



New Zealand Search and Rescue Council  
**ANNUAL REPORT**

**2012 – 2013**





# CHAIR'S REPORT



Stronger strategic coordination of New Zealand's search and rescue sector was identified as a pressing need ten years ago by a wide ranging review of our sector. The New Zealand Search and Rescue Council, Consultative Committee and Secretariat were the result. Ten years later, it is worthwhile taking stock and commenting on the impressive progress we, as a sector, have made in the intervening years.

Accepting there is always room to improve, we have made significant advances in many of the areas that needed attention in 2003. The NZSAR Council now actively provides a national focal point for SAR strategic governance and coordination. We have significantly enhanced our interagency coordination and have markedly improved cohesion and collective training across the sector. We now have far better information about ourselves, who we are, the work we do, what it costs and – most importantly – what we achieve. This information is crucially important as it enables good quality decision-making and allows us to measure ourselves and benchmark our performance. Most importantly, I believe the search and rescue sector in 2013 is more effective and efficient than the sector of 2003. Advances in technology have helped, but it is the collective improvements we have all made at the individual, team and organisational levels, alongside our willingness to work together to be “one SAR body”, that has been our true success.

The job of the NZSAR Council is to ensure effective national level leadership for, and coordination between, the many organisations that play a critical part in the delivery of search and rescue in our region. Ten years on it is timely that we re-examine our roles and goals as we shape and lead the sector. To this end, we are about to publish our third strategic plan. The proposed Council goals (the things we aspire to achieve) for the new plan include:

- A robust and integrated SAR system
- Efficient and sustainable SAR organisations
- Capable SAR people
- Reduced demand for SAR services

We believe that these goals are ambitious, but also realistic and attainable. We look forward to working with you all as we set about achieving them.

Over the past year the SAR sector has made considerable progress in working cooperatively and collaboratively together, both in developing our organisations and improving our processes and responses. The Council and I have been particularly impressed by the energy and dedication of the 13,000 people within our SAR sector, around 95% of whom are volunteers. We know that behind every hour spent on SAR operations there are many, many more spent training, organising, exercising and otherwise preparing people for when they are needed. This dedication is remarkable, and it is what enables us to produce a world class search and rescue system.

As you look through this document, it is worth keeping in the back of your mind that for each search and rescue operation there is a story that often involves danger, risk, sometimes tragedy, but quite often selfless heroism; where people help out other people just because it's the right thing to do. The Council and I are very proud to be involved in this sector and I trust you will enjoy reading more about it and our work in this report.

*Martin Matthews*  
*Chair, NZSAR Council*

# SECRETARIAT MANAGER'S REPORT



We define search and rescue as the activity of “locating and recovering persons either in distress, potential distress, or missing, and delivering them to safety”. Behind that seemingly simple sentence lies a network of organisations and a lot of resources, but most importantly, the steadfast commitment and selfless dedication of the nearly 13,000 SAR people who help those in need. It is humbling to be part of this sector and to contribute, in our small way, to its overall success.

The New Zealand Search and Rescue (NZSAR) Secretariat, comprised of Carl van der Meulen, Phil Burgess and myself, had another busy but successful year delivering on a wide range of projects and ‘business as usual’ tasks. We were greatly assisted by the direction and encouragement of the NZSAR Council and the active and enthusiastic support provided by the members of the NZSAR Consultative Committee. We were also very grateful for the huge amount of assistance we received from a wide range of SAR experts from around the country during the year.

This was an important change year for SAR training. Near the end of 2012, the Tertiary Education Commission decided to establish a distinct funding arrangement to support SAR people access ‘fees free’ SAR training. This arrangement places significant responsibilities on us, the SAR sector, to determine our training requirements in advance and to ensure SAR students attend the instruction we request. This is quite an adjustment for the sector and it has taken some time to adapt to the newly created processes. However, the advantages are clear with a more focussed needs-based approach to training and far more cross-organisational collaboration than was possible under the previous system. As an example of the new opportunities, the first SAR Managers course was completed in June and was strongly endorsed by all involved.

Search and Rescue exercises (SAREXs) continued to receive NZSAR Council support during the year. A significant amount of funding was made available to Police Districts to support them to improve the quality and scale of their SAREXs. This programme has been running for a number of years now and we are seeing real dividends through improved SAR performance, enhanced networks and greater familiarity across New Zealand. For the first time we also supported a large-scale marine mass rescue exercise in June. We gained a lot from this activity and plan to be involved with similar activities in the future.

We continue to support the sector with targeted workshops. In August we ran a Hoist Operators workshop at Ohakea, where around 60 people from a wide range of SAR helicopter operators (including some from Australia) discussed the ups and downs of SAR hoist operations. Topics included equipment types, maintenance, case studies, safety, standards, training and long-line operations. We ran two Wander focussed workshops in support of the development

of the Wander strategy. This is an ongoing piece of work to better prepare ourselves and our communities for occasions where people become lost due to some form of cognitive impairment. This form of SAR is averaging around 14% of our land operations each year and is forecast to grow as our population ages.

With the assistance of many people within the sector, and the support of expert contractors, we also worked to improve the quantity and quality of a range of SAR documents. Phil produced agreed common SAR guidelines for SAR readiness, evaluation and moderation while Carl worked on Mass Rescue policy and integrating SAR self-assessments. Plus, we also prepared aviation flight tracking device guidelines, a draft risk framework and a health and safety framework for the sector.

Supporting SAR preventative strategies – in particular promoting consistent safety messages for the wide variety of recreational activities – has seen us work more closely with the Mountain Safety Council, Water Safety New Zealand, ACC, Maritime New Zealand, DOC and Coastguard. The Adventuresmart website remains a key safety information portal and the Safety Codes are now available in 16 different languages.

The Secretariat has accomplished its many ‘business as usual’ functions on behalf of the Council during the year. These included setting up and running Council and Consultative Committee meetings, conducting the annual stock-take of SAR assets, as well as capturing, updating, and analysing our SAR statistics. We also monitored and reported on the four Service Level Agreements, managed a number of contracts, assisted in the preparation of the Link newsletters and Annual Report, represented the SAR sector viewpoint to a variety of other agencies, and ran the NZSAR Awards along with a host of other functions. Search and rescue is truly a team effort and we owe a large debt of gratitude to the many people and organisations that have assisted us over the past year. Thank you.

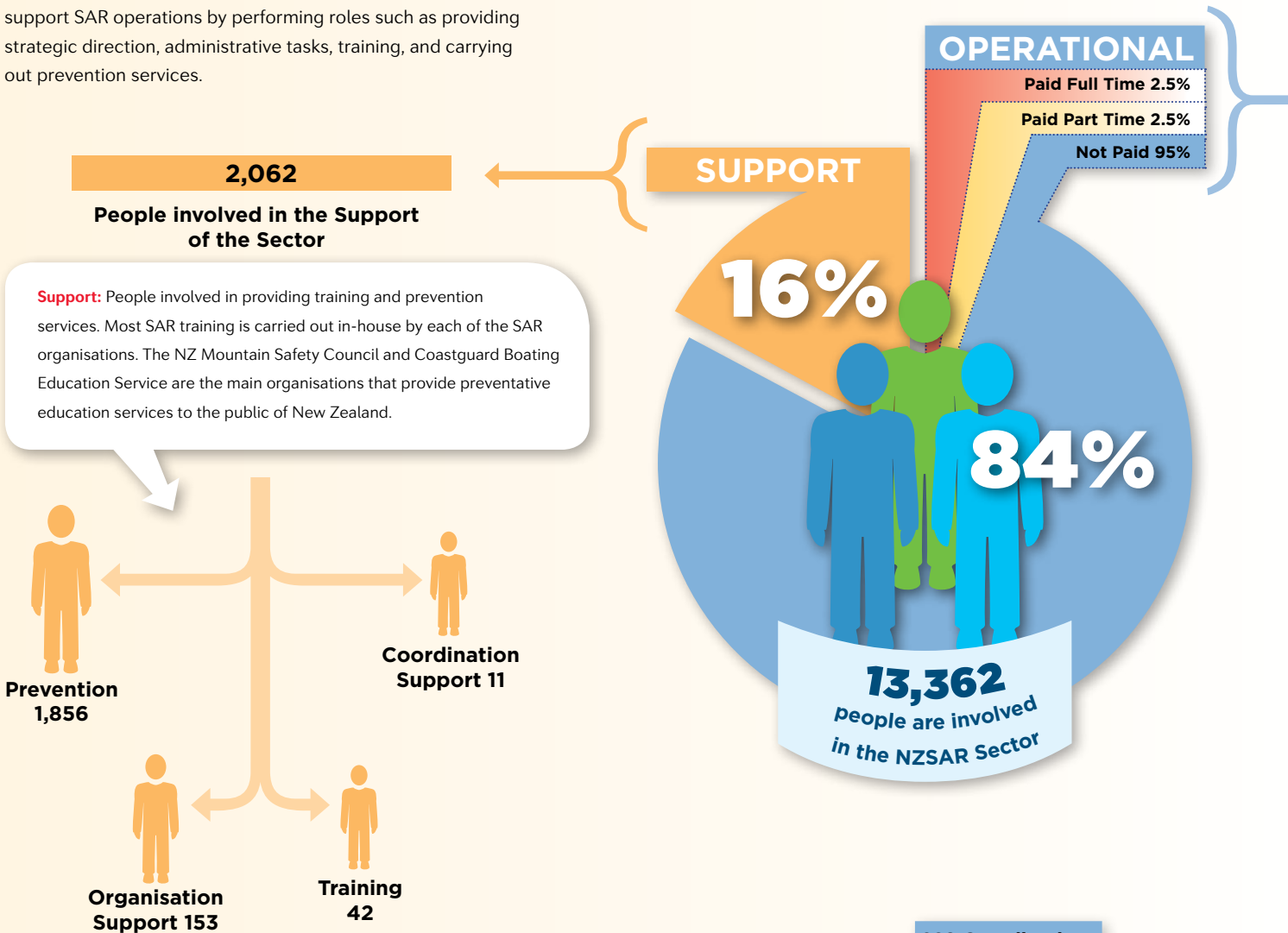
*Duncan Ferner*  
NZSAR Secretariat Manager

