZ's High Hazards meetings
- Secretariat to suggest to DOC that Harry Mahr (Director H&S at DOC) attend SAR strategic H&S Committee meetings.

## **10b. SAROPs Involving Aviation**

A number of issues around SAROPs involving aviation assets were raised including:

- There is little assurance that all aspects of operations involving helicopters meet SAR H&S requirements.
- Each co-ord authority has a different approach to SAR aviation tasking and oversight mechanisms.
- CAA oversight does not appear to (fully) meet SAR needs.
- We have no collective oversight/ record keeping/ auditing/ verification/ reporting.
- Aviation responders' actual engagement with / performance against Air Rescue Standard largely unknown.
- The air rescue standard does not cover all aspects of SAR ops.
- We do not have standardised MOUs covering both co-ord authorities.
- Practical solutions to these issues may drive increased costs into the SAR system.

The Council noted these issues and agreed that the Secretariat should conduct a study into these and related issues with the objective of identifying practical, whole of sector solutions to the varied issues.

**Action:** Secretariat to conduct a study into the varied issues around SAROPs involving aviation assets.

## **11. SAR Communications**

**11a. Communications for Land based SAR.** The Secretariat noted that significant change has and will occur in the area of land based radio communications for SAR operations. The Council endorsed a project to recommend a viable, affordable pathway forward around these issues:

- Operational SAR on land communications needs
- Core responsibilities of: Police/RCCNZ/LandSAR/AREC/DOC etc
- Equipment / training
- Live tracking / H&S
- Access to VHF repeater
- Backbone/network/VOIP/Internet
- Digitalisation/ Encryption / Whole of Govt /EM
- VHF / HF / Satellite
- Land to air / sea

- Compatibility / commonality
- International perspective
- Future trends / needs

**11b. Coastguard Repeater Channel funding note.** The Council was briefed that the business case had been completed and that MOT was currently preparing a briefing note to joint Ministers. Should the funding be successful, several obligations will be placed on Coastguard including meaningful Participation in Joint Synergies project and centralised CNZ ownership of the affected frequencies.

**11c. Kordia, Coastguard, MNZ Joint Synergies project.** The Council was briefed on this collaborative project “... to enhance the quality and surety of the maritime distress and safety communications services they individually and jointly provide within the broader SAR context’. It will look at matters such as infrastructure, technological opportunities and operational synergies. Kordia, MNZ and Coastguard NZ are directly involved, NZSAR is an observer.

## 12. 2015/16 National SAR Support Programme

The Secretariat briefed the Council on the delivery of the 2015/16 National SAR Support Programme which was approved by the Council in May 2015.

Workshops & Seminars	SAR Training
• SAR Evaluation Seminar	• Training Support and Advice
• Organisational Support	• Air Observer training & Training material
• SAREX Planning (+Police) Meeting	• Marine Formal Search Planning (aft gap analysis)
SAR Data management and IT	• START material
• Maintain SARNET, Website, START, RDB etc	• Formal Search planning Land (Complete)
• SAR Dashboard	Prevention
• IMT Time Line	• AdventureSmart & Rec Safety Partnership
• Data Store maintenance and operation	• Visitor Intentions
• SAR Data Standard (Continues)	• Safety codes, printing and advertising
SAR Documentation	• Wander Support
• SAR Forms and Guidelines	• NZ Inc Recreational Safety Strategy
Exercises	SAR Research
• Support Police SAREXs	• Fatality Analysis
• MRO SAREXs	• Outdoor Safety Code – evidence base
• Abnormal Flight Behaviours	• SAR Demand and Supply Study – Marine
Secretariat	• Prevention knowledge research
• Communications and publications	• SAR Expectations
• NZSAR Awards	• SAR Demand and Supply study – land
• Travel, meetings, advice, administration etc	• SAR Communications – Land
• Advice	

**12a. SAR Data Standard.** The initial draft identified over 300 data elements in the current Police & RCCNZ forms. Prioritisation workshops with Police & RCCNZ have reduced these to around 140 data elements. The Secretariat is currently working through:

- Element name and definition
- Priority and reason for capturing that data (*is it for reporting, LPB, informing prevention work, etc.*)
- Codeset data (i.e. data element = Beacon type; codeset = ELT, EPIRB, PLB)

**Action:** The Secretariat is to **prepare** a paper for MNZ and NZ Police laying out the post SAR data standard requirements, actions and possible investment needs.

**12b. Exercise Series RAUORA.** The initial report of Exercise Series RAUORA was circulated prior to the meeting. Discussion was held by the Council regarding what would happen next going forward.

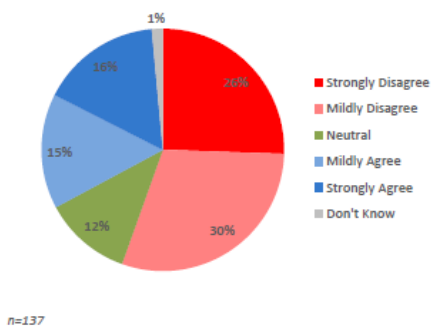
- The Council **noted** the requirement for adequately resourcing the planned full scale MRO SAREX.
- **agreed** that an independent study should be established to determine if any additional MRO resources, skills or equipment could be considered to reduce the risk in the New Zealand search and region context.

**12c. Abnormal Flight.** A development workshop will be held on 25 November 2015 at MoT

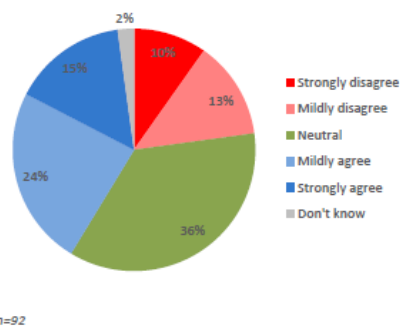
**12d. Recreational Safety Knowledge.** The Council was briefed on the Recreational Safety Knowledge study and some of its findings. An example is:

**NEW ZEALAND'S WEATHER IS USUALLY VERY PREDICTABLE**

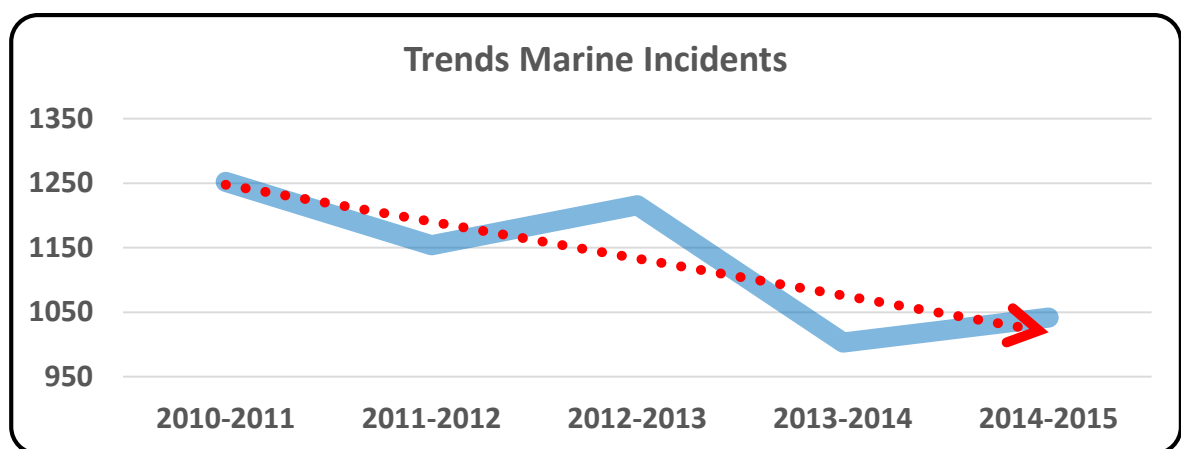
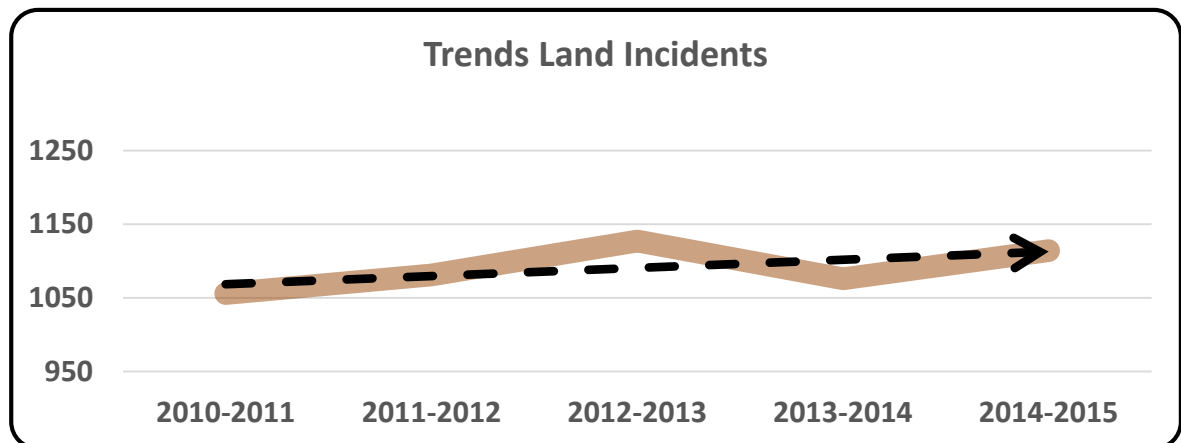
New Zealanders



International Tourists



**12e. SAR Prevention.** The Council noted an increasing trend in land SAR incidents and a decreasing trend in marine SAR incidents.



Keith pointed out that while Marine SAR incidents might be decreasing, the numbers of fatalities from marine incidents was increasing.

The Secretariat advised that while a lot of good work by passionate and engaged people was occurring with occasional cooperation and collaboration, overall there was an uneven, non risk based approach to SAR prevention. The Council was reminded of the planned NZ Inc recreational safety strategy project.

## 12f. SAR (ACE) Training Update

The Secretariat gave an update on SAR (ACE) Training figures, comparing numbers from October 2014 to October 2015. Overall there has been an increase in attendance and a decrease in cancellation of courses.

As at Oct 2015	Oct 2014	Oct 2015
Total SAR ACE EFTs	107.3	137
Number of courses to date	63	87
Number of courses cancelled (YTD)	33	18
Number participants registered for courses	1227	1311
Total number participants attending	943	1175
Average numbers registered for course	19.4	15.6
Average Number attending per course	14.9	13.5
% non-attendance	23.2%	10.4%
% of NZSAR predicted courses (23/124)	18.5%	26.9%

LandSAR have the highest uptake of enrolments for the training with 77%.

## 13. General Business

**13a. Avalanche Advisory SLA.** The negotiations around this document is advanced but it remains unsigned at this time.

**13b. SAR Section 9(1) funding from mid 2017.** A separate paper outlined options to prepare for the next three year funding cycle. Keith noted that MNZ was already engaged in numerous funding reviews during 2016 and specifically did not wish to include an examination of safer boating in 2016.

Martin noted that Ministers would likely prefer a single paper on future Section 9(1) funding irrespective on where and what the funding was being used for.

**13c. SAR Implications – Fire Service Changes.** The Council noted the plan to integrate NZ's fire services and the likelihood of a very significant investment into Fire volunteers which may impact upon the availability of SAR volunteers.

**13d. Australian NATSAR Council Meeting.** This meeting showed interest in our proposed research into public expectations of SAR services. The Council noted that, in Australia, all land based PLB incidents will be handed over to State/Territory Police.

**13e. Pager Replacement.** Spark has advised that its pager service will be discontinued in March 2017. The Secretariat will work with the Sector to find out if this will affect SAR agencies.

**13f. ICAO/SAR Inspectorate.** The Council was advised of ICAO's intent to Audit NZ in 2016. Previous ICAO reports have referenced a 'SAR inspectorate'. The Secretariat, RCCNZ and CAA will convene to ensure the relevant ICAO requirements are addressed.

**Next meetings:** February 2016

Martin Matthews  
Chair  
NZSAR Council

**NZSAR Council Action and Responsibility Table - Meeting of 19 November 2015**

Item	Actions	Responsibility
7b. Pacific Engagement	RCCNZ to update the Council on the variability and potential cost of hosting a SPS SAR workshop in 2017.	RCCNZ
8. Defence While Paper	<ul style="list-style-type: none"> <li>• Send MOD information on SAR trends.</li> <li>• Send MOD information on the costs of Antarctic SAR operations.</li> </ul>	Secretariat  RCCNZ
9. SAR Governance Review	Send the Secretariat suggestions of potential members suitable as the additional member of the NZSAR Council.	Council
10a Health and Safety	<ul style="list-style-type: none"> <li>• Invite Gordon McDonald, CE Worksafe NZ to the next Council meeting.</li> <li>• Seek participation in WorkSafe NZ's High Hazards meetings</li> <li>• Harry Mahr (Director H&amp;S at DOC) to attend SAR strategic H&amp;S Committee meetings.</li> </ul>	Chair Secretariat to DOC
10b. SAROPs involving Aviation	Conduct a study into the varied issues around SAROPs involving aviation assets.	Secretariat
12a. SAR Data Standard.	Prepare a paper for MNZ and NZ Police laying out the post SAR data standard requirements, actions and possible investment needs.	Secretariat

NZSAR 2-1

4 February 2016

NZSAR Council  
NZSAR Consultative Committee

**Joint Service Level Agreement monitoring report:  
1 October - 31 December 2015 Quarter**

1. **Provision of Services.** Services have been provided by the SLA partners as described in the table of outputs.

Outputs	Coastguard	LandSAR	AREC	SLSNZ
Provision of expert services				
Provision of expert advice				
Provision of IMT Members			Not Required	
Summary of non-SAR activity		Not Required	Not Required	Not Required
Up to date details available				
Participation in joint SAREX				
Attendance at Forums				
Nominations NZSAR Awards				

2. A summary of activity as reported by the SLA partners for the quarter.

Outputs	Coastguard	LandSAR	AREC	SLSNZ	Totals
<b>SAROPs Attended</b>	101	108	8	7*	--
<b>Volunteers Involved</b>	623	1,085	18	40	<b>1,766</b>
<b>Volunteer Hours</b>	1,614	8,163	277	81	<b>10,135</b>

*\*SLSNZ incident data has been moved to a new database with some difficulties for Club Administrators in loading Category 1 incidents, leading to under-reporting for this period.*



3. **Activity for the Quarter.** A summary of overall activity for the quarter, as provided by the coordinating authorities.

Measures	Police	RCCNZ	Totals
SAROPs	446	214	660
Lives at Risk	391	469	860
Lives Saved	37	41*	<b>78</b>
People Rescued	137	25	162
People Assisted	184	32	216
LandSAR Taskings	111	2	113
Coastguard Taskings	88	2	90
SLSNZ Taskings	31	0	31
AREC Taskings	8	0	8
Performance of SLA Partners	Satisfactory	Satisfactory	Satisfactory

\* This includes 33 lives saved during the rescue of the crew from the F/V Glory Pacific No.8, which caught fire just inside the northern part of the NZSRR.

### Summary of Issues and Updates

#### 4. Coastguard

- Coastguard has almost completed work on the national membership project, and hopes to launch this in March.
- Coastguard NZ has been offered funding for the VHF frequency change project, and is now working through licensing issues.
- Phil Pollero has been appointed to the newly established position of National SAR Training Manager.

#### 5. LandSAR NZ

- Steve Caldwell has been commenced work as the new Chief Executive for LandSAR, replacing Harry Maher who resigned at the end of 2015.
- During the quarter LandSAR has focussed on:
  - Continuation of the deployment support for the Safety Management System which was deployed organisation-wide in December 2014
  - Continuation of the development of the national Competencies Framework assessment system
  - Completion of the 2015 Group Planning Tool process and preparation of the national 2016 Training Calendar in conjunction with NZSAR, NZ Police and other SAR sector agencies

6. Surf Life Saving New Zealand

- The Southern Region communications network is under development, with the Christchurch network becoming operational at the start of the current season, and Otago planned for the start of next season.
- The roll-out of the New Patrol and Membership data base has largely been completed according to plan but some club administrators have not yet come to grips with the data entry side of the new system, creating a back log of patrol incidents and operational information.

7. AREC

- Have no issues or updates to report to the Council.

8. Mountain Safety Council

- The SLA for the provision of avalanche advisory services has been signed. Monitoring and reporting on the SLA will commence in the upcoming avalanche season.



NZSAR 2-2

4 February 2016

NZSAR Council  
NZSAR Consultative Committee

## Search and Rescue Sector Update

The Search and Rescue sector update for the NZSAR Council and NZSAR Consultative Committee meetings for February 2016 is contained below.

---

### Ambulance NZ

Nil report

### Antarctica NZ

Nil report

### AREC

Nil report

### Coastguard NZ

#### National Membership:

CNZ has invested very considerable amounts of time, energy and money in the development of National Membership and I hope to launch the product at the beginning of March.

#### VHF Change Project:

Coastguard NZ was recently successful in securing an additional \$529k from the Ministry of Transport through Section 9 (1) of the Land Transport Management Act 2003. However, the "terms and conditions" include the following clause... *"By project completion, Coastguard NZ will be the licence holder for all Coastguard VHF radio, repeater and NowCasting licences"*.

Coastguard Northern Region owns the majority of the VHF licences (21 out of a total of 53) and are unwilling to transfer the ownership to CNZ. Of the remainder, 9 licences are owned by CNZ and 4 by other Regions. The residual 19 licences are externally owned, but available for Coastguard use.

I am working hard to find a sensible compromise position but a resolution appears to be a distant objective at present.

## HR Update and Staffing:

Phil Pollero has commenced his new role on 18 January as National SAR Training Manager. The post of National Operations Manager has been disestablished.

## Department of Conservation

As advised last time, the Department is looking to improve visitor safety on public conservation land through a range of initiatives. A brief update is included below:

**Review of Visitor Risk Management Policy, Standard Operating Procedure and Visitor Incident Investigation Guideline.** Development of this is largely complete with internal sign-off expected in the first quarter of 2016. The next area of focus will be on better risk assessment of those very high use, high hazard sites (eg the glacier valleys, TAC etc).

**Transfer of existing visitor risk data and hazard analysis process into the Department's Asset Management Information System (AMIS).** We have developed a new IT tool to enable field staff to easily and effectively manage hazard information inside the Department's Asset Management System. This will be tested in Feb 2016.

**We will work to improve the quality, consistency and reach of both broad scale safety messages and specific targeted hazard information.** We have begun discussions with Mountain Safety Council around improving the quality of information. This work will ramp up in the first half of 2016.

**Review the contract to provide Mountain Weather Forecasts with the MetService.** This review is currently being scoped, and we will have a new contract in place in July 2016 (following a competitive procurement process).

## LandSAR NZ

### Operations

The table below shows the 2015/16 Quarter 2 summary figures for operational activity. Previous year's Q2 figures are shown to provide a year-to-year comparison.

Quarter 2	2015/16	2014/15	2013/14	2012/13	2011/12
Number of SAROPS	108	92	53	67	77
Volunteer hours during SAROP	8163	4637	2762	5948	2840
Volunteers used during SAROP	1085	638	N/A	783	595
Number of subjects					
People at risk	162	97	62	113	136
Lives saved	6	7	6	9	18
Rescued	54	31	31	37	40
Persons assisted	79	38	21	64	73
Perished	14	14	6	5	4
Not located (Missing)	9	7	4	7	1

### Support Activities

The total amount of volunteer effort (operational and non-operational) in this Quarter 2 was 37,740 hours. This compares with 30,616 hours of total volunteer effort in Quarter 2 in 2014/15.

Quarter 2	2015/16	2014/15	2013/14	2012/13
<b>Total volunteer effort</b>	37,740	30,616	23,396	27,629
<b>Operations</b>	8,163	4637	2762	5948
<b>SAREX incl prep</b>	10,303	6363	4275	3478
<b>Training</b>	12,931	9327	9628	9846
<b>Administration</b>	6,343	10,289	6732	8357

#### Training consumed by LandSAR volunteers (hours)

This report is based on the following data collected by our volunteers:

- Planning and preparation for internal and external training
- Planning and preparation for SAREX events
- Training Internal (Local/Regional Courses)
- Training External (including both SARACE and refresher/continuation training)
- SAREX hours
- Total training

The first two categories (planning and preparation) are shown separately in the chart below, but accumulatively in the table for comparative purposes.

Quarter 2 external training and SAREX hours are higher in 2015/16 than previous years. This may be due to several factors:

- Easy web based reporting has increased quarterly reporting compliance
- Change in SAREX format (Rogaine style) may encourage greater Group participation
- More local SAREXs coordinated by LandSAR
- More specialist SAREXs such as alpine and avalanche
- Groups may be considering opportunities for assessment against the planned competencies framework

Quarter 2	2015/16	2014/15	2013/14	2012/13
<b>Training Preparation &amp; Planning</b> (Internal, External & SAREX)	1,802	1043	653	1191
<b>Training Internal</b> (Local/Regional Courses)	6,679	5772	6668	8088
<b>Training External</b> (including both SARACE and refresher/continuation training)	5,370	2895	2431	725
<b>SAREX</b>	10,303	5980	4151	3320
<b>Total Training</b>	<b>24,154</b>	<b>15,307</b>	<b>13,903</b>	<b>13,324</b>

#### Organisational Initiatives

The focus of effort in the period July - September of 2015 has been on:

1. Continuation of the deployment support for the Safety Management System which was deployed organisation-wide in December 2014

2. Continuation of the development of the national Competencies Framework assessment system
3. Completion of the 2015 Group Planning Tool process and preparation of the national 2016 Training Calendar in conjunction with NZSAR, NZ Police and other SAR sector agencies.

On 11 December 2015, after 3 ½ years as the Chief Executive of LandSAR, Harry Maher resigned. The LandSAR Chairman, Rex Hendry stated that “I think Harry can be justifiably proud of the achievements he has made in his time with LandSAR, including significant improvements to the finance and administration areas, the introduction of the Safety Management System and the deployment of the new website and the new online Training Management System.” Steve Caldwell will commence in January 2016 as the new Chief Executive.

### **Maritime Operations Centre**

Nil report

### **Mountain Safety Council**

Nil report

### **NZDF**

Nil report

### **NZFS**

Nil report

### **New Zealand Helicopter Association / Aviation NZ**

Nil report

### **Police**

#### **Staffing update**

Inspector Joe Green retired from Police in January 2016; the vacancy will be advertised shortly, but until such time as the position is filled Senior Sergeant Claire Bibby has been seconded into the position and is undertaking a number of projects including updating the Coastguard MOU.

#### **SAREXes – NZSAR-funded**

A few SAREXes were undertaken during the last quarter of 2015 including a Rogaine-styled event in Wellington attended by Duncan Ferner and myself. Rhett Emery has posted a large number of evaluation reports on the NZSAR website including a Summary of SAREX Common Themes in the hope that these may assist planners of future exercises.

## Police National SAR Course

This is scheduled to be held at Dip Flat May 1-13 2016. 3 LandSAR and 2 DoC members have expressed interest in attending. 3 Squadron will supply helicopter support for the 3-day SAREX that is held in the second week.

## SAR Managers Course

A workshop is scheduled in early March to streamline and make incremental improvements to the 2016 course which will be held at the Police College in June. NZSAR has negotiated with Mick Wear from Western Australia to evaluate this year's course.

We will be seeking nominations our SAR Partner agencies for volunteers to attend the second week to undertake IMT roles in multiple SAR syndicate scenarios.

## Mass Rescue exercises

Police and NZSAR have delivered a series of inter-agency tabletop exercises around the country designed to ensure that District Mass Rescue Plans are fit for purpose. Dave Greenberg has collated and circulated feedback from each exercise. The last of these is scheduled to be held in Auckland after Easter this year.

## SAR Statistics

446 Cat 1 SAR incidents were reported during the October to December 2015 quarter – 254 Land and 192 Marine.

## RCCNZ

### Our Core Business:

Incident breakdown by environment type, October - December 2015:

		Sea	Air	Land	Unknown	Quarter
<b>CAT II</b>	SAROP involving tasking	13	3	26	2	44
	Resolved by comms action	48	70	19	33	170
<b>CAT I</b>	Active involvement by RCCNZ	3	0	1	0	4
	SAD Produced by RCCNZ	3	0	0	0	3
	Active involvement & SAD	1	0	0	0	1
<b>Other SAREX'S/ MAS/ Medevac</b>	Operation involving tasking	2	0	8	n/a	10
	Resolved by comms action	1	0	0	n/a	1
<b>Total (Quarter)</b>		71	73	54	35	233

### Beacons

Beacon alerts made up 73% (171) of all incident alerts.

- About a third of these were resolved to other Search and Rescue Regions (62)
- 8% (14) were undetermined.

Of those that were activated in the NZSRR:

- about 32% were real distress situations (35), two were deliberate with questionable need for

<b>People Involved in incidents for the Quarter</b>	
Number at Risk	469
Lives Saved	41
Lives Rescued	25
Lives Assisted	32
Perished	8
Not Located	4
Self Assisted	279

### **Our Work Programme:**

The first half of 2016 promises to be busy for RCCNZ with the following activities, in addition to business as usual:

- Shifting to a new location (Avalon Studios, next door to our current premises) with a move date around May-June.
- Completion of the MEOSAR system build, and working towards operationalising this with Australia, with RCCNZ receiving usable data by mid year.
- A SARO training course.
- Continuation and development of a number of other projects (including our SOP review, Pacific SAR with training in Kiribati and a scoping visit to Tuvalu; preparation for Health and Safety changes, and a review of our beacon registration system.

### **Our People:**

RCCNZ recently appointed two new SAROs to bring our team to its full complement – Nicholas Burt and Andrew Parsons. These SAROs were selected from a large number of high quality applicants and bring a wealth of relevant experience to the role. They will begin their training with RCCNZ in February.

## **SLSNZ**

### **Surf Life Saving Operations**

The period October to December can often become the busiest time of year for Surf Life Saving services, as was this year due to unseasonably warmer weather and water conditions in late November continuing right through until the end of the second quarter. These conditions provided a flurry of activity for the guards which often had to extend their voluntary patrolling hours past 7pm to cater for the large beach user numbers over this period. Unfortunately outside those areas patrolled there was spike in drownings in late December. These fatalities would have most certainly increased if the various patrols had shut down during their normal November to December times between 4 and 5 pm. Nonetheless, Surf Life Saving services responded to a number of other callouts and incidents that occurred during this time.

In addition to the Category 1 Search and Rescue Operations listed above (and detailed in the Appendices), surf lifeguards rescued sixty five (65) people, treated one hundred and sixty one (161) members of the public for injuries, and conducted twenty nine



searchers (29). Please note these figures are understated, due to teething issues with the new patrol and membership data management system where significant numbers of club administrators have struggled to enter all the patrol incident and patrol operations information. This back log will be rectified in due course so there will be a catch-up in early 2016. With all the data being captured in paper form SLSNZ is confident an accurate report will be supplied once the data entry issues have been addressed.

### **Organisational Update**

The following organisational changes or progress has occurred of relevance to the search and rescue sector:

- The Bay of Plenty // Coromandel Communications Network became fully operational from 20 October 2015. This has provided radio communications coverage along the coastline between Pauanui to Papamoa beach over the 2015/16 season.
- The Capital Coast Communications Network is underway, and will be completed in time for the 2016/17 season. This roll out has provided a considerable challenge mainly due to the topography of the area, we have had to commit to more repeater sites than was originally planned for. This will result in a phased roll out rather than the complete implementation that was previously planned. The phases will be completed funding permitted.
- The Southern Region Network is being developed with the Christchurch network becoming operational at the start of this season and Otago by the end of next season. Investigations are currently underway to allow for the Southern Region to "Patch into" the National Network; this is essentially a soft ware issue we are working to overcome. Although the final solution is funding dependent.
- The roll-out of the New Patrol and Membership data base has largely been completed according to plan but some club administrators have not yet come to grips with the data entry side of the new system, creating a back log of patrol incidents and operational information. This is a training issue, rather than any problems with the system itself and is being addressed with extra training courses around the country for the clubs concerned. The situation although frustrating does not in any way effect the operational capability of the clubs to carry out their everyday patrols and lifesaving activities.

