



# Safety, Culture & Communication



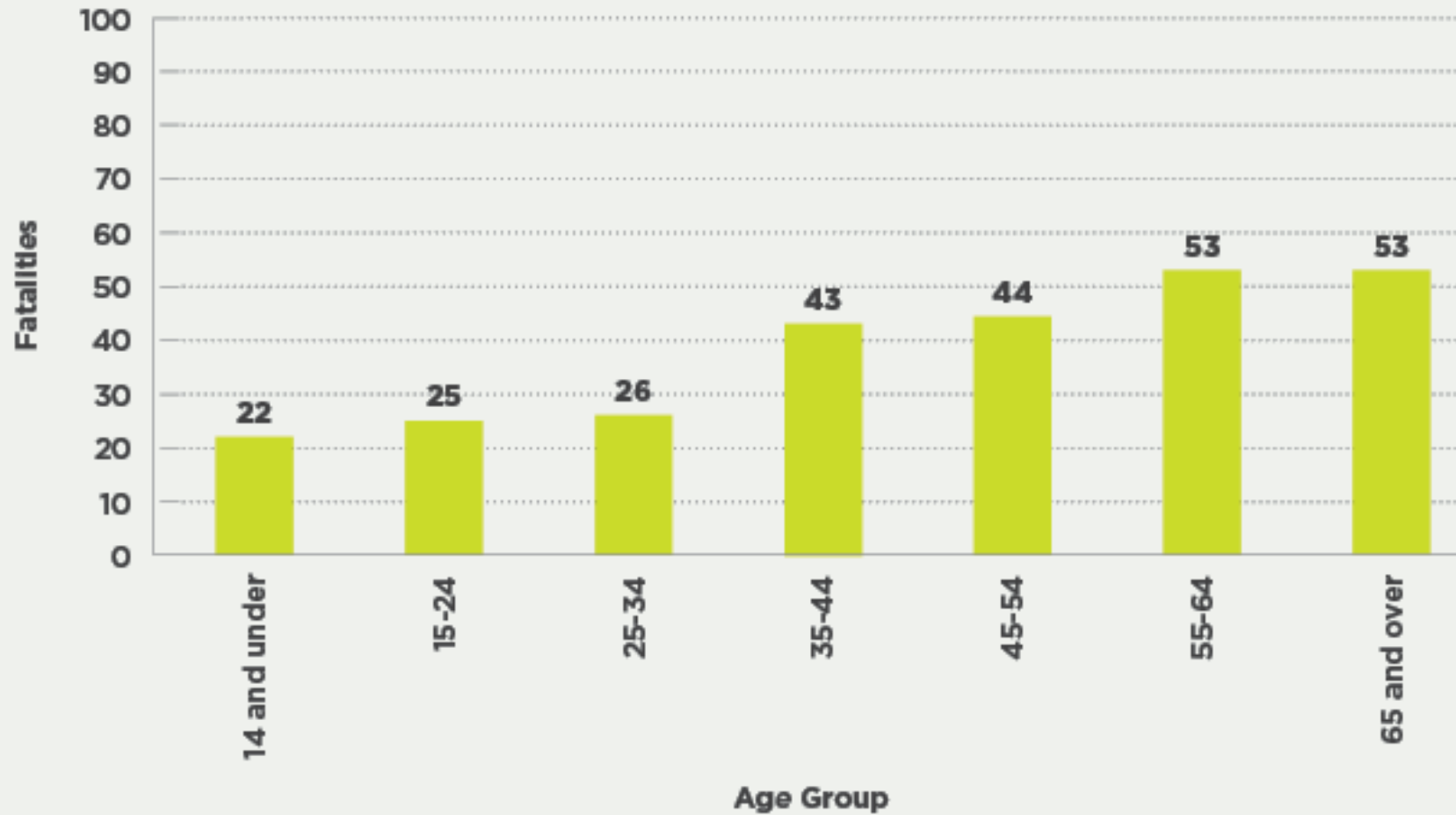
COMMON SENSE

AGE

KNOWLEDGE

EXPERIENCE

### WORKPLACE FATALITIES BY AGE GROUP (2011-2016\*)



# Chapter 1 – Safety Culture

- A inherent normal part of the organisations activity
- Should not impose or hinder normal activity
- Should enhance and enable normal activities
- Positive process benefitting users