# WHO WE ARE

## People in the NZSAR Sector

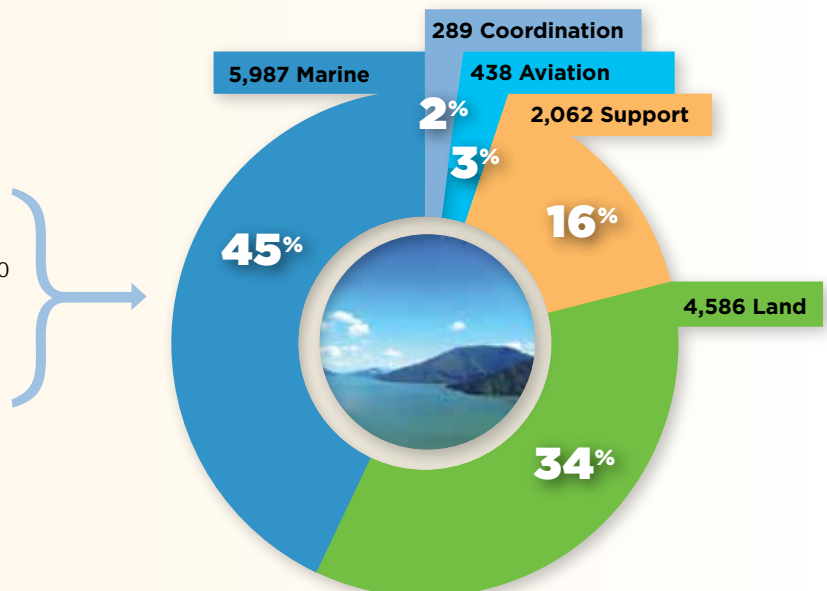
There are 13,362 people involved in the NZSAR sector. 84% of these are trained for operational SAR roles, including coordinating a SAR response, flying a search aircraft, crewing a marine rescue vessel, or searching the bush as part of a team. 16% of the sector support SAR operations by performing roles such as providing strategic direction, administrative tasks, training, and carrying out prevention services.

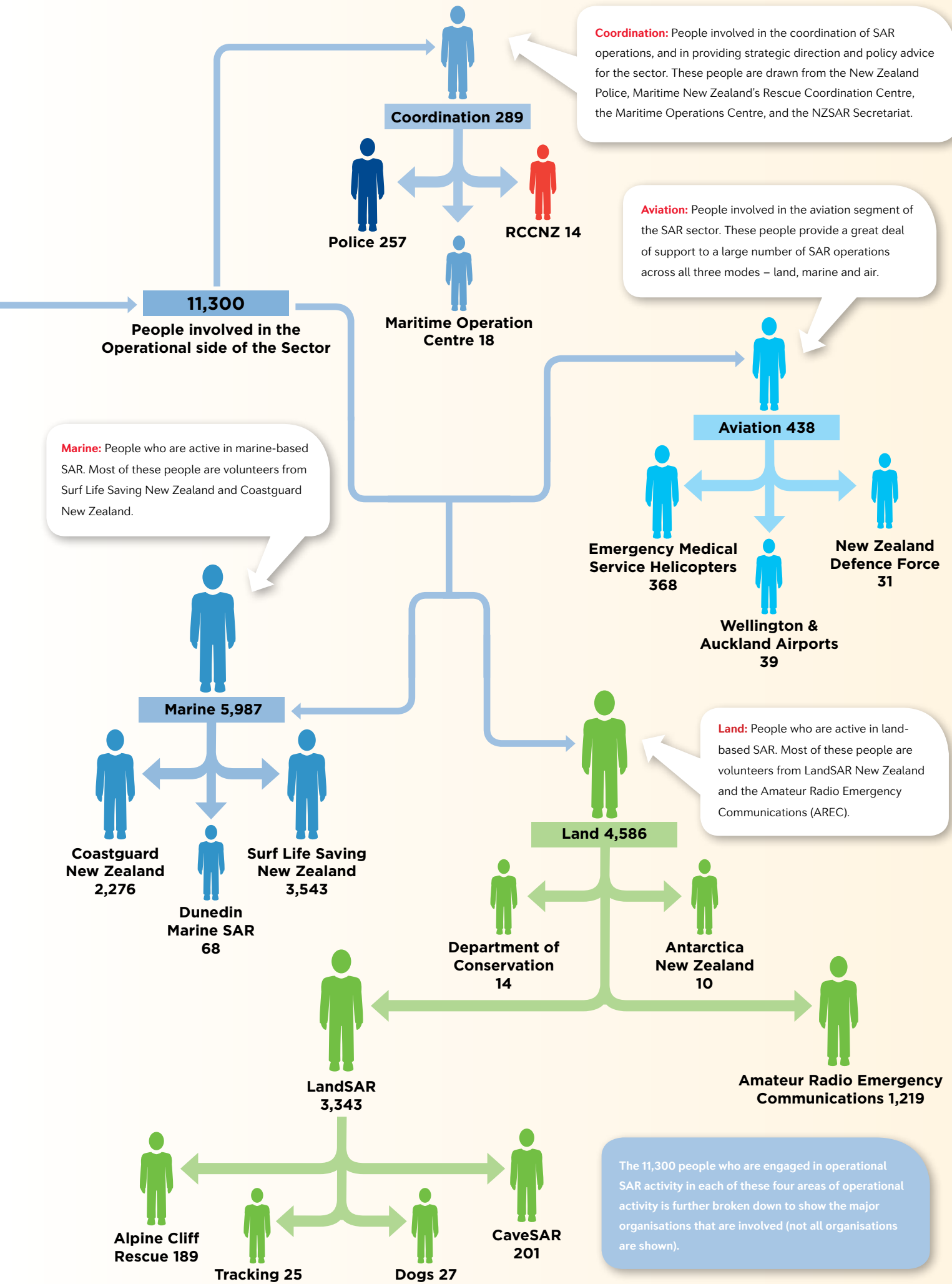
New Zealand has one of the highest rates of volunteer SAR involvement in the world: 95% of the people who provide the operational SAR response are volunteers.



## SAR People by Activity

The 13,362 people who are involved in the SAR sector are spread across different activities and modes of operation. A total of 11,300 people are involved in the four areas of operational activity – aviation, land, marine, and coordination. A further 2,062 people are involved in supporting the SAR sector.







# WHAT WE DO



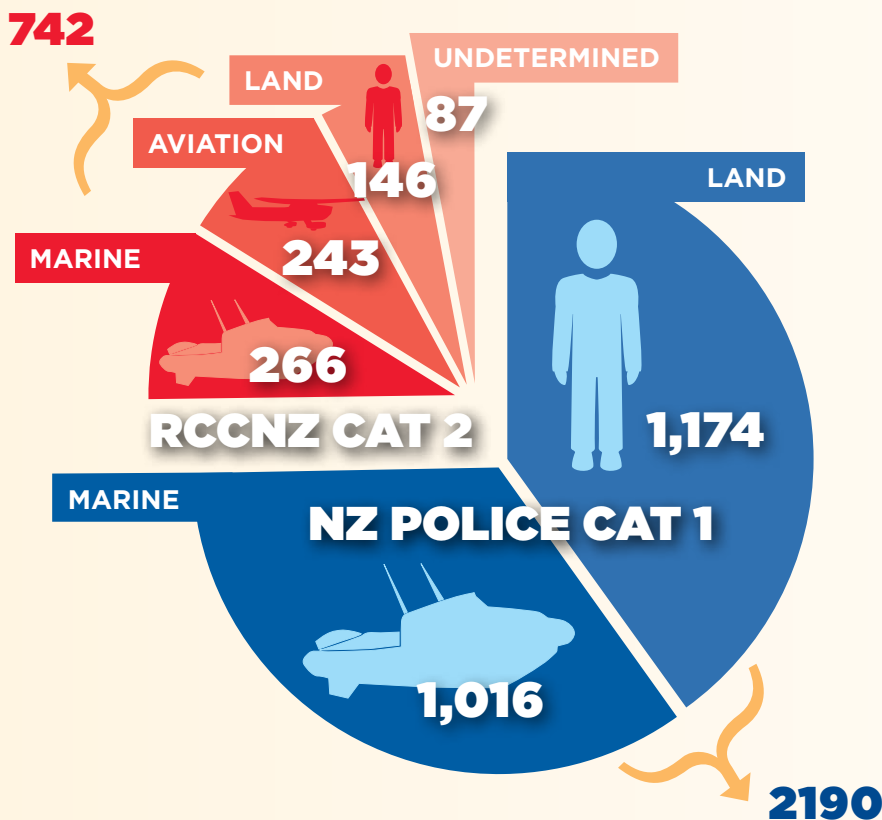
## Incidents

The 2012/13 year was the busiest year for the SAR Coordinating Authorities since we started collating SAR statistics. There were 2,932 incidents reported during the year – an increase of 591 (25%) from the previous year! That's an average of 8.0 incidents per day.