12 February 2016

## NZSAR RISK MATRIX

Risk #	Risk Description	Reasons or Causes	Consequences	Likelihood	Impact	Risk Level (reviewed)	Risk Treatment(s)	Post Treatment	Comments/Examples
2016/01	<b>SAR Information</b>  Search and rescue information is inadequate or unreliable for future planning.	SAR data collection is fragmented, lacks cohesion and is typically collected to meet the requirements of individual organisations. Properly analysed longitudinal information is difficult for decision makers to access. Data gaps and omissions render sound analysis difficult. In some instances, excessive detail is being collected.  Insufficient focus is placed on the analysis of existing data.  Drivers of SAR demand such as activity participation is not well understood.	Without reliable information, NZSAR will be unable to identify strategic changes and opportunities for the SAR community.  Effective decision making is compromised by the lack of reliable, analysed data. Information can also be hard to access as it can reside within silos.	Certain	Moderate	(May 14)	<b>Risk treatment 2016/01/A: SAR Data Standard</b>  In consultation with operational SAR agencies, develop and document an agreed SAR data standard for collection, collation and analysis.		Changing patterns in, for example, society, demographics, tourism, recreational activities, participation rates and technology is likely to impact on SAR needs and resources.
						(May 14)	<b>Risk treatment 2016/01/B: Data exchange and storage</b>  Establish and maintain a single repository for all SAR data.		
						(May 14)	<b>Risk treatment 2016/01/C: Data analysis</b>  Analyse SAR data to identify trends and patterns in SAR events. Such analyses should be used in conjunction with other data to show broader trends and patterns. The resultant products will be made available to decision makers and stakeholders.		
						(May 14)	<b>Risk treatment 2016/01/D: SAR Operational Analysis</b>  Conduct an operational analysis of SAR need mapped to SAR resources. Assist SAR providing agencies to reshape their organisations to match proven SAR need.		
2016/02	<b>SAR funding</b>  The sector experiences funding sufficiency and volatility risks.	<b>Sufficiency.</b> Funding for the wider SAR sector has a variety of sources. Funders may choose to lessen or withdraw their funding support.	Inadequate funding for part or some of the sector may limit investment in training or equipment and lead to inadequate operational responses.	Possible	Moderate	(March 15)	<b>Risk treatment 2016/02/A: SAR Funding</b>  Maintain an overall SAR funding picture. Work with other key SAR funders to sustain adequate supply. Maintain adequate PLA funding to meet Council goals.		
		<b>Volatility.</b> The funding levels for SAR agencies can be volatile due to profit variances with key gaming or lotteries trusts & boards. Grants policies also frequently change which can affect eligibility. Public appeals & donations are susceptible to change.	Volatile funding inhibits long term planning and investment. It also degrades sector effectiveness and efficiency.	Possible	Moderate	(March 15)	<b>Risk treatment 2016/02/B: Funded SAR SLAs</b>  Continue to support key SAR providing agencies with appropriately funded three year Service Level Agreements.		

12 February 2016

Risk #	Risk Description	Reasons or Causes	Consequences	Probability	Impact	Risk Level (reviewed)	Risk Treatment(s)	Post Treatment	Comments/Examples
2016/03	<b>Cohesive SAR Training</b> The SAR sectors training is largely conducted within organisational silos.	SAR training has evolved, developed and is often delivered within organisational silos. The perspectives of individual organisations have frequently taken precedence over the needs and goals of the wider sector.	Training variances can impact on sector collaboration and degrade inter agency and internal cohesion. Training divergence can lead to incompatible incident management systems, different understanding of language and incompatible expectations, SAR processes and priorities. These factors can contribute to deficient SAR services, inefficiencies and potentially avoidable loss of life.	High	Moderate	(Feb 16)	<b>Risk treatment 2016/03/A: Suitable individual SAR skill acquisition training is available funded and sound.</b> SAR (ACE) funded skill acquisition training is available for SAR people so that they may achieve the relevant SAR competencies at no cost to themselves.		
		(Feb 16)				<b>Risk treatment 2016/03/B: Collaborative SAR training and exercising</b> Continue cooperative and collaborative training, exercising and relationship building. See treatment option 2014/04/A for a treatment option based on cross-agency training.	NZSAR supports the conduct of Police District SAREXs and the Raoura Mass Rescue Exercise series		
		(Feb 16)				<b>Risk Treatment 2016/03/C: Continuation/Refresher Training</b> Encourage all SAR agencies to plan and undertake continuation or refresher training in order to retain skills and maintain engagement with SAR. Consider supporting sector based incident management team exercises to sustain collective management skills. Work with Police to develop a SAR coordinator revalidation system.	Continuation or refresher training is the responsibility of the SAR sector as and "industry".		
2016/04	<b>Volunteerism</b> Risks exist around volunteer recruitment, retention and training.	Changing demographics and attitudes, increasing work demands impact on volunteer recruitment, availability and longevity with the SAR sector.	The SAR sector is highly reliant on volunteers for the safe delivery of effective SAR services. <ul style="list-style-type: none"> <li>Insufficient numbers of volunteers in the right locations is likely to impact on the safe delivery of effective SAR services.</li> <li>Volunteer turbulence increases the training burden and inhibits the formation of SAR leaders.</li> <li>Excessive training demands, poor or infrequent exercises and/or onerous administrative requirements deter people from volunteering and discourage existing volunteers from remaining.</li> <li>Infrequent utilisation for SAROPs can be dispiriting and discourage long term engagement.</li> </ul>	Unlikely	Moderate	(Nov 15)	<b>Risk treatment 2016/04/A: Maintain good information on SAR volunteers</b> <ul style="list-style-type: none"> <li>Maintain good information about SAR volunteers and their expectations.</li> <li>Assist SAR organisations with information around recruitment and retention of volunteers to help ensure a sufficient number in areas and types of need.</li> <li>Ensure administrative requirements are not excessive.</li> </ul>		
		(Nov 15)				<b>Risk treatment 2016/05/B: Support SAR training alignment to the NZ Qualifications Framework (NZQF)</b> When and where agreed by SAR agencies, NZSAR will actively Support and assist aligning SAR training to the NZQF.			
		(Nov 15)				<b>Risk treatment 2016/04/C: Quality SAR Exercises</b> The conduct of good quality, appropriately focussed and well evaluated SAR exercises is important as they enhance readiness, reinforce training and build cohesiveness and morale within the SAR sector.	NZSAR supports the conduct of Police District SAREXs		
		Growing public and legal expectations of SAR performance and competence impacts upon the training and commitment levels of SAR volunteers.							
		Trained SAR Volunteers can be difficult to retain and motivate in areas where little SAR activity occurs.							

Risk #	Risk Description	Reasons or Causes	Consequences	Probability	Impact	Risk Level (Reviewed)	Risk Treatment(s)	Post Treatment	Comments/Examples
2016/05	<b>Recreational Knowledge</b>  Inadequate public understanding of personal risks taken during recreational activities.	A significant number of the public demonstrate a lack of understanding or underestimation of the risks involved with the recreational activity they are undertaking. Due to: <ul style="list-style-type: none"> <li>Decrease in public knowledge about recreational safety.</li> <li>Increase in the range of recreational activities.</li> <li>Little investment in proactive safety message promotion – particularly land, snow and avalanche safety information.</li> <li>Lack of understanding by inbound tourists about New Zealand's conditions and weather.</li> <li>Poor coordination and cohesion between the plethora of competing agencies which provide safety advice.</li> </ul>	<ul style="list-style-type: none"> <li>Individuals fail to take adequate precautions and/or responsibility for their own safety.</li> <li>Unacceptable levels of harm to New Zealand residents and foreign tourists.</li> <li>Harm to the reputation of New Zealand as a tourist destination.</li> <li>Unrealistic public expectations of the SAR sector.</li> </ul>	Likely	Moderate	(May 14)	<b>Risk treatment 2016/05/A: Ensure the public has access to good quality, consistent safety advice.</b>  Maintain the NZSAR Adventure Smart website ( <a href="http://adventuresmart.org.nz/">http://adventuresmart.org.nz/</a> ) and support the promulgation of consistent sector messaging.	Green	Example - Safety Code material.   Example: Safety Partnership.
						(May 14)	<b>Treatment option 2016/05/B: Recreational safety - provision of consistent information to the media.</b>  Support the relevant agencies to provide timely information to the media on personal responsibilities and better preparation when undertaking outdoor recreational activities.	Yellow	
						(May 14)	<b>Treatment option 2016/05/C: Support domestic safety organisations.</b>  Support the SAR prevention efforts of domestic safety information providing agencies. Encourage and harmonise collaborative action.	Green	
						(Nov 15)	<b>Treatment option 2016/05/D: Develop an NZ Inc Recreational Safety Strategy.</b>	Yellow	
2016/06	<b>Mass Rescue Event</b>  Catastrophic mass rescue event overwhelms SAR capabilities.	New Zealand's SAR sector has very limited capacity to respond to large scale SAR events.  New Zealand has a very large SAR region with little or no SAR assets in much of the region.  Significant numbers of vessels and aircraft with large amounts of passengers transit the NZSRR.	<ul style="list-style-type: none"> <li>Significant numbers of people injured or killed that could have been rescued.</li> <li>Severe reputational damage to SAR agencies.</li> <li>Severe reputational harm to New Zealand as a tourist destination.</li> </ul>	Rare	Severe	(May 15)	<b>Treatment option 2016/06/A: Develop mass rescue policy and plans.</b>  In conjunction with partner agencies, develop appropriate mass rescue policies and plans.	Yellow	This risk is seen as high consequence but low likelihood. It is mainly controlled by the professionalism of ships officers and pilots together with advanced technology to help navigate such ships.
						(May 15)	<b>Treatment option 2016/06/B: Conduct regular mass rescue exercises.</b>  In conjunction with partner agencies, exercise the mass rescue plans in all Police districts to validate and refine them.	Yellow	
2016/07	<b>COSPAS SARSAT failures</b>  LEOSAR satellite degrade or LEOLUT failure before the MEOSAR system is ready.	<ul style="list-style-type: none"> <li>Failure of the NZ LEOLUT prior to the MEOSAR system being accepted into service</li> <li>Failure of LEO SAR satellites before the MEOSAR system is accepted into service.</li> </ul>	<ul style="list-style-type: none"> <li>NZ unable to receive distress beacon activations.</li> <li>NZ unable to assist Australian SRR related beacon activations.</li> <li>Entire COSPAS SARSAT system rendered partially or totally ineffective.</li> </ul>	Rare	Major	(Nov 15)	<b>Treatment option 2016/07/A: Engage with LEO LUT providers to fix or replace the NZ LEO LUT.</b>  Should this be necessary – it would only likely be necessary for a short period and could be costly.	Green	Existing low-altitude and high-altitude satellites are being replaced by medium-altitude satellites. In 2016-2017 the existing ground station will no longer be reliable and the aviation and maritime SAR capabilities will reduce.
							<b>Treatment option 2016/07/B: Advance the in-service date for the MEOSAR system.</b>  The MEOSAR system is currently undergoing trials and it may be possible to bring it into service earlier than planned.		

Risk #	Risk Description	Reasons or Causes	Consequences	Probability	Impact	Risk Level (Reviewed)	Risk Treatment(s)	Post Treatment	Comments/Examples
2016/08	<b>Health and Safety</b> Incident or audit exposes SAR sector health and safety deficiencies.	NZ's H&S regulatory environment is changing. The SAR sector needs to adapt to the new requirements and implement the required changes for the SAR context.	SAR organisations, team and individuals fail to implement appropriate / necessary H&S processes and procedures and in the event of an audit or plans to mitigate severely negative H&S incident are: <ul style="list-style-type: none"> <li>Exposed to risk of prosecution.</li> <li>Suffer reputational damage.</li> <li>Experience an outflow of personnel due to perceived risk.</li> </ul>	Unlikely	Major	(May 15)	<b>Treatment Option 2016/08/A: Implement sound H&amp;S processes and procedures</b> NZSAR Council H&S processes and procedures for the SAR sector have been approved and are being implemented. The five SLA documents include H&S provisions from Jul 2014. SAR sector H&S monitoring and reporting occurs at the SAR strategic H&S Committee and a variety of other interagency SAR forums. H&S experiences and lessons are shared between SAR partner agencies. A sector based H&S symposium is planned for August 2016.		
		SAR Training, SAROPs and SAREXs often expose SAR people to an array of hazardous environments and situations. The sector is likely to experience a significant H&S related incident at some point.	<ul style="list-style-type: none"> <li>Experience an outflow of personnel due to excessive H&amp;S process requirements.</li> <li>Likely to expect significant external pressure / investigation / regulation / over watch following the trigger event.</li> </ul>	Rare	Severe	(May 15)	<b>Treatment Option 2016/08/B: H&amp;S incident contingency planning</b> SAR providing agencies and coordinating authorities are encouraged to develop contingency plans for use in the event of a SAR related severe H&S incident. Plans may include media, internal personnel and SAR partner engagement as well as grief & trauma counselling etc.		
2016/09	<b>SAR Expectations</b> Stakeholders and public develop unrealistic expectations of SAR capacity and capabilities	A lack of knowledge about SAR sector capabilities and limitations may lead to unwarranted expectations.	In the event of a mass rescue, mass search or a SAR incident at the extremities of the NZSRR, the media, public and senior stakeholders may unduly criticise SAR agencies and/or demand actions by SAR agencies that are beyond our capabilities.	Rare	Major	(Jul 15)	<b>Treatment Option 2016/09/A: Advise senior stakeholders of SAR Sector capabilities and limitations</b> Prepare a briefing note for ODESC and Ministers regarding SAR capabilities and limitations.		
		Regular reporting of successful SAR operations may lead to a false sense of SAR capabilities by the media and significant stakeholders.	Inappropriate SAR sector investment due to a misunderstanding of SAR expectations			(Jul 15)	<b>Treatment Option 2016/09/B: Advise media stakeholders of SAR Sector capabilities and limitations</b> Distribute the NZSAR annual report to media outlets. RCCNZ and NZ Police hold an annual SAR media briefing and specifically note SAR sector capabilities and limitations.		
			Members of the public may suffer undue hardship or cause unnecessary cost on the SAR system due to misunderstanding its capabilities and limitations.	Likely	Moderate	(Nov 15)	<b>Treatment Option 2016/09/C: Undertake a benchmarking survey of SAR expectations</b> Engage with the public on occasions to ascertain what their expectations of SAR are and measure trends in expectations.		
2016/10	<b>SAR Technology</b> The SAR community may not know of or be able to acquire technologies that have the capacity to significantly increase SAR effectiveness.	Technology development and change occurs at a very fast pace. Technologies which might aid or transform SAR are difficult to identify and hard to fund.	The sector may be challenged operationally and criticised by not utilising the most appropriate technology for an operation.	Likely	Moderate	(Nov 15)	<b>Treatment Option 2016/10/A:</b> Organise occasional SAR technology workshops to identify technological trends and opportunities relevant to SAR.		
		Different SAR agencies might select different, non compatible SAR technologies.	Non compatible technologies may hinder our capacity to collaborate and cooperate.				<b>Treatment Option 2016/10/B:</b> Seek funding to permit the establishment of a contestable SAR initiatives fund.		



# New Zealand Search and Rescue

NZSAR 1-3  
NZSAR Council

18 February 2016

## NZSAR Awards for 2015

### Background

- 1) The NZSAR Council has established an annual national awards programme to recognise worthy achievements in the field of search and rescue in the New Zealand Search and Rescue Region.
- 2) There are two categories of SAR related activity covered by the NZSAR Awards:
  - a) **Operational Activity.** This category is for nominations relating to a specific SAR operation(s) that have occurred during the year.
  - b) **Support Activity.** This category is for nominations that do not relate to specific SAR operation(s) but to the wider range of SAR related activities (for example training, prevention, and long-service).
- 3) There are two levels of recognition for each category in the NZSAR Awards programme:
  - a) **New Zealand Search and Rescue Gold Awards.** Commencing in 1999, this annual award honours the person, group or organisation that has made a very significant contribution to search and rescue in the New Zealand Search and Rescue Region during that year or over a sustained period. It was renamed as the NZSAR Gold Award in 2008.
  - b) **New Zealand Search and Rescue Certificates of Achievement.** Commencing in 2008, the certificate is awarded to people, groups or organisations that have made an important contribution to search and rescue in the New Zealand Search and Rescue Region during that year or over a sustained period.
- 4) The **unconfirmed** date for the 2015 NZSAR Awards is the evening of Thursday 26 May 2016 at Parliament.
- 5) A total of 23 nominations were received for the NZSAR Awards; 12 for operational activity, and 11 for support activity. Synopses of the nominations are enclosed.

### Costs

- 6) Up to \$25,000 has been budgeted for the costs associated with running the awards based on previous years expenditure.

## Selection Process

- 7) The full selection process is contained in the NZSAR Awards Policy, and is briefly outlined here.
- 8) A non-conflicted sub-group of the NZSAR Consultative Committee ranked the eligible nominations, and is providing the following advice to the NZSAR Council. The NZSAR Council will need to consider the advice, and to make the final and incontestable decision regarding recipients. The NZSAR Secretariat is responsible for managing the process.

## Advice for Operational Activity Nominations

- 9) The sub-group has reviewed the operational activity nominations and advises the NZSAR Council that:
  - a) The NZSAR Gold Award for Operational Activity be awarded to **Richard Walker, Silvano Lorandi and Mika Verheul, Nelson LandSAR** for the rescue of two tourists from Speargrass Valley, Nelson Lakes on 5 September 2015.
- 10) NZSAR Certificates of Achievement be awarded to:
  - a) **Clinton Miles and Simon Turner (Tekapo Helicopters), Stephen Binns and Gregor Staley (Coastguard), Hayden McDermott (LandSAR) and Craig Willis (NZFS)**, for the rescue of a group of kayakers on Lake Tekapo on 25 September 2015.
  - b) **Emma Milburn, LandSAR** for her extraordinary efforts with her search dog Dart during Operation Mathieson, the search for a missing 79 year old man south of Dunedin in July 2015.
  - c) **Jackson Smith, Nick Tomkins, Simone Hollier, Leilani Fuemana and Duncan Clarke (SLSNZ)** for the rescue of a swimmer at North Piha Beach on 24 November 2015.
  - d) **RARO, Philips Rescue Trust Taupo, LandSAR Turangi and St John Ambulance** for the rescue of four foreign nationals off Mt Ngauruhoe on the night of 17 June 2015.
- 11) The following nominees do not receive an NZSAR Award:
  - a) Aoraki / Mt Cook ACR Team and South Westland LandSAR ACR Team (Fox Glacier helicopter recovery)
  - b) Murray Dix and Mark Vercoe, SLSNZ (Mangawhai Heads yacht crew rescue)
  - c) Coastguard CNR Communications, Coastguard Waiuku, Coastguard Papakura and Auckland Air Patrol (Manukau Bar Fishermen rescue)
  - d) Tairua Surf Lifesaving Club (Tairua Beach incidents)
  - e) Coastguard Kapiti (Fishermen rescue)
  - f) Coastguard Kawau (Kawau Fisherman rescue)
  - g) Coastguard Canterbury (Little Port Cooper rescue).

### **Advice for Support Activity Nominations**

- 12) The sub-group has reviewed the support activity nominations and advises the NZSAR Council that:
  - a) The NZSAR Gold Award for Support Activity is awarded to **Delanie Halton WanderSearch** for her exceptional contribution to the Wander programme in the Auckland region.
- 13) NZSAR Certificates of Achievement be awarded to:
  - a) **John Funnell, Taupo** for his commitment and services to search and rescue in New Zealand for 49 years
  - b) **Murray Miskelly, Coastguard Northern Air Patrol**, for his leadership and services to SAR
  - c) **Shane Beech, Coastguard Maketu**, for his commitment and services to search and rescue
  - d) **Lynn Stuart, Coastguard Wanaka**, for his commitment and services to search and rescue.
- 14) The following nominees do not receive an NZSAR Award:
  - a) Coastguard Northern Region 'Old4New Lifejacket Upgrade' campaign
  - b) Martin Balch, Dunedin MSAR
  - c) Sgt Joanne Holden, NZ Police National Headquarters
  - d) Jillian Stewart, Coastguard Northern Region
  - e) Ray Harkness, AREC / Wellington LandSAR
  - f) Coastguard Northern Region 'Raising the Bar' safety awareness programme.

### **Recommendation**

- 15) It is recommended that the NZSAR Council **considers** the following when making its decision on recipients of the 2015 NZSAR Awards:
  - a) The advice provided by the sub-group of the NZSAR Consultative Committee.
  - b) The selection criteria in the NZSAR Awards Policy.

Rhett Emery  
NSSP Coordinator

#### **Enclosures:**

2015 NZSAR Awards Synopses of nominations – Operational Activity  
2015 NZSAR Awards Synopses of nominations – Support Activity



# Synopses of Nominations for 2015 NZSAR Awards

## Operational Activity

### Recommended for the GOLD AWARD

Nominee	Operation	Synopsis
<p><b>Richard Walker</b> <b>Silvano Lorandi</b> <b>Mika Verheul</b> <b>Nelson LandSAR</b></p>	<p><b>Nelson Lakes</b></p>	<p>At 5.30pm on the 5th of September 2015 Nelson Police received a cellphone call from two tourists in dire need of rescue from Nelson Lakes National Park.</p> <p>Weather conditions were atrocious with extremely strong winds and heavy snow fall. One of the pair had taken a fall and could not proceed. They were insufficiently equipped and inexperienced.</p> <p>Three Nelson LandSAR volunteers highly skilled in alpine environments began the long hard walk in, carrying survival gear and shelter for themselves and the tourists as well as a full medical kit.</p> <p>The rescuers stopped at Speargrass hut and prepared hot water bottles which later proved invaluable in assisting to warm the severely hypothermic tourists.</p> <p>Their hourly weather reports described appalling conditions - the wind chill factor was -20 degrees. The fourth weather sit rep was simply "this is atrocious....it doesn't get any worse"</p> <p>Having walked through the night further navigational issues arose as the tourist's cell phone mapping system placed them 1100m away from where they believed they were.</p> <p>The rescue team used great navigational skills to locate the tourists in white out conditions and at night. It took the team a further two hours from the initial siting at 3.15 am to get to the tourists.</p> <p>Both hypothermic. The male was non-responsive and unable to move as his jeans had frozen solid. The rescue team split into patient care and rescue tent installation.</p> <p>Pitching two tents was a major feat, let alone having to strip out a pack liner and slide the non-responsive hypothermic male into the rescue tent.</p> <p>The professional team approach to this rescue was paramount with excellent role definition allowing the team doctor to provide outstanding care slowly warming the missing party. The sound decisions and team work were critical as it was not until after 1pm that conditions improved enough to evacuate by helicopter.</p>

Recommended for CERTIFICATES OF ACHIEVEMENT

Nominee	Operation	Synopsis
<p>Tekapo Helicopters: Clinton Miles Simon Taylor</p> <p>Coastguard: Stephen Binns Gregor Staley</p> <p>LandSAR Hayden McDermott</p> <p>NZ Fire Service Craig Wills</p>	<p>Operation Lake Tekapo</p>	<p>Hiring kayaks, 11 young tourists set out to Paddle to Motuariki Island, Lake Tekapo on Friday afternoon, September 25, 2015.</p> <p>The wind got up around 3.30pm, with waves estimated to be at 2 metres high and the wind gusting at 30 knots. A number of the kayakers ended up in the water and were swept towards the western shore of the lake, while the others managed to make their way to Motuariki Island.</p> <p>The group was reported overdue at 4.30 pm. Tekapo Helicopters with the lead pilot, Clint Miles, and second pilot Simon Turner responded as did Coastguard volunteer Stephen Binns, Gregor Staley, and LandSAR volunteer Hayden McDermott launching Steve Binns's boat. Both water and air temperatures were extremely cold.</p> <p>The helicopter located a deceased person, and a female after following her footprints, on the western side of the lake. Upon landing they determined she was hypothermic and in shock. Loading her into the helicopter they continued to search. They located six others all in various states of hypothermia. The helicopter lifted off again and located another deceased person and two kayakers. It was extremely gusty and difficult to land.</p> <p>The two people were hypothermic, unresponsive and unable to walk. Simon carried them into the helicopter and returned the three seriously ill people to Lake Tekapo Fire Station.</p> <p>The boat went to the island, unloaded Hayden and Gregor in difficult conditions where they provided assistance and clothing to the six kayakers.</p> <p>The Helicopter returned to the island and took the rest of the survivors to the Lake Tekapo Fire Station. They also worked on an out-of-control fire the six survivors had lit.</p> <p>In the tricky wave conditions Steve maneuvered his boat to uplift Hayden and Gregor. Lake Tekapo Fire Brigade members provided urgent medical assistance to the three seriously ill people until St Johns staff arrived.</p> <p>If it wasn't for all these rescuers quick actions there is no doubt three of the kayakers would have died and the rest would have become seriously ill.</p>

Nominee	Operation	Synopsis
Emma Milburn	Operation Mathieson	<p>A 79 year old man failed to return home, near Balclutha, on Wednesday 22nd July, 2015. SAR personnel were deployed after his car was located the next day.</p> <p>Emma Milburn is one of two operators of air scenting LandSAR search dogs based in the Otago Coastal policing district. She responded that evening and searched with her dog Dart until around 1am. For the next three days Emma put in many hours in the search area. She was often the last person to return from the field, performed her tasks thoroughly and provided excellent debriefs.</p> <p>When the search was scaled down Emma and Dart again spent that day and the next searching - she also returned the following afternoon, after finishing her paid job. After several hours of searching, Emma and Dart located the missing party who had passed away. Emma maintained her composure and preserved the scene until Police arrived.</p> <p>Emma completed in excess of 50 hours searching over a five day period. She also drove the three hour round trip to the search area each day. Emma far exceeded what is normally expected of a search and rescue volunteer. She showed the highest possible levels of professionalism and dedication.</p> <p>Emma's service during Operation Mathieson is indicative of the huge effort she has put into SAR operations in the past year. Just two weeks later, Emma and Dart located a deceased person on the bank of the Ahuriri River, saving an unknown amount of further search resources.</p> <p>Emma has spent more than 360 hours deployed on SAR operations in 2015 – this is almost half of the total operational hours for all Search Dogs handlers nationwide. Even more remarkable is that Emma has also spent a far greater number of hours training and performing her roles as a LandSAR Search Dogs committee member and Dunedin LandSAR committee member.</p>

Nominee	Operation	Synopsis
<p data-bbox="129 496 409 564">Jackson Smith, (Red beach SLS)</p> <p data-bbox="129 608 416 786">Nick Tomkins, Simone Hollier, Leilani Fuemana, Duncan Clarke (Piha Beach SLS)</p>	<p data-bbox="510 608 770 639">Piha Beach Rescue</p>	<p data-bbox="835 284 2029 416">Off duty Red Beach lifeguard, Jackson Smith, was at Piha Beach on Tuesday 24th of November 2015 when he was told a 19 year old woman was missing in the rough conditions north of Lion rock. After assessing the situation Jackson dove into the water to assist, the victim's friend also in the water told him she thought her friend was dead, further out to sea.</p> <p data-bbox="835 456 2051 552">Jackson found the patient face down and unconscious in the water 50 metres further on. With the help of bystanders, Jackson managed to retrieve the patient and immediately commenced CPR. This initial swift action no doubt saved this young woman's life.</p> <p data-bbox="835 592 2051 791">The Beach Education instructor team of three and Piha lifeguard Duncan Clarke also responded taking the IRB to North Piha. Upon arrival on scene, they found Jackson providing CPR. Simone and Leilani immediately helped, liaising by radio with the Police Eagle Helicopter. At this stage the defibrillator advised for no shock. Duncan got in contact by radio with the Westpac Rescue Helicopter, who were close to landing on scene. The Westpac crew then took control of the scene, with the patient unresponsive but now breathing.</p> <p data-bbox="835 831 2040 1031">From there, lifeguards continued to assist to load the patient into the helicopter, and provided scene control. The patient was flown to Auckland hospital in a serious condition, but alive. There is no doubt this patient would not have survived had Jackson and the other lifeguards not been around the Piha area at the time of the incident. The skills that all the lifeguards showed were a credit to their training and were commended by the Westpac Helicopter crew and Police post the incident.</p>

