New Zealand Search and Rescue
Consultative Committee Meeting

Minutes of Meeting
Consultative Committee
Tuesday 11 February 2014
Ministry of Transport
Level 6, SAS Tower
89 The Terrace, Wellington

Attendees:

Carl van der Meulen – NZSAR (Chair)   Joe Green – Police
Cam Brownlee – NZDF   Leonce Jones – NZMSC
Rachel Roberts – NZSAR   Phil Burgess – NZSAR
Trevor Crozier – Xperts   Patrick Holmes – Coastguard NZ
Paul Craven – RCCNZ   John Seward – RCCNZ
Dave Erson – LandSAR   Mike Daisley – MSC
Duncan Ferner – NZSAR   Brent Harvey – SLSNZ
Nick Mulcahy – SLSNZ   David Waters – Ambulance NZ
Lloyd Matheson – AIA   Jeff Sayer – AREC
Amy Kirby – MoT (Minutes)

1.   Welcome

Carl opened the meeting, welcoming attendees noting apologies as below.

2.   Apologies

Rodney Bracefield – RCCNZ   Simon Trotter – Antarctica NZ
Richard Davies – DOC   Harry Maher – LandSAR
Steve Kern – CAA   Alison Goffin – NASO
John Yaldwyn – AREC   Brendan Commerford – MOC

3.   Minutes of previous meeting

The minutes of the NZSAR Consultative Committee meeting held on 5 November 2013 were accepted as a true and accurate record.

4.   Matters Arising from Minutes

Item 7 – National Training Framework

Provide feedback (if any) to the NZSAR Secretariat

Feedback provided. Will be discussed under item 8 on today's agenda

Item 12 – Reducing SAR Demand

The Secretariat is to ask the Council to provide some guidance to the SAR sector around involvement in prevention activities.

Ongoing

Item 13 – Emergency Marker System

NASO and Ambulance NZ to check with the communication centres if an emergency marker system for the outdoors could be incorporated into existing location databases.

Feedback received and is on the agenda for the NASO/NZSAR/PNHQ/MNZ Meeting

Item 13 – NZSAR Awards

Organisations are encouraged to consider and submit nominations for the 2013 NZSAR Awards.

Nominations received

5. Joint Service Level Agreement monitoring report: 1 October 2013 – 31 December 2013 Quarter

The summary report was distributed prior to the meeting. During the quarter there were 485 SAROPs and 25 lives saved. Due to a staff absence, the LandSAR figures for this quarter were not available.

2,330 Coastguard volunteers responded to 831 non-SAR related calls for assistance during the quarter.

Issues and Updates:

Coastguard:

- Aaron Wallace has been co-opted as a board member for Coastguard New Zealand. He has a strong background in corporate governance and is a chartered accountant.

- The Rescue Vessel standardisation and new website projects remain work-in-progress.

- CNZ is hosting the International Maritime Rescue Federation when it meets in March 2014.

SLSNZ:

- Surf Life Saving New Zealand's summer appeal is currently underway.

- The Surf Life Saving New Zealand Board has developed a new national regulation, and associated guidelines, for the protection of its members.

LandSAR:

- Nil report at this time (however a report will be arranged and submitted in time for the Council meeting).

AREC:

- No issues or updates to report.

Beacon Registrations

There are a total 42,117 registered beacons. The current beacon registration site sets beacon type to EPIRB by default. Incorrectly identified beacon types will be picked up during the audit process. The new site will correctly identify the beacon type by the hex id number.

6. Sector Update

The sector update report was distributed prior to the meeting. No further comment was made regarding the report at the meeting.

7. NSSP Coordinator

Learning Management System (LMS)

The LMS is an online repository for SAR related information and training. The aim is that it becomes a 'one stop shop' for SAR knowledge and advice. Progress on the site is going well and it should be ready to go live shortly.

SAREX Planning and Training Meeting

This meeting is scheduled for 2 April. Any agenda items for the meeting are to be provided to Phil Burgess.

8. National Training Framework

Trevor Crozier from Experts attended the meeting and spoke to this item. Limited feedback was received on the draft report presented at the November meeting. Discussion about the recommendations made in the report, specifically around:

Recommendation 1 – Consolidating and formally recognising the various pathways related to the Framework. Training pathways for land specialist, marine specialist and NZ Police have been drafted. To be refined and distributed.

Recommendation 9 - Aim to be represented at EMQUAL. There was some discussion around the current status of EMQUAL, and possible benefits of representation.

The NZSAR Consultative Committee **accepted** the report, and recommends that the NZSAR Council:

- **accepts** the report;

- **considers** the recommendations contained in the report; and,

- **directs** the NZSAR Consultative Committee to address the report's recommendations.

Action: NZSAR Secretariat to distribute copies of the three training pathways.

9.   Technology Issues

Recent advances in technology (including communications and Smartphone applications) are likely to have an impact on SAR activities. It's not always easy for the sector to keep up to date and information about the latest technologies; however it is in the sector's best interests to do so.

The Committee spent some time discussing these challenges, with the aim of identifying how the sector will collectively and collaboratively monitor, assess, inform, and respond to technology issues and opportunities as they arise

It was decided that a NZSAR Consultative Committee Technology Working Group should be established to provide a collective overview and response to technology issues. Police and RCCNZ are to be included in this group, as many technology challenges relate to integration with official alerting arrangements.

Action: NZSAR Secretariat, in collaboration with Police and RCCNZ, to draft a terms of reference for a technology working group.

10.   National SAR Support Programme

Workshops	SAR Training
Land Communications	**National SAR Training Framework**
Wander	**OSC Course**
Rescue Swimmers	**Air observer training**
Organisational Support	**Air observer review /pre course material**
SAR Data management and IT	**SAR Managers**
SARNET	**Marine MIR & Pre course material**
SAR Dashboard	**Prevention**
Data normalisation	**AdventureSmart Comms**
Data collection review	**Visitor Intentions**
Resource database enhancement	**Boating Intentions**
SAR Documentation	**Safety Code Partnership**
Police SAR Manual	**Exercises**
Secretariat	**Police SAREX support**
Comms, Awards, meetings, travel etc	**MRO SAREXs**
Wander	**SAR Research**
Entity establishment	**Operational Analysis**

Key:

Green – On track
Yellow – Still to be completed
Red – Cancelled

On the whole, most projects are tracking well.