# Intrinsic Safety

intrinsic

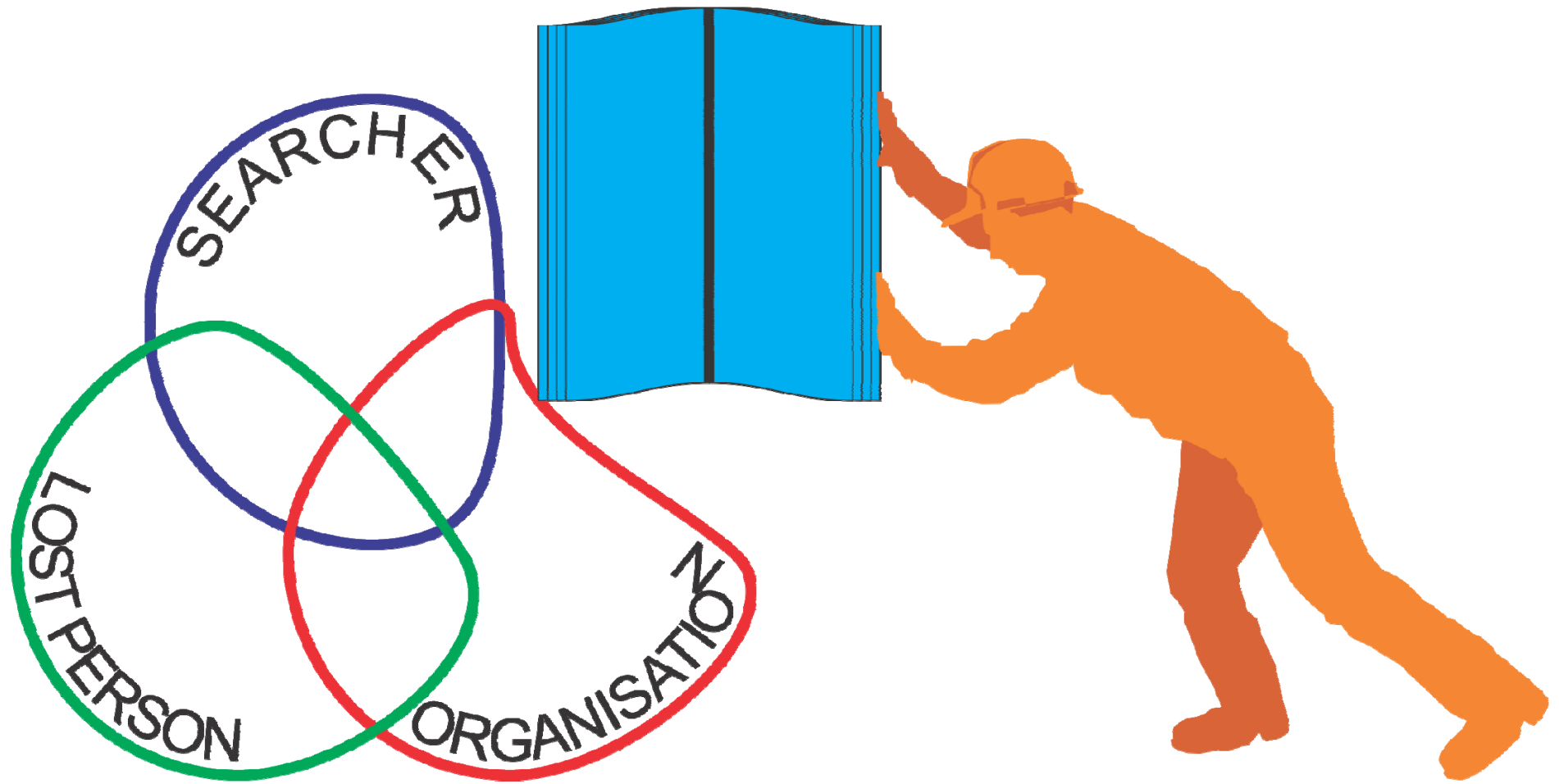
in'trɪnsɪk/

*adjective*

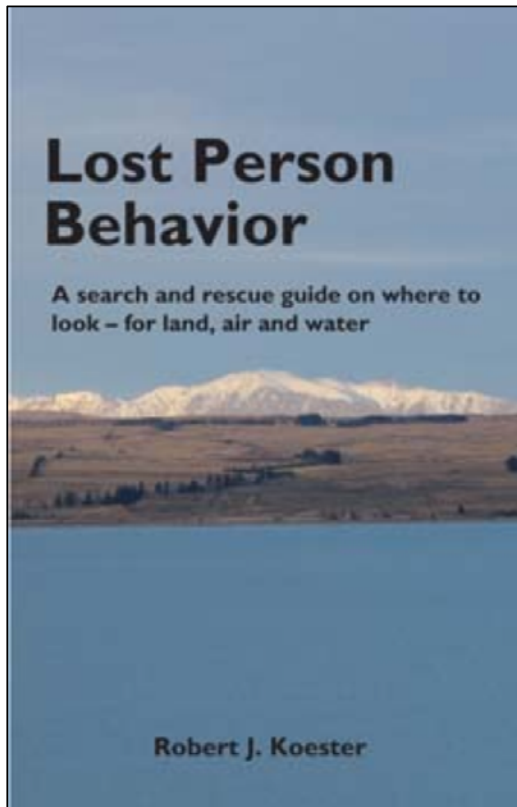
1. belonging naturally; essential.

- synonyms: inherent, innate, inborn, inbred, congenital, natural, native, constitutional, built-in, ingrained, deep-rooted, inseparable, permanent, indelible, ineradicable, ineffaceable; integral, basic, fundamental, underlying, constitutive, elemental, essential, vital, necessary, rare connate, connatural









SEARCH & RESCUE  
**LAND SAR**  
NOT AGENCY

LandSAR Team Tasking & Safety Assessment Form  
version 2

This form is for use whenever written task assignments are prepared at LandSAR events (eg. SAROPs and SAREXs). Incident managers (IMTs) should complete page 1 and task leaders should then complete page 2, with input from their teams.

**Incident name:** \_\_\_\_\_ **Incident date/time:** \_\_\_\_\_

**Prepared by:** \_\_\_\_\_ **Task title:** \_\_\_\_\_

**Task leader/Planner in Charge of event:** \_\_\_\_\_ **Incident location:** \_\_\_\_\_ **Incident type:** \_\_\_\_\_

**Team members:** \_\_\_\_\_

**Map:** \_\_\_\_\_

**Incident priority level:** \_\_\_\_\_

**Coastguard Reported Environmental Conditions:** \_\_\_\_\_

**Environmental Risk/Status:** \_\_\_\_\_

**Use which has SAROP Safety Rules apply to this incident for any other vessels and aircraft, reportable by this task. What have been documented as a management team?**

