

Review of Marine SAR Workshop (I)

Where have we got to?

Marine SAR Workshop (I)

- Held in Wellington, May 2010
- 112 attendees, including rep from WA
- **Purpose:**

To improve the management and coordination of marine SAR incidents in and around New Zealand.

- Record of meeting & presentations available:
www.nzsar.org.nz

Marine SAR Workshop (I)

Table of Issues & Action Points, with feedback received, and indicated, by:

- Police Comments
- ❖ RCCNZ Comments
- CNZ Comments
- NZSAR Comments

Issues & Action Points

Explore ways for Police and RCC to communicate more efficiently for SAR purposes.

- Looking at MoU between Police and RCCNZ. RCCNZ has completed presentations to Police courses and workshops. RCCNZ staff attending police courses.
- ❖ RCCNZ Liaison visit programme includes Police Comms Centres and Police SAR Coordinators.
- ❖ RCCNZ is developing an awareness package for Police Comms Centre call takers.
- ❖ RCCNZ contributes to Police courses and workshops.
- ❖ RCCNZ staff attending police courses.
- ❖ OSC courses.
- For Police and RCCNZ to work through for general communication however possible suggestion during a SAROP is a direct video link.

Issues & Action Points

What to do about ‘advisory’ calls by boaties when not calling in a Mayday or Pan Pan or the issue does not [yet] warrant a SAR operation?

- Police not usually advised of advisory calls, only when Pan or Mayday
- ❖ SAROs will assess whether or not to initiate a preventative SAROP.
 - These “advisory” calls are presumably a CAT1 or Cat2 to Coastguard by the public for example, and not direct to Police or RCCNZ.
 - In such cases Coastguard is required to advise the appropriate authorizing authority at the earliest opportunity if clearly a CAT1 or CAT2.
 - The grey area appears to be for events that are not obviously a CAT1 or CAT2 SAROP but Coastguard task a resource to assist, i.e. “Precautionary SAR” or “Reflex” Tasking, and in some cases these events can later escalate to be a CAT1 with more accurate information available, often from the scene, or when unforeseeable factors cause the situation to deteriorate.

Issues & Action Points

Discussion on Marine SAR Advisors and the need to develop clearer guidelines on the role and their responsibilities; agree on this and increase awareness.

- New definition of advisors being developed as part of the police manual upgrade.
- ❖ RCCNZ has a few commercial fishermen as local area advisers, however, close to shore requirements would normally be handled via Police. RCCNZ has access to off-shore/oceanic advice.
- Suggest alignment with CIMS and suitably selected personnel to attend a Marine SAR Advisors Course that includes CIMS, to ensure consistency in role and responsibility.

Issues & Action Points

The various local marine communication solutions that exist around the country need to be identified and coordinated.

❖ MNZ/GMSS to respond

- Agree, and ensure channel 16 a priority, including inland waterways. Update of RCCNZ, MNZ communications review and possible future direction.

Issues & Action Points

Tension exists between Marine SAR immediate actions/tasks (reflex tasking) versus deliberate CIMS actions/tasks. Further work needed to clarify roles, responsibilities and terms as the SAROP commences.

- On scene coordinators packages addressing these issues
- ❖ SRUs that have been reflex tasked must be prepared to respond to the Coordinating Authority IC once the IMT is established. OSC course addresses this.
- RCCNZ & Police are responsible when there is a clearly defined SAROP Cat 1 or 2 in which case an IC is appointed and IMT if warranted.
- Coastguard can be tasked by either authorizing agency, but many incidents that Coastguard self-task to are not obviously categorized and are known by a variety of terms such as “Reflex” or “Precautionary” or “Non-SAR” etc, so clarity is required for the scaling of incidents in such cases.
- Clarity of roles, responsibilities and uniform terminology is required across the sector, including On-Scene Command that in the case of a Coastguard situation, can be the first and often only resource on scene before an IC or IMT is assigned.

Issues & Action Points

CIMS training level four needs to be undertaken by more agency people, especially those who are likely to be in Operations Manager roles.

Coastguard Masters do CIMS training.

- Over to agencies to do CIMS training. Police continue sending staff to CIMS training.
- ❖ RCCNZ has commenced programme to put all SAROs through CIMS 4.
- The CIMS 2 course is proposed by Coastguard for CRV crew before Master level but CIMS 4 need only be for suitable personnel for roles in the IMT or Marine SAR Advisors.

Issues & Action Points

Coastguard will examine some internal role names which cause confusion with the CIMS terminology.

Possible change in terminology required - Coastguard. (Possibility that some organisation role titles cause confusion when operating the CIMS model).

Coastguard need to change some terms to fit CIMS terms.

- Coastguard agree, and have already changed SAR Controllers to Coastguard SAR Coordinators, and are prepared to change where necessary.
- Terminology generally should align with CIMS so as to minimize confusion, and the entire SAR Sector should be consistent.

Issues & Action Points

Examine if an increase in formal CIMS training [for SAR] should be considered.

- On Scene Coordinators packages addressing these issues
- ❖ RCCNZ facilitates CIMS 2 and CIMS 4 training for its operational staff.
- Agree, as above in terms of introducing CIMS at an early stage in SAR crew training but only appropriately selected personnel for CIMS4 for IMT roles. Determining the level and ability to apply in the Marine environment would be valuable. Last years meeting on this identified groups choosing to interpret in a way that delivered the structure they desired. This needs to be addressed and aligned.

Issues & Action Points

Need for specific CIMS for SAR training (Marine) and examine current courses – do they meet the practical needs of a marine SAR operation?

Examine possibility of teaching CIMS for SAR operations.

There is a need for ‘CIMS for SAR’ training to target what we specifically do in SAR.

- Waiting for CIMS up grade of the Blue Book to be completed by CIMS Steering Committee (Nigel Clifford and Gerry Prins members of the committee).
- ❖ This could/should be a discrete project.
- Agree that CIMS applies to all SAR, and the marine SAR course needs review as soon as controversial roles and responsibilities and terminology sorted, to be aligned appropriately across agencies.
- Agree CIMS is appropriate process for SAROPS as it is recognized as best practice.
- As above.
- NZSAR IM/C Courses being developed – including marine.

Issues & Action Points

For your consideration:

Has the management and coordination of marine SAR incidents in and around New Zealand improved since May 2010?

Regionally Based Group Sessions



“Meet & Greet”

Regionally Based Group Sessions

Split into 4 groups, based on
Coastguard Regions, to discuss:

- Capabilities
- Organisational Training
- Operational Issues

Stop for lunch at 1200