Nominee	Operation	Synopsis
<p>RARO</p> <p>Philips Rescue Trust (Taupo)</p> <p>LandSAR Turangi</p> <p>St John Ambulance</p>	<p>Mt Ngauruhoe Rescue</p>	<p>On the afternoon of Wednesday the 17 June 2015, eight tourists attempted to ascend Mount Ngauruhoe. Not all continued and as the sun set the conditions on the mountain changed rapidly resulting in a thin, but very hard layer of ice forming. Despite being equipped with crampons and ice axes, four of the climbers fell several hundred metres at different times and from different heights.</p> <p>They ended up scattered in a line down the mountainside. Two suffered head injuries and one a broken wrist. None were equipped to spend a night out. All the climbers began to suffer from hypothermia. The temperature was between 8 and -13 degrees.</p> <p>Constable Conrad Smith, officer in charge of National Park Police was advised at approximately 5.50pm. He quickly realised the location (Mangatepopo hut) was likely incorrect, eventually getting the true location and extent of the problem despite being hampered by language issues.</p> <p>The entire rescue operation was conducted at night. The weather was mostly favourable but somewhat challenging at times with cloud and visibility coming and going throughout the evening.</p> <p>An extensive briefing was held and two plans devised. Whilst plan A was under way, the Incident Management Team Planning and Logistics sections made considerable preparations for a Plan B scenario in the event the weather closed in.</p> <p>The helicopter crew made a reconnaissance of the mountain-side using night vision goggles and quickly located the upper most climber on the mountain.</p> <p>Pilot Nat Every only had the landing light to help maintain his hover reference cues, coupled with information communicated by crewman Sergeant Mark Bond. Eleven separate sorties were made, in changeable conditions to get rescuers to the scene, and to get the patients and rescuers off the mountain.</p> <p>For the rescuers on ground the conditions under foot throughout the entire rescue were treacherous. The thickness of the ice did not permit the incision of anchoring screws, so they had to rely on their skills with crampons and ice axes. They skillfully rescued multiple injured victims scattered over several hundred metres down a treacherous ice covered mountainside, at night.</p> <p>Six St. John Ambulance staff were also on site to assist with the patients. All four victims were subsequently taken to Taupo Hospital. If they not been rescued that night, some if not all would have perished from hypothermia.</p>

Not Recommended to receive an Award

Nominee	Operation	Synopsis
<p>Aoraki/Mt Cook ACR South Westland ACR</p>	<p>Fox Glacier Helicopter recovery</p>	<p>On the 21st of November 2015 a helicopter crashed into the upper Fox Glacier, seven people died.</p> <p>Bad weather and hazardous terrain delayed the body recovery operation until the following morning.</p> <p>The New Zealand Coal &amp; Carbon Rescue Helicopter winched South Westland Alpine Cliff Rescue (ACR) staff onto the site and they recovered four bodies that were accessible.</p> <p>Weather again closed in allowing short opportunities to set up the safety systems to enable foot access onto the site which took place on Thursday 26th.</p> <p>This is where the real technical skills of the South Westland LandSAR ACR and the Aoraki Mount Cook ACR teams came into play. They established two helicopter landing zones and then a safe pathway for teams to carry out their various tasks.</p> <p>Three routes were established. The third being restricted to ACR staff only. The surface was "like a bowl of pop-corn" and very unstable. Rope systems were secured via ice screws into the surrounding walls of ice that made up the small canyon where the rotor head had landed.</p> <p>The last body was recovered from 6 metres down a crevasse. The rescuer climbed into the confined space and then climbed up with the body being raised by the other ACR team members.</p> <p>The rotor head and three bodies were positioned beside a very deep large crevasse. If any mistakes had been made while securing the rotor head it would have meant the loss of the important piece of aircraft and three bodies.</p> <p>After the last of the bodies were removed the ACR teams set about securing lifting cables to the wreck and in three to four lifts had most of the components essential to the crash investigators secured on the ice. The operation finished 90 minutes ahead of the estimated time on account of the amazing team work from the two ACR teams involved and their skills and ability in working in this challenging environment.</p>

Nominee	Operation	Synopsis
<p>Murray Dix Mark Vercoe SLSNZ</p>	<p>Mangawhai Heads VLS</p>	<p>During the early hours of December 15, lifeguards were alerted to a vessel in distress at the Whangarei Heads Harbour mouth area. The information was limited but the vessel was believed to be an 8.8m yacht and the skipper, the sole occupant, had become stuck on the rocks. Neither the yacht, nor the skipper, could be located.</p> <p>At around 3.30am, Ruakaka, Waipu Cove and Mangawhai Heads callout squads were tasked to search the area between Bream Head and Bream Tail.</p> <p>Meanwhile, the skipper had abandoned his yacht for a small life raft and wasn't wearing a lifejacket.</p> <p>Mangawhai Heads volunteer lifeguards Murray Dix and Mark Vercoe responded immediately. Mark drove his vehicle along Mangawhai Heads beach to search for the grounded yacht and life raft. He spotted the yacht off Head Rock and notified Murray of its whereabouts. He then launched the rescue boat, collected Murray and started the search for the missing man.</p> <p>The lifeguards searched for some time and could not locate him - it was only on a last scan out to sea that Mark noticed a white flash around one kilometre offshore. This turned out to be the missing man in his small inflatable life raft.</p> <p>He was cold and very wet, due to having entered the water on a number of occasions, only wearing a shirt and underwear. Murray wrapped the man in his warm jacket and they returned him to shore where they waited for the ambulance to transport him to Whangarei Hospital.</p> <p>Later that morning, Murray and Mark successfully salvaged the 29ft vessel off Head Rock and, with the assistance of the local Harbour Master, towed the damaged vessel into Mangawhai Harbour.</p> <p>It was extremely lucky that the lifeguards spotted the man in the pitch black. The lifeguards demonstrated their advanced Search and Rescue skills, and knowledge of the area. If they hadn't found him, the outcome could have been very different.</p>

Nominee	Operation	Synopsis
<p>Coastguard CNR Communications</p> <p>Coastguard Waiuku,</p> <p>Coastguard Papakura</p> <p>Auckland Air Patrol.</p>	<p>Manukau Bar Fishermen Rescue</p>	<p>Just before 1pm on 24 November, 2015 Coastguard radio raised the alarm when a vessel failed to close their Manukau Bar Crossing Report and could not be raised on VHF Marine Radio.</p> <p>Coastguard vessels from Waiuku and Papakura began a search for the missing 6.5m craft along with Coastguard Auckland Air Patrol and the Police Eagle helicopter.</p> <p>The waves on the often treacherous Manukau Bar were described as 4m plus, with the Bar pumping white water from one side to the other. There was a small window to get through the bar, however searching in the bar was impossible to do safely. The Coastguard vessels carried out shore sweeps and a single vessel creeping line. NZ Steel Rescue searched down to Hamilton's Gap and also going back inside the bar to confirm with another vessel they had not seen any other boats that day on the bar.</p> <p>Just before 5pm Auckland Air Patrol spotted the up-turned vessel. Coastguard Papakura and Waiuku crew headed back out through the Bar but they were unable to get to the stricken vessel because it was in the surf line. Along with the Westpac Rescue the four rescue assets carried out a search for the three missing people.</p> <p>The three men had clung to the hull of the capsized vessel before making the decision to swim 1km to shore. The Westpac and Police helicopters landed on the beach as the three fishermen completed their swim to shore. One of the men, a 76-year-old, was found lying on the rocks with a cut to his head and a pelvic injury. His two fellow boaties were found safe onshore.</p> <p>This rescue is an example of a fantastic multi-agency response, where the services worked together to produce the ultimate successful outcome; saving the lives of all three fishermen.</p>



Nominee	Operation	Synopsis
<p data-bbox="152 627 385 927">           Laura Stephens,            Gareth Lynch,            Sean Ridler,            Matt Kerr,            William Richards,            Corey Davies,            Grant Schofield,            Sam Schofield,            Jade McQuoid         </p> <p data-bbox="152 963 434 1027">           Tairua Surf Lifeguard            Patrol         </p>	<p data-bbox="510 778 696 810">Tairua Beach</p>	<p data-bbox="828 213 2083 331">           On Tuesday 29th December the Tairua Surf Lifesaving Club patrol, saved one life and treated three others with serious injuries during three separate incidents that occurred simultaneously. Beach conditions were dangerous, with a 1.5metre severe shore break wave. The Patrol Team was a mix of four semi-professional six volunteer lifeguards ranging from 14 years-old to mid-forties.         </p> <p data-bbox="828 368 2063 456">           A 12 year old boy, outside the flagged area, had been hit by a rock thrown by another child. He had a serious head injury and needed urgent medical assistance, while awaiting an ambulance. The laceration to the back of the head was estimated to be 5-6cm long with bone exposure.         </p> <p data-bbox="828 493 2074 671">           Two swimmers (a father and daughter) were struck in the back by a strong shore break wave. They were pulled to the safety by a lifeguard assisted by members of the public. Both were immobilised and assessed at the water's edge. The young girl was very distressed and the male had loss of feeling in his legs and severe pain in his lower back and neck. The life guards stabilised them using neck braces. They log rolled them onto stretchers and transported up to the medical room to continue monitoring and await emergency services.         </p> <p data-bbox="828 708 2047 796">           During that hand over to the paramedics another lifeguard who had run the entire length of the beach (one kilometre) alerted the tower to an incident at the north end of the beach. Upon arrival the lifeguard found another two lifeguards, who had been training Nippers nearby, giving CPR to a patient.         </p> <p data-bbox="828 833 2078 920">           The patient had collapsed getting out of the surf, losing consciousness. The lifeguards determined it to be a medical situation and requested an AED unit. In the meantime they used oxygen and the Bag valve mask. Four shocks were administered when the AED arrived as well as CPR.         </p> <p data-bbox="828 957 2067 1045">           Crowd control was handled well by junior lifeguards and with help from members of the public. The paramedics arrived as the patient began to show signs of life. The patient was subsequently stretchered off the beach by lifeguards.         </p> <p data-bbox="828 1082 2074 1169">           In the meantime the other three patients had been re-assessed by additional ambulance staff who had arrived from other locations. The head injury and one spinal patient were taken by road to Thames hospital, whilst the other spinal patient was flown by the Tauranga Rescue Helicopter to Thames hospital.         </p> <p data-bbox="828 1206 2058 1321">           These incidents demonstrated the close working relationship and teamwork in the Coromandel area between Surf Life Saving, ambulance and the rescue helicopter organisations – providing an essential service to isolated rural communities who have to deal with huge population increases over the summer holiday period, resulting in big spikes in demand for emergency help.         </p>

Nominee	Operation	Synopsis
Coastguard Kapiti Coast	Fishermen Rescue	<p>A vessel with two men on board was reported overdue on the afternoon of 11 October 2015.</p> <p>Coastguard rescue vessels K2 Rescue and Pharazyn Rescue, were launched. Conditions were moderate. K2 found debris toward the West Point of Kapiti Island and at 5pm found two men on the island's shore.</p> <p>Rough conditions and rocks prevented K2 reaching the men despite a number attempts. The Westpac helicopter arrived at 5.30pm but conditions prevented them from landing safely. They returned with the winch in operation but with such unstable conditions could only lift the two fishermen (separately) to the other side of Kapiti Island, where they were assisted by the island's Rangers. The helicopter then took both men to the mainland for medical attention. The men's submerged vessel was assessed as unsafe to recover and no danger to navigation so was left in situ.</p> <p>Both Coastguard vessels and the Westpac Helicopter worked in co-ordination, with the vessels staying in place to assist if needed. The vessels returned to base once both men were safely uplifted, and the operation concluded at 1930 hours.</p> <p>Had the men not been wearing lifejackets or failed to note a return time the outcome for them would have been very different. Coastguard Kapiti Coast President Rob Faulk said the men could have waited hours longer, and the search would have stretched into the night, had the men not noted their intended return time on the boat club intention board.</p> <p>These safety measures together with Coastguard Kapiti Coast's immediate response and well organised search meant the two fishermen were found quickly and brought home to safety.</p>

Nominee	Operation	Synopsis
Coastguard Kawau Rescue	Kawau Fisherman Rescue	<p>Auckland Air Patrol and Kawau Rescue were asked to locate and assist a yacht that was taking on water just before 4pm on 20 December 2015.</p> <p>They understood the yacht to be somewhere near Little Barrier Island. Kawau Rescue was on a training mission, with four crew on board including skipper Thelma Wilson. They started to search for the boatie, but their efforts were hindered by heavy conditions and 20-30 knot southwesterly winds. The sea was choppy with a lot of white caps - they were faced with a huge area to search for a small target.</p> <p>In these trying conditions the crew spotted what was left of the missing fisherman's large plywood launch from a kilometre away, most of the boat was already submerged. The man was no longer with his launch. Just before 5pm the crew spotted the fisherman who had raised a paddle in the air. He was wearing a life jacket, clinging to a swamped kayak about 200m from his vessel. He was hypothermic and disoriented.</p> <p>The crew brought the fisherman on board and administered first aid. The Westpac rescue helicopter was dispatched from Auckland. A paramedic was winched onto the rescue vessel and after an assessment; the man was cleared to be taken to Sandspit by Kawau Rescue, in a stable condition.</p> <p>The Kawau Rescue crew believe that if he had been left in the water for 15 or 20 minutes more the outcome would not have been so positive. The area between Great Barrier Island and Sandspit is vast and it's fortunate that Coastguard Kawau volunteers located him when they did.</p>

Nominee	Operation	Synopsis
<p>Patrick Lewis</p> <p>Nick Sears</p> <p>Nicola Hockley</p> <p>Greg Skene</p> <p>Peter Wilson</p> <p>Rachel McKenzie</p> <p>Graeme Rees</p> <p>Coastguard Canterbury</p>	<p>Little Port Cooper Rescue</p>	<p>Coastguard Canterbury duty officer was alerted to the seven people stuck on a beach at Little Port Cooper, on Sunday 24th May 2015. What had started out as nice day had turned very nasty. Two families whose boat 'the Joka' had been grounded earlier in the day had given up trying to get home in the rough sea conditions – they returned to the sheltered beach and called for help.</p> <p>The personnel that responded had not worked together on the CRV regularly but hours of training etc as a unit culminated in well executed crew resource management and teamwork throughout the rescue.</p> <p>Conditions were such that one person was stationed on the RADAR exclusively tasked with collision avoidance whilst another carried out the passage planning and navigation.</p> <p>At 9.30pm Canterbury Rescue located the vessel. The crew assessed and planned their approach. Two people were tasked to go ashore whilst the other two crew looked after the CRV and ensured that she remained afloat.</p> <p>The onshore crew carried the children out to the rescue vessel through freezing water, and wrapped them in blankets in the cabin along with three of the adults. One of the crew held onto the coldest and wettest of the children to warm them up.</p> <p>Just after 10pm both vessels departed the beach. With two Coastguard crew and the skipper onboard; 'the Joka' followed Canterbury Rescue, travelling at 6-8 knots to smooth the way. The crew attended to the group in the cabin. Even at the slowed speed the conditions were such that minutes before arriving at Naval Point the children were very seasick.</p> <p>Just before 11pm Canterbury Rescue arrived back at Naval Point. 'The Joka' lost steering while approaching the ramp. Canterbury Rescue, narrowly prevented it from drifting into the breakwater and old metal piles, assisting it to the ramp. The crew waded into the freezing and choppy tide to manhandle the boat onto her trailer. Some of the family members were suffering the first stages of hypothermia, The coastguard crew went above and beyond their call of duty to go the extra mile and ensure the comfort and security of the family; epitomising the team spirit, professionalism and personal commitment with which this unit operates.</p>

## Synopsis of Nominations for 2015 NZSAR Awards

### Support Activity

#### Recommended for the GOLD AWARD

Nominee	Organisation	Synopsis
Delanie Halton	WanderSearch	<p>Delanie Halton has been involved in the WanderSearch programme since 2009, is a 20-year-long member of Auckland LSAR and a member of their Line rescue team.</p> <p>Delanie is the administrator for WanderSearch Auckland Charitable Trust, involved in applying for and sourcing Corporate and private funding. She has helped to establish standards for equipment and research which are currently being reviewed by WanderSearch New Zealand to be part of the National standards. She has comprehensively researched wanderers to establish patterns in NZ and to establish wanderer's needs within the community.</p> <p>Delanie has established relations with the Auckland District Health Board and facilitated the introduction and training of the WanderSearch program into their high care unit at Auckland Hospital. She has liaised with rest homes for the needs of potential wanderers and their care givers.</p> <p>She has assisted other WanderSearch entities in applying for funding, the setting up and the continued training of their individual programs. Delanie through her monthly newsletters, keeps NZ informed of issues and trends. She has established the Auckland WanderSearch Charitable Trust web site and is currently establishing a National WanderSearch Web site.</p> <p>She has continually supported the Auckland Police SAR squad and conducts WanderSearch training at SAREX's.</p> <p>She has developed extensive partnerships within Auckland with key stakeholders. Delanie actively promotes SAR and Wandersearch at public talks, promotions and displays.</p>

## Recommended for CERTIFICATES OF ACHIEVEMENT

Nominee	Organisation	Synopsis
John Funnell		<p>John Funnell has been involved in the search and rescue sector for 49 years, saving thousands of lives and being an active member in promoting safety within the aviation industry and the SAR community as a whole. John has been a pioneer in the use of helicopters for rescuing people in distress in remote or difficult places in New Zealand.</p> <p>In his early days John was involved in fixed-wing aircraft and then later in helicopters participating in land and close to shore searches. He then went further afield doing long range helicopter flights to the remote islands off New Zealand (Raoul and Campbell Islands), to Indonesia following the 2004 earthquake and to vessels at sea.</p> <p>John initiated the first helicopter and SAR operators workshop in Taupo some 25 years ago and the development of the Air Observers training course. John helped set up the Philips Search and Rescue Trust with bases in Palmerston North, Taupo, Rotorua, Tauranga and Hamilton. He has also held the positions of Chairman of the Helicopter Division of the Aviation Industry Association and President of the Aviation Industry Association.</p> <p>John has been an advisor to the Rescue Coordination Centre New Zealand in the search for missing aircraft. His knowledge and skill has been of great assistance in helping to conduct efficient and effective searches leading to the location of crashed aircraft in rugged and difficult terrain.</p> <p>During his flying career, John has logged 19000 hours of flying, a lot of which are the result of search and rescue missions.</p>

Nominee	Organisation	Synopsis
Murray Miskelly	Coastguard	<p>Murray is an active volunteer for Coastguard Northland Air Patrol. He is an operational pilot, the unit President for a third term running and a representative on the NorOps committee for the last three years. Murray is a dedicated, committed leader to Northland Air Patrol.</p> <p>He has been the operational pilot in all but one of the callouts throughout the year, and has participated in every training session of the Unit, as well as a lion share of all the fundraising events that the unit has participated in. He has contributed well over 200 volunteer hours towards the administration, operation and training within the unit.</p> <p>Murray spends considerable time with the unit's non-pilot members teaching them the basics of operations in the aircraft. He was instrumental in transitioning the units to a digital tablet based navigation and planning system, has written the operational manual for this, and conducts regular training sessions on such.</p> <p>Murray motivates members in fundraising activities, and leads by example. Murray has secured unit participation in a number of local fund-raising activities, including fundraising efforts towards funding a replacement aircraft.</p> <p>Murray is a fine example both as a pilot, President, and ambassador for Coastguard in general and his exemplary leadership can be credited for the ongoing success and sustainable operation of Coastguard Northland Air Patrol and the service they provide to the people of Northland.</p>

Nominee	Organisation	Synopsis
Shane Beech	Coastguard	<p>Shane founded the Maketu Volunteer Sea Rescue Service in 2002 and was instrumental in the development of Coastguard Maketu and the establishment of the coastguard building, in a community of just over 1000.</p> <p>He was Coastguard Maketu's first President and, eight years later, continues in this vital role today, as well as Media Officer and a Senior Operational Crew member.</p> <p>Shane manages projects to upgrade the unit, including the building of the Coastguard Rescue Vessel <i>Eastpack Rescue</i> in 2013 and the Coastguard facility at the Kaituna Cut where it berths.</p> <p>Since its inception Coastguard Maketu have spent 822 hours on Coastguard Operations, taken 86 direct calls for assistance and assisted 275 people. They have participated in seven Search and Rescue Operations, resulting in the rescue of 18 individuals and saving the lives of seven people.</p> <p>His continued passion for the betterment of the community carries into his involvement with Youth in Emergency Services (YES), which encourages and strengthens the ties that youth have with their community, through volunteering with emergency services.</p> <p>Shane was the recipient of the 2015 <i>Coastguard Unit Support Volunteer of the Year</i> and in 2011 the <i>Coastguard Rescue of the Year Award</i> as well as previously awarded a <i>New Zealand Search and Rescue Award</i> for saving the lives of two surfers in 2012. He has received the <i>Paul Harris Fellow Award</i> (Rotary Club's highest award) from the Maketu Rotary Club, for his invaluable volunteer work on the Maketu Community Board, having celebrated his 25<sup>th</sup> year on the board.</p>



Nominee	Organisation	Synopsis
Lynn Stuart	Coastguard	<p>Lynn is the principle skipper for Coastguard Wanaka Lakes, which covers both Wanaka and Hawea Lakes.</p> <p>Lynn's hours of service exemplify his dedication and professionalism. His contribution this year alone exceeds 175 hours, and without his driving support the unit would not have achieved its goals. As skipper, in the last year he has taken part in 29 on water training evenings and eight of the 11 search and rescue operations carried out by the unit.</p> <p>As a Unit Instructor he runs the new recruits' induction; Lynn develops an outstanding relationship with each and every member from an early stage. His outstanding skills and ability to lead by example helps ensure the new recruits get maximum support and stay.</p> <p>As the Unit Safety Officer Lynn has ensured that the CRV and equipment are fit for purpose and the appropriate inspections are carried out. He has also carried out basic maintenance and repairs on the vessel.</p> <p>Lynn partakes in unit fundraising activities and also took part in the summer community awareness programme.</p>

Not Recommended to receive an Award

Nominee	Organisation	Synopsis
<p><b>'Old4New Lifejacket Upgrade' Campaign</b></p>	<p><b>Coastguard Northern Region</b></p>	<p>The 'Old4New Lifejacket Upgrade' campaign is a key example of a Coastguard educational initiative. It was resourced and managed by Coastguard Northern Region, and was run for the first time from 8 November 2014 to 1 February 2015. Significant support was gained from the successful acquisition of sponsors for the programme.</p> <p>The campaign objectives were met through the process: bring in your old lifejacket and receive a discount on a range of new fit-for-purpose lifejackets. Any old lifejackets that still met the NZ standards and were in good condition were then re-distributed to at risk communities.</p> <p>The campaign visited 35 communities with 55 events upgrading 2,700 lifejackets. Some traded-in lifejackets were frayed, unsafe or simply ancient - one particular lifejacket was almost 50 years old! Around 180 traded lifejackets were donated to community groups throughout the Pacific Islands</p> <p>Members contributed approximately 300+ event staff hours and 500+ regional staff hours, with the campaign producing excellent community engagement, strong support from the marine industry and the public. It also generated over \$350,000 in media profile.</p>

Nominee	Organisation	Synopsis
Martin Balch	Dunedin Marine SAR	<p>Martin joined the Dunedin Marine SAR in September 1976 and has held all of the key roles: Chairman for four years, Secretary &amp; Treasurer for about 10 years, several terms as Vice Chairman. Over the past 35 years he has donated thousands of hours to SAR and has been primarily responsible for the improvements and maintenance of the Otago VHF radio system.</p> <p>Martin is a SAR controller and SAR adviser to Dunedin Police during operations. He has been involved in running hundreds of Marine SAR operations. His intimate marine knowledge means he is able to assess emergency situations and make life saving recommendations and decisions. His advice and experience is highly valued.</p> <p>As an Instructor with Coastguard Boating Education for many years, Martin teaches marine communications, boating skills and safety to thousands of southern mariners.</p> <p>He set up his home as a radio communications base, with land, marine and air transceiver abilities. He has provided marine weather reports 3 times each day to Otago coastal mariners for many years. Martin also took over running the Otago Mountain Radio communication service. He has invested many hours into SAR prevention in this role.</p> <p>Martin has made a huge contribution to saving hundreds of lives in our community.</p>
Jo Holden	NZ Police	<p>Jo ran Wellington SAR for over a decade, steering Wellington SAR through changing and often challenging times both internally and externally. Her outstanding relationship building that goes far beyond her paid job sets her apart, and the way she has managed relationships across the LandSAR and police proved vital in keeping Wellington LandSAR operational.</p> <p>Jo has dedicated the greater proportion of her career to SAR. Jo has never been afraid to raise her concerns or lend her opinion on operational matters if that has been needed at the time.</p> <p>Jo continues to add to the whole SAR sector by taking on instructor roles in her own time. Jo has held an instructor position at the Police National SAR Course for a number of years.</p>

Nominee	Organisation	Synopsis
Jillian Stewart	Coastguard	<p>Jill Stewart has been a Coastguard volunteer for over 5 years and is a senior Radio Operator at Coastguard Northern Region's Communications unit.</p> <p>Jill has over 1000 volunteer hours for Coastguard, averaging almost 200 hours per year. She volunteers twice as much time as asked and gives unstintingly of her time.</p> <p>Jill has also been on the Communications Committee for the last three years serving as the Recruitment and Retention Officer. In this role she has revamped the way Coastguard seek and select volunteers by dramatically improving the process to attract a high calibre of candidates.</p> <p>Jill has attended all of the training CUE nights over the past year, and is a willing helper whether it be to sell some raffle tickets, cover a shift, or buddy a "newby". When new people come along Jill is the one to greet them, make them feel at home and introduce them to others.</p> <p>Jill is a great Radio Operator, highly regarded and well liked amongst her peers. Her commitment, dedication and skill has contributed immeasurably to the success of Coastguard and multi-organisational marine search and rescue operations in the Northern Region.</p>

Nominee	Organisation	Synopsis
Ray Harkness	Wellington LandSAR / AREC	<p>Ray is an AREC radio operator and has been integral in a large number of operations and is an indispensable part of the Wellington Land SAR. Ray responds to SAR callouts during all hours of the night or day, providing simple and practical solutions to any number of logistical problems that arise through any SAR Op. He is the glue for a variety of aspects of SAR to operate effectively and efficiently.</p> <p>Ray is also the driving force behind WanderSearch in Wellington. Ray has been key to creating an excellent wander search programme which he continues to manage. He set up the trust and he is in charge of the fundraising.</p> <p>Ray maintains regular and ongoing support to Wellington WanderSearch clients and their family members. He single-handedly organises and manages the battery replacements for clients and regularly checks for frequency quality during his "down time".</p> <p>Ray is a model of what it is to give back to the community and is the true meaning of what it means to be a volunteer within the SAR sector. He gives all that he has, doesn't complain, and always has the interests of the lost party in mind and then gives feedback to assist for future operations.</p>

Nominee	Organisation	Synopsis
Raising the Bar	Coastguard	<p>Raising the Bar is a free seminar presentation organised and run by Coastguard Northern Region. This seminar highlights the risks and key points boaties' need to know with virtually no limitation on numbers attending and that could also proceed regardless of the weather.</p> <p>Interactive seminars of one to one and a half hours are delivered by topic experts covering the key areas of knowledge boaties must be aware of if they are to manage the risks when crossing bars. These have been delivered to approximately 200 people as part of a practical on water event but they also work as a stand-alone presentation.</p> <p>The programme was introduced in early 2015 and has been run in association with local Coastguard units to cover the Manukau, Raglan and Kawhia bars.</p> <p>While measuring the exact impact is difficult the Coastguard Northern Region Operations Centre believes the quality of the Bar Crossing Reports and use of call signs has improved in the areas where the seminars have been run. Feedback from those attending has been very positive.</p> <p>Feedback from those attending has been very positive.</p>

# **Operational Policy: Mass Rescue Operations**



**NZSAR**  
New Zealand Search  
and Rescue



**Version 2.0  
February 2016**

## Table of Contents

Introduction .....	4
Purpose .....	4
Scope.....	4
1 Mass Rescue Operations.....	5
1.1 Definition .....	5
1.2 Large Scale search.....	5
1.3 MRO Attributes.....	5
1.4 Multiple Response Activities.....	6
1.5 MRO Priorities.....	6
1.6 MRO Challenges for New Zealand .....	6
2 SAR and the National Security System.....	8
2.1 Operational Framework for SAR .....	8
2.1.1 International Obligations .....	8
2.1.2 New Zealand Legislation .....	8
2.1.3 Definitions .....	9
2.1.4 SAR Coordinating Authority .....	9
2.1.5 Responsibilities .....	9
2.1.6 New Zealand Search and Rescue Region .....	10
2.2 New Zealand’s National Security System.....	11
2.2.1 National Security Governance Structures.....	11
2.2.2 Lead Agencies.....	11
3 Readiness & Response Expectations.....	13
3.1 Readiness .....	13
3.1.1 Readiness: Planning .....	13
3.1.2 Readiness: Relationships.....	13
3.1.3 Readiness: Assets.....	13
3.1.4 Readiness: Skills .....	14
3.1.5 Readiness: Exercising .....	14
3.2 Response.....	14
3.2.1 Response: Coordinated Incident Management System .....	14
3.2.2 Response: Lead Agency.....	15
3.2.3 Response: Initial Actions.....	16
3.2.4 Response: Escalation.....	16
3.2.5 Response: Priorities .....	16
3.2.6 Response: Recovery.....	17
3.2.7 Response: Reconciliation .....	17



3.2.8	Response: Common Operating Picture.....	17
4	Roles & Responsibilities .....	18
4.1	SAR Coordinating Agencies .....	18
4.1.1	New Zealand Police (Police).....	18
4.1.2	Maritime New Zealand (MNZ) .....	18
4.1.3	New Zealand Search and Rescue (NZSAR) .....	18
4.1.4	National Ambulance Sector Office (NASO) .....	18
4.1.5	Health Sector (including Ministry of Health and District Health Boards) .....	18
4.1.6	Ministry of Social Development (MSD) – Welfare .....	19
4.1.7	National Crisis Management Centre (NCCMC) .....	20
4.1.8	New Zealand Defence Force (NZDF) .....	20
4.1.9	New Zealand Fire Service (NZFS).....	20
4.1.10	Ministry of Civil Defence & Emergency Management (MCDEM) .....	20
4.1.11	Ministry of Foreign Affairs and Trade (MFAT) .....	21
4.1.12	New Zealand Customs Service (Customs).....	21
4.1.13	Department of Conservation (DOC).....	21
4.1.14	Transport Accident Investigation Commission (TAIC).....	21
4.1.15	Harbour Masters .....	21
4.1.16	SAR Sector Provider Organisations .....	21
4.1.17	Immigration New Zealand.....	22
4.1.18	Ministry of Transport (MoT) .....	22
4.1.19	Department of the Prime Minister and Cabinet (DPMC).....	22
4.1.20	Antarctica New Zealand .....	22

## Introduction

Text

Text

## Purpose

Text

## Scope

This strategic policy covers incidents that are typically coordinated by New Zealand's search and rescue authorities, but due to their larger scale become mass rescue operations.