\_\_\_\_\_

**Communications (Ref: Comms Plan for additional information)**

**IMP Phone:** \_\_\_\_\_ **IMP Radio:** \_\_\_\_\_ **IMP Display:** \_\_\_\_\_ **Commander ID:** \_\_\_\_\_

**IMP Channel Name:** Day \_\_\_\_\_ Night \_\_\_\_\_ **Table 7**

**Additional Information (including transport and destination details)**

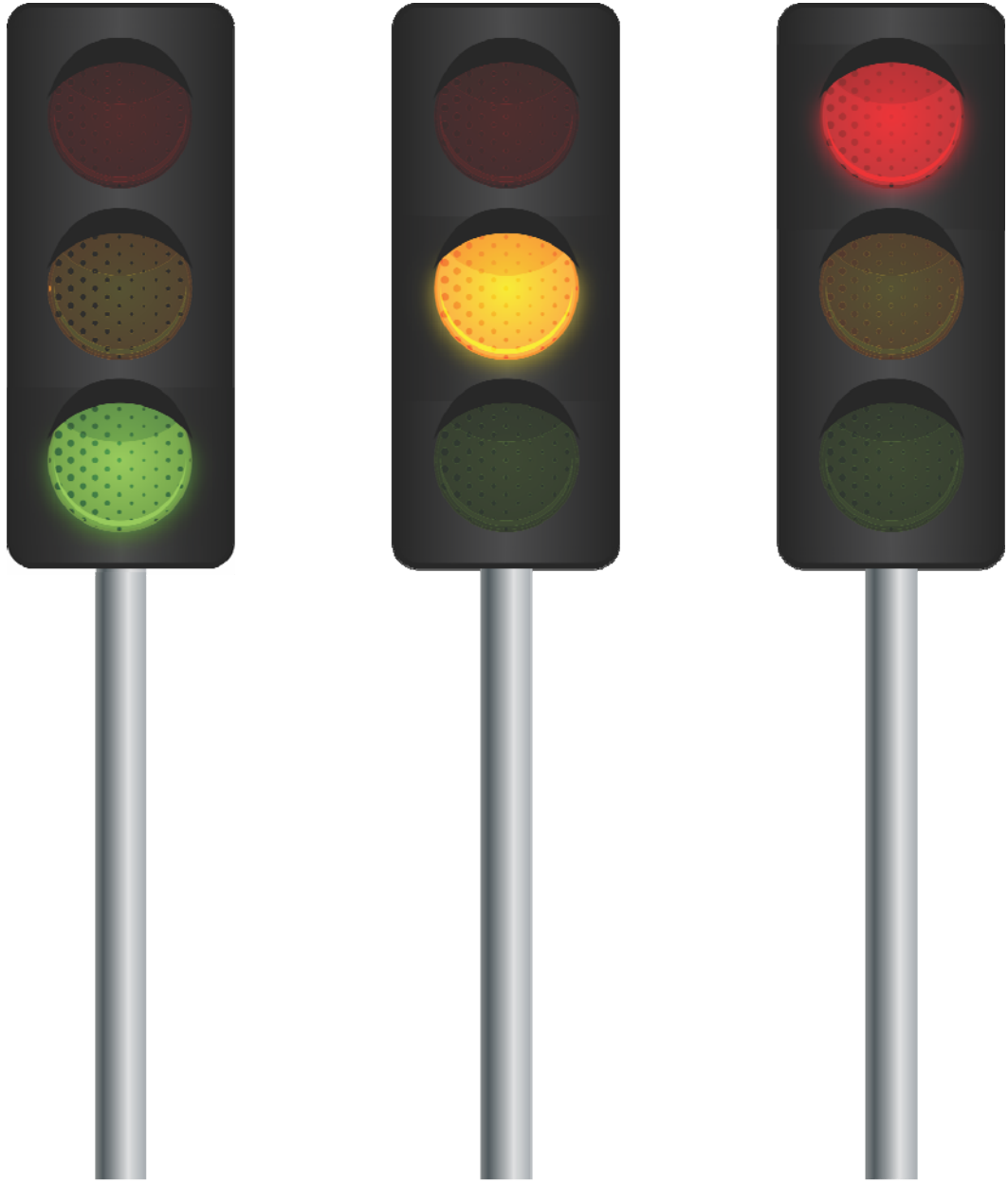