Key points from NSSP discussion include:

➢ Wander Project – Project report received from contractor. Project is slightly delayed and requires a bit of momentum to keep things moving.

➢ MRO SAREX – A planning meeting is scheduled to confirm the direction of this project.

➢ Police Manual: The SAR chapter of the Police manual has been signed. Permission was given to host a copy of this chapter on the NZSAR website.

Action: NZSAR to place copy of the SAR Chapter of the Police Manual onto the NZSAR website.

11. Risk Matrix

The Risk Matrix has been updated following the last Council meeting. It is a living document which will be changed and updated as necessary. The matrix will be available on the NZSAR website. It was suggested that a specific risk from the matrix should be included in Consultative Committee meeting agendas.

Action: A Risk Matrix item to be included on NZSAR Consultative Committee meeting agendas.

12. NZSAR Awards

A total of 14 nominations for the NZSAR Awards were received, 7 for operational activity and 7 for support activity. The synopses of the nominations (to be treated in confidence) were distributed prior to the meeting. A sub-group of the Committee is required to review the nominations and provide advice to the NZSAR Council. The sub-group is:

Rachel Roberts – NZSAR (as a coordinator for the sub-group)

Cam Brownlee – NZDF

Jeff Sayer – AREC

Paul Craven – RCCNZ

David Waters – Ambulance NZ

Brendon Commerford – MOC

Action: The Awards subgroup to review the nominations and provide advice for the NZSAR Council by 19 February.

13. General Business

Nil items raised.

Next Meetings:
  ➢ Tuesday 13 May (followed by NZSAR awards) – TBC [confirmed]
  ➢ Tuesday 4 November
  ➢ Combined Consultative Committee and Council Meeting 21 August

Carl van der Meulen
Senior Advisor, NZSAR Secretariat
Chair – NZSAR Consultative Committee

Action Items

Item	Action	Responsibility
8. National Training Framework	Distribute copies of the three training pathways.	Secretariat
9. Technology Issues	Draft a terms of reference for a technology working group.	Secretariat Police RCCNZ
10. NSSP	Place a copy of the SAR Chapter of the Police Manual onto the NZSAR website.	Secretariat
11. Risk Matrix	A Risk Matrix item to be included on NZSAR Consultative Committee meeting agendas.	Secretariat
12. NZSAR Awards	The Awards subgroup to review the nominations and provide advice for the NZSAR Council by 19 February.	Awards Subgroup

New Zealand Search and Rescue Consultative Committee

Notice of Meeting
1-4 pm Tuesday 11 February 2014
Conference Room, Ministry of Transport
Level 6, SAS Tower
89 The Terrace, Wellington

AGENDA

1.	Welcome (Coffee & Tea available)		Chair
2.	Apologies		
3.	Minutes of meeting held on 05 Nov 2013	Items 1-5	All
4.	Matters arising from the Minutes	10 mins	
5.	Service Level Agreement monitoring report: Oct-Dec quarter	total	Snr Adv
6.	Sector update – *paper*	15 mins	All
7.	NSSP Coordinator	20 mins	NSSP Cd
	a. LMS		
	b. Planning meeting		
	Coffee / Tea break	20 mins	
8.	National Training Framework – *for endorsement*	30 mins	NSSP Cd
9.	Technology issues – *for discussion*	30 mins	All
10.	National SAR Support Programme – *update*	20 mins	Sec Mgr
	a. Wander project		LandSAR
	b. Police Manual		Police
11.	Risk matrix - *update*	15 mins	Sec Mgr
12.	NZSAR Awards – *subgroup to rank nominations*	10 mins	Snr Adv
13.	General Business	10 mins	
	a. Air Observers Review		Sec Mgr

Proposed Next Meetings:

Tuesday 13 May 2014, with NZSAR Awards in the evening

Thursday 21 August 2014, combined with NZSAR Council

Tuesday 4 November 2014

New Zealand Search and Rescue
Consultative Committee Meeting

Minutes of Meeting
Consultative Committee
Tuesday 5 November, 1.00pm
Ministry of Transport
Level 6, SAS Tower
89 The Terrace, Wellington

Attendees:

Carl van der Meulen – NZSAR (Chair)   Rachel Roberts - NZSAR
Steve Kern – CAA   Harry Maher – LandSAR
Cam Brownlee – NZDF   Jeff Sayer – AREC
Joe Green – Police   Patrick Holmes – CNZ
Phil Burgess – NZSAR   Trevor Crozier – Xperts
Brendan Comerford – MOC   Leonce Jones – NZMSC
Simon Trotter – Antarctica NZ   Dave Erson – LandSAR
Brent Harvey – SLSNZ   Nick Mulcahy – SLSNZ
David Waters – Ambulance NZ   Rodney Bracefield – RCCNZ
Paul Crave – RCCNZ   Alison Goffin – NASO
Amy Kirby – MoT (Minutes)

1.   Welcome

Carl opened the meeting, welcoming attendees noting apologies as below.

2.   Apologies

Duncan Ferner – NZSAR   Nigel Clifford – MNZ
Bruce Johnson – Police   Mike Davies – DOC
Dean Lawrence – CNZ

3.   Minutes of previous meeting

The minutes of the combined meeting held on 22 August were **_endorsed_** by the Consultative Committee for approval by the Council.

4.   Matters Arising from Minutes of meeting on 7 May 2013

Item 9 – NZSAR Strategy

Provide feedback (if any) to the NZSAR secretariat

<u>Completed</u>

**5.   Joint Service Level Agreement monitoring report:
        1 July 2013 – 30 September 2013 Quarter**

The summary report was unable to be distributed prior to the meeting due to the absence of Police data. The report will be updated in time for the Council meeting on 21 November.

Issues and Updates:

Coastguard:

- Dean Lawrence was elected as President of Coastguard New Zealand at the Annual Conference in September.

- The Rescue Vessel standardisation and new website projects remain work-in-progress.

- Coastguard recently completed an initial top-level review of health and safety issues with the assistance of Purple Consulting. The initial results of that piece of work are currently under consideration.

SLSNZ:

- Neale Ames was re-elected as SLZN President at the 2013 AGM held in September.