This policy does not cover large scale incidents involving the rescue of mass numbers of people, which if scaled down in size, would not be coordinated by New Zealand's search and rescue authorities.

This policy covers MRO throughout the New Zealand Search and Rescue Region.

Only covers operational level arrangements – not strategic level as that is outside delegation/authority of NZSAR Council

# 1 Mass Rescue Operations

The International Maritime Organisation (IMO) produced a guidance document on mass rescue operations for the marine environment, to assist in preparing for and coordinating aspects of major incidents involving the rescue of large numbers of persons in distress. The IMO Guidelines contains a list of practical advice, based on international experience in responding to major incidents, to be considered when preparing readiness plans.

## 1.1 Definition

This definition will be adopted for use by the New Zealand SAR sector, across all environments.

### **Mass Rescue Operations**

***For any Category I or II search and rescue (SAR) incident, a mass rescue operation (MRO) is one that involves the need for immediate assistance to large numbers of persons in distress, such that capabilities normally available to search and rescue authorities are inadequate.***

## 1.2 Large Scale search

Text goes here about the ideas in this policy also being applicable to large scale searching - i.e. MH370 scenarios. NOT ERCEG TYPE SEARCHING.  
With a name and definition?

## 1.3 MRO Attributes

The following series of attributes can be associated with mass rescue operations. Consideration needs to be given to the implications of these attributes when developing plans and processes for preparing for, and responding to, MRO incidents.

- MROs are relatively low-probability, high-consequence events that might result in a large-scale loss of life or serious injury to a large number of people.
- An MRO will be a multi-agency response and recovery effort. Success will depend on immediate, well planned, and closely coordinated large-scale actions; and the use of resources from multiple organisations, on a national or even international basis.
- An MRO may require intense and sustained high priority lifesaving efforts to be carried out at the same time and place as major efforts to save environment and property.
- Any MRO will generate intense interest and scrutiny by the media and general public. Huge amounts of selected information will need to be readily available at the right times and the right places not only to support the response efforts, but to meet the needs of the media, public and families of the persons in distress.
- Many means of communications will need to be available and interlinked amongst organisations at various levels to handle huge amounts of information reliably for the duration of the response.
- A surge in the numbers of competent staffing in all key organisations must be available immediately and be sustainable for up to weeks at a time.

- Equipment and logistics demands will jump to unprecedented levels.
- Successful MROs depend on the advance provision of flexible and all level contingency plans.
- Intense integrated planning and operational efforts must also be carried out in real time throughout actual rescue efforts.

## 1.4 Multiple Response Activities

Most, if not all, MRO scenarios will require a coordinated response across a range of separate, yet interconnected, activities. Some of these activities will be occurring simultaneously, and some may occur during the recovery phase.

These activities include (but are not limited to):

- Search and Rescue activities
- Environmental protection
- Triage, and ongoing medical care of mass casualties
- Welfare needs for survivors, and for next of kin
- High level of media interest
- Travel arrangements for survivors, including replacement travel documentation
- Disaster Victim Identification and mortuary requirements for mass fatalities
- Investigation requirements to establish the cause of an incident
- Community engagement, including managing ad-hoc spontaneous volunteers
- VIP management

## 1.5 MRO Priorities

The sequence of priority in a mass rescue incident is lifesaving first, generally followed by environmental protection, and then protection of property.

## 1.6 MRO Challenges for New Zealand

New Zealand has a variety of unique factors that may have an impact on preparing for, and responding to, MRO situations. These need to be considered when preparing for MRO incidents.

**Large Search and Rescue Region:** By international arrangement the world is divided into Search and Rescue Regions (SRRs). The NZSRR covers over thirty million square kilometres of ocean expanses and relatively small, isolated land masses. The NZSRR covers roughly one twelfth of the world's surface area. Within the NZSRR there is the challenge of a large oceanic area containing remotely located islands, as well as part of Antarctica.

**Topography:** New Zealand has a range of topographical features that can present challenges in responding to MRO incidents. They could hinder access to MRO locations, or the opportunities to establish suitably located staging or trauma areas. Among these features are: alpine environments; fiords; remote dense bush locations; isolated and rugged coastlines.

**Capacity:** New Zealand has a finite capacity of resources to draw on in responding to a mass rescue incident. The availability of resources – both physical and human assets – varies considerably around the country.

For most of the country, the capacity to respond to a MRO will place an enormous strain on available resources. During an MRO response there will be a requirement to utilise assets from outside the immediate area. The use of non traditional SAR assets will also need to be considered.

**Infrastructure Limitations:** New Zealand has a finite capacity of transport infrastructure, which may limit the ability to respond to a mass rescue incident in a timely and effective manner.

**Relative Isolation:** New Zealand's relative isolation means it is unlikely that any international assistance will arrive in a timely manner to assist in response efforts in an MRO incident.

**Tourist Destination:** New Zealand is a popular international tourist destination and it is likely that any MRO incident will involve a large number of international visitors. This would result in a sudden influx of additional entries at the border by family and supporters, personnel offering international assistance, international VIPs, and international media.

DRAFT

## 2 SAR and the National Security System

### 2.1 Operational Framework for SAR

The *Operational Framework for the New Zealand Search and Rescue Region* provides a management framework describing how the organisations that make up the New Zealand SAR sector operate and collaborate to effectively and efficiently provide services for SAR.

#### 2.1.1 International Obligations

The New Zealand Government has obligations to establish and provide search and rescue services under international conventions to which it is a signatory. These include:

- the Convention on International Civil Aviation (1944) – Annex 12 – ‘SAR Standards and Procedures’;
- the International Convention for the Safety of Life at Sea (SOLAS) (1974 – amended 2000) Chapter V – ‘Search and Rescue’;
- the International Convention on Maritime Search and Rescue (1979) – ‘Provision of regional SAR services and RCC’; and
- the Law of the Sea Convention – Article 98 – ‘Duty to render assistance’.

These conventions impose obligations on the party states to:

- arrange for the establishment and prompt provision of search and rescue services within their Search and Rescue Regions (SRR);
- establish a ‘national machinery’ for the overall coordination of search and rescue services; and, for these purposes;
- establish a rescue coordination centre for the relevant search and rescue region, staffed 24 hours a day; and
- provide a Marine Assistance Service (MAS).

#### 2.1.2 New Zealand Legislation

The New Zealand Government has ensured that its international obligations for the provision of SAR services are implemented by incorporating the requirements into New Zealand legislation. Statutes that pertain directly to the provision of SAR services include the:

- Civil Aviation Act 1990, S 14, S 28(1), S 72B (2A); and the
- Maritime Transport Act 1994 S 431(3).

The Minister of Transport, through these two statutes, is responsible for the organisation and conduct of particular SAR activities within the NZSRR.

The Policing Act 2008 does not specifically refer to Search and Rescue but covers it in Section 9, ‘Functions of Police’ - Clause (h) Emergency Management. Further, Section 10, (2) acknowledges ‘that it is often appropriate, or necessary, for the Police to perform some of its functions in co-operation with individual citizens, or agencies or bodies other than the Police’.

Taken together, these international obligations and Acts are the mandate for the arrangements made by the responsible departments and authorities to establish, maintain and operate effective SAR functions in the NZSRR. Other Acts, such as the Coroners Act 2006, also apply.

### 2.1.3 Definitions

**Search:** An operation, normally coordinated by a rescue coordination centre or rescue sub-centre, using available personnel and facilities to locate persons in distress.

**Rescue:** An operation to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety.

**SAROP (search and rescue operation):** A SAROP is an operation undertaken by a Coordinating Authority to locate and retrieve persons missing or in distress. The intention of the operation is to save lives, prevent or minimise injuries and remove persons from situations of peril by locating the persons, providing for initial medical care or other needs and then delivering them to a place of safety.

**Place of Safety:** Location where rescue operations are considered to terminate and where:

- 1) the survivor's safety or life is no longer threatened; and
- 2) basic human needs (such as food, shelter and medical needs) can be met; and
- 3) transportation arrangements can be made for the survivor's next or final destination.

### 2.1.4 SAR Coordinating Authority

The Coordinating Authority is the agency or body responsible for the overall conduct of the search and rescue operation (SAROP). The Coordinating Authority will lead and manage the operation. The NZ Police and the RCCNZ are the recognised Coordinating Authorities in New Zealand.

Category I SAROPs are coordinated at the local level; including land operations, subterranean operations, river, lake and inland waterway operations and close-to-shore<sup>1</sup> marine operations<sup>2</sup>.

Category II SAROPs are coordinated at the national level; including, operations associated with missing aircraft or aircraft in distress and off-shore marine operations within the New Zealand Search and Rescue Region<sup>3</sup>.

### 2.1.5 Responsibilities

For any SAROP there can only be one Coordinating Authority who is responsible for the management and coordination of the operation. The current responsibilities are as follows:

- New Zealand Police are the Coordinating Authority for all Category I SAROPs.
- The Rescue Coordination Centre New Zealand is the Coordinating Authority for all Category II SAROPs.

---

<sup>1</sup> The nature of 'close-to-shore' will vary according to the availability of local resources and the need to task national assets. Typically such operations will be within NZ Territorial Waters (12 nautical miles).

<sup>2</sup> Category I SAROPs typically require the use of local personnel and resources and can be carried out efficiently and effectively at the local level.

<sup>3</sup> Category II SAROPs typically require the use of national or international resources and may involve coordination with other States.

### 2.1.6 New Zealand Search and Rescue Region

By international arrangement the world is divided into Search and Rescue Regions (SRRs). The NZSRR covers over thirty million square kilometres of ocean expanses and relatively small, isolated land masses extending from latitude five degrees south to the Antarctic continent and bounded by the 163E and the 131W meridians of longitude. The NZSRR area covers roughly one twelfth of the world's surface (see figure 1).

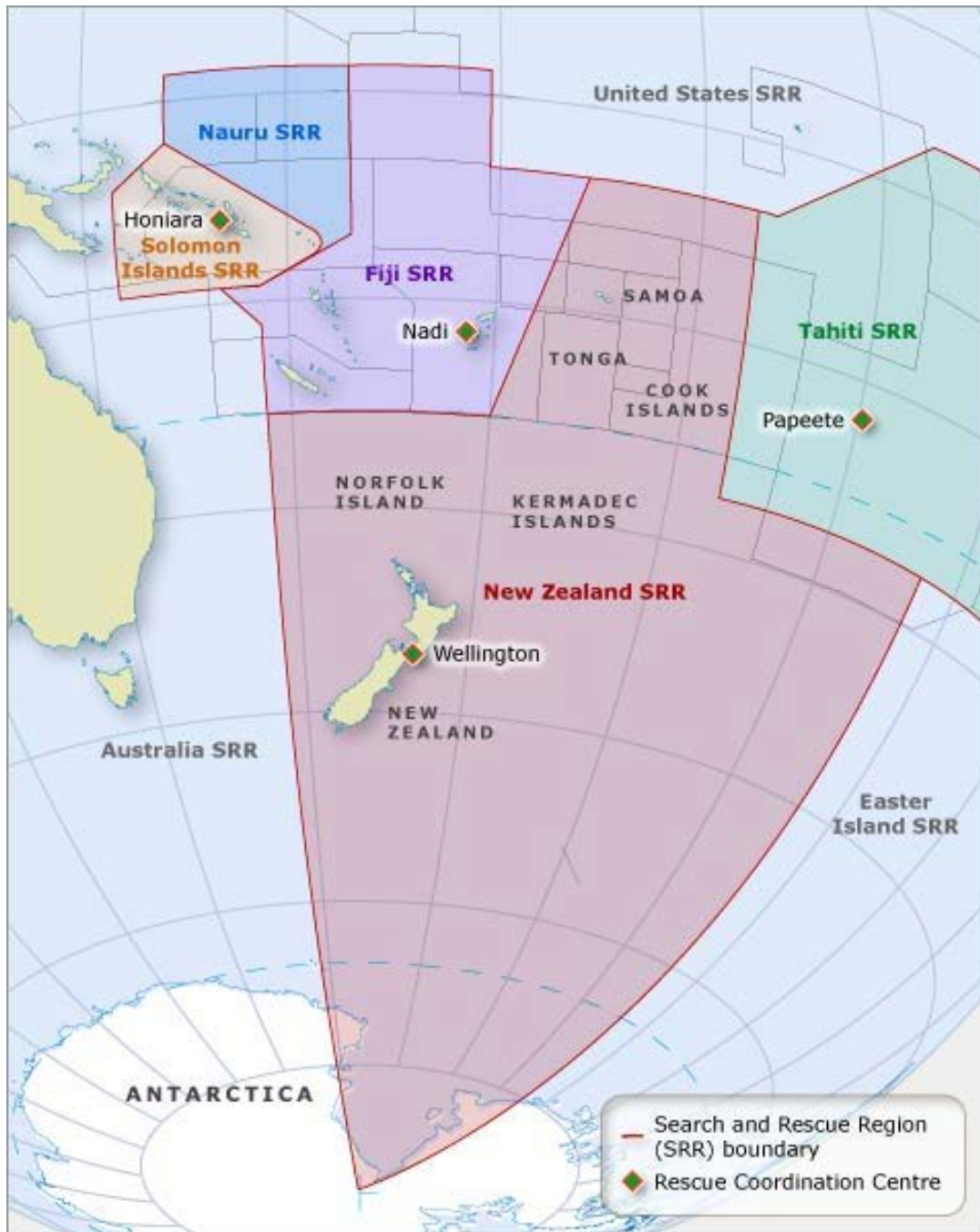


Figure 1 Map of the New Zealand Search and Rescue Region



## 2.2 New Zealand's National Security System

*New Zealand's National Security System (NSS)*<sup>4</sup> sets out a comprehensive view of New Zealand's national security interests, and describes how Government agencies will work together to manage and respond to national security issues.

One of the objectives of the NSS is 'ensuring public safety'. This is defined as *providing for, and mitigating risks to, the safety of citizens and communities (all hazards and threats, whether natural or man-made.)*

The NSS articulates that greater emphasis is put on building local preparedness and encouraging resilience in communities, organisations, and networks. It describes how New Zealand's capacity to deal with the full range of national security challenges, which includes mass rescue operations. This requires the system to be integrated, able to leverage partnerships between government agencies, local government, non government organisations, and individuals. The MRO policy and operational plans give effect to the ideas articulated in the NSS.

### 2.2.1 National Security Governance Structures

New Zealand's arrangements for dealing with national security issues have evolved through the system of Domestic and External Security Coordination (DESC), which operates at three levels:

- DES – the Cabinet Committee on Domestic and External Security Co-ordination.
- ODESC – the Officials' Committee for Domestic and External Security Co-ordination. A forum of central government chief executives with security responsibilities, chaired by the chief executive of the DPMC.
- Watch Groups and Working Groups of senior officials as required.

This governance structure is designed to provide central leadership, to break down departmentalization, to provide properly coordinated advice to Ministers, and to deliver a well coordinated response to a major incidents.

Central government's involvement during crises is intended to ensure that:

- National resources are applied effectively.
- Response strategies are developed that meet all national interests.
- Adverse outcomes are minimised.
- Multiple objectives are dealt with together.
- National response plans function as intended.
- There are strategies for preparedness, protection, & response.

### 2.2.2 Lead Agencies

The National Security System provides clear guidance on the expectations of lead agencies for national security risks. There is a distinction between leading at the strategic and operational levels in responding to an incident. This MRO policy is limited to providing direction to arrangements at the operational level only.

---

<sup>4</sup> <http://www.dPMC.govt.nz/sites/all/files/publications/national-security-system.pdf>

### 2.2.2.1 Strategic Level

The role of the lead agency at the strategic level is to:

- assess the overall situation
- approve high level policy
- set national strategies for response & recovery
- ensure national resources are made available at the operational level

### 2.2.2.2 Operational Level

The role of the lead agency at the operational level is to:

- monitor and assess the situation
- co-ordinate resources on the ground
- interact with other agencies, local authorities, and stakeholders
- lead management of response/recovery

This policy provides direction to the response arrangements at the operational level only.

***It is important to note that:***

***The SAR component of the overall response to a mass rescue incident is only one part of the total picture.***

***It is not necessary the agency coordinating the SAR response will be the operational lead agency for the MRO incident.***

***It is not necessary the operational lead agency for an MRO response will be the lead agency at the strategic level for whole-of-government arrangements.***

### 3 Readiness & Response Expectations

The National Security System's approach to risk reduction, and creating a resilient New Zealand, is underpinned by the 4R (Reduction, Readiness, Response, Recovery) approach to national security hazard management.

This policy articulates a series of expectations for the Readiness and Response aspects as they relate to MRO incidents.

#### 3.1 Readiness

Text goes here to explain Readiness

##### 3.1.1 Readiness: Planning

All operational plans need to be developed to ensure effective and seamless plan integration can occur, which will enhance the overall response to a mass rescue incident.

Operational plans are focused on response arrangements in the event of a mass rescue incident occurring. All agencies that may be involved in either the response or recovery efforts for a mass rescue incident are required to prepare operational plans.

Plans may be generic in nature, and articulate how a single agency will organise itself to respond to any MRO incident; or they may be multi-agency plans for specific MRO scenarios. Plan integration at the strategic and operational levels will enable the various agencies involved to organise around the result of delivering an effective response to an MRO incident.

**Expectation: Readiness Plans will be prepared by Police and RCCNZ in a collaborative manner with all agencies likely to be involved in an MRO response.**

**Expectation: Readiness Plans will be made available on the NZSAR Resources database.**

##### 3.1.2 Readiness: Relationships

Talk about the importance of local/regional relationships  
MRO by definition says the usual SAR resources are inadequate, so relationships become important

**Expectation: Relationships are created and sustained with non-SAR agencies who would support an MRO response.**

##### 3.1.3 Readiness: Assets

Give consideration to all assets in the area that could be tasked in an MRO incident  
Add text here about the resources database

**Expectation: Readiness plans contain accurate up-to-date information about all assets that could be tasked in an MRO response**

### 3.1.4 Readiness: Skills

SAR Coordinating Authorities and SAR Providing Agencies maintain the skills required to manage and respond to an MRO incident

**Expectation: SAR Coordinating Authorities and SAR Providing Agencies maintain the skills required to manage and respond to an MRO incident.**

### 3.1.5 Readiness: Exercising

MRO exercises need to be conducted on a regular basis to ensure that MRO planning and preparations are tested. Live action mass rescue exercises have a high level of cost, and therefore will only be able to be exercised on an infrequent basis. Desktop exercises are a cost effective way of testing pre-plans and linkages for mass rescue scenarios.

National level exercises – IMRG/NEP

Regional exercises - NSSP

All MRO exercises need to be included in the annual NZSAR exercise calendar, and need to be planned using the NZSAR SAREX Guidelines. Live action MRO exercises need to be included on the National Exercise Plan (NEP) held by the DPMC.

**Expectation: MRO exercises need to be conducted on a regular basis to ensure MRO Readiness Plans are tested and are fit for purpose.**

## 3.2 Response

Text goes here to explain Response

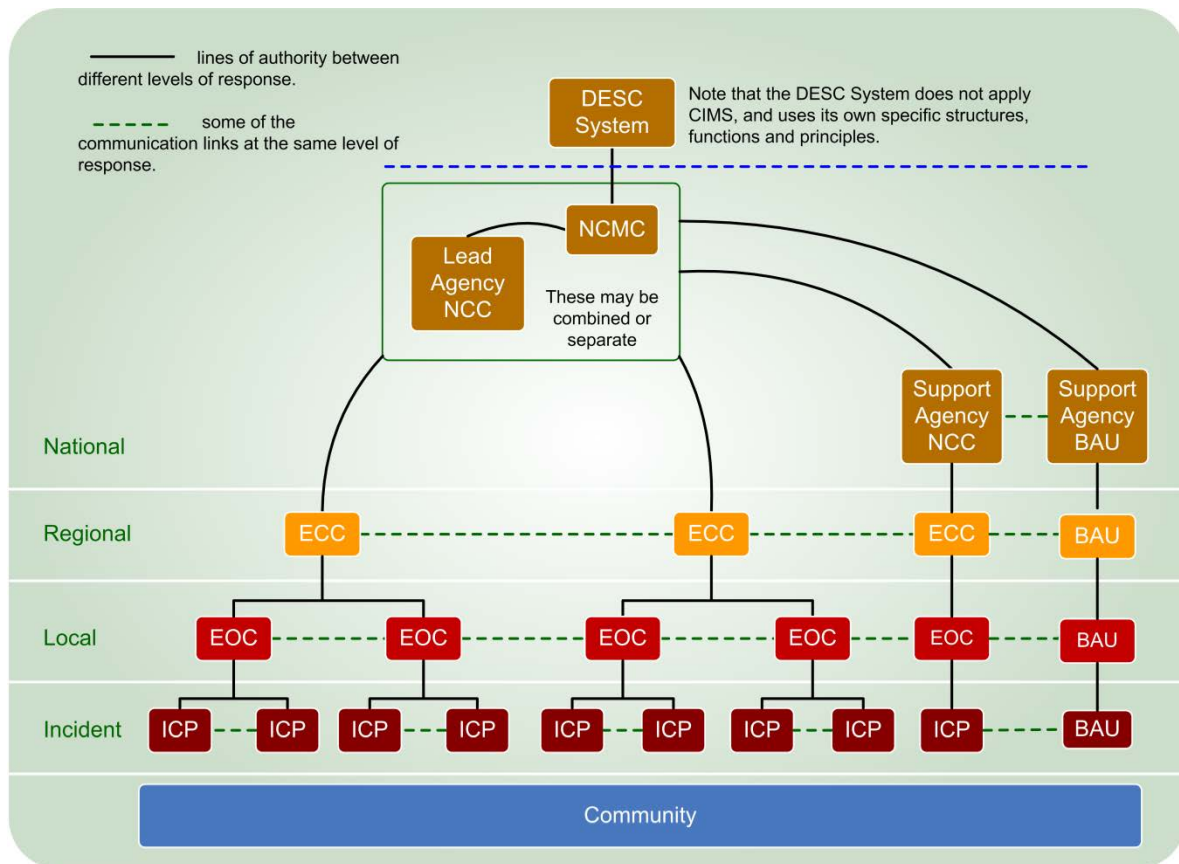
### 3.2.1 Response: Coordinated Incident Management System

The Coordinated Incident Management System (CIMS) provides structure and coordination in the management of incidents. It improves efficiency and effectiveness in management response. CIMS provides the model for command, control, and coordination of an incident response. It provides a

means of coordinating the efforts of agencies as they work towards the common goal of stabilising an incident and protecting life, property, and the environment.

CIMS is designed primarily to improve the management of the response phase to emergency incidents, which include mass rescue operations, through better coordination between the major emergency services and the many other organisations which also have a role in mounting an incident response.

Although RCCNZ uses the framework set out by IAMSAR for operational structure and terminology, during any multi-agency event CIMS will be used.



**Expectation: CIMS is the structure that will be used when responding to a mass rescue operation.**

### 3.2.2 Response: Lead Agency

Only for the operational level of the response, not strategic level.

Agreements have been reached about operational lead agencies. Generally Police for when people being landed on NZ; MNZ for large scale searching.

Add appendix of possible wiring structure during a marine MRO response

**Expectation: clear understanding of the operational lead agency to be established very quickly!!!**

### 3.2.3 Response: Initial Actions

Operational plans need to include processes for any agency receiving notification of an actual or potential mass rescue incident to immediately alert and brief other agencies that will potentially be involved in responding to the incident. This will enable immediate actions to be taken by all concerned (this will require identification of contacts in each agency that can be contacted on a 24-hour basis, and that have authority to immediately initiate actions and commit resources).