\_\_\_\_\_

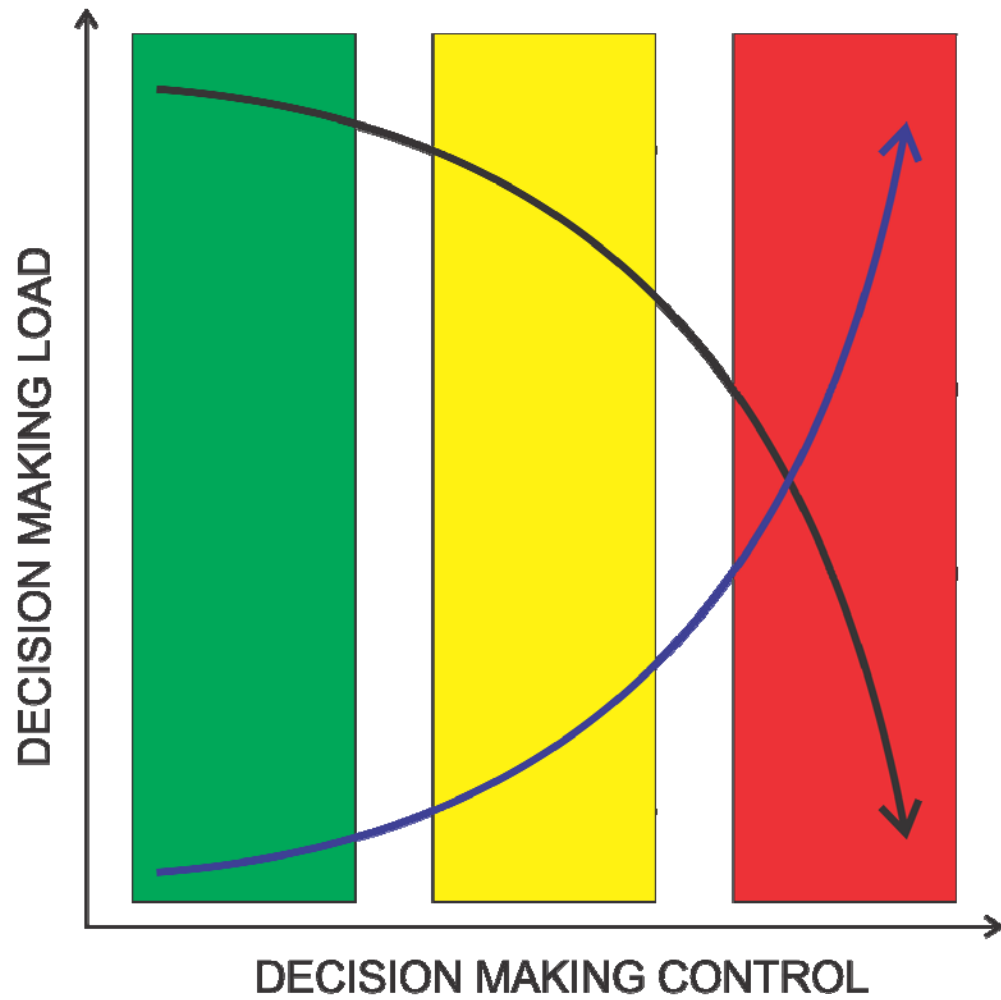
**Task type:** \_\_\_\_\_ **Operational type:** \_\_\_\_\_ **Incident time:** \_\_\_\_\_

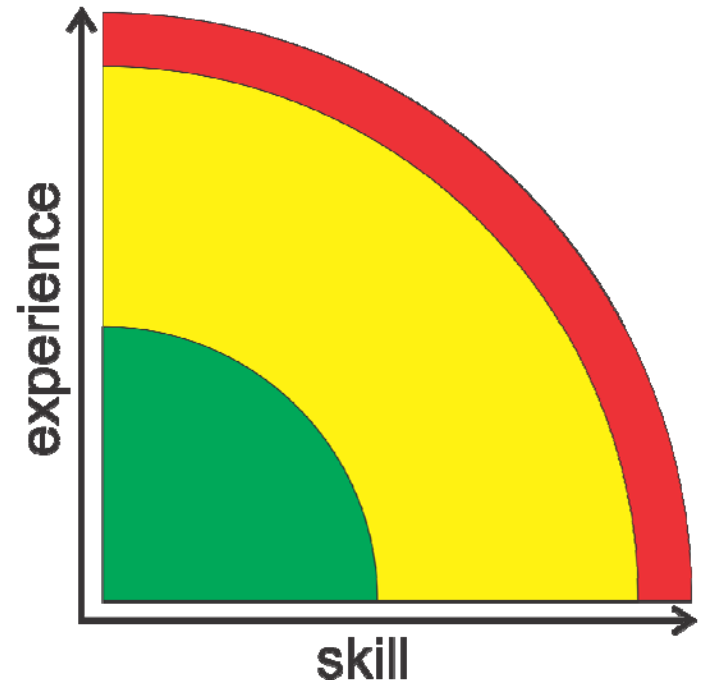
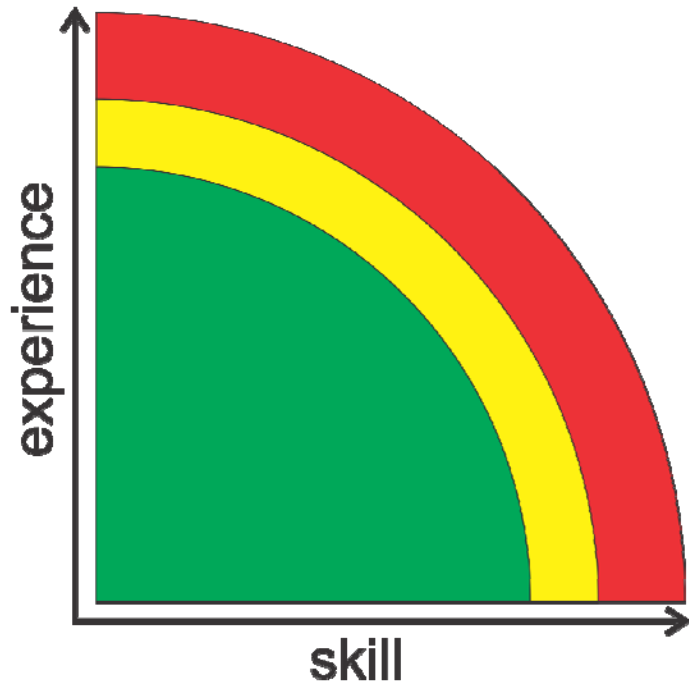
Providing search and rescue support for the lost, missing and injured.