The Police coordinated 2,190 Category 1 incidents, and RCCNZ coordinated 742 Category 2 incidents. Of these 1,320 were in the land environment, 1,282 were in the marine environment, and 243 were aviation related SAR incidents. There were also 87 undetermined incidents caused by distress beacon activations of a short duration.

Distress beacon activations accounted for 553 SAR incidents during the year – just under 19% of all incidents. Distress beacons are part of an international system, and 207 of these activations originated from outside the New Zealand Search and Rescue Region (NZSRR).

## SAR INCIDENTS IN 2012/13



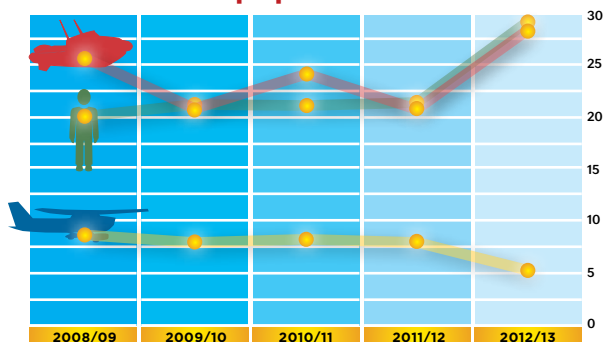
## Coordinating Authorities

Two agencies in New Zealand have responsibility for coordinating Search and Rescue Operations (SAROPs) throughout the New Zealand Search and Rescue Region (NZSRR).

The New Zealand Police coordinate Category 1 SAROPs at the local level; including land, subterranean, river, lake, inland waterway and close-to-shore marine operations.

The Rescue Coordination Centre New Zealand (RCCNZ) coordinate Category 2 SAROPs at the national level; including operations associated with missing aircraft, aircraft in distress, and off-shore marine operations within the NZSRR. Category 2 SAROPs typically require the use of national or international resources and may involve coordination with other states.

## SAR OPERATIONS per 100,000 of population



## Performance Management

In order to better understand the overall performance of the roles and work of the search and rescue sector, including its combined preventative efforts, it is useful to examine the number of operations we conduct in the context of the population of New Zealand. The graph shows the number of SAR operations by mode per 100,000 of population. The year-on-year changes are not large, although there appears to be a slight trend of increasing incidents for land over the past six years.

# WHAT WE ACHIEVE

2,167 people were at risk during 2012/13



These are significant numbers, that demonstrate the positive impact of the NZSAR sector. Sometimes it is found that people were not at risk at any stage of the operation. Common examples of these include accidental beacon activations (usually from aircraft undergoing scheduled maintenance) and possible flare sightings. Regrettably a number of people perish before SAR services are notified or despite our best efforts. A total of 108 fatalities were recorded during the 2012/13 year.

At the start of each SAR operation, it is assumed that there is a person, or people, at risk and that they require the assistance of New Zealand's SAR services.

**Lives Saved:** Where, if SAR agencies had not intervened, life would definitely have been lost.

**People Rescued:** Where SAR agencies locate and rescue a person or people at risk and return them to a safe location.

**People Assisted:** Where SAR agencies aid a person or people at low risk, but who, if left, would be at risk.

NZSAR estimates that New Zealand averted \$550 million in social costs due to the 162 lives that were saved.

The social cost of a premature fatality is measured using the Ministry of Transport's Value of Statistical Life formula (VOSL). It includes intangible costs such as emotional costs to family and friends. The intangible benefit-to-cost ratio is estimated to be approximately 31:1 and can in part be attributed to the continual financial efficiency and operational effectiveness of the Sector.

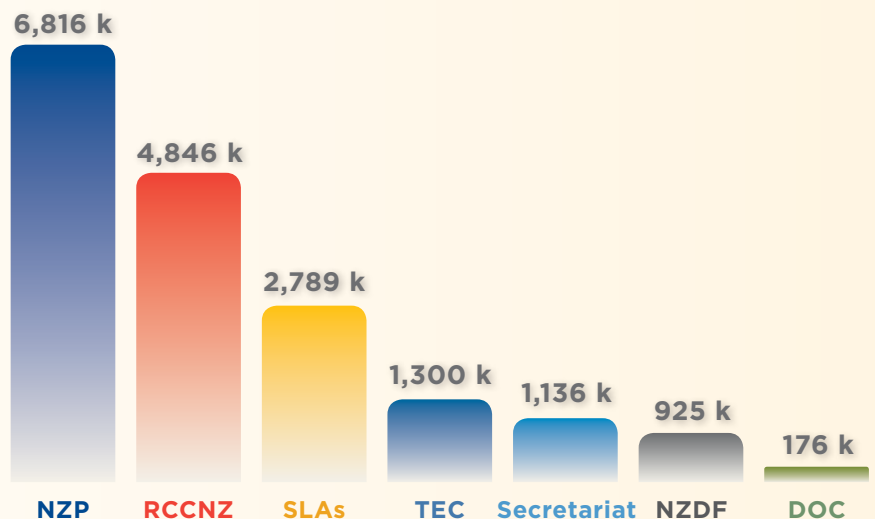
*Note: VOSL does not include medical costs and operational costs.*