- SLSNZ national office has been relocated to Seaview, Lower Hutt.

LandSAR:

- There has been a significant increase in investment by LandSAR in support skills-acquisition training delivered by Tai Poutini Polytechnic (compared to last year).

- Kate Misa has been contracted to implement the 'Safer Walking/Wander Framework'. This is funded by the NZSAR Council.

- Vertical Horizonz have been contracted to re-develop LandSAR's Safety Management System. The new system should be in place by mid 2014.

AREC:

- No issues or updates to report.

6.   Sector Update

The sector update report was distributed prior to the meeting. The committee was advised that this document will be published on the NZSAR website along with the minutes after each meeting.

7.   NSSP Coordinator

National Training Framework

Trevor Crozier (Xperts) provided an update on the national training framework. The overall goal of the core curriculum is to provide a foundation for training and development that enables effective and cohesive inter-agency collaboration in incident teams.

The intent is to:

- Revisit the original broad core curriculum training indications in 2009, identify and map the organisational training that currently meets the outcomes of the core curriculum.

- Focus on theory not hands-on or SAREX.

- Summarise, compare and analyse the feedback from each organisation to give greater transparency and understanding so as to strategically manage the current curriculum.

- Put forward some recommendations to meet training gaps, improve overall training capacity and create general curriculum efficiencies going forward.

- Develop overarching outcomes that established some relevance to SAR knowledge and skills, which permit a greater understanding of what will actually be achieved from the training.

In Summary:

- Core curriculum related training is greatest where it links to the core function and responsibility of an organisation.

- The concept of stair-casing skills and knowledge via differing organisational training pathways is valid given the coverage.

- The specific organisational focus of training events can preclude meaningful participation by other organisations, so training collaboration is most accessible in the sharing of people, resources, or participation in specifically designed cross-sector training.

- A group of topics within the current curriculum are linked to broader information that can be seen as non-mission critical (e.g. Government Policy & SAR Governance, International SAR relationships), and they are generally not widely trained.

- Opportunities exist for the sharing of information related to some topics, e.g. Media.

- There are some curriculum related capstone training events (e.g. the Management course) that bring together organisations and improve cross sector understandings. They are important to the sector's overall training.

- The Management course fills curriculum gaps that would otherwise have existed – it was a worthwhile initiative.

- There are some steps that can be taken in the future to recognise the training pathways within the core curriculum so there is more cross sector transparency, and stability in the curriculum.

- There would be advantages to the sectors trainees, given the high percentage of volunteers, if opportunities were taken, where educationally appropriate, to incorporate online delivery.

Actions:
1. Feedback on the initial draft to be provided to Trevor and Phil by Friday 6 December (4 weeks time).
2. The National Training Plan to be included as a discussion item in the February 2014 Consultative Committee meeting.

SAR Forms and Templates Management Group TOR

A copy of the proposed terms of reference was distributed prior to the meeting. The purpose of the F&TMG is to to maintain an agreed suite of nationally consistent operational forms and templates that support all search and rescue agencies in New Zealand. Phil extended his thanks to LandSAR for their valuable contirbution to this piece of work.

The TOR were **_endorsed_** by the consultative committee.

8.   Youth in Emergency Services

Phil attended a Youth in Emergency Services (YES) seminar at the EMQUAL conference held in Masterton. The aim of the programme (run in conjunction with Ministry of Youth Development and the Ministry of Civil Defence) is to help strengthen and encourage young people's connections to their community by encouraging them to engage in a range of emergency services.

The committee believes this is a positive initiative and should be supported by the SAR sector, especially at the local level where the programmes take place.

9.   Revised NZSAR Strategy

The *NZSAR Strategic Plan 2014-16* has been revised following the feedback provided at the combined NZSAR Council & Consultative Committee meeting in August. The latest changes to the plan were discussed; these included tightening the wording of the values section. A query was made whether the plan should include a comment about relationships as a fifth 'R', however it was felt that this concept is articulated under the goal of a robust SAR system.

The *NZSAR Strategic Plan 2014-16* was **_endorsed_** by the consultative committee.

10. National SAR Support Programme

Workshops		SAR Training	
• Land Communications		• National SAR Training Framework	
• Wander		• OSC Course	
• Rescue Swimmers		• Air observer training	
• Organisational Support		• Air observer review /pre course material	
SAR Data management and IT		• SAR Managers	
• SARNET		• Marine MIR & Pre course material	
• SAR Dashboard		**Prevention**	
• Data normalisation,		• AdventureSmart Comms	
• Data collection review		• Visitor Intentions	
• Resource database enhancement		• Boating Intentions	
SAR Documentation		• Safety Code Partnership	
• Police SAR Manual		**Exercises**	
Secretariat		• Police SAREX support	
Comms, Awards, meetings, travel etc		• MRO SAREXs	
Wander		**SAR Research**	
• Entity establishment		• Operational Analysis	

Key:

Green – On track and/or completed
Yellow – Still to be completed
Red – Cancelled
White – Not yet started

Items raised from the NSSP discussion include:

➢ Land Communications workshop: Secretariat to ascertain if this workshop is still required.

➢ MRO SAREXs: the second planned Mass Rescue desktop exercise has been postponed to allow for discussion and consideration of issues identified during the first exercise.

➢ Wander project: the strategic framework has been completed, which articulates the reduction and readiness functions. Implementation of the collective approach has commenced, and a stakeholder meeting is scheduled for December.

➢ Police Manual: the revision of the SAR chapter of the Police Manual is almost complete.

11. Revised NZSAR Awards Policy

The proposed changes outlined at the August meeting – to create operational activity and support activity categories – have been included in the NZSAR Awards policy.

This revised NZSAR Awards policy was ***endorsed*** by committee members.

12. Reducing SAR Demand (prevention) for summer

Discussion was focused around the following themes:

➢ What are our prevention initiatives for the coming summer?

➢ How can we maximise opportunities?

➢ Funder expectations of NGOs – coherency

➢ NGO expectations of funders – coherency

➢ The future will be different.....