# Chapter 2 - Communicating Safety

- Communicating at three levels

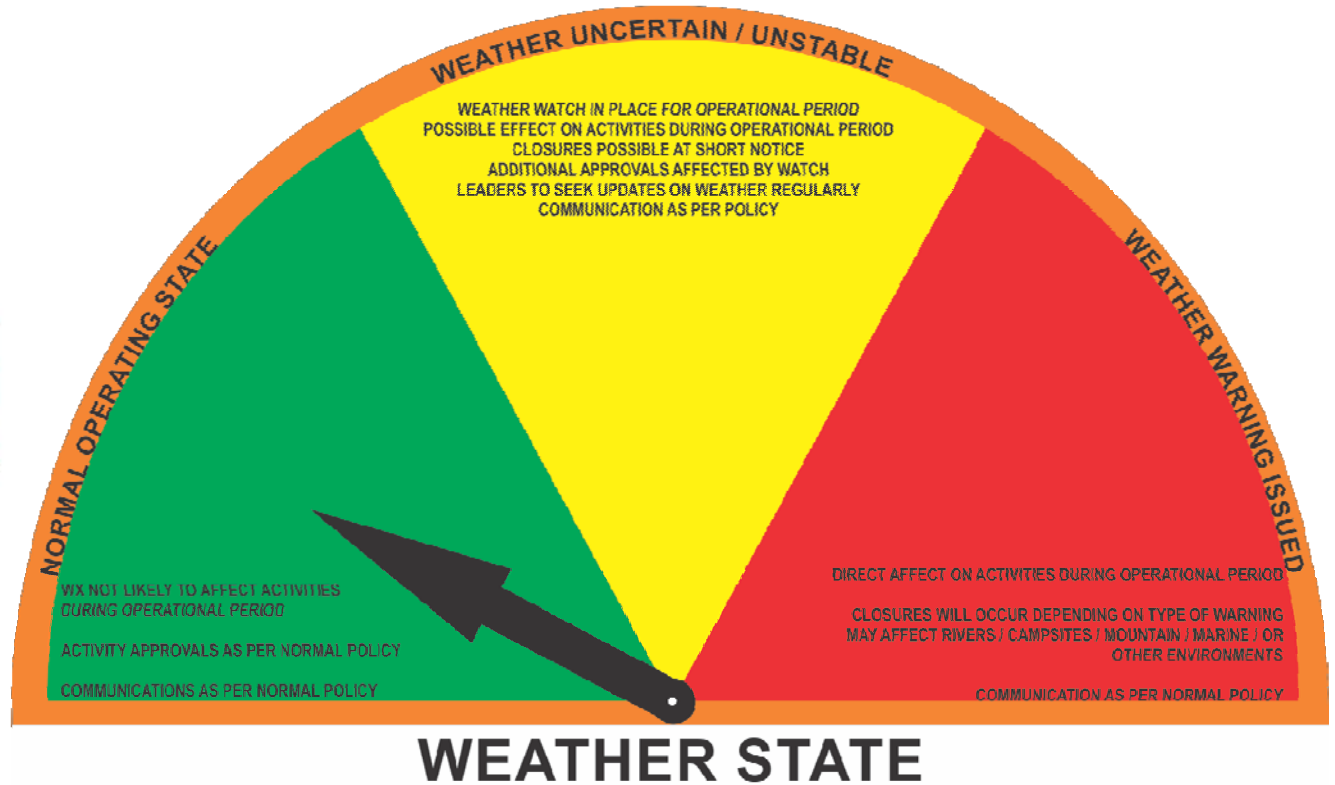






## Crisis Management System

<p><b>p</b></p> <p>low severity</p>		<p>high severity</p>
ROUTINE	IMPORTANT	IMMEDIATE
<p>YSAR Base YSAR Base from team.....</p>	<p>YSAR Base - YSAR Base team..... this is a yellow call repeat a yellow call</p>	<p>YSAR Base - YSAR Base team..... this is a red call repeat a red call</p>
Base response	Base response	Base response
<p>Recorded as per normal process</p> <p>Easily resolved within operational norms</p> <p>External support not required</p> <p>Can be handled by a Leader</p> <p>No other activities affected</p>	<p>Recorded on Incident Recording Sheet</p> <p>Internal support - required</p> <p>External support maybe required</p> <p>Senior Leader likely to be required to support event</p> <p>Other activities maybe affected</p>	<p>Recorded on Incident Recording Sheet</p> <p>Internal support - required</p> <p>External support required</p> <p>Senior Leader required and may require police/SAR assistance</p> <p>Other activities affected and may extend to the board</p>
leader response	leader response	leader response
<p>As per normal operation and policy</p>	<p>Other programmes continue unless advised</p>	<p>Plan to cease activity and return to base and await instructions</p>
radio use	radio use	radio use
<p>Radios use as per policy</p> <p>Non sensitive transmissions</p>	<p>Mildly sensitive transmissions</p> <p>Radios turned down, monitor incident when practical</p> <p>Leaders to check in when practical</p>	<p>Sensitive transmissions</p> <p>Ensure radio traffic is only heard by Leaders.</p> <p>All leaders contactable</p>



ISSUED BY \_\_\_\_\_