**Expectation: It is important to begin quickly with a high level of effort and stand down as appropriate; rather than begin too late with too little effort.**

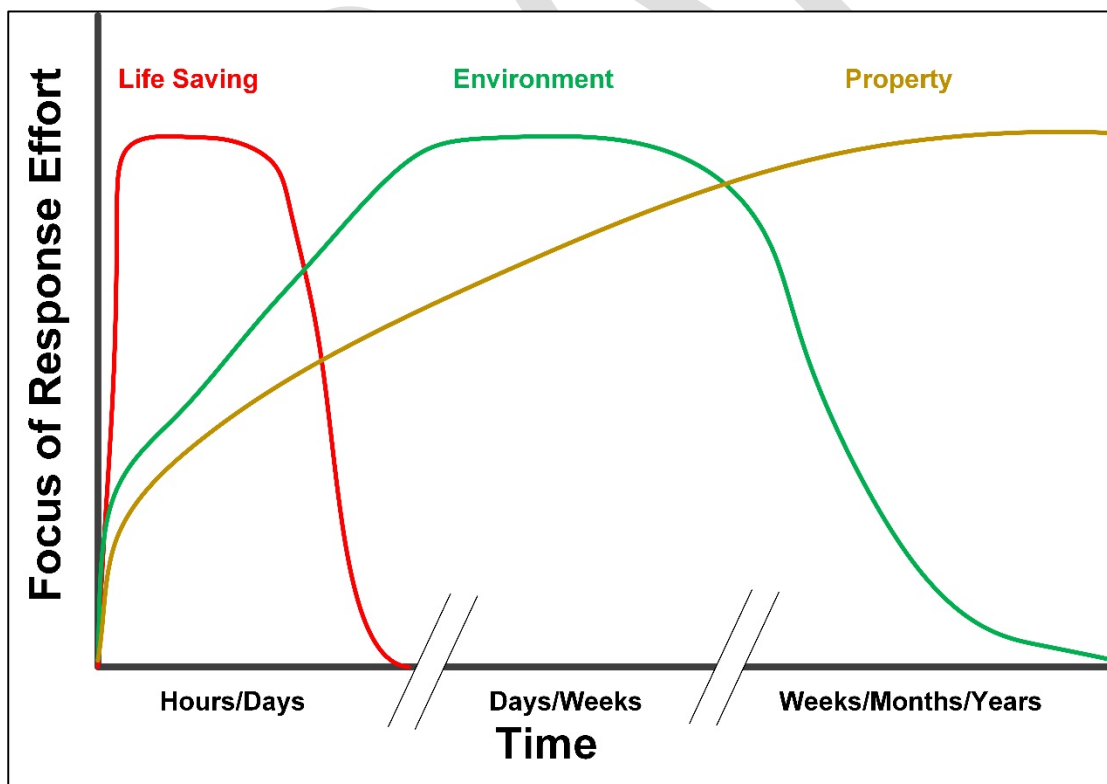
### 3.2.4 Response: Escalation

An MRO is likely to be of national significance, so it is essential that operational plans include processes to ensure early notification of an actual or potential MRO incident is escalated to the national level (DESC).

**Expectation: It is important that the SAR Coordinating Authorities provide early notification that an incident is, or potentially will become, a mass rescue operation.**

### 3.2.5 Response: Priorities

The stated priority for responding to mass rescue incidents is lifesaving first. It is important to ensure that planning for MRO incidents also takes into consideration the needs of people who are directly or indirectly affected by an incident.



Explain the graphic

**Expectation: The focus of effort in an MRO response will begin with life saving activities.**

### 3.2.6 Response: Recovery

While we don't plan for the recovery stage (after life saving is finished and people are at place of safety or are vitally challenged) it is important to make the links with the recovery and investigating agencies....

Important to begin with 'the end in mind'

**Expectation: make links very early with the agency that is likely going to lead the recovery efforts**

### 3.2.7 Response: Reconciliation

Text goes here to talk about reconciliation

**Expectation: be prepared that reconciliation will take time, set up a good process**

### 3.2.8 Response: Common Operating Picture

Text

**Expectation: A common operating picture will be developed and shared during an MRO response.**

## 4 Roles & Responsibilities

This section provides a synopsis of the roles and responsibilities of the lead and support agencies for MRO incidents.

Because MROs require a multi-mission response...

### 4.1 SAR Coordinating Agencies

Police and MNZ are the two lead agencies for coordinating rescue activities during mass rescue operations. They will work together to prepare collaborative multi-agency operational plans for responding to MRO incidents.

**Operational plans prepared for MRO incidents need to clearly identify what aspects of the MRO response each of the lead and support agencies is responsible for.**

#### 4.1.1 New Zealand Police (Police)

The Police are one of the two SAR coordinating authorities in New Zealand, and will be the coordinating authority for the SAR aspect of a mass rescue incident if it is a category I SAROP. For a category II SAROP, the Police will support RCCNZ, and will often be used as On Scene Coordinators for the SAROP.

#### 4.1.2 Maritime New Zealand (MNZ)

RCCNZ is one of the two SAR coordinating authorities in New Zealand, and will be the coordinating authority for the SAR aspect of a mass rescue incident if it is a category II SAROP. For a category I SAROP, RCCNZ will support the Police.

Maritime New Zealand's Marine Pollution Response Service (MPRS) is New Zealand's lead national oil spill response agency. The MPRS is responsible for maintaining a nationwide capability to respond to marine oil spills.

#### 4.1.3 New Zealand Search and Rescue (NZSAR)

The NZSAR Council owns the strategic mass rescue policy, and supports the exercising of mass rescue plans as part of the National SAR Support Programme.

#### 4.1.4 National Ambulance Sector Office (NASO)

The role of the ambulance sector in response is to deliver and maintain appropriate pre-hospital clinical care. This includes leading the operational health response to the incident at the scene/s and managing the triage, treatment and transport of patients to appropriate receiving hospitals or health facilities. The New Zealand Ambulance Major Incident and Emergency Plan (AMPLANZ) is the operational plan that will be followed during a mass rescue incident.

#### 4.1.5 Health Sector (including Ministry of Health and District Health Boards)

The Ministry of Health and all other health sector agencies undertake the planning necessary to provide health services in the event of any emergency. In the event of an MRO the following health plans may be activated.



#### 4.1.5.1 Local Health Emergency Plan

A provider can activate their Health Emergency Plan (HEP) when they believe they are overwhelmed or have the potential to be overwhelmed. When a provider activates their HEP they shall communicate this to their local DHB. It is likely that all local providers will simultaneously activate their HEPs if, for example, a major earthquake occurred. At this point the DHB will determine the level of activity required and will activate its HEP accordingly.

#### 4.1.5.2 Regional Health Emergency Plan

An affected DHB may activate its regional HEP with the agreement of other DHBs in its region. Each regional HEP includes the structure of the response at the regional level. DHBs in each region shall have a process for activating their HEPs.

A regional HEP is always activated if the NHEP is activated. It shall also be activated if the emergency is such that it involves the whole region, or if a local DHB is overwhelmed and not able to manage a local response.

#### 4.1.5.3 National Health Emergency Plan

The Ministry of Health will activate the NHEP when local or regional responses are overwhelmed or have the potential to be overwhelmed. At this point the Ministry of Health will also assess whether the NHCC needs to be activated. The role of the NHCC is to provide national co-ordination of the health sector in an emergency.

The structure of co-ordination of a health emergency at the national level is dependent on two factors:

- whether the Ministry of Health is the lead agency involved, or providing support to the lead agency; and
- the size and scope of the health sector and inter-agency co-ordination required to manage the response.

#### 4.1.6 Ministry of Social Development (MSD) – Welfare

The National CDEM Plan and Guide 2006 articulate the operational arrangements for the provision of welfare services during a Civil Defence emergency.

The lead agency for the planning and coordination of welfare services in a local or regional level civil defence emergency is the CDEM group, with wider welfare support from government and non-government agencies via the regional Welfare Advisory Groups.

In a national-level emergency, the Ministry of Social Development is the lead agency responsible for the planning and coordination of a national welfare response. It does this via its chairing of the National Welfare Coordination Group (NWCG). The NWCG is a strategic planning group made up of national-level government and non-government agencies.

Welfare activities carried out in a MRO will include (but are not limited to): registration of affected persons; inquiry and identity, provision of emergency clothing and bedding; provision of catering; care and protection of children and young persons, financial assistance, psychological and social support of affected individuals and families (in particular vulnerable groups such as the elderly, disabled, non-english speaking communities and unaccompanied minors), and the establishment and support of welfare and recovery assistance centres.

#### 4.1.6.1 MSD – Government Helpline

The 0800 Government Helpline provides immediate and up-to-date information on the services and assistance available to people affected by an emergency. This includes:

- ensuring people get correct, consistent and necessary assistance in a timely manner;
- providing easy access to information, from multiple agencies across the government and non-government sectors; and
- providing information about financial assistance and other support.

The decision to activate and publicise the 0800 Government Helpline number will be made by the Chair of the NWCG usually in consultation with MCDEM and/or CDEM Groups. Once appropriate information is supplied, the 0800 Government Helpline can be operational within one hour.

#### 4.1.7 National Crisis Management Centre (NCMC)

NCMC facilitates a whole-of-government response in support of government crisis management arrangements by providing a secure, centralised facility for information gathering and information management, strategic-level oversight, decision making, and co-ordination of national responses.

Emergencies requiring a whole-of-government response may require activation of NCMC by ODESC on the recommendation of the responsible lead agency for this purpose.

#### 4.1.8 New Zealand Defence Force (NZDF)

The Defence Act allows the Armed Forces to be made available for the performance of public services and assistance to the civil power in time of emergency, either in New Zealand or elsewhere.

#### 4.1.9 New Zealand Fire Service (NZFS)

The New Zealand Fire Service is responsible for fire safety, fire prevention, and fire extinction during any MRO incident. NZFS resources may be used to support the coordinating authorities if requested.

#### 4.1.10 Ministry of Civil Defence & Emergency Management (MCDEM)

The role of the Ministry of Civil Defence and Emergency Management is to:

- Provide strategic policy advice on New Zealand's capability to manage and be resilient to the social and economic costs of disasters.
- Ensure the establishment of structures to provide the capability to manage and respond to disasters in New Zealand.
- Provide support to sector stakeholders in their delivery of civil defence emergency management.
- Ensure a co-ordinated approach, at both national and community level to planning for reduction, readiness, response, and recovery.
- Manage central government response and recovery functions for large scale events that are beyond the capacity of local authorities.

##### 4.1.10.1 Civil Defence & Emergency Management (CDEM) Groups

CDEM Groups and each of their member local authorities are required to provide for the planning, organisation, co-ordination and implementation of comprehensive civil defence emergency management within their CDEM Group and their respective local authority areas. Emergency services and lifeline utilities are also required to participate in civil defence emergency management planning and implementation with CDEM Groups - and local authorities, where relevant. CDEM Groups co-ordinate response and recovery activities across a range of agencies.

Each CDEM Group is required to establish and maintain a Co-ordinating Executive Group (CEG) comprising Chief Executives or senior managers of the local authority members of the Group and of New Zealand Police, New Zealand Fire Service, and district health boards. In addition, CEGs are able to co-opt any other.

Each CDEM Group's operational arrangements are specified in its plan, including incorporated or referenced sub-plans and standard operating procedures.

The response and recovery capacity and capability of CDEM Groups comprises all the Group area's resources utilised during an emergency. This includes local authorities, lifeline utilities, government agencies, contractors, volunteer and community groups, local response teams and individual community members.

#### 4.1.11 Ministry of Foreign Affairs and Trade (MFAT)

MFAT is responsible for liaising with foreign governments and intergovernmental organisations, and advising on New Zealand's obligations under international law. The Ministry, through its overseas posts, will seek information from international partners and in turn provide information on New Zealand's response.

#### 4.1.12 New Zealand Customs Service (Customs)

New Zealand Customs Service can activate the border working group to support high demand on border entry points as a result of an MRO incident, which includes a significant number of visitors to New Zealand.

#### 4.1.13 Department of Conservation (DOC)

Among the Department's functions as set out in the Conservation Act are:

- to manage land and other natural and historic resources;
- to preserve as far as practicable all indigenous freshwater fisheries, protect recreational fisheries and freshwater habitats;

#### 4.1.14 Transport Accident Investigation Commission (TAIC)

The principal purpose of the Transport Accident Investigation Commission (TAIC) is to determine the circumstances and causes of accidents and incidents with a view to avoiding similar occurrences in future. TAIC investigates significant aviation, rail, and marine accidents and incidents.

#### 4.1.15 Harbour Masters

Harbour Masters have responsibilities to:

- provide safe and efficient maritime management for commercial and recreational users in regional waters,
- operate a 24-hour harbour communication station,
- operate and maintain navigation aids in the region, and
- manage mooring areas and respond to marine oil spills.

#### 4.1.16 SAR Sector Provider Organisations

Amateur Radio Emergency Communications (AREC), Coastguard New Zealand (CNZ), LandSAR New Zealand, and Surf Life Saving New Zealand (SLSNZ) provide search and rescue services at the request of the coordinating authorities.

Details about their organisational capacity are available from the SAR resources database hosted by RCCNZ.

#### 4.1.17 Immigration New Zealand

Immigration New Zealand facilitates the entry of travellers to New Zealand. In an MRO incident there may be a large number of travellers (i.e. passengers and crew) that need to enter New Zealand.

#### 4.1.18 Ministry of Transport (MoT)

The Ministry of Transport may become the lead agency for the recovery phase of mass rescue incidents, especially if they involve disruptions to the transport sector.

#### 4.1.19 Department of the Prime Minister and Cabinet (DPMC)

The Security and Risk Group (SRG) coordinates and provides leadership on a range of strategies, policies and operations for strengthening national security and stability. As part of its coordination role, SRG supports the DESC system, which involves the consideration of security and intelligence issues by working groups, senior officials, and Cabinet Committee.

#### 4.1.20 Antarctica New Zealand

Antarctica New Zealand is the Crown Entity responsible for developing, managing and executing New Zealand Government activities in Antarctica and the Southern Ocean, in particular the Ross Dependency. Antarctica New Zealand manages Scott Base, New Zealand's Antarctic research station. It maintains New Zealand's operational presence in the Ross Dependency.

# 1 EXERCISE CONCEPT: *RAUORA (SERIES 2)*

---

The purpose of this Exercise Concept is to provide initial information on Exercise RAUORA (Series 2) and obtain official sign off.

This document replaces the Exercise Concept for Exercise Series RAUORA approved on 24 July 2015.

## 1.1 Overview

---

Exercise need	A mass rescue operation (MRO) is one that involves the need for immediate assistance to large numbers of persons in distress, such that capabilities normally available to search and rescue authorities are inadequate. Training and exercising is vital to ensure an effective and efficient coordinated response capability is available if required.
Exercise aim	To test arrangements for responding to mass rescue incidents with the New Zealand Search and Rescue Region.
Exercise objectives	To exercise elements of NEP National Objectives (NO) 1, 5, 6, 9 <ol style="list-style-type: none"> <li>1. Lead a coordinated interagency response to a mass rescue incident</li> <li>5. Effectively manage information horizontally and vertically</li> <li>6. Deliver effective public information management</li> <li>9. Further develop collaborative relationships, to enhance interagency knowledge and understanding; creating capability and resilience</li> </ol>
Exercise date	Various dates 2016-2017 Exercise dates will be confirmed for each Police District via PNHQ, and will avoid conflicts with the NSS planning calendar
Exercise theme	Mass Rescue Operation (MRO) – involving the need to rescue a large number of people from a vessel or aircraft in distress
Exercise location	Each Police District (ten in total – the three Auckland Police Districts are combined for SAR purposes)
Exercise type	Tabletop: taking the form of a discussion exercise using a narrated scenario and injects
Exercise scope	<p><i>What is included:</i></p> <p>The search and rescue phase of an MRO event (i.e. search, rescue, shore-side coordination, reconciliation, welfare arrangements etc.)</p> <p>Determining inter-agency coordination responsibilities</p> <p>Initial SAR coordination activities</p> <p>The escalation and notification processes for MRO events</p> <p><i>What is excluded:</i></p> <p>Whole of government response arrangements (DES, ODESC etc)</p>

Non search and rescue phases of MRO events (pollution response, mass fatalities, investigation, recovery etc)

Exercise deliverables

1. Confirmation that all Readiness Plans for MRO incidents are adequate
2. Confirmation that all Readiness Plans for MRO incidents are consistent with CIMS 2<sup>nd</sup> edition
3. Confirmation that all Readiness Plans for MRO incidents are nationally consistent with each other

Resourcing

NZSAR will fund:

- the exercise venue
- morning & afternoon tea, and lunch
- travel and accommodation costs for the independent exercise facilitator and evaluators

Agencies are expected to meet all costs (travel and accommodation) for their own personnel attending the exercise.

## 1.2 Exercise Governance and Management

---

Exercise Governance Group	Duncan Ferner, NZSAR Mike Hill, MNZ Geoff Logan, PNHQ
Lead agency	NZSAR
Exercise Director	Duncan Ferner, NZSAR
Exercise Coordinator	Rhett Emery, NZSAR
Exercise Planning Team	Carl van der Meulen, NZSAR Rhett Emery, NZSAR Paul Craven, RCCNZ Dave Greenberg Jo Holden, PNHQ Police District Operations Manager or District SAR Coordinator (or other District appointee as appropriate)
Other key appointments	Exercise Facilitator: Dave Greenberg Exercise Evaluators: to be appointed for each exercise

## 1.3 Participation

---

Proposed participating agencies	<p>Participating agencies will be confirmed for each exercise in the series, and will include:</p> <ul style="list-style-type: none"> <li>Ambulance (St John / WFA)</li> <li>Civil Defence &amp; Emergency Management (local and group)</li> <li>District Health Boards</li> <li>Immigration New Zealand</li> <li>Maritime NZ (Maritime Incident Response Team)</li> <li>Ministry for Primary Industries</li> <li>Ministry of Civil Defence &amp; Emergency Management (Regional Advisor)</li> <li>New Zealand Customs</li> <li>New Zealand Fire Service</li> <li>NZSAR</li> <li>Police Communications</li> <li>Police National Headquarters</li> <li>Police District</li> <li>RCCNZ</li> <li>SAR Providing Agencies (Coastguard, LandSAR, Surf Life Saving)</li> <li>Welfare representative (local CDEM Groups to advise)</li> <li>Others as required</li> </ul>
---------------------------------	---

## 1.4 Approval

---

The NZSAR Council will confirm its approval of this exercise concept when it meets on 23 February 2016.

**Duncan Ferner**  
Secretariat Manager  
New Zealand Search and Rescue

**Geoff Logan**  
Coordinator Operations  
(Emergency Management)  
New Zealand Police

**Mike Hill**  
Manager: RCCNZ & Safety Services  
Maritime New Zealand



## 1.5 Appendix 1: Exercise Objectives

The exercise objectives and training objectives are taken from the National Exercise Programme's Objectives.

KPIs will be included in the Exercise Instructions.

Exercise Objectives	Training Objectives	Key Performance Indicators
<b>1.0 Lead a coordinated interagency response to a mass rescue incident</b>	1.1 Identify threat of a mass rescue incident	tbc
	1.2 Recognise what coordination centres would require to be activated to respond to a mass rescue incident	tbc
	1.3 Develop an effective action plan	tbc
	1.4 Coordinate the response to a mass rescue incident in accordance with the MRO Readiness Plan and CIMS	tbc
	1.6 Recognise what specialist functional groups would need to be activated to respond to a mass rescue incident	tbc
<b>5.0 Effectively manage information horizontally and vertically</b>	5.1 Incident information is effectively managed and communicated by all agencies involved	tbc
	5.2 Support requirements are effectively communicated	tbc
<b>6.0 Deliver effective public information management</b>	6.1 Public communications reinforce confidence in the response and provide appropriate levels of public assurance	tbc
<b>9.0 Further develop collaborative relationships, to enhance interagency knowledge and understanding; creating capability and resilience</b>	9.1 Agencies share information to engender an all hazards approach to incident management	tbc





# PERSON IN DISTRESS LOCATER SYSTEM FOR SEARCH & RESCUE

USES MOBILE PHONE AS RESCUE LOCATOR BEACON

FULLY AUTOMATED ACQUISITION & GEOLOCATION

SEARCH & RESCUE FOR LAND, SEA & AIR

INTEGRATED MAPPING

HIGH & LOW POWER SYSTEMS AVAILABLE

COMMUNICATE DIRECTLY WITH PERSON IN DISTRESS

LOCATE PERSONS IN DISTRESS ACCURATELY & QUICKLY

ALL GLOBAL MOBILE FREQUENCIES COVERED FROM 1 SYSTEM

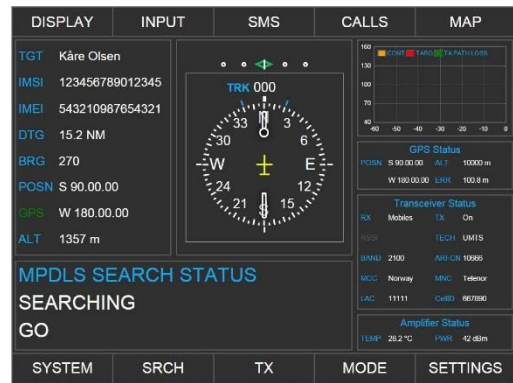


*(Automated Rescue Tracking Equipment for Mobiles in Search)*

ARTEMIS has been designed to locate a Person in Distress quickly and accurately by turning their mobile phone into a Locator Beacon.

Depending upon the scenario, **ARTEMIS** is capable of operation over extremely short range and extremely long range. **ARTEMIS** systems are capable of quickly and automatically acquiring, then accurately locating mobile phones over distances of **1 Meter, up to 35+ Kilometres** radically decreasing the time taken to accurately locate, communicate with and rescue a Person in Distress.

When a mobile phone is switched on, it will search for a network to register with. **ARTEMIS** provides the phone with a network where no mobile network exists, or it provides the phone with a controlled, more attractive network to register with.

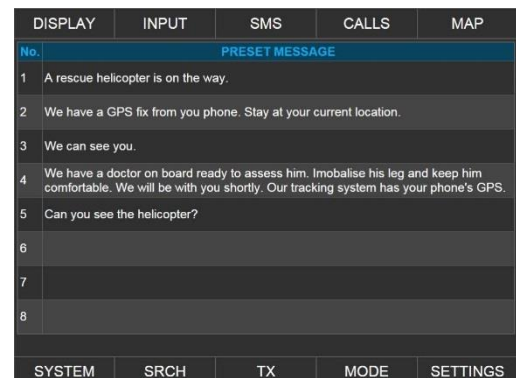


When **ARTEMIS** acquires the mobile phone, it automatically stimulates the mobile phone to provide its location and identity. This will also allow the Search & Rescue team to communicate directly with the person in distress via text message and/or audio during rescue operations.

**FAST**

**ACCURATE**

**AUTOMATIC**



# ARTEMIS

(Automated Rescue Tracking Equipment for Mobiles in Search)

## Concept of Operations

**FAST**

**ACCURATE**

**AUTOMATIC**

ARTEMIS Locator System

Person-in-Distress

ARTEMIS

1m to 35 Km

**ARTEMIS** can be deployed via Land, Sea or Air. The system will automatically provide a controlled mobile phone network.

When the mobile phone sees the **ARTEMIS** network, it will affiliate to the controlled **ARTEMIS** network and send its identity (equipment and subscriber ID)

When the mobile registers with the **ARTEMIS**, the distance from ARTEMIS to the mobile phone is automatically calculated.

Over long range operations (up to 35Km) the distance can be measured to +/-250m. Over short range operations much greater resolution is achievable, down to several meters.

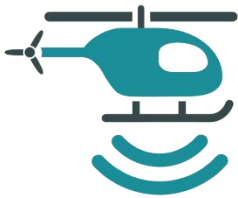
In many cases, **ARTEMIS** is able to command the mobile phone to give-up its GPS coordinates, even if the GPS function on the handset is switched off.

These distance-to, line-of-bearing and/or GPS coordinates are automatically plotted on the **ARTEMIS** on board mapping or the output can be given to any other mapping or user interface quickly and easily.

# ARTEMIS-H

*(Automated Rescue Tracking Equipment for Mobiles in Search)*

ARTEMIS-H is a high power system designed to locate Persons in Distress quickly and accurately over large search areas, such as rural areas or sea-borne operations.

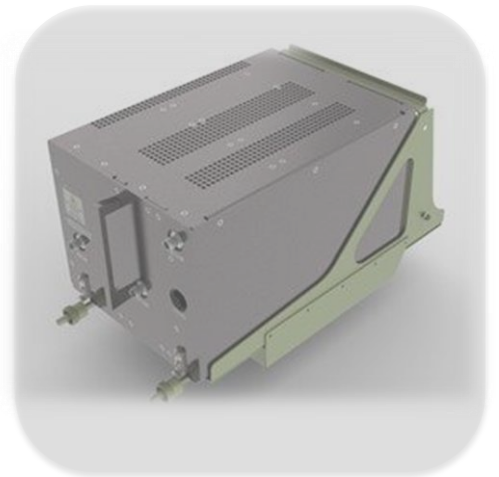


## ARTEMIS-H

ARTEMIS-H

This Full-Power System has been designed for flexible mounting and deployment in scenarios with larger search areas. **ARTEMIS-H** is available in two packages:

DO160G Flight Certified package housed in an ARINC 600, 7 MCU case. This system can be installed into any fixed or rotary winged air-frame for airborne operations. GPS coordinates or a line-of-bearing is passed to the pilot. This system has an integral 28V DC to DC converter.



A self-contained (non-airborne qualified) pelican case package that can be quickly mounted onto any platform where airborne qualification is not required. This system has its own internal power and built in Wi-Fi to enable system control from a laptop/tablet.



# ARTEMIS-L

*(Automated Rescue Tracking Equipment for Mobiles in Search)*

ARTEMIS-L is a small, low-power system designed to locate Persons in Distress quickly and accurately over smaller search areas, in urban environments or situations where the person in distress is close, but not visible.



## ARTEMIS-L

This Low-Power & Compact System has been designed for flexibility of mounting and small search areas where the person in distress may not be visible to searchers.

This compact, lightweight, self-contained and low power system is designed for a range of deployments scenarios. With built in power, blue-tooth and Wi-Fi this system can be used to highlight the presence of and locate mobile phones in the densest of mobile phone network environments. By working close-in on the search area, ARTEMIS provides search teams with another search capability that is flexible and easy to deploy in order to quickly and effectively locate and communicate with persons in distress in the moments following any disaster.



# ARTEMIS

(Automated Rescue Tracking Equipment for Mobiles in Search)

## Common User Interface – Networkable – Scalable

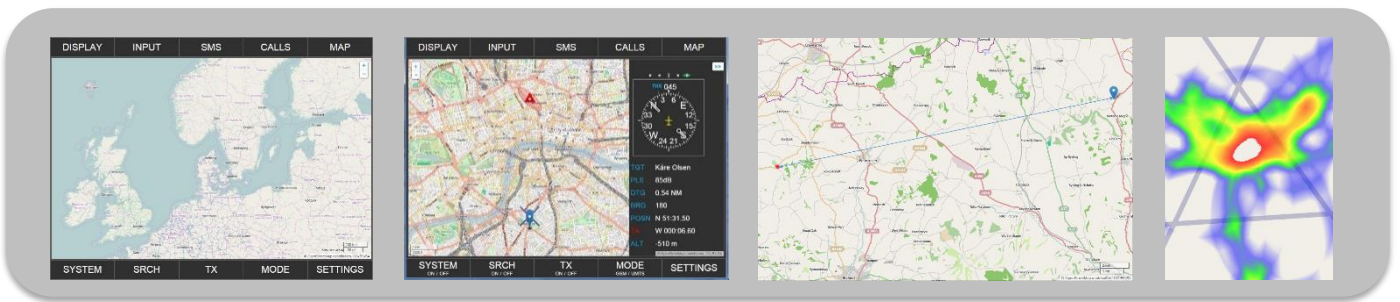
### Common Browser Based User Interface

The **ARTEMIS Range** is controlled using the same browser based User Interface with networked, hard-wired and wireless connection all being possible and user defined. Our User Interface has been designed by-users, for-users. It is simple and intuitive and enables users to move seamlessly between **ARTEMIS** systems with no requirement for re-training.



### Common Event/Target Logging and Output

Each system in the **ARTEMIS Range** is controlled by a LINUX Operating System making our systems highly reliable. Every event is date/time/location stamped and logged in a MySQL Relational Database making it simple to get results and produce post-facto reports. This standard format also allows users to easily network and control multiple **ARTEMIS** Systems



### Direction Finding, Tracking & Geolocation

Each piece of equipment in the **ARTEMIS Range** is capable of making the mobile transmit on a selected channel, so that a secondary piece of Direction Finding equipment can be used to locate the handset. However, the **ARTEMIS Range** of equipment automatically carries out distance measurements between the LOCATOR Equipment and the HANDSET every time it acquires a handset (known or unknown). With on-board and automatic mapping, targets can be located without the need for a second piece of DF equipment. Each **ARTEMIS** can also execute a technique known as GPS Assist. This means that, in many cases, the handset will send its exact GPS coordinates to us, even when the handsets GPS is not enabled.