The committee discussed the importance of not just being the ambulance at the bottom of the cliff, but also the fence at the top. Discussion focussed around whether there were opportunities to do more around making tourists aware of the risk associated with the outdoor culture that NZ is famous for. Would it be possible to get more information available in campervans and campgrounds for example? Rachel explained that this has been something on the NZSAR radar for some time and while discussions have been held there are budget constraints that affect the type and quantity of advertising efforts.

Leaving a wallet card of the outdoor safety codes with immigration to provide to tourists who indicate that they will be engaging in outdoor activities was also discussed.

Rachel encouraged members to refresh their knowledge of the AdventureSmart website and all that it has to offer in terms of preventative messaging. SLSNZ spoke of their work around "find a beach" and the efforts made to ensure people are swimming between the flags at safe beaches and are made aware of all the hazards in particular areas.

The Consultative Committee would like some clarification and guidance from the NZSAR Council on the extent of what the SAR sector's involvement in prevention activities should be.

Action: The Secretariat to ask the Council to provide some guidance to the SAR sector around involvement in prevention activities.

13. General Business

Emergency Marker System

SLSNZ provided an overview of an emergency marker system that is being used in NSW and Victoria. The committee felt this type of system could be beneficial if it was able to be incorporated into existing location databases held by the emergency services communications centres.

Action: NASO and Ambulance NZ to check with the communication centres if an emergency marker system for the outdoors could be incorporated into existing location databases.

NZSAR Awards

Only one nomination for the 2013 NZSAR Awards has been received by the Secretariat so far. Nominations close on 31 January 2014.

Action: Organisations are encouraged to consider and submit nominations for the 2013 NZSAR Awards.

Other comments

➢ Coastguard NZ advised that the revamp of the Northern Region communications room is now complete.

➢ Ambulance NZ passed on congratulations for the 2012/13 NZSAR Annual Report.

Carl van der Meulen
NZSAR Secretariat

Item	Action	Responsibility
7. NSSP Coordinator – Training Plan	Feedback on the initial draft to be provided to Trevor and Phil by Friday 6 December (4 weeks time).	All
	The National Training Plan to be included as a discussion item in the February 2014 Consultative Committee meeting.	Secretariat
12. Reducing SAR Demand	The Secretariat to ask the Council to provide some guidance to the SAR sector around involvement in prevention activities.	Secretariat
13. General Business – Emergency Marker System	NASO and Ambulance NZ to check with the communication centres if an emergency marker system for the outdoors could be incorporated into existing location databases.	NASO & Ambulance NZ
13. General Business – NZSAR Awards	Organisations are encouraged to consider and submit nominations for the 2013 NZSAR Awards.	All

New Zealand Search and Rescue Secretariat

MOSR3-1

05 February 2014

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 2014 is contained below.

Ambulance NZ

Nil report

AIA

The report from the New Zealand Helicopter Association is attached at the end of this paper.

Antarctica NZ

Nil report – in Antarctica till end of February.

AREC

Nil report

Coastguard NZ

Coastguard New Zealand appointed Aaron Wallace as a co-opted Board member at its meeting on 1 February. Aaron has a very strong background in corporate governance and is a chartered accountant.

The International Maritime Rescue Federation will be meeting in New Zealand 13-15 March and will be hosted by Coastguard New Zealand.

Rescue Vessel standardisation and the new website projects remain work-in-progress.

Brooke Archbold has been made a Member of the New Zealand Order of Merit (MNZM) in the 2014 New Year Honours List for services to Coastguard. Brooke's New Year's honours award is a testament to the valuable and dedicated contribution to Coastguard over the past 30 years. Brooke joined Coastguard in 1983, was elected to the Coastguard New Zealand Board in 1989 and is a past president of both Coastguard Auckland and the Coastguard New Zealand. He served 12 years as Chairman of the Coastguard Boating Education Service and is still an active board member. He is also a Senior Master and the Principal SAR Controller for Coastguard

Northern Region. He is an Honorary Life Member of Coastguard Auckland and an Honorary Life Member of Coastguard New Zealand in addition to holding the position of International Liaison for CNZ.

Department of Conservation

Nil report

LandSAR NZ

Nil report

Maritime Operations Centre

Nil report

Mountain Safety Council

Nil report

NZDF

NZ Region:
The NZDF conducted four days of operations in response to two separate incidents in the NZ Search and Rescue Region over the period Nov 13 – Jan 14:

Iroquois
27-28 Dec 13: Nelson Lakes. Search for one missing person, who was unfortunately found deceased. His remains were recovered by the Iroquois. Following this, all but two of the search parties were also extracted by the Iroquois.
01-02 Jan 14: Wanganui. Search for three people who had become exhausted on a bush walk. They were found and extracted via a winch by the Iroquois.

Pacific Region:
The NZDF conducted no operations outside the NZ Search and Rescue Region over the period Nov 13 – Jan 14.

Police

Nil report

RCCNZ

Nil report

SLSNZ

Summer Appeal
The appeal's national street collection day is now only two weeks away and we are about to start ramping up the advertising for the appeal. The Adshel bus shelter

campaign has commenced with 180 locations around New Zealand and our partners have (or will be) starting their TV and radio ads to help promote the appeal.

In most areas, the coordinators are well underway planning the street collections. The key to maximising the collection is having collectors in busy areas and engaging with the public.

We are running the online campaign this year through Give a Little. The most successful campaigns involve some sort of challenge or reason for giving. On a national scale, on January 31, we will be hosting a number of activations including an in-water rescue demonstration at Auckland's busy Wynyard Quarter where Ambassador Jamie McDell will be performing and the Wellington Phoenix players will be on site.

In the media
We have read a lot in the media about the dramatic and heroic events around some of the lives that have been saved over the Christmas holidays and while the media can't cover them all, our members have again put in many, many hours patrolling beaches and working tirelessly behind the scenes.

While the weather wasn't as great as last year and we didn't have as many people flocking to the beaches, media coverage was still great over the Christmas holiday period and the Surf Life Saving brand has been very visible.

The media were very interested in both reactive stories to rescues and general interest in Surf Life Saving's presence and activity around the regions. During the two week core holiday period (December 23, 2013 - January 5, 2013) there were around 57 stories across print, radio and television.

Over the whole month of December, there were 140 stories across the media reaching and audience of 3,618,966 people. The highest volume of coverage occurred on December 29, 2013.

