

## **Minutes**

### **New Zealand SAR Council**

#### **Ministry of Transport Boardroom Level 10 Petherick House**

**10 December 2003**

**1:00pm**

Attendance: Alastair Bisley, Helen Hanify, Helen Stewart (MOT)  
Jonathan Graham (SAR Secretariat )  
Graham Lintott (Defence)  
Gerry Prins, Neville Matthews (Police)  
Peter Williams (Maritime Safety Authority)  
Cath Taylor (Civil Aviation Authority)

#### **1. General introduction and welcome**

| Alastair Bisley -welcomed the representatives from the agencies.

#### **2. Apologies**

John Jones (Civil Aviation Authority)  
Russell Kilvington (Maritime Safety Authority)  
Rob Robinson (Police)

#### **3. Minutes of previous meeting**

The minutes from the previous meeting held on 17 September 2003 were accepted as a true and proper record of the meeting.

#### **4. Progress to date**

Alastair Bisley provided an update on the legislative and funding bids. Cabinet has agreed to fund the RCCNZ. Legislation is required to allow agencies other than just the CAA to undertake search and rescue co-ordination. The Ministry's preferred option is to include the amendments needed as part of the Civil Aviation Amendment Bill which is currently awaiting it's second reading.

If the preferred option is not possible, the MSA and CAA will proceed via a Memorandum of Understanding until legislative changes are next possible.

Peter Williams spoke to a paper prepared by the MSA and CAA. The SAR Council noted the contents of the report.

## **5. Discussion paper on Oamaru costs**

Alastair Bisley spoke to a paper which outlined the total costs of Oamaru related activities. The Council was asked to agree to apportion the added costs of the Oamaru projects from each of the members organisational budgets.

The New Zealand Defence Force, Police, CAA and MOT **agreed** to the proposal.

Peter Williams commented that the MSA Authority needs to be party to the decision. The issue of whether to contribute costs will be discussed at their next MSA board meeting to be held on Tuesday 16 December 2003.

It was also **agreed** that the Council needs to establish, as part of the financial planning process, some general principles on how costs will be allocated.

Graham Lintott suggested that the SAR Council provided a governance role and not an operational one, therefore, operational issues should come out of the Vote Transport NRCC budget. Peter Williams also commented that operational issues should be kept out of the Secretariat budget.

## **6. Consultative committee report**

Jon Graham spoke to the report on the first Consultative Committee meeting that was held on 27 November 2003.

## **7. Secretariat funding report**

Jon Graham updated the Council on the SAR Secretariat budget. He commented that once the costs of Oamaru have been redistributed among the Council members, the Secretariat projected out-turn is \$147,800.

## **8. Website compliance check**

Jon Graham commented about the need for the SAR Council website to be E-government compliant because it is government funded. Jon's analysis suggests that the website is 91% compliant. The Council **agreed** to an independent review of the website estimated to cost \$2,400. This should come out of the SAR Secretariat budget.

## **9. SAR awards**

The Council **agreed** that the Secretariat would manage the SAR awards process. Jon Graham will call for nominations by placing a nomination form up on the website and emailing members of the Consultative Committee.

## **10. Purchasing contracts and import licences**

Jon Graham has been approached by the AIA who has asked the Council to seek the licence to import special equipment such as night time goggles which could be beneficial for SAR operations. The USA has strict conditions on who it will sell the equipment to and generally will only licence government agencies to import the equipment.

The Council **agreed** that this is not a function of the SAR Council.

Cath Taylor **agreed** to contact the AIA to explain the Council's position in more detail.

## **11. General business and next meeting reminder**

Peter Williams commented on a recent 60 Minutes television programme which was disparaging towards SAR in New Zealand. He recommended a publicity push once the RCCNZ is up and running. Alastair Bisley **agreed** to flag the issue with the Minister to suggest a possible media opportunity at the opening of the RCCNZ.

Jon Graham **agreed** to circulate the work plan to Council members to seek written agreement on the plan.

This is the last meeting for Alastair Bisley and Gerry Prins.

Jon Graham thanked Alastair on behalf of the Council members for his leadership of the SAR Council over the past year.

**Next meeting – 2:00pm, 10 March 2003 at the Ministry of Transport**