## Government Expenditure on SAR 2012/2013

Total Expenditure

17.998 m

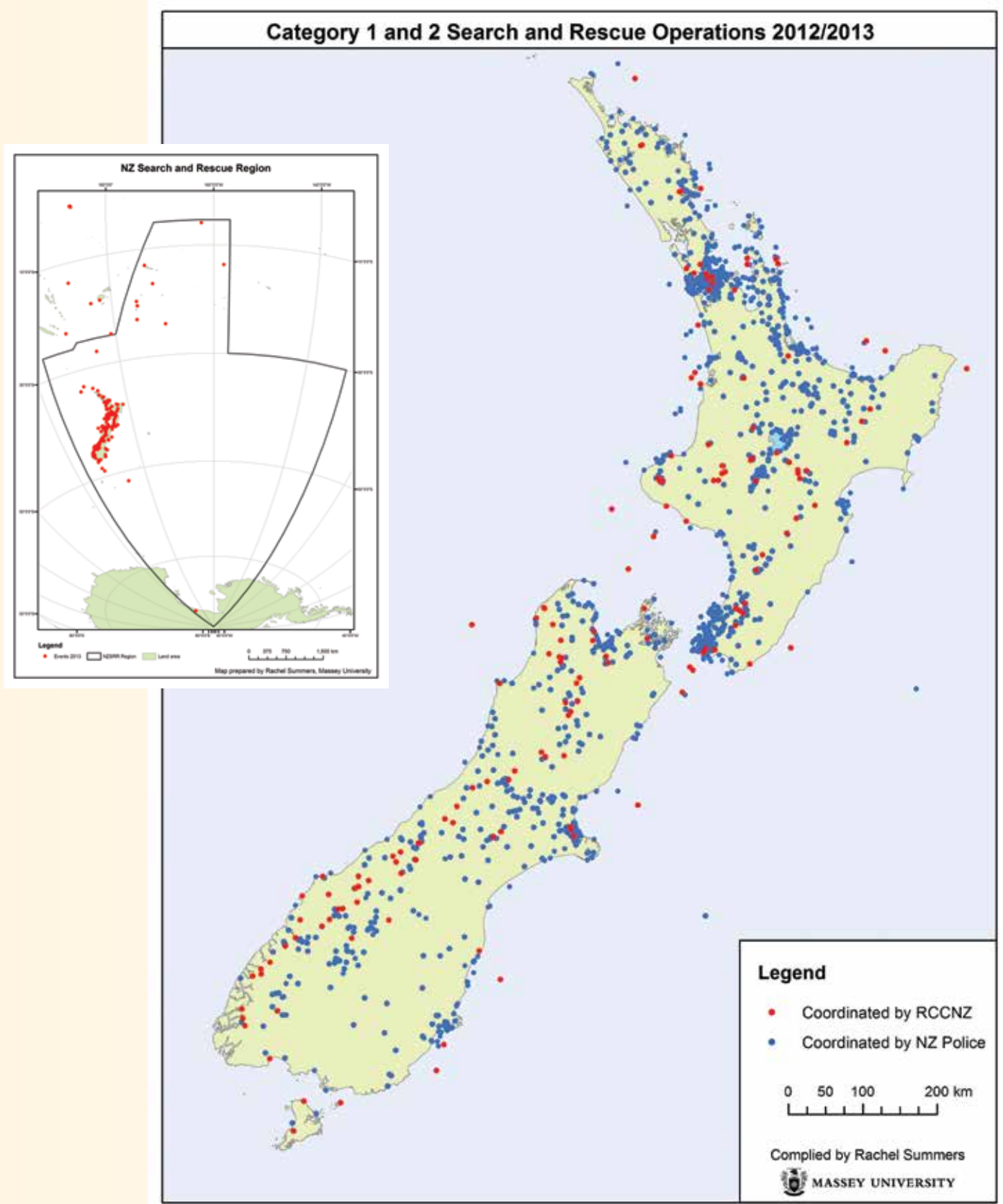


- RCCNZ Rescue Coordination Centre New Zealand
- SLAs Service Level Agreements
- NZDF New Zealand Defence Force
- TEC Tertiary Education Commission
- DOC Department of Conservation

Of the approximate \$17.998m Government's investment, \$4.679m was sourced from the fuel excise duties paid by recreational boat users. This funded the NZSAR Secretariat, the four Service Level Agreements and some elements of the Rescue Coordination Centre New Zealand's (RCCNZ) activities.

The total cost of SAR to Government varies year on year, as operational costs change according to the number, length and type of SAR operations. Significant overhead and capital costs are not fully represented, as it is difficult for some organisations to capture this information.

# WHERE WE DO IT



The Secretariat is working with the Geographic Information Systems (GIS) team at Massey University to produce various maps such as this which assist in making robust strategic decisions for the sector.



# NZSAR 2012 AWARDS



*Teamwork was a common theme in NZSAR Awards presented this year.*

*Every award presented an aspect of SAR people working closely together – in some cases across a number of organisations – and combining their skills to get the best outcome possible.*

The Hon Michael Woodhouse, Associate Minister of Transport, recognised the value of this teamwork as he presented the NZSAR awards at Parliament in May.

“It is wonderful to see the sector united in the concept of “one SAR body” across all modes of search and rescue – and that this major transformation is being achieved while simultaneously building the sector’s ability to respond to people in danger.”

He spoke of his “special appreciation for the vital contribution made by the many thousands of volunteers involved in New Zealand’s search and rescue sector”.

*The NZSAR Council congratulates all our 2012 winners.*

Five NZSAR Certificates of Achievement were presented alongside this year’s NZSAR Gold Award.

The **NZSAR Gold Award** for the most significant contribution to search and rescue in the New Zealand Search and Rescue Region was awarded to Alan Deal, Andrew Cronin, Jayden Strickland and Phil Dwyer, from the Taranaki Rescue Helicopter Trust.

For their outstanding efforts during the Paritutu Rock incident on 8 August 2012.

The following Certificates of Achievement were awarded for an important contribution to search and rescue in the New Zealand Search and Rescue Region during 2012, or over an extended period:

**LandSAR Wanaka and the Wanaka Police SAR Squad.**

For their efforts to rescue 15 year-old Dion Latta, who was trapped in a waterfall in the Motatapu Gorge, on 1 January 2012.

**Cape Egmont Sea Rescue, Coastguard South Taranaki, Opunake Boating Club, Opunake Surf Life Saving Club, and Taranaki Police SAR Squad.**

For the rescue of two fishermen at Opunake, in horrendous conditions in the middle of the night, on 22 February 2012.

**Bruce Joy, Mark Cannell, Russell Clarke, and Steve Oliver, from the Auckland Rescue Helicopter Trust.**

For their efforts during the rescue of the solo sailor from the yacht Frolic III, which was being battered by a storm, on 3 March 2012.

**Russell (Sherp) Tucker, from NZ Police, for his services to search and rescue in New Zealand.**

This certificate acknowledges Sherp’s long standing involvement in the SAR sector, particularly in the Tasman District, and his passion, commitment, and dedication to finding the lost and missing.

**Gerard Prins, from NZ Police, for his services to search and rescue in New Zealand.**


















This certificate recognises Gerry’s long-standing involvement in the SAR sector, particularly his efforts in establishing the current governance arrangements for the SAR sector in New Zealand.

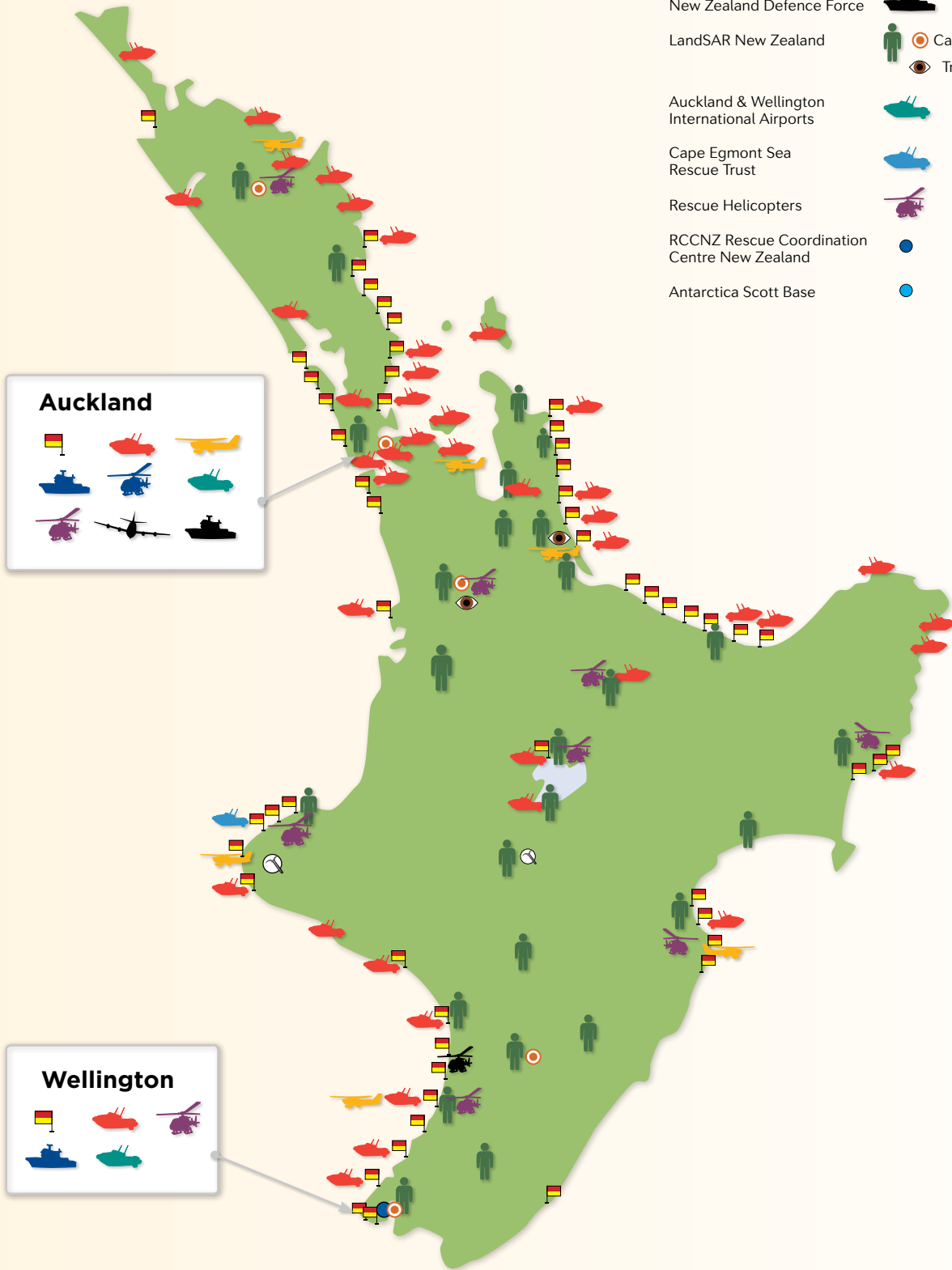
Do you know of an organisation, group or individual who should be acknowledged by their search and rescue peers?

Please visit <http://nzsar.org.nz/nzsar-awards/the-nzsar-awards>, you’ll find more information about the awards here along with details on the simple nominations process.

Nominations for the 2013 awards close on 31 January 2014.