DHL 10 year celebrations
This year marks 10 years in partnership with DHL. To celebrate this exciting milestone, DHL and Surf Life Saving are holding an outdoor photography exhibition from February 14-16 in Wynyard Quarter in Auckland, which showcases the individuals who make up such an important part of our community. Entry will be via a gold coin donation to Surf Life Saving.

Highly-regarded photographer Chris Sisarich has travelled all over New Zealand to capture our Surf Life Saving volunteers, including singer-songwriter Jamie McDell and world champion and record-holder Laura Quilter.

Thrifty partnership
Just before Christmas, SLSNZ announced a new long-term partnership with Thrifty Car Rental. As part of the partnership, Thrifty will supply SLSNZ with nine 4WD vehicles. They will also help raise much-needed funds for Surf Life Saving through internal fundraising events, providing special car rental offers to Surf Life Saving Clubs and members, and supporting Surf Life Saving's Summer and Winter Appeals. The partnership will be officially launched with a public activation on Wednesday (January 22) in Auckland's Wynyard Quarter.

Wellington Phoenix
On Saturday February 1 the Wellington Phoenix will be in Auckland to play against Adelaide United FC at Eden Park. Volunteers will be out and about in the crowd collecting donations and selling programmes. It is the team's one and only game in Auckland and the players will be in town a couple of days earlier to take part in the Summer Appeal collection day. As part of the Surf Life Saving Summer Appeal, the Wellington Phoenix would like to donate 50c back to SLSNZ from every full priced adult ticket sold.

Then, on Sunday February 16, the team will be hosting the Melbourne Heart at Westpac Stadium in Wellington for the official Surf Life Saving Charity Match. Following a public campaign by the Phoenix, a winning strip design has been chosen and Adidas has provided support that will see the Phoenix wearing a special one-off strip that will be signed and auctioned through TradeMe. The strip will be revealed prior to the match and the auction will commence at half time. All proceeds from the auction will be donated to Surf Life Saving. Surf Life Saving Clubs will also be in force to seek donations from the crowd.

OPSM vouchers
OPSM has again partnered with SLSNZ as the official eye wear and eye care partner, protecting the eyes of our lifeguards protecting the community for the 2013-2014 season.

OPSM are once again driving an active media campaign that proudly showcases real lifeguards around New Zealand. This will see each club receive two gift cards worth NZ$700 and each lifeguard and SLS member will once again receive a voucher offering eye checks and discounts when purchasing from OPSM locations around New Zealand.

Insurance
During this time of year there is a lot happening at our clubs and this is a timely reminder to keep our equipment safe. This is especially important to beach vehicles, trailers and IRB equipment. Our insurers have issued a reminder about trailers and the importance of keeping them secure while not being inside a locked building. This is good practice not just for IRB trailers but all trailers. The NZI Marine policy requires the IRB trailers to be fitted with a 'suitable anti-theft device' if not kept within a locked and secure building, otherwise an additional $2,000 excess applies, making the total excess $2,500.

Member protection
In all forms of Surf Life Saving, our members are our greatest resource. We have become increasingly aware that the protection of our members, especially our younger members, is a vital ingredient at all levels of our organisation. We have developed a new regulation that has been adopted by the SLSNZ Board that set the rules governing the way we need to keep our members protected. Alongside this regulation, we have developed a set of guidelines for clubs that forms a toolkit to assist with this issue. This guideline is a working document that will have additions as we develop more processes and procedures as well as finding new methods of best practice happening around the clubs.

NZ Helicopter Association report to NZSAR consultative committee

There has been a little bit of activity from within the Helicopter Association since the last meeting that is worthy of note to this committee.

(1) The Aviation Industry Association is currently undergoing a restructuring and rebranding and will be known in the future as Aviation New Zealand. It's about bringing the whole industry under one umbrella. However, within that organisation, the Helicopter Association will continue to remain a division within Aviation New Zealand.

(2) The Industry's initiative in going beyond regulation to drive efficiencies in terms of performance via AIRCARE™ (under various operating standards) has met with mixed reaction. The present Minister of Conservation unlike his seven predecessors has taken a reactive approach to treating aviation hazard and risk to the point where unless there is universal support or opposition to a particular treatment strategy his preference is to address the squeaky wheel only.

The Industry had worked closely with DOC Administrators over several years in trying to address concerns over aircraft use in National Parks. Those collective efforts between industry and DOC resulted in a proposal to introduce AIRCARE™ as a joint effort in trying to reduce and manage this on-going concern to both air operators, those using the Parks for recreational enjoyment, and those who have to administer the land. Following those protracted efforts, we are now in the position of defending the almost indefensible.

(3) The Helicopter Association (together of course with other groups) is currently working alongside NZSAR and an independent contractor reviewing the SAR Air Observers Course structure.

(4) In our on-going attempts to promote safety within the industry, you may recall from our previous reports that we have adopted a project which aims at identifying then reducing the main reasons for helicopter accidents. We hope to attempt to address the causal factors and thereby reduce aircraft accidents that are all too frequent within the industry. It is hoped that if we are successful in helping to address these causal factors, there will then be on-going benefits to our members, not only to their health and safety and financial wellbeing, but also to the likes of their insurers which in turn would then lead to possible reduction in some insurance fees.

The following update on accident statistics may be of some interest to the committee.

As you may know CAA shared its accident database with NZHA several months ago and we have been working away at it to try and get as much information as possible from it. For some time now we have promised our members a trend analysis and we reproduce that work here. There is some good news and there is some bad news.

Following is the raw data. This is the NZ accidents we have experienced between 2000 and 2013.