# ARTEMIS Search & Rescue

*(Automated Rescue Tracking Equipment for Mobiles in Search)*

## Sustainable, Supportable & Networkable Search & Rescue Equipment

Smith Myers **ARTEMIS** Equipment is based upon our proprietary Software Defined Radio, together with our Proprietary Protocol Stacks. This is a truly unique and highly flexible capability and as such, we can respond to real-time user requirements quickly and economically.



**FAST**

**ACCURATE**

**AUTOMATIC**



## Contact

### UK Office:

Smith Myers  
Omega Centre,  
Stratton Business Park  
Biggleswade  
Beds, SG18 8QB

Tel: + 44 1767 601144

Fax: + 44 1767 601180

[www.smithmyers.com/contact](http://www.smithmyers.com/contact)

### DISCLAIMER

The information contained in this datasheet is based on current development plans of Smith Myers Communications Ltd. Smith Myers Communications Ltd reserves the right to modify and change these specifications in the interests of continuous product development and improvement.

Further technical details are available to accredited Government Agencies upon request.

Please go to: [www.smithmyers.com/contact](http://www.smithmyers.com/contact)

## NZSAR GOVERNANCE REVIEW ACTIONS

Update as at 12 February 2016

NZSAR Governance Review Recommendation	NZSAR Council Approved Actions	Feb 16 Update
1. The SAR Council manages expectations by providing key stakeholders with an explanation of the SAR capabilities and the limitations that apply at the extremities of the NZSRR.	1a. Prepare a briefing note for the RRB regarding SAR capabilities and limitations.	Completed (Dec 2015)
	1b. Include relevant comment regarding SAR capabilities and limitations in briefs to Ministers.	Planned (for Min Transport) - March 2016
	1c. Engage with the Ministry of Defence as they develop the 2015 Defence white paper.	Completed Q4 2015
	1d. Add expectations of SAR capabilities and limitations to the NZSAR risk matrix.	Completed Nov 2015
	1e. Conduct an abnormal flight behaviours workshop (completed 23 July 2015).	Completed x 2 (Jul and Nov 2015)
2. The SAR Council completes the development and trials the coordination procedures for conducting a mass rescue operation in the NZSRR.	2a. Complete the Raoura Mass Rescue desktop exercise series for each Police District.	9 of 10 Completed. Akl (combined 3 x District) planned for 31 March 2016
	2b. Prepare a paper for the RRB regarding a full scale MRO SAREX as part of the national exercise plan. (Planned for April 2019).	Superseded. MRO Exercise is on the NEP for late 2019
	2c. Seek resources for a full scale four yearly mass rescue exercise.	Planned to include in the 2016 Sect 9(1) funding process.
	2d. Conduct a study to determine if any additional resources, skills or equipment should be considered to de-risk NZ should a mass rescue event occur within the NZSRR.	Planned for the 2016/17 NSSP
	2e. RCCNZ to continue working with other jurisdictions within the NZSRR to improve their capacity to undertake or assist with a MRO.	Continuing



NZSAR Governance Review Recommendation	NZSAR Council Approved Actions	Feb 16 Update
3. The SAR Council considers having the arrangements and mandates for SAR affirmed by the Minister.	3a. Prepare a briefing note for the Minister of Transport confirming the NZSAR Council's membership, role and mandate.	Planned for March 2016
4. The SAR Council strengthen its reporting of capability, readiness and risk to Ministers by using the ODESC RRB reporting process and thus align SAR reporting with other all-of-government emergency preparedness and assurance reporting.	4a. Prepare a briefing note for the ODESC RRB requesting formal endorsement and inclusion of search and rescue as one of their clusters.	Completed and included
	4b. Report to the RRB according to an agreed schedule on SAR capabilities, readiness, risks and performance.	Will occur as per HRB risk processes (under development)
5. The SAR Council develops a process through which membership of the SAR Council is enhanced by adding representatives from supporting NGOs	5a. Develop considered options for enlarged membership of the NZSAR Council.	Completed / Implemented
	5b. Include advice on enlarged NZSAR Council membership in the briefing note to the Minister of Transport (see Rec 3)	Planned for March 2016
6. The SAR Council co-ordinate the development of a joint preventative strategy that will place greater emphasis on preparedness and reduce the demand for SAR services in the future.	6a. Develop a whole of sector evidence based and measured SAR preventative strategy to support decision making and improved prioritisation of resources.	Contract let. Development of NZInc Recreational Safety Framework underway.
7. The SAR Council review the performance measures used to report progress towards the strategic goals.	7a. Conduct research into SAR performance measures used by other SAR jurisdictions and similar industries to determine what might be useful for incorporating into an NZSAR measurement framework.	Underway
	7b. Develop and implement measures to better monitor and understand the performance of the NZSAR Council and the wider sector's achievement of the NZSAR Council goals.	Planned for 2016/17 NSSP

NZSAR Governance Review Recommendation	NZSAR Council Approved Actions	
<p>8. The SAR Council investigates opportunities to research developments to ensure the SAR sector keeps ahead of changes in demography, expectations, technologies and volunteering associated with SAR that could impact SAR capabilities and responsiveness in the future.</p>	<p>8a. Organise occasional SAR technology workshops to identify technological trends and opportunities relevant to SAR.</p>	<p>Planned for 2016/17 Nssp</p>
	<p>8b. Seek funding to permit the establishment of a contestable SAR initiatives fund.</p>	<p>Planned to include in the 2016 Sect 9(1) funding process.</p>



# New Zealand Search and Rescue

NZSAR11-2

9 February 2016

NZSAR Consultative Committee  
NZSAR Council

## SEARCH AND RESCUE COMMUNICATIONS – LAND ENVIRONMENT

1. All search and Rescue (SAR) operations and exercises involving the deployment of SAR teams or assets are heavily dependent on dependable communications for their safe and effective conduct.

### Background

2. LandSAR and AREC volunteers, NZ Police and RCCNZ (Coordinating Authorities), and other SAR agencies use a variety of communication channels for voice communications and to exchange data and information. In the land environment most operational communication currently uses VHF and HF radio. Teams also use mobile phones, satellite phones and computers to communicate with each other during training and operations. Personal Locator Beacons (PLBs) or SEND devices are frequently carried in the field to provide emergency communications.

3. While the NZ Police and AREC used to supply almost all VHF and HF radios for SAR operations, most of the communications assets (all types) used are now owned and operated by a range of SAR organisations. With a few exceptions, these communications assets are currently compatible across SAR organisations.

### Issues and Challenges

4. For operational communications, there has been considerable evolution in four main areas:

- Organisational arrangements for the supply of communications equipment and the training for its use has changed considerably, and no longer reflects the currently documented arrangements.
- Communications technology and expectations of communications has changed, and continues to change at a very rapid pace.
- The nature, speed and expectations of coordinated SAR operations and emergency incidents where SAR agencies might be involved continues to change.
- Government agencies are working together to develop communications arrangements that are likely to impact on the SAR sector.

5. As a sector, we do not currently have an integrated and holistic plan or strategy that sets out exactly what our communications user requirements and our organisational responsibilities are. Nor do we have a clear understanding of the equipment we have now, what we might need in the future or how we will manage, service or train for any technology that we might own or use. With some exceptions, we are not well integrated into the communications thinking and plans of the wider emergency management sector.

6. Without an integrated, whole of SAR sector operational communications arrangement, we face a number of risks including:

- confusion around organisational responsibilities and investment;
- mismatch between SAR need and SAR communications equipment;
- non compatibility between SAR agencies and/or our wider EM partners;
- poor investment decisions through ad hoc procurement;
- excessive expenditure and unnecessary duplication;
- complicated and unnecessary SAR training;
- failure to identify and select the most appropriate technologies; and
- poor management of expensive assets.

## **Intent**

7. The intent of this project is to create an integrated operational communications framework for land search and rescue operations.

## **Objectives**

8. The framework create a collective roadmap to SAR agencies to support their decision making and investment ion operational communications. It will:

- outline the SAR sector's current radio communications arrangements and likely future operational radio communications needs for the land environment;
- define the core responsibilities for operational SAR communications of: Police, RCCNZ, LandSAR, AREC, DOC, NZDF, SAR helicopters and other relevant SAR agencies;
- establish arrangements for agencies to collectively work together to select, procure, maintain, train for and operate SAR communications equipment or services;
- propose a logical and affordable framework to manage and pay for SAR VHF channel licences.
- align with the operational communications direction of the wider emergency management sector and whole of government approach;
- support the safe and efficient conduct of SAR operations;

- enable SAR agencies to make coordinated and integrated operational communications decisions; and
- be efficient with scarce SAR resources.

### **Considerations**

9. The framework should consider, comment or explore the following:
  - Costs, funding and affordability of the possibilities given the nature of the SAR sector.
  - The whole of government radio network project. Where this project is going and its potential implications on the SAR sector.
  - The whole of government common operating picture project. Where this project is going and its potential implications on the SAR sector.
  - Operational communications as a service / commercial option(s) for service provision.
  - The capabilities and versatility of modern VHF and HF communications systems and how these capabilities may be used by SAR.
  - Location based services such as live tracking of SAR people and teams;
  - VHF repeater arrangements including access to existing or planned repeater networks and/or digital backbones throughout NZ.
  - The possibility of networked operational communications.
  - The need for and provision of internet capabilities for land based SAR operations.
  - Digital operations.
  - Encryption of operational SAR communications.
  - Satellite based operational communications.
  - Compatibility with marine and aviation SAR communications.
  - MNZ / MOC / CGNZ / SLSNZ communications arrangements.
  - International trends and practices.

## **Key Stakeholders**

10. A range of stakeholders should be consulted in the development of this strategy including:

- LandSAR
- AREC
- NZ Police
- RCCNZ
- DOC
- NZDF
- SLSNZ
- Emergency Helicopter Division of Aviation NZ
- Coastguard NZ
- NZDF
- Radio Spectrum Management
- NZ Fire Service
- Ambulance NZ
- MNZ / MOC
- Territorial Local Authorities

## **Project Dependencies**

11. This project is dependent on:

- Access to the relevant people and information
- A sound analysis of SAR data to identify current and future trends in SAR demand and the corresponding view of what communication technology may be needed to support SAR operations.

## **Out of Project Scope**

12. This project does not include:

- 'Search management software' such as SARTrack, spatial mapping software or SARMAP etc.
- Operational tools that do not communicate to other tools. Examples include GPS units.
- Incident Management computer hardware

## **Indicative Timeline**

- Confirm TOR, let contract – February 2016
- Information gathering, interviewing March – April 2016
- Analysis and write-up – April / May 2016
- Present draft strategy – May 2016.
- Revise and finalise – June 2016

Duncan Ferner  
Secretariat Manager  
New Zealand Search and Rescue

## **Appendices:**

- A. Existing and/or planned operational SAR communications capabilities, policies and procedures.
- B. LandSAR Communications Review Needs

## **Appendix A**

### **Existing and/or planned operational SAR communications capabilities, policies and procedures**

**LandSAR.** LandSAR Groups currently own and use at least 500 VHF radio handsets from at least two manufacturers, a number of HF radio sets, dozens of portable and fixed repeaters and around 12 IPStar field internet connection units. A small number of satellite phones are held by Groups as well as some hybrid GPS/satellite phone/text devices (e.g. DeLorme inReach). In more recent times 'live tracking' technology has been trialled as a means of communicating between field teams and IMT.

LandSAR has several policy/procedure documents relating to operational communications technology. These all relate only to radios and seem to have been developed over the last five years or so on ad hoc basis. They include:

- 'Use of Radio Frequencies Policy' (2008)
- National Radio Channel Plan (?2009)
- VHF Replacement plan (2012)

#### **NZ Police.**

TBC

#### **RCCNZ.**

RCCNZ possesses no radio system intended for land communications. When radio communications are required for Category 2 land based SAROPs, RCCNZ utilises the communication capabilities inherent in the organisations that they have tasked.

#### **AREC.**

TBC

#### **DOC.**

TBC

#### **NZDF**

TBC

#### **TLAs**

TBC

#### **Other ?**



## Appendix A

### LandSAR Communications Review Needs

LandSAR paused its own communications review to allow this whole of sector strategy to be developed. Once completed, the strategy will provide guidance to LandSAR on a variety of operational communications matters. Within their own project, specific questions LandSAR are seeking answers for include:

- 1. Ascertain and document, in some detail, the 'user requirements' of LandSAR volunteers for SAR communication technology, both current and for the foreseeable future.*
- 2. Review and re-state the criteria and process for allocating communications technology that meet these user requirements, to Groups by National Support Office.*
- 3. Describe how the technology that meets our user requirements is best utilised and how LandSAR volunteers are best training to utilise it.*
- 4. Describe how LandSAR NZ can develop and maintain a 'research & development/best practice identification' service on behalf of LandSAR Groups*
- 5. Develop and deploy a contemporary asset management software system for the communications technology assets we own.*

LandSAR will also:

- 1. Create an inventory of known operational communications tools and devices used in the SAR context currently (e.g. mobile phone technology, radios and VHF/HF technology). Describe these tools and devices and our current understanding of their use.*
- 2. Describe in some detail the current and future user requirements (of communications technology) of LandSAR Groups in all known operational and training situations.*
- 3. Investigate, describe and recommend the decision-making criteria and allocation process for the procurement (by National Support Office) of particular communications tools and devices (both currently in use and future tools and devices). This should include describing how available communications technology options will be matched to the user requirements.*
- 4. Define and describe a feasible and affordable R&D function that LandSAR NZ could sustain on behalf of Groups.*
- 5. Access and deploy a contemporary asset management system for communications technology hardware owned and managed by LandSAR Groups.*



# New Zealand Search and Rescue

NZSAR11-2

18 February 2016

NZSAR Council

## **SEARCH AND RESCUE OPERATIONS AVIATION ENGAGEMENT FRAMEWORK**

### **Background**

1. A very significant number of Search and Rescue (SAR) operations (and exercises) involve the deployment and use of fixed wing or rotary wing aviation assets throughout our SAR region. These aviation assets are often able to achieve very good SAR results, frequently within a remarkably short period of time. Technological advances have also enabled them to conduct operations in places and conditions that would have been previously impossible. Because of these factors, the two SAR Coordinating Authorities (NZ Police and Rescue Coordination Centre NZ (RCCNZ)) are making increasing use SAR aviation assets in a more frequent manner and in broader circumstances.

2. While the SAR system increasingly utilises SAR aviation providers, a number of inconsistencies, risks, challenges and opportunities have become apparent in the way and manner that SAR Coordinating agencies engage and interact with these providers. The Civil Aviation Authority is also in the process of developing rules that will require operators to develop and implement approved safety management systems<sup>1</sup> which are likely to have a bearing on search and rescue. Entities including the Department of Conservation, National Ambulance Sector Office and the National Rural Fire Authority also face similar challenges and have responded to their issues in a variety of ways. This project will reference their experience and approach.

### **Intent**

3. The intent of this project is to develop an encompassing framework for SAR Coordinating Authority and aviation provider operational and non-operational engagement.

### **Issues and Challenges**

4. SAR – aviation engagement occurs at a number of levels and in a number of ways. This section will attempt to articulate a number of the issues and challenges (largely seen from a search and rescue perspective) that the framework will need to address:

- a) SAR coordinating authorities and New Zealand Search and Rescue (NZSAR) have to date had difficulty engaging effectively in a collective manner and

---

<sup>1</sup> To be implemented by 1 February 2021 or before

reaching collaborative procurement, operational and other agreements with the numerous independent SAR aviation providers.

- b) SAR aviation providers possess an array of different (and changeable) capabilities and arrangements. SAR coordinating authorities experience some challenges in maintaining up-to-date knowledge of these capabilities and arrangements.
- c) Each coordinating authority engages SAR aviation providers differently with inconsistent approaches to tasking processes, management, information exchange, briefing, communication etc.
- d) Different SAR aviation providers charge SAR coordinating authorities' different costs for similar capabilities and services. It is not uncommon for the two SAR coordinating authorities to be charged different costs by a single provider for very similar or identical services.
- e) SAR aviation providers must currently meet CAA Part 135 requirements and will in due course be required to possess a Safety Management System (SMS). SAR coordinating authorities have little or no visibility or expertise in either aspect. CAA oversight of SAR aviation providers does not fully meet the SAR assurance needs of the coordinating authorities. These regimes are also largely opaque to them.
- f) A significant number of the aviation providers most commonly used by coordinating authorities fully or partially meet the Air Ambulance/Air Rescue Standard. The standard is currently under review and warrants dedicated and expert SAR comment. Particular concerns exist around the lack of agreed standards for hoist operations, human sling loads<sup>2</sup> and rescue swimmers. Additionally, a number of occasionally utilised providers are not party to this standard.
- g) It is not currently clear that all aspects of the 'chain of responsibility' are properly addressed for SAROPs (or exercises) involving aviation providers. The coordinating authorities possess little or no assurance that all aspects of operations involving aviation providers (collectively or individually) meet operational SAR health and safety requirements or coordinating authority responsibilities from an end to end point of view. This may include non flying aspects of the SAROP.
- h) While they may have a high public profile, SAR operations are typically a very small component of most SAR aviation provider's workload and cost/revenue structure. Coordinating authorities (and the delivery of SAR services) may benefit from a closer relationship with the agencies that employ (or fund) aviation providers more frequently such as DOC, NASO and the NRFA and also Aviation NZ and CAA.
- i) SAR coordinating authorities possess little in the way of pre-operational assurance around a given aviation providers capabilities, safety, certification, compliance to a standard, SMS etc. No mechanism exists to provide to the coordinating authorities' collective oversight, record keeping, auditing, verification or reporting.

---

<sup>2</sup> LandSAR, Police and a number of air operators are party to the LandSAR Human Sling Load SOP.

- j) Some bilateral agreements exist between certain coordinating authorities and some aviation providers. However, there are no centrally monitored joint coordinating authority memorandums of understanding (MOU) or agreements with individual or groups of aviation providers.
- k) Aviation provider training for SAR specific skills is variable and almost exclusively left to the individual operators. SAR Coordinating authorities have an uneven understanding of operator skill for variety of SAR tasks.
- l) Operational communication between coordinating authority and aviation provider varies significantly. No joint, standardised pre-flight briefing format exists nor does it for post-operation reporting. Communication practices between a given operator and the coordinating authority during a SAR operation follows no uniform approach and can be deficient.
- m) Effective and efficient ground coordination of multiple aircraft for a given SAR operation has frequently proved challenging to SAR coordinating authorities.
- n) Other challenges and issues may become apparent during the course of the frameworks development. With the prior agreement of the NZSAR Secretariat, they may be included in this project.

### **Framework Development**

- 5. As part of this framework development, the project should make specific comment around SAR operations involving multiple aircraft, alpine SAR operations, over water SAR operations and long range SAR operations.
- 6. The project should provide detailed comment on the Air Ambulance / Air Rescue Standard and any other voluntary industry standards that have been adopted
- 7. The project is not expected to comment on or examine Remotely Piloted Aerial Systems (UAV/Drones)

### **Key Stakeholders**

- 8. A number of stakeholders will need to be actively consulted as part of the frameworks development. They include:
  - CAA
  - Aviation NZ
  - Regular aviation providers not members of Aviation NZ
  - NZDF
  - Ambulance NZ
  - NZ Police
  - RCCNZ
  - NZSAR
  - NASO
  - NRFA
  - DOC
  - NZSAR

## Time Line

9. To ensure widespread engagement, framework develop is expected to take a number of months and may involve a several workshops. Broadly, the project is expected to encompass four phases as described in the table below:

<b>Phase</b>	<b>Period</b>
Literature Review Phase	March – April 2016
Engagement Phase	April – June 2016
Drafting Phase	June – July 2016
Brief back, finalisation & completion Phase	July - August 2016.

10. The framework is due to be complete by Mid August 2016

Duncan Ferner  
Secretariat Manager  
New Zealand Search and Rescue

### 1. Brochure Activity

- As at 28 September 2015 there were 39,971 brochures in Jasons' warehouses. Auckland held 19,900, Christchurch held 8,672 and Queenstown held 11,399.
- During this quarter another 50,000 brochures were printed and added to stock, bringing levels to around 89,000.
- As at 18 January 2016 this number had reduced to 84,856. Auckland held 48,650, Christchurch 10,307 and Queenstown 25,899.
- During this quarter the following organisations ordered brochures directly through Sharon:
  - Godfrey Hirst NZ (Auckland) – 150
  - Mars NZ (Auckland) – 250
  - Otago University International Office – 600

### 2. Website Maintenance and Analytics

- Visitor numbers to the main site are generally consistent when compared to the same period last year.
- This quarter saw a total of **5,341** visitors, compared to 5,791 visitors last quarter and 4,590 visitors during the same period last year.
- Add mobile site visitors to these numbers and the overall visitor number for this quarter rises to **7252** compared to 7224 last quarter and 6385 last year.
- Visitors are mainly from New Zealand, followed by Australia, the USA, UK, Germany, France, Canada, Brazil, the Netherlands and Singapore.
- Visits from most countries have increased, especially Canada (up 62.9%), Singapore (up 50%), France (up 13.83%), Netherlands (up 12.73%), USA (up 12.20%), and Australia (up 9.20%). However, NZ visitors have dropped by 3.15%, UK visitors have dropped by 3.74%, Germany by 24.79% and Brazil by 64.50%. *Note – these drops are mitigated by the mobile site which has seen an increase in visitors from NZ, UK and Germany.*
- Top pages are all Outdoor Intentions Process pages, Land – including Walking & Hiking and 4x4 Driving – and Water and Boating Adventures.
- DOC continues to be the top referral site for traffic for both sites, followed by AdventureSmart mobile website, Water Safety NZ, GWRC, Te Araroa - NZ's Trails, MSC, newzealand.com (Tourism NZ), Camping Our Way, Lake Wanaka Tourism and Beacons.

#### **Mobile Site**

- Visitor numbers to the mobile site have increased by nearly 7% compared to last quarter and by 222% compared to the same period last year.
- This second quarter of the 2015/16 financial year saw **1911** visitors compared to 1788 visitors last quarter and 594 visitors in the same quarter last year.
- Visitors are mainly from New Zealand, followed by the USA, Russia, Germany, Australia, UK, China, India and Spain.
- Visits from all countries have increased significantly: NZ (up 107.55%), USA (up 1,275%), Russia (up 2008%), Germany (up 500%), Australia (up 26.67%), UK (up 60%), China (up 766.67%), India (up 200%) and Spain (up 666.67%).

### 3. Social Media Activity and Facebook

- The AdventureSmart Facebook had 110 'likes' at 1 October 2015 and 135 at 31 December.
- The quarter began with the Safer Boating Week campaign, which AdventureSmart supported on Facebook.

### 4. Other Marketing Activity

- Tourism Radio are advertising AdventureSmart in motorhomes throughout the country (as from July 2014).
- Arrival began advertising AdventureSmart (at no cost) on their new app.
- The process began to trademark the AdventureSmart logo – this is still in progress.



# New Zealand Search and Rescue

NZSAR9-2

18 February 2016

NZSAR Council

## **SEARCH AND RESCUE DATA STANDARD – INVESTMENT IMPLICATIONS**

### **Background**

1. The NZSAR Secretariat anticipates bringing the New Zealand SAR Data Standard to the Council's June meeting for approval.
2. When completed, the New Zealand SAR data standard will consist of prescriptions and guidelines that regulate the entry and maintenance of search and rescue data. It will be a documented agreement that standardises both the format and meaning of SAR data. Representation, format, definition, use, and management of data will all be included in the SAR data standard.
3. The New Zealand SAR data standard will be compliant with the *New Zealand Data and Information Management Principles* (see Appendix 1). Its development is also in line with the *Better Public Services Programme* by developing the system jointly and collecting, using and publishing better performance information.

### **Problem**

4. Assuming the Council approves the New Zealand SAR data standard in June 2016, follow on investment will be required by NZ Police, RCCNZ and the NZSAR Secretariat to implement the standard and develop the required data input and sharing processes. Some partner SAR agencies may also be required to make minor adjustments to their own SAR data capture and reporting processes.
5. Existing SAR data capture and storage arrangements will not meet the needs of the new SAR data standard in their current form. While the standard will not be prescriptive to agencies in terms of technologies or systems, each affected agency will need to undertake its own assessment of the amount of change required. Scope exists for shared projects and / or taking and modifying development work when completed by partner agencies.

6. The table below provides a possible indication of the issues and likely change and investment requirement by agency.

<b>Agency / Function</b>	<b>Current</b>	<b>Likely Future</b>	<b>Likely Change Requirement</b>
NZSAR Data Capture	Import from NZ Police and RCCNZ via data extract process.	Redevelop and automate extract process. Scheduled, automatic updates.	Some change required
NZSAR Data Storage	Purpose built SQL database hosted by MOT	Revised SQL database to match data standard and map retrospectively to existing SAR data.	Extensive investment required but anticipate a modification of the existing system. Can be shared.
NZSAR Data mine and export	No data export required. Very good business information system	Maintain current business information system.	Modest change required
NZ Police Data capture	P130 Land and Marine forms input to Lotus Notes. Very difficult and time consuming to use. Not mobility compatible	Single, responsive, mobile compatible SAR data input form. Rapid input through intelligent design.	The SAR data standard will oblige very significant data input change. Opportunity to start over.
NZ Police Data Storage	Lotus Notes. Very difficult to use, maintain and update. At end of life.	Commend SQL database. Likely to be able to use a modified form of the redeveloped NZSAR database.	The Police Lotus Notes system for SAR is no longer fit for purpose and needs to be replaced. Very significant change required.
Police data mine and export	Near impossible to search or extract meaningful information. Manual quarterly export system.	Commend a modern business information system able to produce usable information. Automatic monthly exports	Significant change required.
RCCNZ data capture	Lotus notes form. Works satisfactorily for RCCNZ staff.	Modified Lotus Notes form	Significant change to align with SAR data standard
RCCNZ Data storage	Lotus Notes. Works satisfactorily for RCCNZ and integrates with other MNZ data capture systems	Modified Lotus Notes. It is likely that RCCNZ will be able to modify their existing	Modest change to align to SAR data standard.
RCCNZ data mine and export	Able to produce standardised outputs. Manual quarterly export system.	Update outputs to match MNZ requirements. Automatic monthly exports.	Assuming it is possible, modest change required.

## Proposal

7. The NZSAR Secretariat proposes that NZ Police, RCCNZ and the Secretariat plan and budget for implementation of the New Zealand SAR data standard in the 2016 / 2017 financial year.



## **Priority**

8. For the NZSAR Council, completion of this work is a high priority.

## **Rational**

9. The development and collective implementation of the New Zealand SAR data standard will bring a number of benefits to the SAR Sector and our partner agencies including:

- Improved efficiency by making it easier to capture data.
- Improved efficiency by making it easier to share data.
- Reduced misunderstanding about the meaning of data.
- Lower long term costs of storing, managing, sharing, and publishing data.
- A demonstration of professionalism and commitment to quality.
- Less effort required to perform statistical analysis.
- Data can be quickly aggregated across agencies.
- Data can be more easily compared across jurisdictions.
- It will be easier to perform longitudinal analysis which supports trend identification.
- It will be easier to improve business processes as performance can be compared.

10. The Councils component agencies, the wider SAR Sector and our partner agencies will also benefit through vastly improved access to meaningful SAR information. This will aid other work streams such as:

- SAR prevention.
- Improved SAR integration and robustness.
- Enhanced SAR efficiency.
- Reducing identified SAR risks.

**Recommendation:**

11. It is recommended that:
  - a. the NZSAR Council:
    - I. **Notes** the need for investment to implement the NZ SAR data standard
    - II. **Directs** the NZSAR Secretariat to include provision in its 2016/17 budget and work plan to implement the NZ SAR data standard.
  - b. The NZ Police **includes provision** in its 2016/17 budget and work plan to implement the NZ SAR data standard.
  - c. MNZ **includes provision** in its 2016/17 budget and work plan to implement the NZ SAR data standard.