# WHAT WE USE

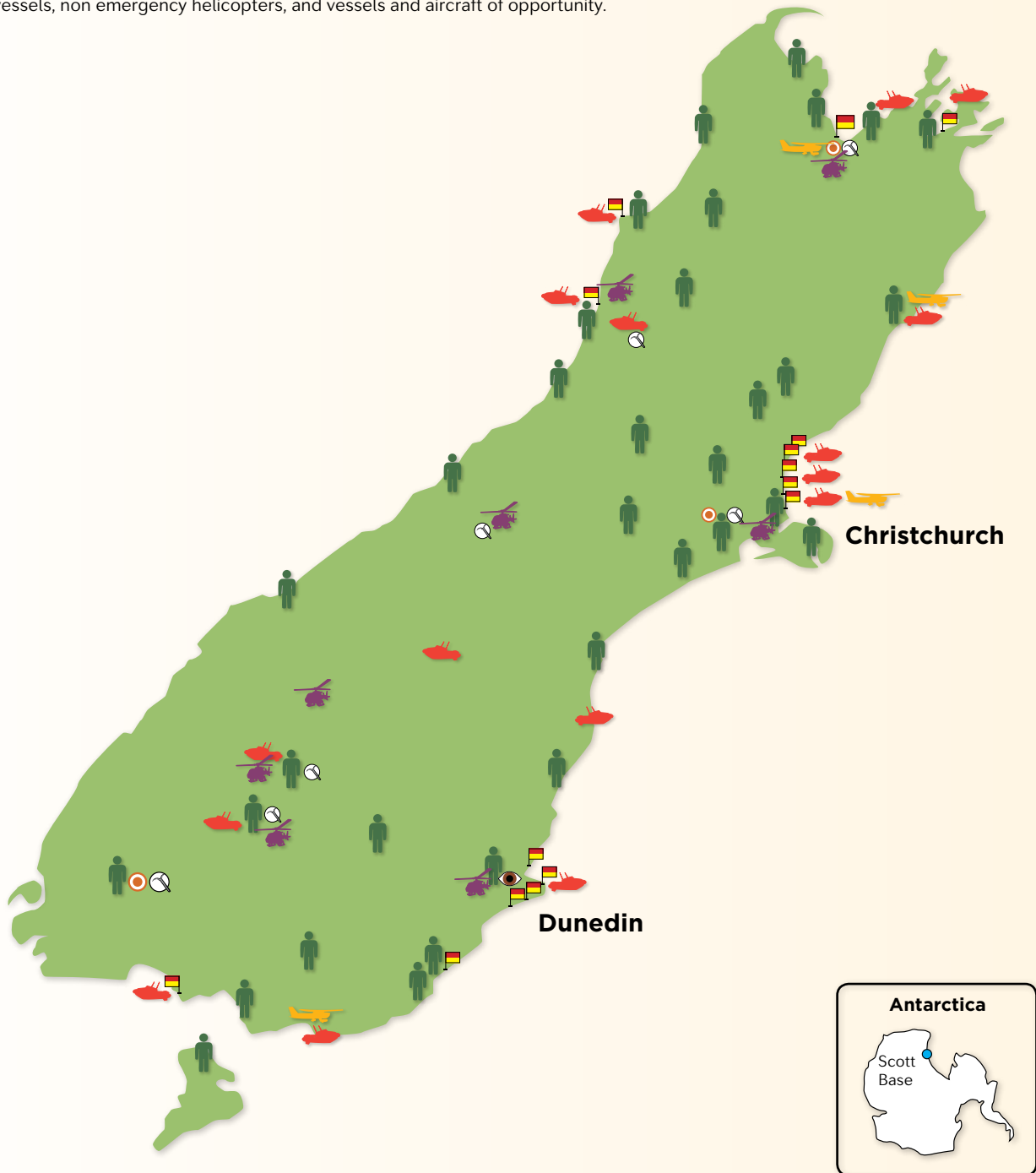
- Coastguard New Zealand  
- New Zealand Police  
- Surf Lifesaving New Zealand 
- New Zealand Defence Force   
- LandSAR New Zealand    
- Auckland & Wellington International Airports 
- Cape Egmont Sea Rescue Trust 
- Rescue Helicopters 
- RCCNZ Rescue Coordination Centre New Zealand 
- Antarctica Scott Base 



The most important component of New Zealand's search and rescue sector is its people, and they use a wide range of physical assets to support them during search and rescue operations. This map illustrates where the sector's groups, units, clubs, and assets are located around the country.

The key on the opposite page will help you see where the various LandSAR Groups (including caving and alpine/cliff rescue teams), Coastguard Units (including air patrols), Surf Life Saving Clubs, Rescue Helicopters, Police SAR assets, and Defence Force SAR assets are located. In total the sector can call on 221 Inflatable Rescue Boats, 81 Coastguard Rescue Vessels, 79 aircraft (helicopters and fixed wing), and over 250 four wheel drive/all terrain vehicles.

Most of the assets shown perform other roles on a day to day basis and only undertake SAR tasks when requested by the coordinating authorities. In addition, there is a wide range of assets in the community which are utilised infrequently for SAR operations. Examples include fishing vessels, non emergency helicopters, and vessels and aircraft of opportunity.





# ALWAYS IMPROVING

The National SAR Support Programme (NSSP) has brought together the many facets that assist the continuous improvement of the SAR sector.

One of its major achievements this year is the growth of training opportunities for SAR people – in part due to the agreement NZSAR signed with the Tertiary Education Commission (TEC) earlier this year.

## Search and Rescue ACE

Near the end of 2012, and following a lengthy review, TEC decided to establish a separate funding arrangement to support SAR people to access 'fees free' SAR training. This change means TEC now funds SAR training based on SAR operational needs and the sector is responsible for what is trained, determining who can access the training as well as providing the students. Tai Poutini Polytechnic is the sole approved training provider for 2013 and 2014.

It is important to note that TEC funded training may only be used to fund new learning, not refresher or continuation training like SAREXs. It is the SAR sector's responsibility to sustain and maintain skills once they are acquired.

TEC used a number of criteria to develop the final model including:

- It should allow SAR people to train at no direct financial cost to themselves.
- It should be flexible, sustainable and future-proofed.
- It should empower SAR organisations to assert an appropriate level of control over the amount, nature, and location of training they receive.
- It should be based upon SAR operational needs and provide good value for money.
- The model should allow different SAR organisations (and ideally emergency management organisations) to train our people side-by-side where appropriate.

A number of training courses are either being planned, piloted or are proceeding under this new system. Highlights to date include:

- The two CIMS 4 (Coordinated Incident Management System) courses, which are now available and will be delivered 'fees free' to the volunteer or the SAR organisation.
- The SAR Manager's course, which was piloted in June. Students were experienced Police Incident Controllers from all around the country, with a mixture of marine and land backgrounds, and all with an extensive knowledge of SAR practices and processes. One of the objectives was to document standardised Police best practise for SAR operations. This course primarily focused on the management of SAR incidents.

Over time it should be possible to significantly increase the opportunities for joint training and further enhance the "One SAR" concept.



2013 Ruapehu Alpine Rescue Organisation (RARO) longline training – image by Martyn Davies

## e-Learning NZSAR

The NZSAR Secretariat with technical assistance from the Rescue Coordination Centre and Police have been working with technology company Marops to develop some e-learning opportunities for SAR people. They have begun by developing training material for the SAR-DF 517 Wideband Precision Direction Finder (DF) System to help air crews get the maximum benefit from it. This DF equipment is used for locating 406MHz distress beacons and is installed mostly on aircraft.

Air crews need to be trained and kept familiar with its operation, but as airborne instruction is prohibitively expensive, this tool will allow air crews to practice on the ground. The DF training is accessible from the NZSAR website:

<http://searchandrescuecouncil.org.nz/Knowledge-Training/-SAR-Knowledge>



Just months later RARO used that longline training during the Ruapehu Pinnacles Rescue Operation – image courtesy of Greenlea Rescue Helicopter



## Search and Rescue Exercises (SAREXs)

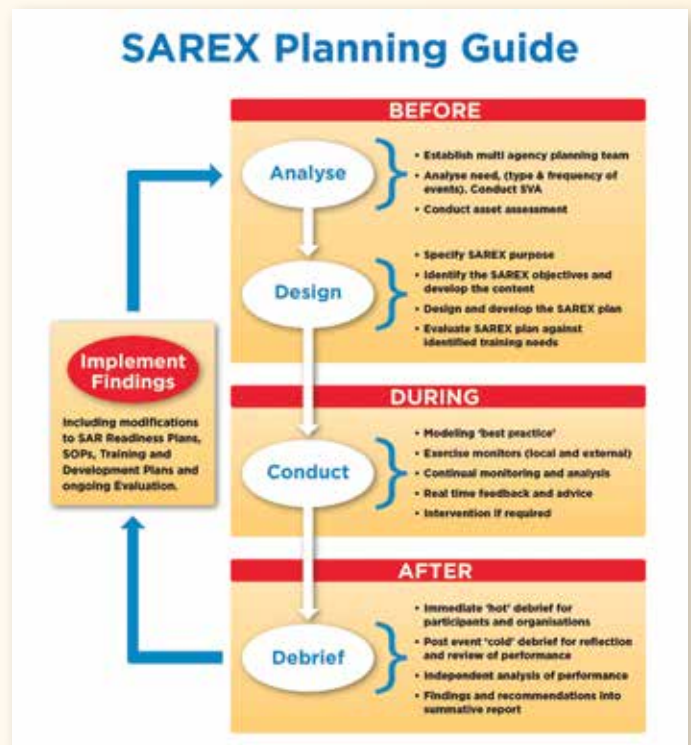
SAREXs are a vital tool for the sector ensuring individuals and organisations are as well prepared as they can be when they are needed to help someone in distress. They require experience and excellent organisational skills to run successfully.