Breakdown in procedures	3
CFIT	21
External Load/Line	4
FOD	1
Fuel Exhaustion	4
Inadequate risk assessment	3
Inadequate training of ground crew	7
Inappropriate conditions	11
Inappropriate management of conditions	2
Inappropriate manoeuvre	1
Inexperience	1
Irresponsible decision	1
Loss of control	8
Loss of control	1
Loss of situational awareness	2
Mast bump	3
Mechanical	59
Mid Air Collision	1
Mishandled	27
Overloaded for conditions	5
Poor pilot maintenance/pre-flight	1
Reported icing of controls	1
Rotor Weave	1
Runaway helicopter	12
Third Party Incident	3
Underslung load strikes helicopter	3
Unknown	6
Unrealistic expectation of power available	44
Unsecured door strikes M/R Blades	1
White Out	3
Wire Strike	14
Grand Total	**254**

The trend line is in black and the years run 2000-2013 across the bottom. Note the changing scales on the left hand side of each graph. These represent the number of those accidents.
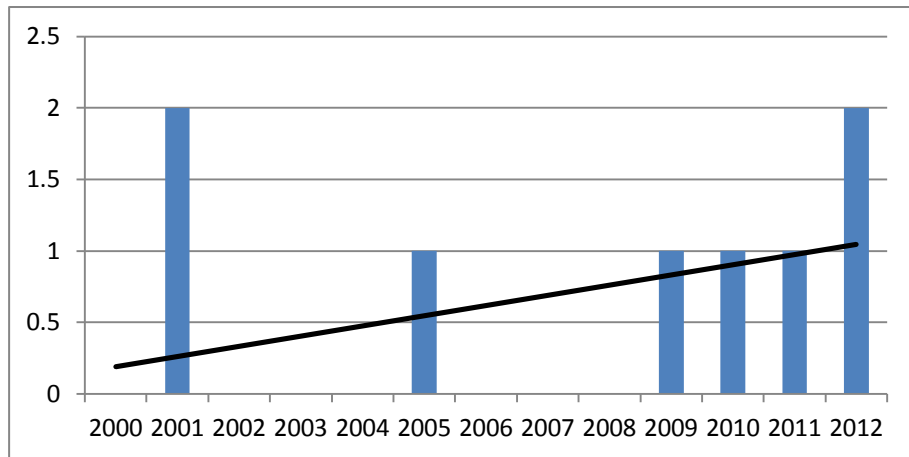
Controlled Flight into Terrain (CFIT)
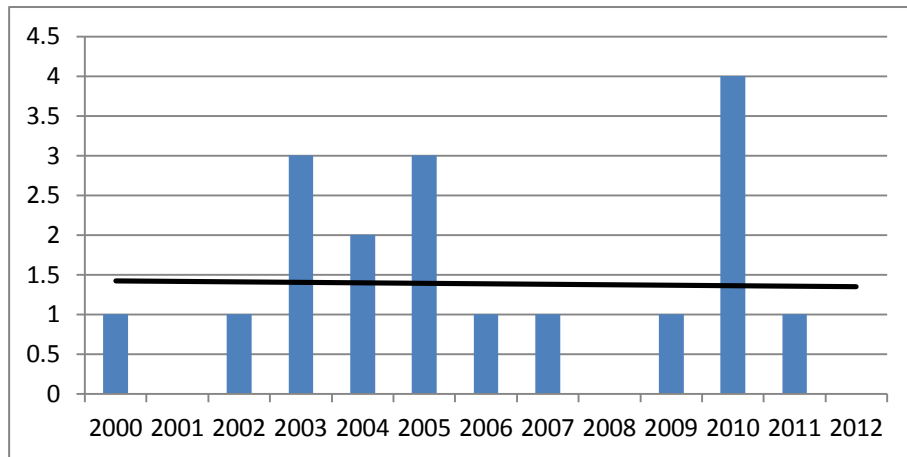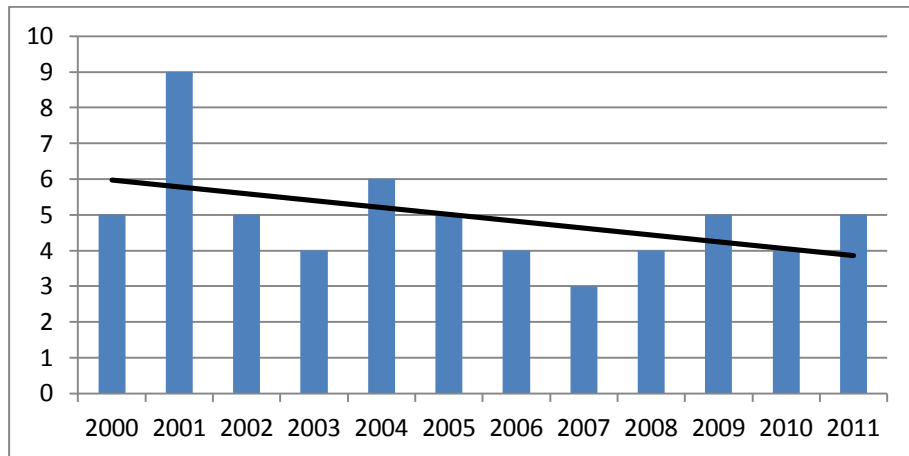

Inadequate Training of Ground Crew
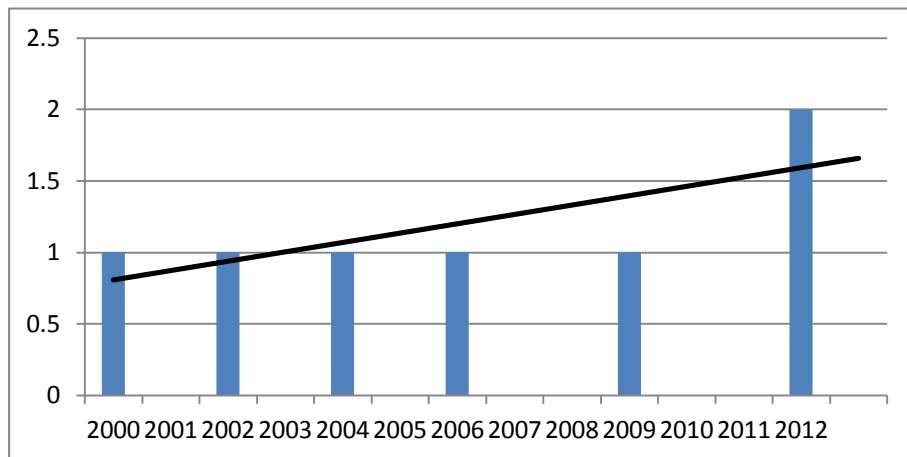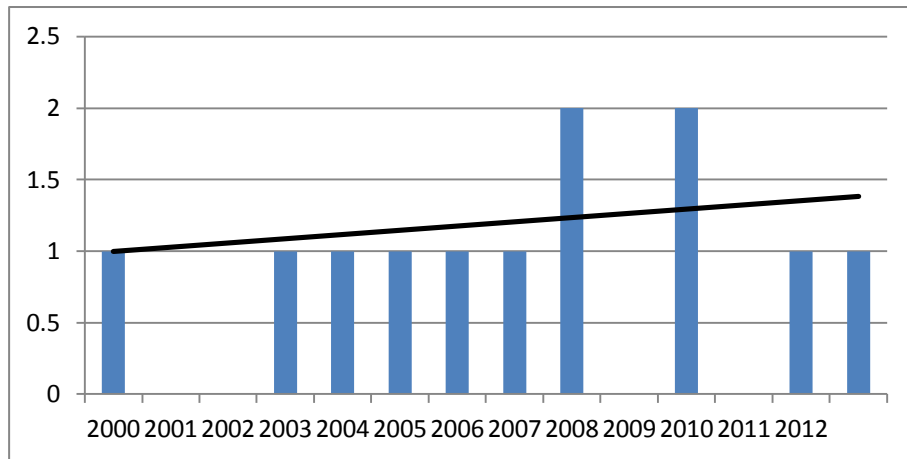