Duncan Ferner  
Secretariat Manager  
New Zealand Search and Rescue

**Appendix A.** New Zealand Data and Information Management Principles

## Appendix A

### New Zealand Data and Information Management Principles

The *New Zealand Data and Information Management Principles* were approved by Cabinet in August 2011<sup>1</sup>. The table below sets out how these principles will be applied to the development of the New Zealand SAR data standard.

Principle	Description	Proposed NZSAR data standard principles
Open	Data and information held by government should be open for public access unless grounds for refusal or limitations exist under the Official Information Act or other government policy. In such cases they should be protected.	Information on NZSAR operations shall be collected, aggregated and analysed with the expectation of publication of all non-identifiable data.
Protected	Personal, confidential and classified data and information are protected.	Personally identifiable information shall be protected from general publication and subject to controlled release only.
Readily Available	Open data and information are released proactively and without discrimination. They are discoverable and accessible and released online.	NZSAR data and information shall be published regularly online in forms that are clear, unambiguous and useful.
Trusted and Authoritative	Data and information support the purposes for which they were collected and are accurate, relevant, timely, consistent and without bias in that context. Where possible there is an identified authoritative single source.	Data and information support the purposes for which they were collected. Data shall only be collected if it can be reasonably validated at source. Data shall be relevant to context. Data collection shall be based on facts not assumptions. Data collection and submission shall be timely to support accuracy, actions by others, policy and planning. The source of all data shall be noted.

---

<sup>1</sup> Cabinet Minute CAB Min (11) 29/12

Principle	Description	Proposed NZSAR data standard principles
Well Managed	<p>Data and information held and owned by government:</p> <ul style="list-style-type: none"> <li>• effectively belong to the New Zealand public</li> <li>• are a core strategic asset held by government as a steward on behalf of the public; and</li> <li>• Should only be collected or generated for specified public policy, operational business, or legislative purposes.</li> </ul> <p>Agencies are stewards of government-held data and information and must provide and require good practices which manage the data and information over their life-cycle, including catering for technological obsolescence and long-term preservation and access. Good practices also include collaborating with other agencies and the public, facilitating access, strengthening awareness, and supporting international cooperation.</p> <p>Agency custodians must implement these practices on a day-to-day basis.</p>	<p>NZSAR secretariat shall be the steward of nationally aggregated NZSAR data and NZSAR data standards.</p> <p>Police, RCC, Coastguard and LandSAR shall be the stewards of the NZSAR data they collect and shall collect, store and maintain that data in accordance with the NZSAR data standard.</p> <p>Data and information held and owned by government:</p> <ul style="list-style-type: none"> <li>• effectively belong to the New Zealand public</li> <li>• are a core strategic asset held by government as a steward on behalf of the public; and</li> <li>• Should only be collected or generated for specified public policy, operational business, or legislative purposes.</li> </ul> <p>Agencies are stewards of government-held data and information and must provide and require good practices which manage the data and information over their life-cycle, including catering for technological obsolescence and long-term preservation and access. Good practices also include collaborating with other agencies and the public, facilitating access, strengthening awareness, and supporting international cooperation.</p> <p>Agency custodians must implement these practices on a day-to-day basis.</p>

Principle	Description	Proposed NZSAR data standard principles
Reasonably Priced	<p>Use and re-use of government held data and information is expected to be free. Charging for access is discouraged.</p> <p>Pricing to cover the costs of dissemination is only appropriate where it can be clearly demonstrated that this pricing will not act as a barrier to the use or re-use of the data. If a charge is applied for access to data, it should be transparent, consistent, and reasonable and the same cost to all requestors.</p>	<p>NZSAR data shall generally be made available free of charge.</p> <p>Charging for access to data shall only be appropriate for requests that are of a specialised nature and require extensive effort or cost in order to respond.</p>
Reusable	<p>Data and information released can be discovered, shared, used and re-used over time and through technology change. Copyright works are licensed for re-use and open access to and re-use of non-copyright materials is enabled, in accordance with the New Zealand Government Open Access and Licensing framework.</p> <p>Data and information are released:</p> <ul style="list-style-type: none"> <li>• at source, with the highest possible level of granularity</li> <li>• in re-usable, machine-readable format</li> <li>• with appropriate metadata; and</li> <li>• In aggregate or modified forms if they cannot be released in their original state.</li> </ul> <p>Data and information released in proprietary formats are also released in open, non-proprietary formats.</p> <p>Digital rights technologies are not imposed on materials made available for re-use.</p>	<p>Data and information released can be discovered, shared, used and re-used over time and through technology change. Copyright works are licensed for re-use and open access to and re-use of non-copyright materials is enabled, in accordance with the New Zealand Government Open Access and Licensing framework.</p> <p>Data and information are released:</p> <ul style="list-style-type: none"> <li>• at source, with the highest possible level of granularity</li> <li>• in re-usable, machine-readable format</li> <li>• with appropriate metadata; and</li> <li>• In aggregate or modified forms if they cannot be released in their original state.</li> </ul> <p>Data and information released in proprietary formats are also released in open, non-proprietary formats.</p> <p>Digital rights technologies are not imposed on materials made available for re-use.</p>

NZSAR3-4

17 February 2016

Distribution:

Coastguard New Zealand  
NZSAR Council

For Information:

Ministry of Transport  
Ministry for Business, Innovation and Employment

## **DRAFT 4 COASTGUARD NZ VHF FREQUENCY CHANGE PROJECT**

1. The Ministers of Transport and Finance approved in December 2015 a one off capital investment of up to \$529,000 (excluding GST) to implement frequency changes to Coastguards NZ's VHF radio, repeater and NowCasting services. The project will be funded through Section 9(1) of the Land Transport Management Act 2003.

2. The goal of the project is to implement frequency changes to Coastguards NZ's VHF radio, repeater and NowCasting services. The project will be undertaken in three phases:

- 2.1. **Phase one** will include a full and comprehensive audit of the relevant equipment and sites (44 Repeater, 23 NowCasting and 2 Linking) where this has not already occurred. The audit will inform the development of a detailed purchasing plan and implementation plan including costings for executing phases two and three.
- 2.2. **Phase two** will involve the finalisation of the audit information, the identification and purchase of the appropriate equipment and detailed planning for the conduct of phase three.
- 2.3. **Phase three** will include site visits to either install new equipment or conduct the necessary modifications to effect the necessary frequency changes.

### **Project delivery**

3. Interagency project arrangements are documented in this letter of agreement and where relevant, amendments to the Joint Service Level Agreement.

4. The planning and implementation of the VHF radio, repeater and NowCasting frequency change project is the responsibility of Coastguard NZ.

5. The provision of project funding will be administered by the NZSAR Secretariat and sourced through the Ministry of Transport (MOT). The project is to be managed by Coastguard NZ's National Operations Manager or a suitably experienced person appointed by the Chief Executive.

### **Conditions of Government funding**

6. There are a number of expectations, requirements and conditions to the Government funding of this project:

- 6.1. Coastguard NZ will contract directly with Broadcast Services Ltd or other Communications infrastructure provider as agreed with NZSAR in order to deliver the best outcome for the project.
- 6.2. Government funding may only be used for the purpose of changing the frequencies of the relevant Coastguard VHF radio, repeater and NowCasting sites. Non-related changes or improvements to Coastguard radio equipment are the responsibility of Coastguard.
- 6.3. By project completion, Coastguard NZ will be the licence holder for all Coastguard VHF radio, repeater and NowCasting licences.
- 6.4. Coastguard NZ will continue to maintain a detailed record of its VHF radio, repeater and NowCasting sites, equipment and other boating safety related radio communications equipment and the purpose the equipment is used for. Coastguard NZ will provide an annual summary report to NZSAR on their usage, location, condition, operation and status.
- 6.5. Coastguard NZ will actively work with the Ministry of Business, Innovation and Employment (MBIE) to publicise and promote the frequency changes to the boating community.
- 6.6. Coastguard NZ and its associated bodies will actively engage with and participate in the Coastguard NZ, Maritime NZ, and Kordia Joint Synergies Project to the satisfaction of all Joint Synergies project parties and until that project concludes. The purpose of this future focussed project is to review and make recommendations about strategic infrastructure, technological, and operational synergies related to maritime distress and safety communications services provided by the parties in support of search and rescue services within NZ's search and rescue region, and where appropriate, implement them.
- 6.7. Coastguard NZ will share all the relevant data and information obtained through this VHF radio, repeater and NowCasting frequency change project with parties of the Joint Synergies Project in a timely manner and update that information as and when changes occur.

- 6.8. The intent is for this project to be completed to the satisfaction of the NZSAR Council by or before 1 October 2016. Should a force majeure event force a delay to that intended completion date, Coastguard NZ and MBIE will need to liaise to ensure the public information campaign remains fully aligned to the actual delivery date of this project.
7. The NZSAR Council endorses these conditions and is the sole arbiter as to their satisfactory attainment / completion.

### **Key Responsibilities**

8. Coastguard NZ will:
  - 8.1. Plan, manage and implement the VHF radio, repeater and NowCasting services frequency change project.
  - 8.2. Maintain and share an up-to-date project plan with anticipated costs by phase and purpose.
  - 8.3. Provide reports to the NZSAR Secretariat as per paragraph 19.
  - 8.4. Work with MBIE to publicise and promote the frequency changes to the boating community.
  - 8.5. Actively engage with the Joint Synergies project for as long as it may last.
  - 8.6. Manage the transfer of all Coastguard frequency licences from Units / Regions to Coastguard NZ.
9. On behalf of the NZSAR Council, the NZSAR Secretariat will:
  - 9.1. Monitor the VHF radio, repeater and NowCasting services frequency change project.
  - 9.2. Arrange payment of agreed project related invoices.
  - 9.3. Assist Coastguard NZ to engage with Government agencies as required.
10. MBIE will work with Coastguard NZ and provide separate funding assistance to publicise the channel changes to the boating community. Where possible, the Boating Safety Code messages will also be included as part of this effort. MBIE will also provide technical assistance as required.
11. MNZ will provide technical and project monitoring assistance as required.



## Funding

12. The total Government investment in this project is up to a maximum of \$529,000. No requests for additional funding for this project will be considered by the NZSAR Council. Any project related expenditure beyond that amount will be the responsibility of Coastguard NZ.

13. The Coastguard NZ Business case dated 9 October 2015 indicated project costs were anticipated as follows:

<b>Total Costs</b>	<b>VHF Repeaters \$000's</b>	<b>NowCasting \$000's</b>	<b>Total \$000's</b>
Phase 1	95	48	<b>143</b>
Phase 2	100	50	<b>150</b>
Phase 3	172	64	<b>236</b>
<b>Total Costs</b>	<b>367</b>	<b>162</b>	<b>529</b>

14. Given that much remains to be discovered, flexibility will be required. While overall Government funding for this project is capped, funding may be transferred between purpose (VHF Repeaters and NowCasting) and between phases as required and agreed by the NZSAR Secretariat.

15. The project plan and the anticipated costs by phase and purpose is to be updated prior to the commencement of each phase and forwarded to the NZSAR Secretariat together with an invoice for the next phase. The Secretariat will verify the proposed plan for each phase and the relevant expenditure. Once agreed, the Secretariat will arrange for the invoice for each phase to be paid in advance.

16. If an under spend by phase occurs, the remaining funding may be retained by Coastguard and the project plan adjusted. Any excess funds remaining at the conclusion of the project are to be returned to the NZSAR Secretariat.

17. Following project completion, there remains the possibility that some site antennas may need further minor alterations to improve directionality and to minimise 'fortuitous coverage'. Should a project surplus exist, the MOT, on behalf of the NZSAR Secretariat will retain the surplus for a period of 16 weeks. Further release of any such funding to address these minor antennae alterations would be subject to a request by Coastguard NZ, advice from MBIE and authorisation by the NZSAR Secretariat. If no surplus funding exists, the responsibility for any minor antennae alterations required will be Coastguard NZs.

18. Government funding is intended to achieve the overall project goals. With the concurrence in advance by the NZSAR Secretariat, Coastguard NZ may utilise the project funding for project purposes as it sees fit, less the salaries or wages of Coastguard staff. Government funding will only be provided for costs that relate directly to achieving the project goals and costs will need to be considered fair, reasonable and justified. NZSAR recognises that some work on this project will directly inform and benefit the Joint Synergies project.

## Reporting

19. Coastguard will report as follows:

Ser	Report	To whom	When
1	Project plan, timeline and current status including indicative costs by phase and purpose	NZSAR	ASAP
2	Project update	NZSAR	Monthly
3	Phase one project plan details and costs. incl Phase one invoice.	NZSAR	ASAP
4	Phase one completion report and summary of phase one costs. Phase two project plan details and costs. incl Phase two invoice.	NZSAR	Completion of phase one
5	Phase two completion report and summary of phase two costs. Phase three project plan details and costs. incl Phase three invoice.	NZSAR	Completion of phase two
6	Phase three completion report and summary of phase three costs.	NZSAR	Completion of phase three
7	Short overall project report and cost reconciliation	NZSAR	Project completion
8	Copy of the comprehensive audit of the 44 Repeater, 23 NowCasting and 2 Linking sites.	NZSAR. Joint Synergies project partners	End of Phase one, annually and following any change or update
9	Brief report to advise when all frequency licences have been transferred to Coastguard NZ	NZSAR MBIE	Upon achievement

## Licences

20. As part of this project, Coastguard NZ is to become the licence holder for all associated Coastguard repeater and NowCasting licences. Should a particular entity, Coastguard unit or region wish to retain the ownership of their licence, then all work to effect the change and associated costs are to be borne by that entity. Government funding as part of this project may not be used to organise or effect frequency change in such instances.

## **Change**

21. As discovery occurs during the course of this project, change to timings, phases or costs may be required. Coastguard NZ is expected to keep the NZSAR Secretariat fully apprised in a timely manner should this seem likely.

## **Force Majeure.**

22. Notwithstanding any other provision of this Agreement, non-performance by a party of any of its obligations under this Agreement shall be excused, without liability for non-performance, during the time and to the extent that such performance is prevented, wholly or substantially, by a force majeure event.

23. Performance of any obligation affected by a force majeure event shall be resumed as soon as reasonably practicable after the force majeure event has ended or abated. If, by reason of a force majeure event, a party is unable to perform any material obligation under this Agreement for a period of 30 days after the force majeure event occurring, the other parties may, on giving written notice to that party, terminate this Agreement.

Duncan Ferner  
Secretariat Manager  
NZSAR Council

Patrick Holmes  
Chief Executive  
Coastguard NZ



# New Zealand Search and Rescue

12 February 2016

NZSAR5-1

Inspector Jeff Penno

[westcoast servicedelivery.feedback@police.govt.nz](mailto:westcoast servicedelivery.feedback@police.govt.nz)

Copy to:

NZSAR Council

Superintendent Chris Scahill, National Manager Operations

Superintendent Karyn Malthus, District Commander: Tasman

Dear Jeff

## WEST COAST POLICE AREA - SEARCH AND RESCUE COORDINATOR

The purpose of this letter is to comment on the West Coast Police Area service delivery model review. The changes proposed in the review appear likely to introduce unwarranted and unnecessary risk to the safe and effective delivery of search and rescue services in the West Coast Police Area.

I am the Secretariat Manager for the New Zealand Search and Rescue (NZSAR) Council. The NZSAR Council was established by Cabinet in 2003. The Council provides strategic leadership, coordination and governance to NZ's SAR sector and strategic SAR policy advice to government. The Council consists of the chief executives (or senior officials) from the Ministry of Transport, Maritime NZ, Civil Aviation Authority, NZ Police, Department of Conservation, the New Zealand Defence Force and an independent member.

The West Coast Police Area is large, subject to frequent harsh weather events, dominated by complex terrain and has an often hostile marine environment. The Area is an attractive place for land, marine and air recreational (and commercial) activities. It is also actively promoted as a place to come and undertake adventurous activities for Kiwi's and tourist alike. A combination of these factors have led to the West Coast Police Area being one of the busiest areas for search and rescue in New Zealand. Over the last five years, the West Coast Police SAR Squad spent over 3,900 hours engaged in SAR incidents. This represents approximately 8.9% of the total available time in a five year period. In addition to this operational time, Police SAR Coordinators are required to spend considerable non-operational time to establish and maintain the readiness, viability and competence of SAR providing agencies. The statement on page 10 of the consultation document that *'there was not sufficient demand (or no longer sufficient demand) to require a full time role'* is clearly incorrect for the part time SAR Coordinator position as the table below illustrates.

### Incidents involving the West Coast Police SAR Squad – last five years

Year	Incidents	Duration (total hours)
2010-2011	47	263.04
2011-2012	57	344.42
2012-2013	50	1310.86
2013-2014	46	1751.65
2014-2015	37	235.48
<b>Totals</b>	<b>237</b>	<b>3905.45</b>

*The duration column shows the total length of time spent on SAR incidents each year (the time duration from SAR Squad activation to the conclusion of an incident). No obvious trend is evident.*

The NZ Police is both a SAR Coordinating Authority and a contributor to SAR services. While the **Policing Act 2008** does not specifically refer to the search and rescue function, Section 9 does include Emergency Management which incorporates SAR operations. Additionally, the 2012 Police SAR review accepted and restated the Police’s long standing SAR role and reinforced the need for effective Police leadership at a District and Area level. As one of NZ’s two operational coordinating authorities, Police SAR coordinators have specific responsibilities to lead and manage effective, efficient and safe SAR operations. Police SAR coordinators are also the designated ‘*person in charge of a business or undertaking*’ from a health and safety perspective which is a considerable responsibility. This responsibility is very relevant in the West Coast Policing Area as it possesses significant hazardous terrain and is affected by particularly difficult weather conditions.

SAR operations are frequently conducted by selected people with the requisite specialist skills sourced from a wide variety of organisations. Section 10, (2) of the Policing Act 2008 acknowledges ‘*that it is often appropriate, or necessary, for the Police to perform some of its functions in co-operation with individual citizens, or agencies or bodies other than the Police*’. Around 95% of SAR people are unpaid volunteers who need consistent, active and engaged leadership at the Area and District levels for them to perform safely and effectively. The table below shows the environmental division of SAR operations within the West Coast Policing area over the past five years.

**SAR Environment – West Coast Policing Area**

Year	Land	Marine
2010-2011	37	10
2011-2012	45	12
2012-2013	35	15
2013-2014	39	7
2014-2015	24	13
<b>Grand Total</b>	<b>180</b>	<b>57</b>

*76% of SAR incidents in the West Coast are land related. Trampers and walkers were the subjects of 85 of the land based searches (47%).*

The NZSAR Secretariat has observed that Areas and Districts with dedicated Police SAR coordinators demonstrate enhanced coordination, are more efficient and are better able to harness the wide variety of SAR capabilities that exist within Areas and Districts. It is most important that Police time and attention is invested in SAR people in a routine and sustained manner to ensure they are competent and safe to operate as and when the need arises. Dedicated SAR coordinators are able to build strong networks and have a deep understanding of the capabilities and limitations of the people and assets in their area. They are also better able to mitigate the health and safety risks experienced during SAR operations. The investment in dedicated SAR Coordinators is returned to Police via efficient SAR operations that achieve the operational requirement with a minimum of cost and commitment. Competent SAR Coordinators, professionally managing SAR Operations reduce the amount of police time required thereby releasing police staff to focus on the crime related prevention activities.

Conversely, the competence and reliability of SAR volunteers and other SAR agencies can degrade below safe and competent standards where consistent, dedicated Police leadership is lacking or absent. Such situations can also lead to increased operational costs to Police and unacceptable SAR outcomes. NZSAR does not believe it is viable or safe to perform this essential leadership function effectively in an Area or District if SAR is merely part of a portfolio of Police roles. Individuals placed in such a situation will inevitably be forced into compromises which, in the case of search and rescue, may cause reputational risk to Police, expend large amount of Police resources and potentially lead to injury or loss of life to SAR people or those who are in need of SAR services.

I commend that the review of the West Coast Area SAR Coordinator position, as outlined in the consultation document, is further assessed against the Search and Rescue Operations chapter of the Police Manual, Police Instructions and the relevant sections of the Police Memorandum of Understanding with both LandSAR NZ and Coastguard NZ. While the Prevention First Strategy has the focus on crime and road trauma, it is also important to point out that the wider SAR network in New Zealand, along with the Police SAR staff, spend considerable time focusing on SAR prevention at a community level. Collectively, these prevention activities reduce the numbers of lost or missing people on land and on the water.

SAR Coordinators themselves are expected to be appropriately experienced, skilled, located and trained. The NZ Police training system includes several levels of SAR specific training courses which, in association with practical experience, take a number of years to acquire and assimilate. NZSAR believes it essential for any person performing the function of SAR Coordinator in a remote and demanding area such as the West Coast Police Area be fully qualified and appropriately experienced for that role. They also need to be cognisant of national SAR processes and able to integrate seamlessly with operations coordinated by the Rescue Coordination Centre. At an individual level, they need sufficient time to maintain, update, teach and share their skills.

The public has very high expectations of SAR operations anticipating them to be efficient, effective, conducted with appropriate resources and successful. At the same time, the public (and coroners) have very little tolerance for SAR failure and holds us all closely to account on the occasions such things eventuate. Regrettably, the history of SAR in New Zealand is littered with reviews of deficient SAR operations. The outcome of a number of these reviews has led to the establishment of full time, dedicated Police SAR coordinators at the District or Area level. These reviews typically recognise that absence of these positions were a major contributor to the deficient SAR operation and therefore recommend that they exist and be appropriately staffed and maintained.

**West Coast Police Area - Outcomes**

Year	Lives Saved	People Rescued	People Assisted	People Perished	People Not Located
2010-2011	6	24	10	3	1
2011-2012	4	20	14	5	1
2012-2013	2	31	16	4	4
2013-2014	9	16	6	4	4
2014-2015	3	15	20	4	1
<b>Grand Total</b>	<b>24</b>	<b>106</b>	<b>66</b>	<b>20</b>	<b>11</b>

Over the last five years, 24 lives have been saved as the result of SAR incidents coordinated by and/or involving the West Coast SAR Squad. This represents **\$85.2m** in social costs averted due to the lives that were saved.

Regrettably, and despite the very high incidence of SAR operations in the District and its particularly high SAR risk profile, a 2012 Tasman Police District review led to the disestablishment of the Tasman District’s full time SAR Coordinator. A more recent decision reduced the part time Nelson Bays SAR Coordinator position to a portfolio one. This review proposes a further reduction in SAR capability within the District. The NZSAR Secretariat believes these steps introduce serious and unwarranted risks to the Tasman District which may lead to SAR failure, avoidable loss of life and reputational damage to the NZ Police.

The NZSAR Secretariat encourages the Tasman Policing District to consider retaining the position of West Coast Police Area SAR Coordinator as a specific and dedicated role for an appropriately qualified, experienced and located Police person. Alternatively, consideration be given to the re-establishment of an appropriately skilled full time District-based Police SAR Coordinator who could then provide SAR assurance to the District Commander and support to the Area SAR Coordinators.

Thank you for considering this submission. Please contact me if you have any questions.  
E-mail [d.ferner@transport.govt.nz](mailto:d.ferner@transport.govt.nz) , phone 04 439 9045.

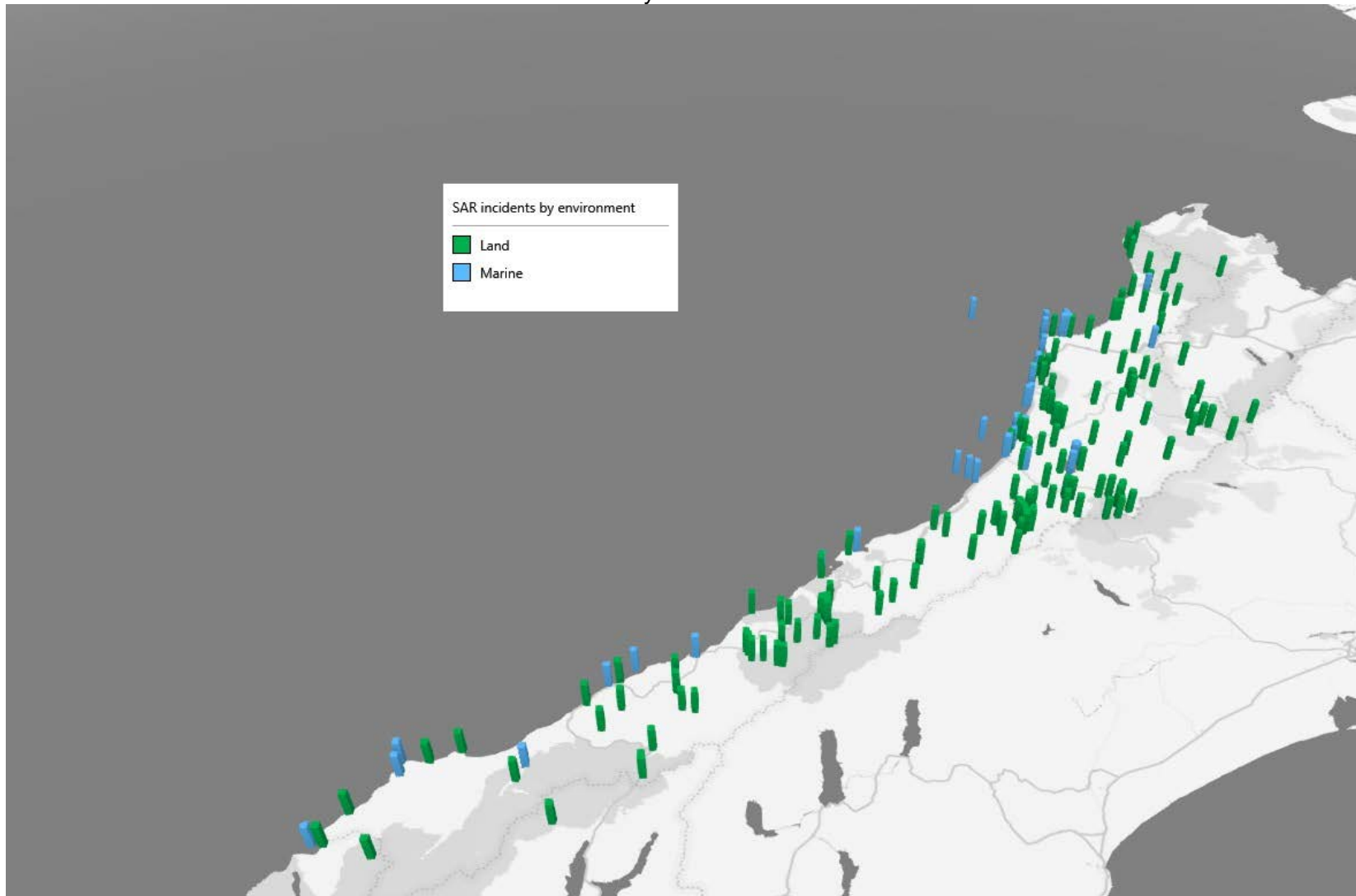
Yours sincerely

A handwritten signature in blue ink, appearing to read 'Duncan Ferner', with a stylized flourish at the end.