The NZSAR Council continues to make available up to \$5,000 for each of the ten Police Districts with search and rescue responsibilities during the training/financial year. This funding is primarily intended to supplement the major marine and/or land SAREXs Police organise on behalf of the sector. It helps them to plan, monitor, evaluate and debrief the activities they run.

The Council provided funding should also be used to apply the SAREX planning guide to these exercises. The guide outlines both a good process and the number of tasks necessary to run a successful SAREX.

## NZSAR Supported SAREXs - 2012/13

Police District	SAREX Location	Dates
Central and Bay of Plenty	Ruapehu	25-26 Aug 2012
Waikato	Te Kuiti	9-10 Mar 2013
Wellington	Wellington	19-21 Apr 2013
Canterbury	Christchurch	11-Nov 2012
Canterbury	Alford Forest	3-4 Mar 2013
Northern	Bay of Islands	3-4 Mar 2013
Eastern	Gisborne	22-24 Feb 2013
Tasman	Nelson Bays	24 Feb 2013
Auckland	Auckland (mass rescue operation)	31 May 2013
Southern	Dunedin (mass rescue operation)	23 Jun 2013



Excerpt from the NZSAREX Guide



# SHAPING AND LEADING



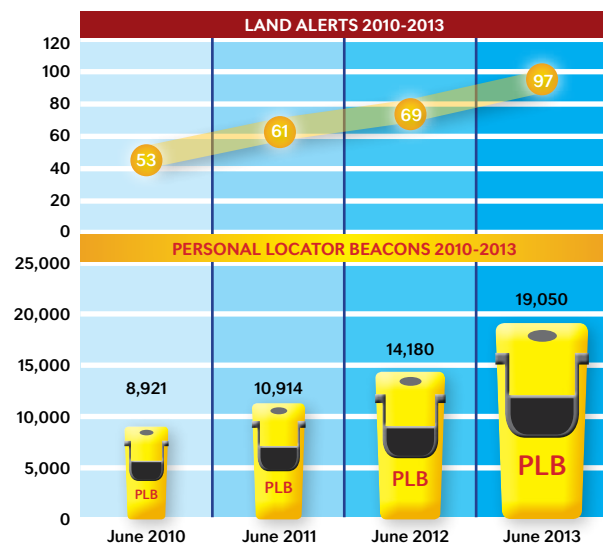
## Beacon Registrations Spike

The Rescue Coordination Centre which manages the Beacon Register has reported a considerable increase in the number of Personal Locator Beacons (PLBs) being registered.

Over the past year new PLB registrations increased by 34% with an additional 4870 being registered.

The spike has been attributed to a couple of factors – both of which demonstrate the value of raising awareness and getting the message to the public.

The first being some of the rescue style television programmes that have shown the value of carrying a beacon. As they started going to air RCCNZ noticed a marked increase in the number of phone enquiries, with people ringing to ask how the beacons work and how SAR organisations use them to find people. RCCNZ also noted an increase in positive media reports connecting the use of beacons to successful searches and rescues. This seems to have helped people decide that purchasing and registering a PLB is more than just a good idea, it can save lives.



Trend comparison between registered PLBs and land-based distress beacon alerts



## Risk Framework

In formal terms, risk is “the effect of uncertainty on objectives”. When we looked at the NZSAR Council goals (or objectives) it was apparent that there was uncertainty that may have affected our ability to deliver. Following a workshop and independent review, NZSAR adopted the international standard on risk management: AS/ NZS ISO 31000:2009 Risk management – Principles and guidelines. The Council also adopted a risk policy which contains a number of elements including: provision of strategic risk governance to all search and rescue agencies; monitoring the New Zealand and global search and rescue context to help identify and understand changes affecting SAR; identification, analysis and evaluation of strategic risks; recommending risk controls and treatments, and; facilitating communication around SAR risks.





## Health and Safety

We are in the business of searching for and rescuing people – often from dangerous situations or locations. While this role can create risks for SAR operators, the health and safety of our SAR people is, and always has been, a very high priority within our sector. All SAR organisations, formal or informal, who provide SAR people and expertise must have the capability to manage the health and safety of their people (volunteers or otherwise).



The Council's updated risk register is monitored carefully, discussed regularly and revised as required. The present risks to the achievement of NZSAR Council goals are broadly described as:

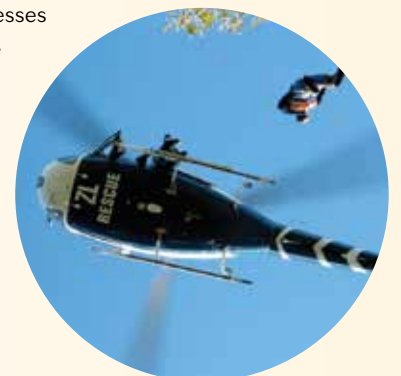
- SAR information – our current information base, while greatly improved, remains inadequate or unreliable enough for future planning.
- SAR funding – the sector experiences risks around funding volatility and sufficiency.
- SAR interoperability – a great deal of opportunity exists to enhance and improve knowledge, cohesion and ability to work together.
- Volunteerism – volunteers are a crucial part of our system. We believe we have risks around their ongoing participation and retention.
- Recreational knowledge – unfortunately, members of the public occasionally demonstrate a poor understanding of the risks as they undertake recreational activities.
- Large scale/complex SAR – the sort of SAR that overwhelms the existing SAR system. This may be a mass rescue event although, in remote locations, it could involve a relatively small number of people.

A more detailed look at these risks and their causes, consequences, likelihood, possible impact and attendant treatments is included in the NZSAR risk matrix.

Looking at our risks is not all doom and gloom. Discussions around risk serve to focus our minds and ensure that the work we do is directed to the area most in need of our attention.

In order to stay ahead of New Zealand-wide changes, the Council has adopted a revised approach to health and safety and, together with the two coordinating authorities, will be more active in monitoring the sector's health and safety performance. Part of this work involves improving documentation, another part relates to reporting, but the most crucial element is ensuring we have, and continue to foster, a positive, safety focussed culture within the sector.

The Council has documented its expectations of organisations who regularly participate in coordinated SAR operations. We are working closely with SAR organisations to help them improve their processes and documentation, to ensure that they can be shared and reported so we can learn collectively and reduce the overall risk within the sector. Future Service Level Agreements (SLAs) will include health and safety clauses so that mutual expectations are as clear as possible. In addition to the documents and processes, we have established the NZSAR Strategic Occupational Health and Safety (OHS) steering committee. This will provide both collective assurance and a venue to discuss health and safety management and identify improvement opportunities.



Risks will always exist in our line of work, but there is no reason they cannot be managed well to ensure we not only complete our job but also bring all our own people home safely.



## Getting the Safety Message Across

The SAR sector recognises it has a role to play in helping people prepare properly before they embark on the numerous adventurous activities New Zealand has to offer. Effectively striving to 'do ourselves out of work', the sector's responsibility lies in promoting simple safety messages in order to prevent injury, death or long drawn-out, dangerous searches.

The three Safety Codes – Boating, Outdoor and Water – are the cornerstone of SAR prevention information. The simple rules in the codes prompt people to take responsibility for their own safety. The codes are supported by the Adventuresmart website ([www.adventuresmart.org.nz](http://www.adventuresmart.org.nz)), which is designed to provide both visitors to and residents of New Zealand with one online location for safety information and planning support, prior to engaging in land, water, boating, snow and air activities.



From the outset it has been acknowledged that collaboration and consistent messages are the keys to success. To this end NZSAR has been working in partnership with Coastguard, the Mountain Safety Council and Water Safety New Zealand to promote Adventuresmart and the Safety Codes. They have used their members, located throughout New Zealand communities, as direct marketing distribution channels and sources of ideas and inspiration. They've also garnered media coverage, unpaid advertorial and articles supplemented by some paid advertisements.

NZSAR has actively pursued opportunities to get the prevention information in front of people who are participating in self-organised, non-commercial recreational activities – with a particular focus on visitors to New Zealand, as they don't specifically 'belong' with other SAR sector agencies.