Inappropriate Conditions
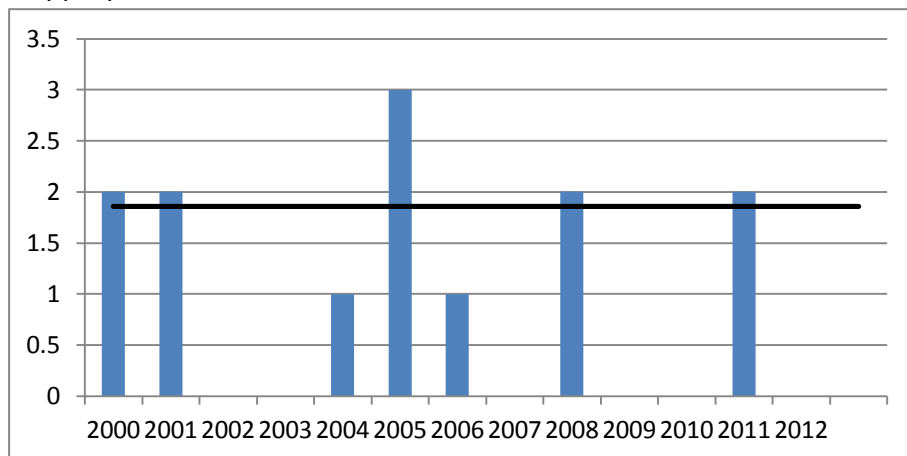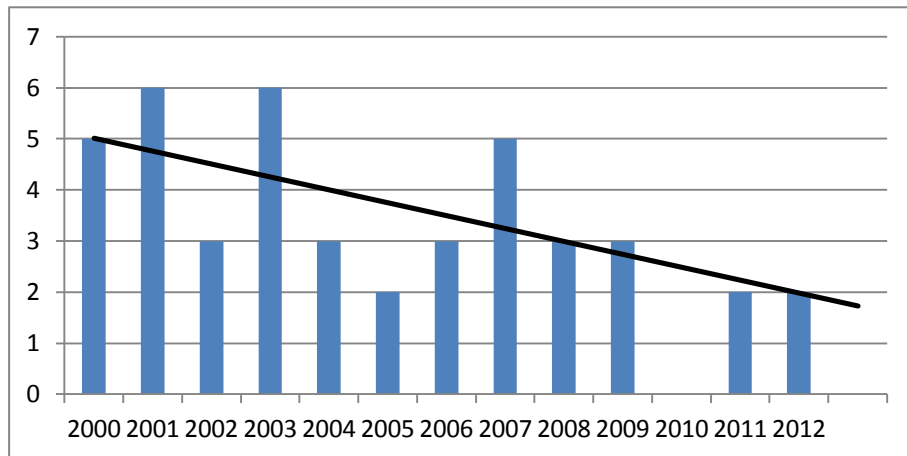
Loss of Control