Duncan Ferner  
Secretariat Manager  
NZ Search and Rescue

Annex A – West Coast Police Area SAR Incident Locations – Last five years

## West Coast Police Area SAR Incident Locations – Last five years



This map clearly illustrates the wide-spread nature of SAR incidents across the West Coast over the last five years



# **NZSAR**

**New Zealand Search  
and Rescue**



## **NZSAR Council Meeting**

### **23 February 2016**



# 1. Welcome

- Dave Comber – Independent member
- Brigadier John Boswell - NZDF
- Superintendent Richard Chambers – NZ Police
- John Kay - CAA
- Sarah Stuart-Black – CEO MCDEM
- Deputy National Commander Paul McGill - NZFS
- Phil Parkes – Acting CEO WorkSafe NZ

# 2. Apologies

- Commissioner Mike Bush – NZ Police
- Graeme Harris – CAA

# 3. Minutes

Minutes of the meeting 19 November 2015 for approval



# 4. Matters Arising

Item	Actions	Responsibility
7b. Pacific Engagement	RCCNZ to update the Council on the variability and potential cost of hosting a SPS SAR workshop in 2017.	RCCNZ
8. Defence White Paper	<ul style="list-style-type: none"> <li>Send MOD information on SAR trends.</li> <li>Send MOD information on the costs of Antarctic SAR operations.</li> </ul>	Secretariat RCCNZ
9. SAR Governance Review	Send the Secretariat suggestions of potential members suitable as the additional member of the NZSAR Council.	Council
10a Health and Safety	<ul style="list-style-type: none"> <li>Invite Gordon McDonald, CE Worksafe NZ to the next Council meeting.</li> <li>Seek participation in WorkSafe NZ's High Hazards meetings</li> <li>Harry Maher (Director H&amp;S at DOC) to attend SAR strategic H&amp;S Committee meetings.</li> </ul>	Secretariat DOC
10b. SAROPs involving Aviation	Conduct a study into the varied issues around SAROPs involving aviation assets.	Secretariat
12a. SAR Data Standard	Prepare a paper for MNZ and NZ Police laying out the post SAR data standard requirements, actions and possible investment needs.	Secretariat



# 5. SLA Monitoring Report

Outputs	Coastguard	LandSAR	AREC	SLSNZ
Provision of expert services to CA				
Provision of expert advice to CA				
Provision of IM Team Members				
Summary of non-SAR activity				
Up to date details available for CA				
Participation in joint SAREX				
Attendance at Forums				
Nominations for NZSAR Awards				



# 5. SLA Monitoring Report

Summary for the 1 October – 31 December 2015 Quarter

Measures	Police	RCCNZ	Totals
SAROPs	446	214	660
Lives at Risk	391	469	860
Lives Saved	37	41*	<b>78</b>
People Rescued	137	25	162
People Assisted	184	32	216
LandSAR Taskings	111	2	113
Coastguard Taskings	88	2	90
SLSNZ Taskings	31	0	31
AREC Taskings	8	0	8
Performance of SLA Partners	Satisfactory	Satisfactory	Satisfactory

*\* This includes 33 lives saved during the rescue of the crew from the F/V Glory Pacific No.8, which caught fire just inside the northern part of the NZSRR.*



# 5. SLA Monitoring Report

## Summary for the 1 October - 31 December 2015 Quarter

Reporting requirements for the Quarter have been met by all of the SLA partners

Outputs	Coastguard	LandSAR	AREC	SLSNZ	Totals
SAROPs Attended	101	108	8	7	--
Volunteers Involved	623	1,085	18	40	<b>1,766</b>
Volunteer Hours	1,614	8,163	277	81	<b>10,135</b>

2,256 Coastguard volunteers responded to 608 non-SAR related calls for assistance during the quarter.



## 5. SLA Monitoring Report

- Southern Region communications network is under development. Christchurch now operational, Otago planned for the start of next season.
- The roll-out of the New Patrol and Membership data base has largely been completed. Experiencing a back-log of patrol incidents and operational information.

### Coastguard

- Coastguard has almost completed work on the national membership project, and hopes to launch this in March.
- Coastguard NZ has been offered funding for the VHF frequency change project, and is now working through licensing issues.

# 5. SLA Monitoring Report

## AREC

- Have no issues or updates to report for the quarter.

## LandSAR

- Steve Caldwell has been commenced work as the new Chief Executive for LandSAR, replacing Harry Maher who resigned at the end of 2015.
- During the quarter LandSAR has focussed on:
  - Continuation of the deployment support for the Safety Management System
  - Continue to development Competencies Framework
  - Completion of the 2015 Group Planning Tool process and preparation of the national 2016 Training Calendar





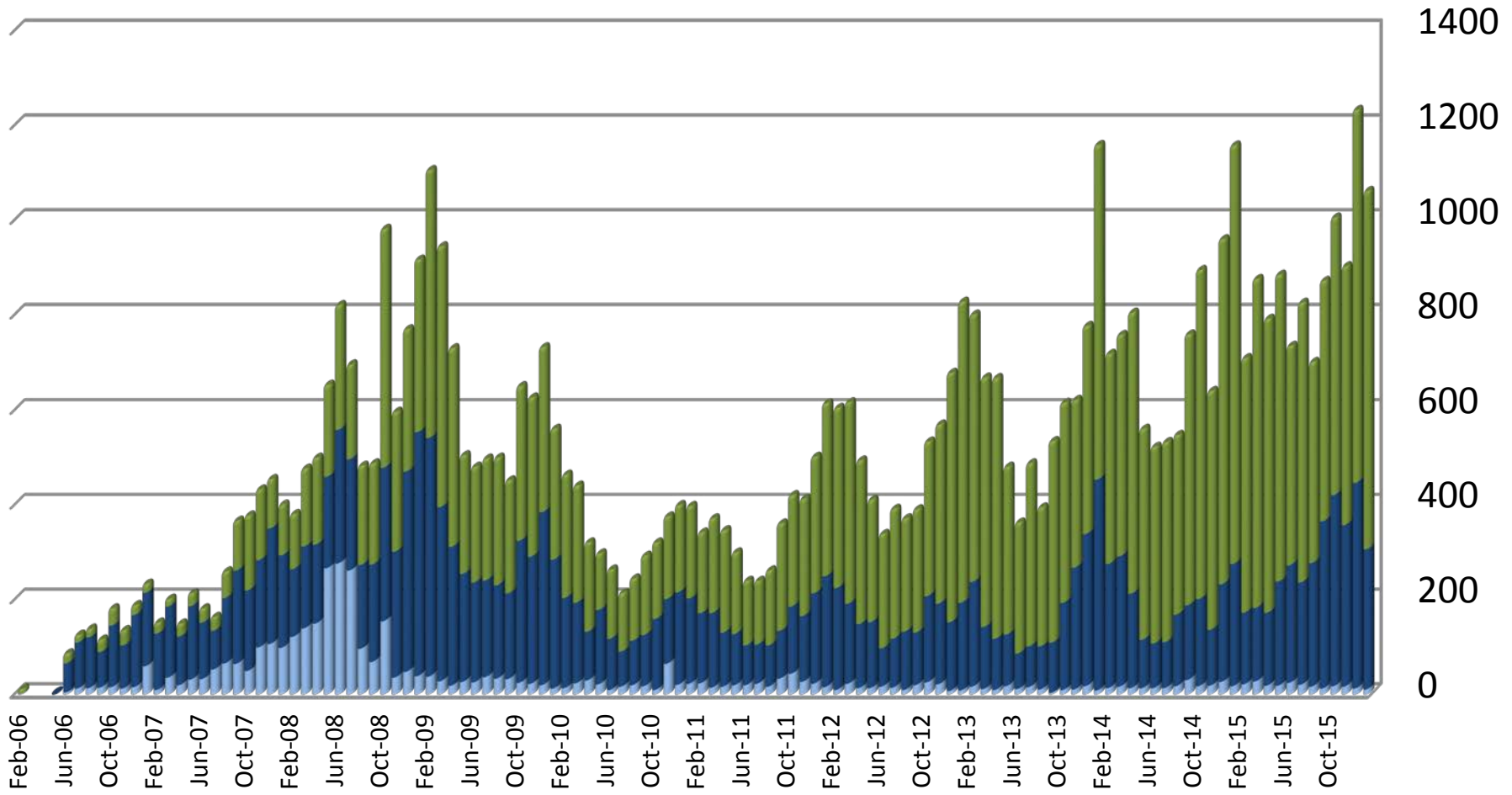
# 5. SLA Monitoring Report

## MSC

- A joint SLA between the Mountain Safety Council, the Department of Conservation and NZSAR was signed late last year for the provision of an Avalanche Advisory. Measures and reports will be developed prior to winter 2016.



# 5. Beacon Registrations (60,745)



# 6. Sector Update



Risk Description	Reasons or Causes	Consequences	Probability	Impact	Risk Level	Risk Treatment(s)	Post Treatment
<b>Health and Safety</b> Incident or audit exposes SAR sector health and safety deficiencies.	NZ's H&S regulatory environment is changing. The SAR sector needs to adapt to the new requirements and implement the required changes for the SAR context.	SAR organisations, team and individuals fail to implement appropriate / necessary H&S processes and procedures and in the event of an audit or plans to mitigate severely negative H&S incident are: <ul style="list-style-type: none"> <li>Exposed to risk of prosecution.</li> <li>Suffer reputational damage.</li> <li>Experience an outflow of personnel due to perceived risk.</li> </ul>	Unlikely	Major	(May 15)	<b>Treatment Option 2016/08/A: Implement sound H&amp;S processes and procedures</b>  NZSAR Council H&S processes and procedures for the SAR sector have been approved and are being implemented. The five SLA documents include H&S provisions from Jul 2014. SAR sector H&S monitoring and reporting occurs at the SAR strategic H&S Committee and a variety of other interagency SAR forums. H&S experiences and lessons are shared between SAR partner agencies. A sector based H&S symposium is planned for August 2016.	
	SAR Training, SAROPs and SAREXs often expose SAR people to an array of hazardous environments and situations. The sector is likely to experience a significant H&S related incident at some point.	<ul style="list-style-type: none"> <li>Experience an outflow of personnel due to excessive H&amp;S process requirements.</li> <li>Likely to expect significant external pressure / investigation / regulation / over watch following the trigger event.</li> </ul>				Rare	Severe

# 7a. RISK discussion: Health & Safety

New Legislation WEF April 2016

Sector Strategic H&S Committee

- Joined up approach
- Still setting up systems
- Information sharing

Some Challenges

- SAR ops involving aviation
- Infrequently utilised SAR responders
- Volunteer agencies
- Potential Cost to SAR providers / coordinators / system



# 7a RCCNZ H&S work progress

Task	Progress	Tracker
Review all MOU's & SLA's	70%	
Review all H&S policies & procedures	100%	
Design & Implement organisation charts	70%	
Scripts for SAROPs	70%	
Communications Plan	100%	
Links to NZSAR H&S Strategic meeting	80%	
Report on use of project across the wider SAR network	80%	



# 7a. NZSAR Risk Matrix

## Health and Safety Discussion

- H&S in mixed organisation paid/non paid emergency situation workplaces
- H&S expectations of, and impact on voluntary emergency management organisations
- H&S and the spontaneous and/or semi organised volunteer in emergency situations.
- Does our approach to H&S meets the Council's needs? Is the risk is described accurately? Are the proposed treatments appropriate?



# 8. NZSAR Awards

## Date & Venue *yet to be confirmed*:

- 26 May from 6:00pm-7:30pm, at Parliament

## Nominations & Decision:

- 23 nominations received:
  - 12 for operational activity
  - 11 for support activity
- Ranked by a non-conflicted sub-group, with their advice to the Council (paper 8 and next 2 slides)
- Council asked to make a decision on recipients of Awards for 2015





# 8. NZSAR Awards

*Sub-group advice for Operational Activity:*

## **Gold Award:**

- Nelson Lakes - rescue of two tourists 5 Sep 2015

## **Certificates of Achievement:**

- Lake Tekapo – rescue of a group of kayakers
- Emma Milburn for search for 79 year old man
- North Piha Beach swimmer rescue
- Mt Ngauruhoe - rescue of four foreign nationals

## **No Award:**

- As listed



# 8. NZSAR Awards

*Sub-group advice for Support Activity:*

## **Gold Award:**

- Delanie Halton, WanderSearch – contribution to Wander programme

## **Certificates of Achievement:**

- John Funnell, Taupo – commitment and services to SAR for 49 years
- Murray Miskelly, Coastguard Northern Air Patrol – leadership and services to SAR
- Shane Beech, Coastguard Maketu – commitment and services to SAR
- Lynn Stuart, Coastguard Wanaka - commitment and services to SAR

## **No Award:**

- As listed



# 9. MRO Policy

2016 rewrite of the MRO policy almost completed

- Now an Operational policy – not a Strategic policy discussing AoG arrangements
- Does tie into the National Security System frameworks/arrangements
- Creates expectations for Readiness and Response
- Incorporates lessons learned from exercises (Rauora series and NEP exercises)
- Also covers abnormal flight behaviours / extended searching

54°12'01.80"  
174°18'08.80"  
1-91.2000, 174.3700



# 10. Mass Rescue / Extended Search Exercising

## Next steps:

- On the National Exercise Programme for April 2019 (NEP12 – Major Transport Accident)
- Current series of *Rauora* exercises included in the NSS Planning Calendar
- Exercise concept for next series of *Rauora* exercises to be approved
  - 4x Police Districts per year
  - 1x RCCNZ exercise (Pacific or Antarctica) per year

# 11. Location by Mobile Phone

## a) Mobile phone

- ✓ Centralised “one stop shop” at the NCCC and simple processes for requesting telecommunications provider information.
- ✓ Need to consider how to better retain and support “mobile locate”
- ✓ Investigate airborne options to locate mobile phones of missing persons



# 11. Location by mobile Phone

- Many people who are lost / in distress carry a cellphone
- We need to develop a system of using existing technology to locate missing people or at least narrow down the search area eg missing aircraft within NZ
- Police have a unit who deal with Telcos and can access cellphone to cellsite, or last known cellsite info - with restrictions
- Potential exists for both coordinating authorities to develop a procedure to access this data via police NCCC
- Scoping work is underway by RCCNZ in conjunction with police NCCC
- Some caveats on access and release of information may be imposed

# 11. Location by mobile Phone

## Mobile Locate:

- Internet based system. Missing person invited to accept and reply to a message from SAR Coord Auth. (opt-in)
- If they do – message comes back with the location of person.
- Person must have smart phone.
- Has proven to be an excellent tool
- Is currently based on an informal Police/Supplier arrangement
- Seek to establish greater long term security around the provision of this service.



# 11. Location by Mobile Phone

## Applications: S.A.R.



Transmit 900 MHz GSM signal @ 35km

Receive response

Send/Receive Text message, originate call.

If no GPS support then:

Auto triangulate for position +/- 200m



© Smith Myers

© Smith Myers





# 12a. NZSAR Governance Review



# 12a. NZSAR Governance Review

## NZInc Recreational Safety Strategy

The answer (the framework) must add value to the existing good work of the recreational safety sector. It will deliver:

- “NZ Inc” collective approach – The recreational safety sector working cohesively to reduce the need for SAR services.
- Strong engagement across broad range of stakeholders (SLSNZ, Coastguard, NZMSC, WSNZ, NZ Police, MNZ, LandSAR, CAA, TLA’s, Tourism NZ, Tourism Industry Association etc)
- High level framework – clear objectives, value proposition for each stakeholder, operating framework, mapping of key relationships, development plan
- Mapping of prevention role for agencies in recreational safety space going forward leading to opportunities for all agencies in recreational safety space to cooperate and collaborate (including gap and opportunity assessment)
- Provide a practical reference for funding organisations as they consider investment decisions into recreational safety initiatives
- Provide a platform for the future development of a sector wide “*recreational safety communication strategy*”
- Completion by June 30 2016 (or earlier)



## 12b. SAR Communications – Land

*The intent of this project is to create an integrated operational communications strategy for land search and rescue operations.*

- Needs
- Technologies
- Responsibilities
- Arrangements
- Affordable
- In sympathy with other radio communications initiatives



# 12c. SAR Aviation Engagement

## SAROPs involving Aviation - Some issues:

- Little assurance that all aspects of operations involving helo meet SAR H&S requirements
- Different approach between co-ord authorities
- CAA oversight does not (fully) meet SAR needs
- No collective oversight/ record keeping/ auditing/ verification/ reporting
- Actual engagement with / performance against Air Rescue Standard largely unknown
- Air Rescue standard does not cover all aspects of SAR ops
- No standardised MOUs covering both co-ord authorities



# 13. 2015/16 NSSP

Workshops & Seminars	SAR Training
<ul style="list-style-type: none"> <li>SAR Evaluation Seminar</li> </ul>	<ul style="list-style-type: none"> <li>Training Support and Advice</li> </ul>
<ul style="list-style-type: none"> <li>Organisational Support</li> </ul>	<ul style="list-style-type: none"> <li>Air Observer training &amp; Training material</li> </ul>
<ul style="list-style-type: none"> <li>SAR Case Study Seminar</li> </ul>	<ul style="list-style-type: none"> <li>Marine Formal Search Planning (aft gap analysis)</li> </ul>
SAR Data management and IT	<ul style="list-style-type: none"> <li>START material</li> </ul>
<ul style="list-style-type: none"> <li>Maintain SARNET, Website, START, RDB etc</li> </ul>	<ul style="list-style-type: none"> <li>Formal Search planning Land (Complete)</li> </ul>
<ul style="list-style-type: none"> <li>SAR Dashboard</li> </ul>	Prevention
<ul style="list-style-type: none"> <li>IMT Time Line</li> </ul>	<ul style="list-style-type: none"> <li>AdventureSmart &amp; Rec Safety Partnership</li> </ul>
<ul style="list-style-type: none"> <li>Data Store maintenance and operation</li> </ul>	<ul style="list-style-type: none"> <li>Visitor Intentions</li> </ul>
<ul style="list-style-type: none"> <li>SAR Data Standard (Continues)</li> </ul>	<ul style="list-style-type: none"> <li>Safety codes, printing and advertising</li> </ul>
SAR Documentation	<ul style="list-style-type: none"> <li>Wander Support</li> </ul>
<ul style="list-style-type: none"> <li>SAR Forms and Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>NZ Inc Recreational Safety Strategy</li> </ul>
Exercises	SAR Research
<ul style="list-style-type: none"> <li>Support Police SAREXs</li> </ul>	<ul style="list-style-type: none"> <li>Fatality Analysis</li> </ul>
<ul style="list-style-type: none"> <li>MRO SAREXs</li> </ul>	<ul style="list-style-type: none"> <li>Outdoor Safety Code – evidence base</li> </ul>
<ul style="list-style-type: none"> <li>Abnormal Flight Behaviours</li> </ul>	<ul style="list-style-type: none"> <li>SAR Demand and Supply Study – Marine</li> </ul>
Secretariat	<ul style="list-style-type: none"> <li>Prevention knowledge research</li> </ul>
<ul style="list-style-type: none"> <li>Communications and publications</li> </ul>	<ul style="list-style-type: none"> <li>SAR Expectations</li> </ul>
<ul style="list-style-type: none"> <li>NZSAR Awards</li> </ul>	<ul style="list-style-type: none"> <li>SAR Demand and Supply study – land</li> </ul>
<ul style="list-style-type: none"> <li>Travel, meetings, advice, administration etc</li> </ul>	<ul style="list-style-type: none"> <li>SAR Communications – Land</li> </ul>
<ul style="list-style-type: none"> <li>Advice</li> </ul>	

# 13b. AdventureSmart

- Mobile Site up 222% on last year
- Is being rebuilt as a responsive site
- NZInc Recreational Safety Strategy will inform outyear activity.



# 13b. SAR Data Standard

- Current version is less than 100 pages.
- Holding the first consultation workshop in March with Police and RCCNZ.
- Aiming to circulate the Data Standard within the sector by the end of March.
- ITRS will be used as the IT peer reviewer of the standard.
- Next step: consider options for data collection...

# 13b. SAR Data Standard – Investment Implications

It is recommended that:

- a) the NZSAR Council:
  - i. **Notes** the need for investment to implement the NZ SAR data standard
  - ii. **Directs** the NZSAR Secretariat to include provision in its 2016/17 budget and work plan to implement the NZ SAR data standard.
- b) The NZ Police **includes provision** in its 2016/17 budget and work plan to implement the NZ SAR data standard.
- c) MNZ **includes provision** in its 2016/17 budget and work plan to implement the NZ SAR data standard.



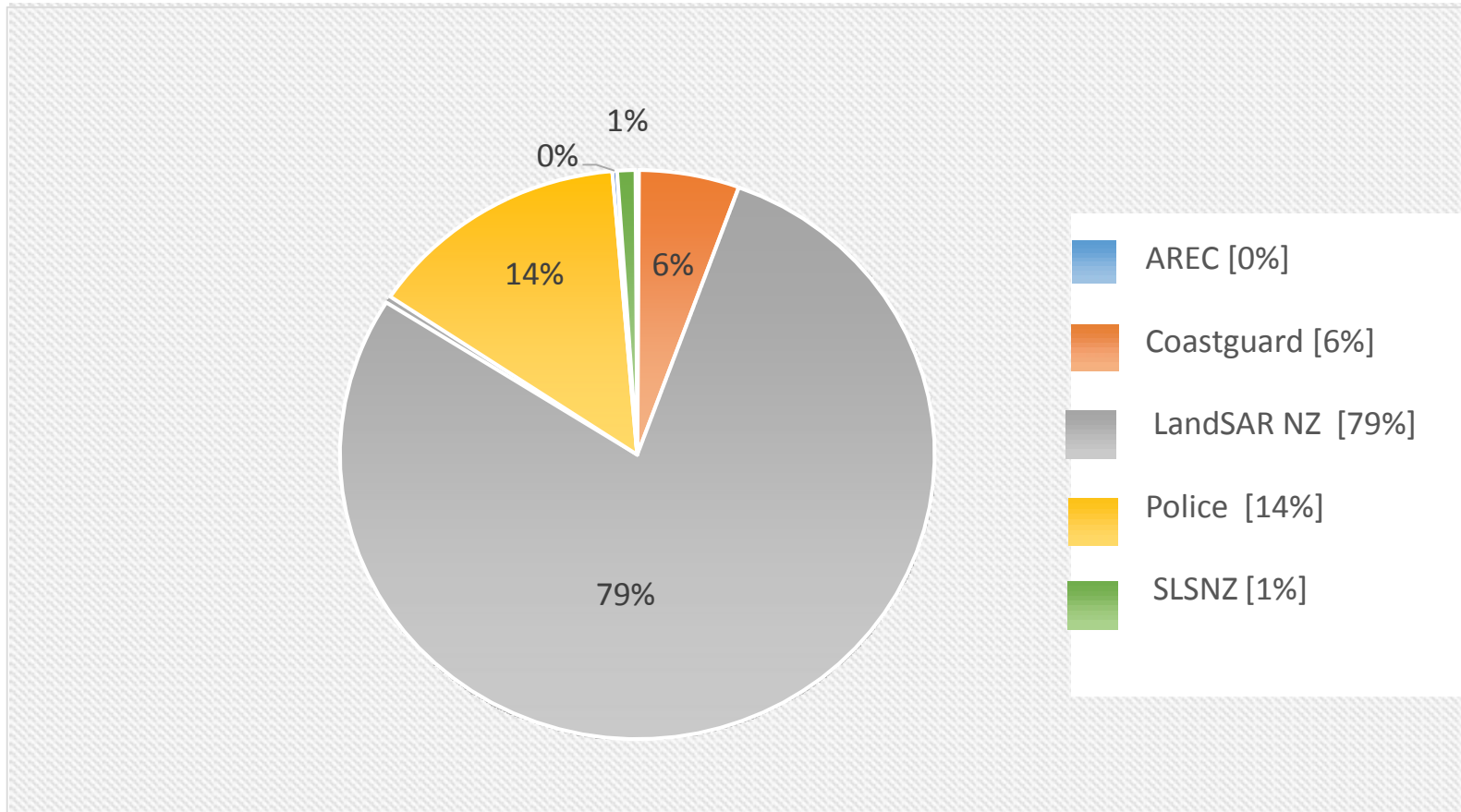


# 13c. SAR (ACE) Training Update

As at Dec 2015	2014	2015	2016
Total SAR ACE EFTs	153	158.1	157.6
Number of courses run	76	99	99
Number of courses cancelled	40	19	
Number participants registered	1425	1607	
Total number participants attending	1130	1341	
Average Number attending per course	14.8	13.5	
% non-attendance	21%	17%	

# 13c. SAR (ACE) Training Update

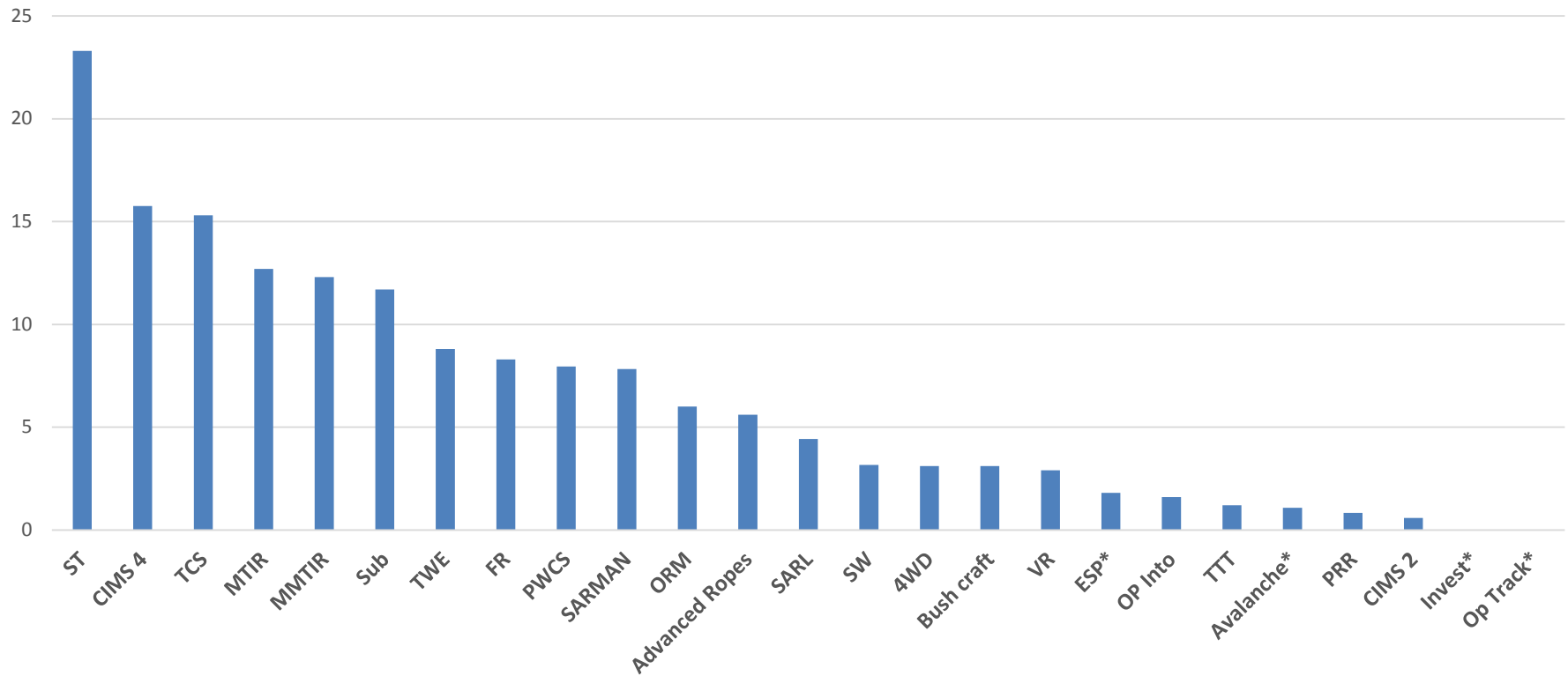
## Enrolments by SAR Agency



# 13c. SAR (ACE) Training Update

## EFT Consumption by Course

EFTS



# 13c. Course Development

- **Air Observer Training**
  - Air Observer
  - Air Observer – Team Leader
- **Marine SAR Technical**
  - Development of a one-day course as a prerequisite to the Marine Initial Response course, covering SAD/SAC, charting/plotting
- **Extended Search Planning – Land**
  - Post-pilot review

# 14. General Business

- a) Coastguard repeater channel change – *update*
- b) Police District Reviews and SAR
- c) Maritime radio joint synergies project – *update*





## Meeting dates for 2016:

- 26 May – NZSAR Awards (TBC)
- 9 June
- 25 August – Combined
- 24 November

**ENDS**