Making it easy for them to access the safety information has underpinned the work we've done over the past year. Here's some of the highlights:

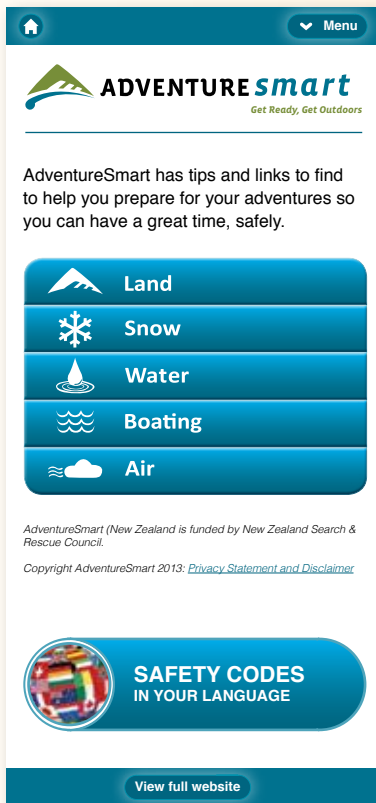
The three codes have been translated into 16 languages – all available at: [www.adventuresmart.org.nz](http://www.adventuresmart.org.nz) – take a look, they're pretty impressive.







We have developed a mobile version of the website, enabling people to get the most valuable information up front or within one of two clicks.



Distributing Safety Code pamphlets to key tourist touchpoints has also been a focus. Go into any of the 81 i-Sites across New Zealand and you should find one of them proudly displayed amongst other visitor information.

All three Safety Codes are now available on video. While the Outdoor Safety Code has been available in video format for a number of years, the Boating and Water Safety Codes have been produced over the past year. The videos, which outline the codes' simple steps, use imagery relating to various adventurous activities to illustrate the importance of being fully prepared before people head out.

There is still much to be done. NZSAR relies heavily on the goodwill of SAR people and the SAR sector to promote these messages any opportunity they can. Without that support we are unable to play our part in educating people to "Be Adventursmart".

## Guidelines for Search and Rescue Exercises

Recognising the importance of having effective processes in place during SAR operations, NZSAR worked with the sector to develop a series of guidelines to outline planning, debriefing and evaluation procedures.

In the true spirit of one SAR body the sector has also adopted the Police debrief guidelines. The guidelines are generic in nature and can be used for either land or marine SAR. They are simply a guidance tool, or a set of considerations, that can prompt and assist good practice.



### NZ Police Debrief Guideline

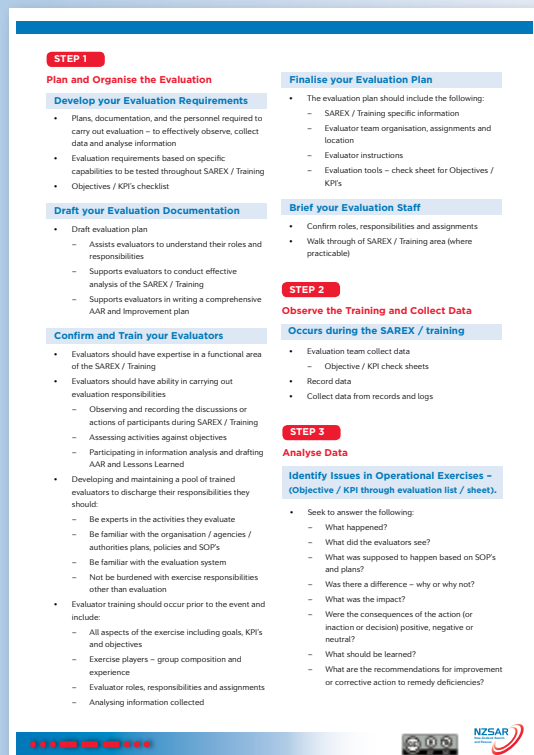
Following a category 1 operation, it is necessary to give volunteers and other agency representatives assisting Police an opportunity to review what took place. It is therefore important to debrief for significant category 1 operations where improvements to SAR responses can be learned, inviting key personnel to attend. Such debriefs should be held within 21 days of the operation.

A search and rescue incident can involve many persons and there may be issues arising that require a formal debriefing process.

A debrief should be held if: a land SAR exceeds 300 hours total time contributed; a marine SAR 50 hours; a loss of life has occurred (except for a suicide); or you are directed to do so by the District Commander.

*Excerpt from the recently released NZ Police Debrief Guideline*

SAR people will be able to integrate these guidelines with their own experience, local knowledge, conditions, etc., to meet their own local requirements. They will be used at SAR Managers' courses and at appropriate SAREXs.



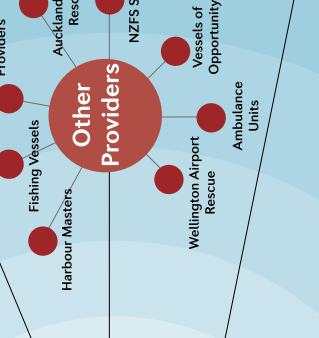
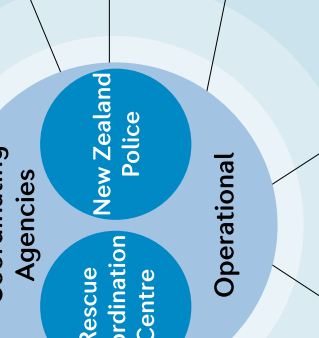
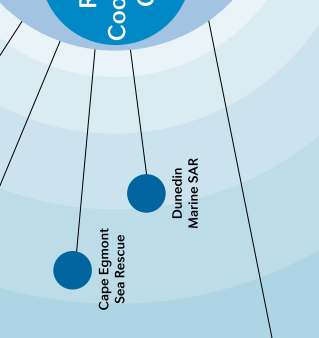
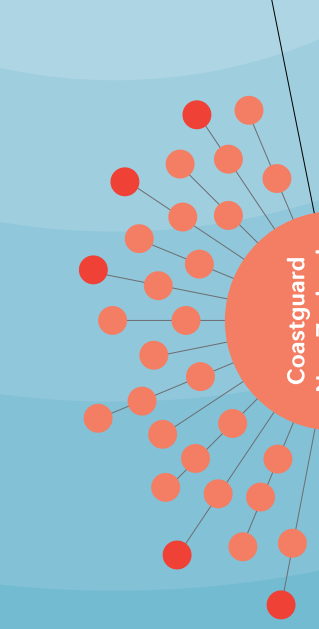
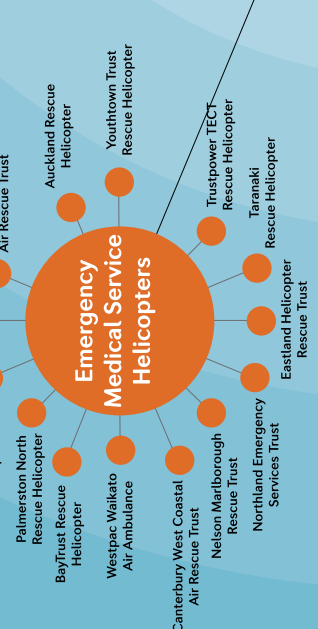
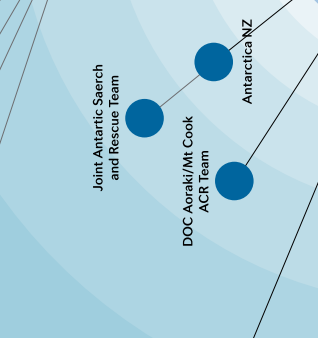
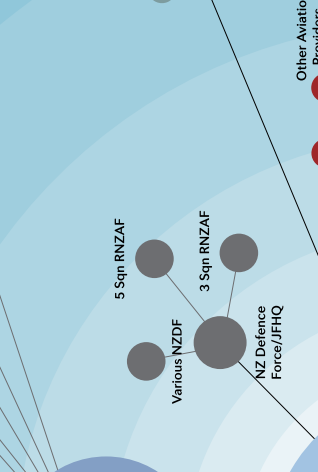
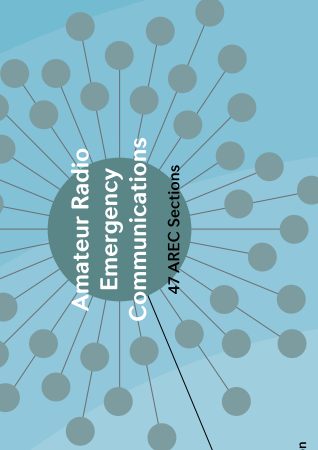
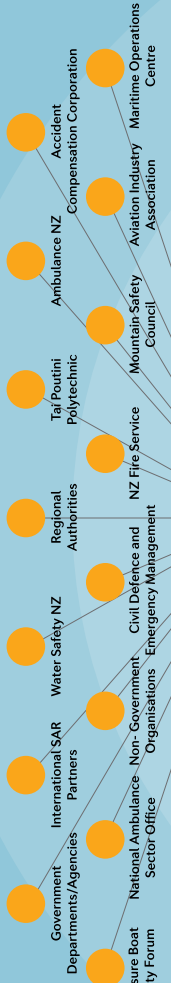
The guidelines can be found at:

<http://searchandrescuecouncil.org.nz/Resources/NZSAR-Guidelines>

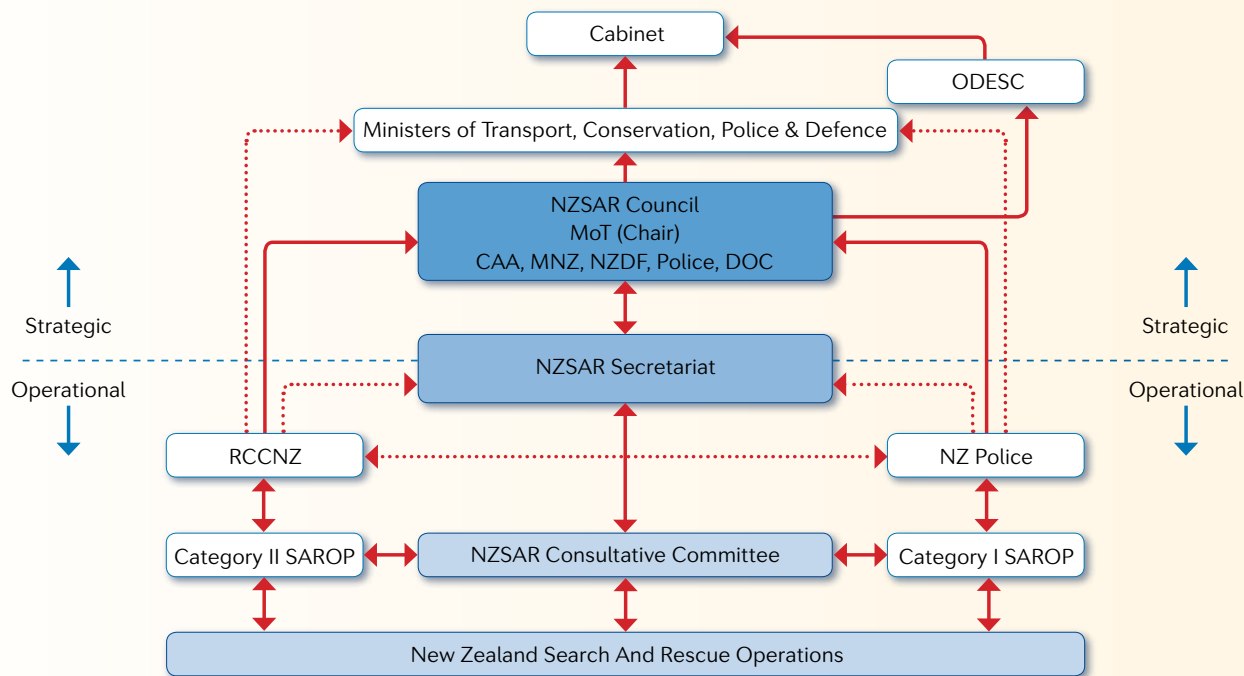


# OUR SECTOR

## Partners



# GOVERNANCE



SAROP: Search and Rescue Operations  
 CAA: Civil Aviation Authority  
 MNZ: Maritime New Zealand

RCCNZ: Rescue Coordination Centre  
 New Zealand  
 MoT: Ministry of Transport

ODESC: Officials Committee for Domestic  
 and External Security Coordination  
 NZDF: New Zealand Defence Force  
 DOC: Department of Conservation

## NZSAR Council

The Council's role is to provide national strategic governance and leadership to New Zealand's search and rescue sector.

In keeping with the Council's high level strategic function, its membership is drawn from the chief executives (or delegated to a person from the senior executive level) of the Ministry of Transport, New Zealand Police, New Zealand Defence Force, Department of Conservation, Maritime New Zealand and the Civil Aviation Authority.

## NZSAR Secretariat

The Council is supported by the NZSAR Secretariat. Its purpose is to provide a national forum for all New Zealand SAR stakeholders including voluntary groups. It provides the Council with support services, policy advice and implements agreed measures to effectively coordinate strategic SAR in New Zealand.

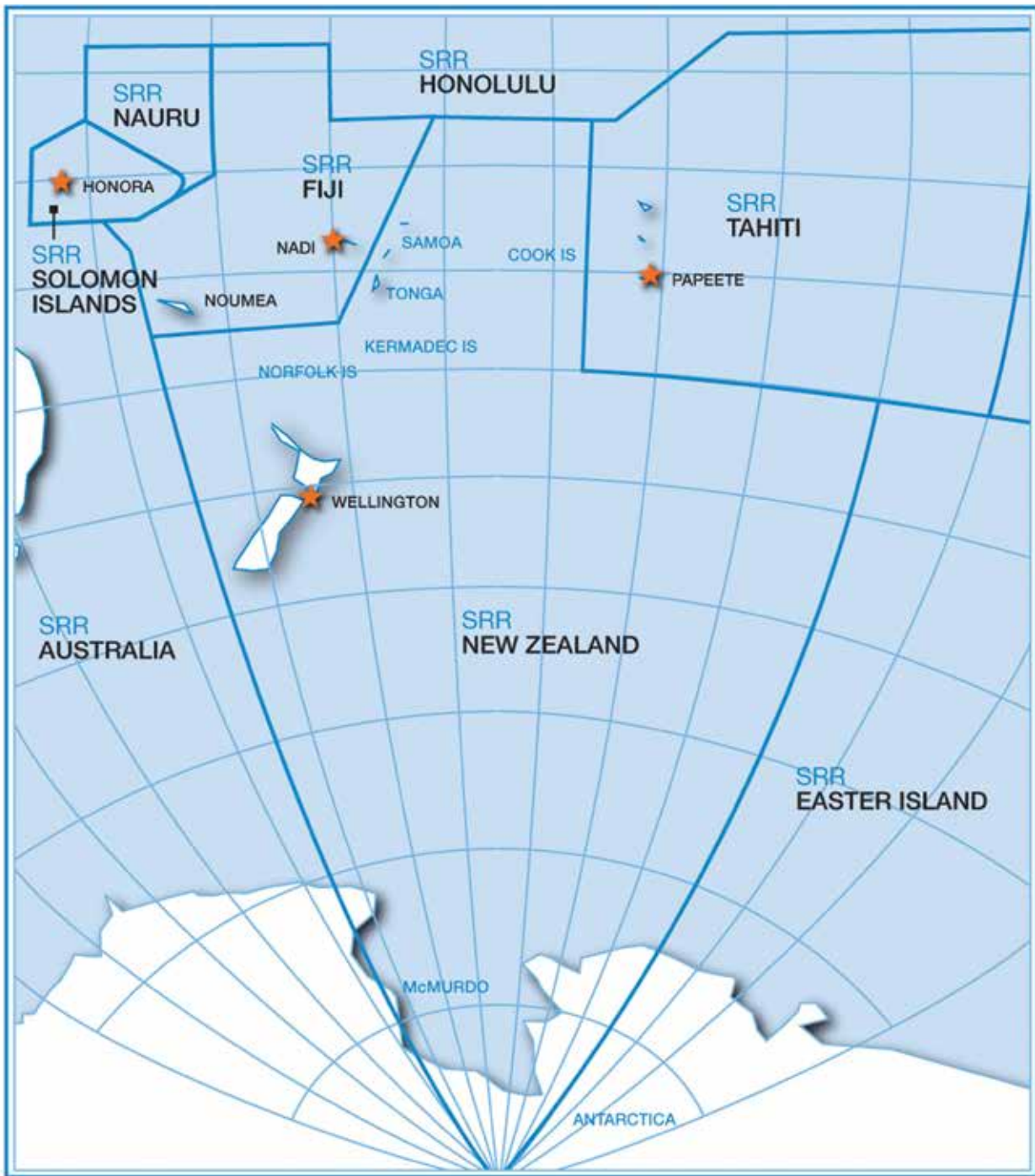
## NZSAR Consultative Committee

The Consultative Committee provides advice to the Council and informs the strategic decision making process. Consultative Committee members include:

- Amateur Radio Emergency Communications
- Ambulance New Zealand
- Antarctica NZ

- Aviation Industry Association
- Civil Aviation Authority
- Coastguard New Zealand
- Department of Conservation
- Federation of Commercial Fishermen
- LandSAR New Zealand
- Maritime New Zealand
- Maritime Operations Centre
- Ministry of Transport
- National Ambulance Sector Office
- New Zealand Defence Force
- New Zealand Police
- NZSAR Secretariat (Chair)
- Rescue Coordination Centre New Zealand
- Surf Life Saving NZ
- The New Zealand Mountain Safety Council
- The New Zealand Fire Service

The Council, Secretariat and Consultative Committee operate cohesively to ensure their objectives are successfully delivered.



- ★ Rescue Coordination Centre
- Search and Rescue Region boundary of SSR

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 NZSAR Secretariat  
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 Wellington  
[www.nzsar.org.nz](http://www.nzsar.org.nz)  
[www.adventuresmart.org.nz](http://www.adventuresmart.org.nz)