TIME \_\_\_\_\_

DATE \_\_\_\_\_

# Policy Driven

SAR personnel often operate in hazardous conditions as such SAR personnel are required to wear the necessary clothing and carry the appropriate equipment for the environment.

Clothing such as High Visibility Vests , Strong Boots and Water proofs are to be carried or worn as required so as to prevent harm to personnel.

Prior to operating Team leaders are required to ensure these requirements are met and carried out.

# User Driven

Look at alternative ways to communicate

- Equipment
  - Boots Lace up - tramping
  - Wet weather clothing when required
  - High Vizibility Vests - Always



Look at alternative ways to communicate

EQUIPMENT		STANDARD
Boots	✓	Lace up, closed toe, ankle height
High Vizibility Vest	✓	As supplied
Wet Weather Clothing	?	Seam Sealed High Visibility SAR issued

KEY

✓	Required on all SAR operations
?	Maybe required, check weather or environmental requirements



HAZARDS

MANAGEMENT

Risks - Rope Access		present	E I M	Description of Risk	Control Measures
SF	Travel to Site - All Travel	Y	M3	Our drivers or other drivers causing harm, vehicle failures	Vehicle & Driver con
SF	Travel to Site - 4WD / rough tracks		M3	Driving in difficult terrain, exposure to heights, rollover	Low gear, Low spee
SF	Working at heights	Y	M3	Locations with fall potential	Comply to ASNZS 4
	Sharp edges / rub points	Y	M3	Ropes contacting sharp or abrasive surfaces	Rig clear of sharp ec
	Temporary anchorages	Y	M3	Placed anchors in soil or on structures	Check at start of dro
	Poor or difficult communication	N	M3	Conditions or environment impedes communication	Establish plan for the



# WHY DO WE NEED A SMS IN SAR?

Change will happen