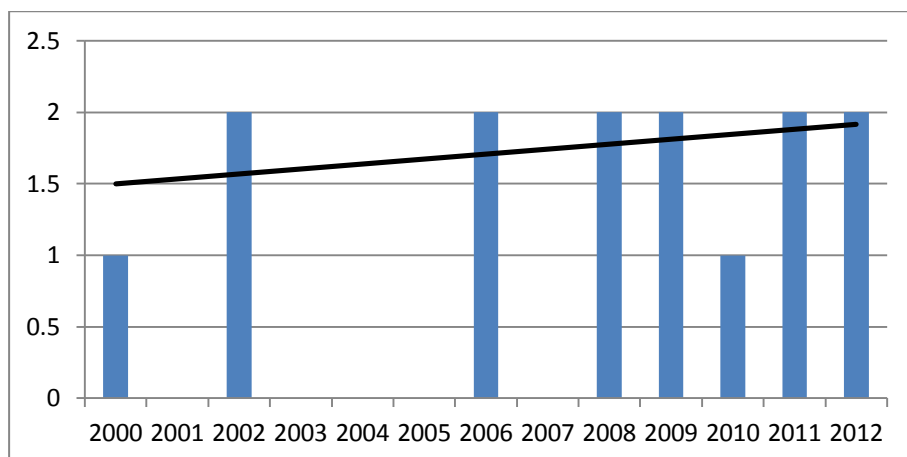## Mechanical

Mishandled
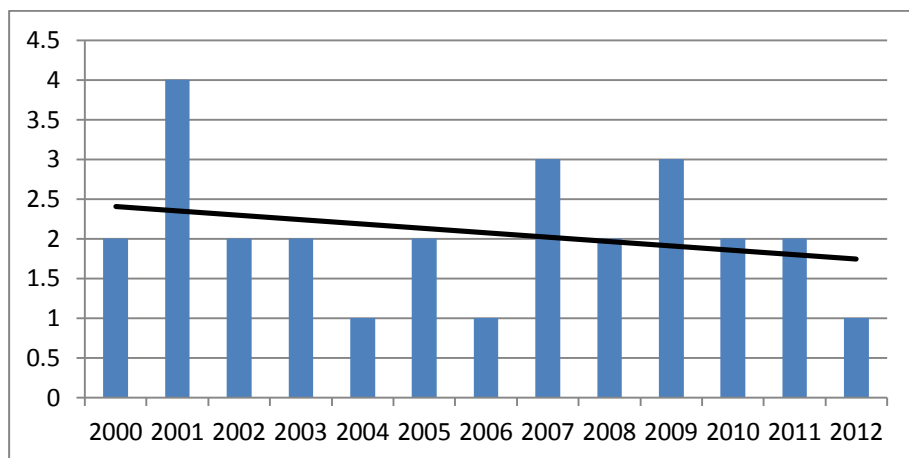
Runaway Helicopter
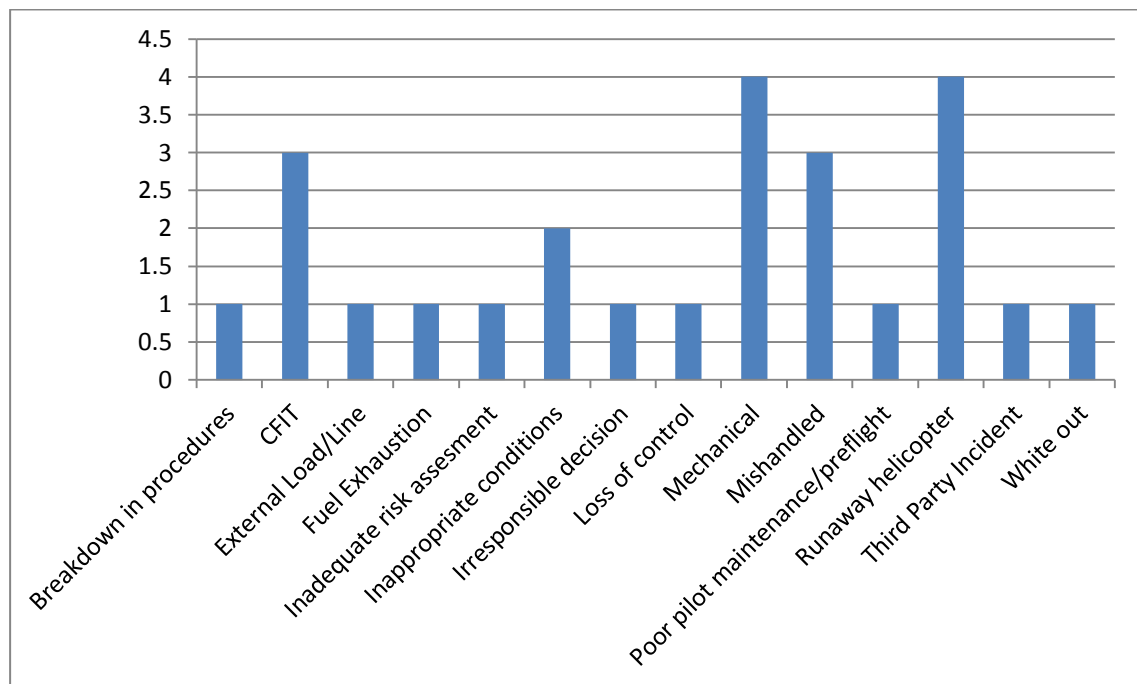

Unrealistic Expectation of Power Available
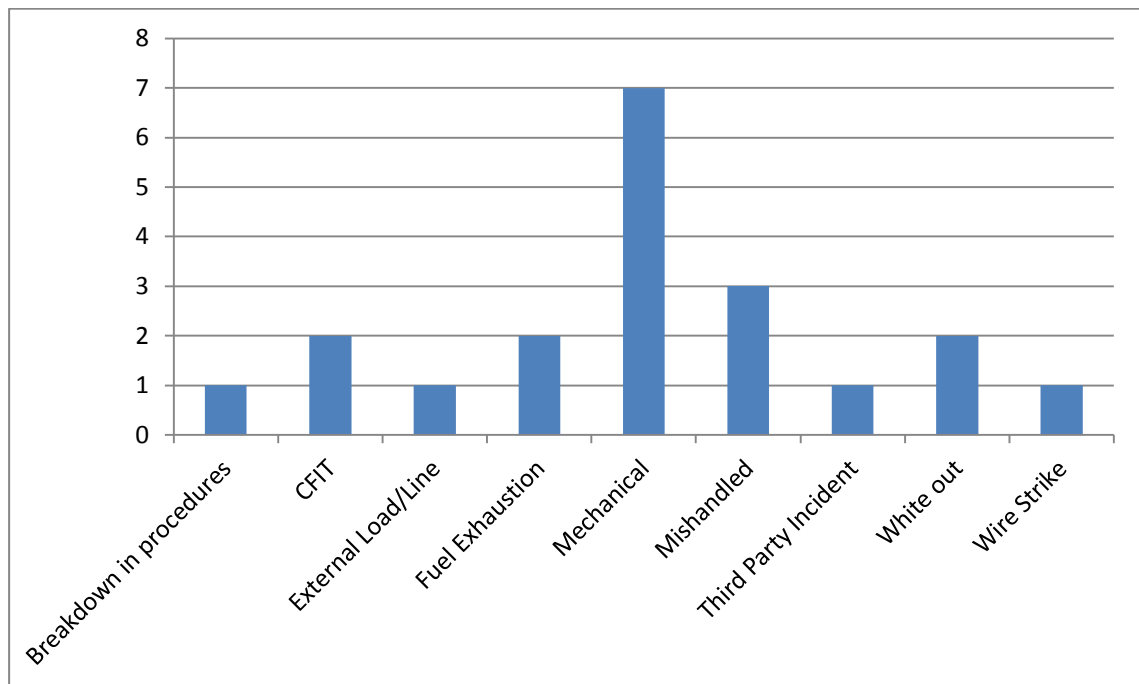

Wire Strike

It is obvious that a number of categories are trending the wrong way. Wire strikes in particular are disappointing given the amount of effort that has gone into prevention through education. It would also be pleasing to see a bigger improvement to CFIT accidents and accidents in inappropriate weather conditions.

Now the next lot of information may also be of interest to you. We looked at accidents by helicopter type so read on but again note the changing scales on the left hand side of the graphs.
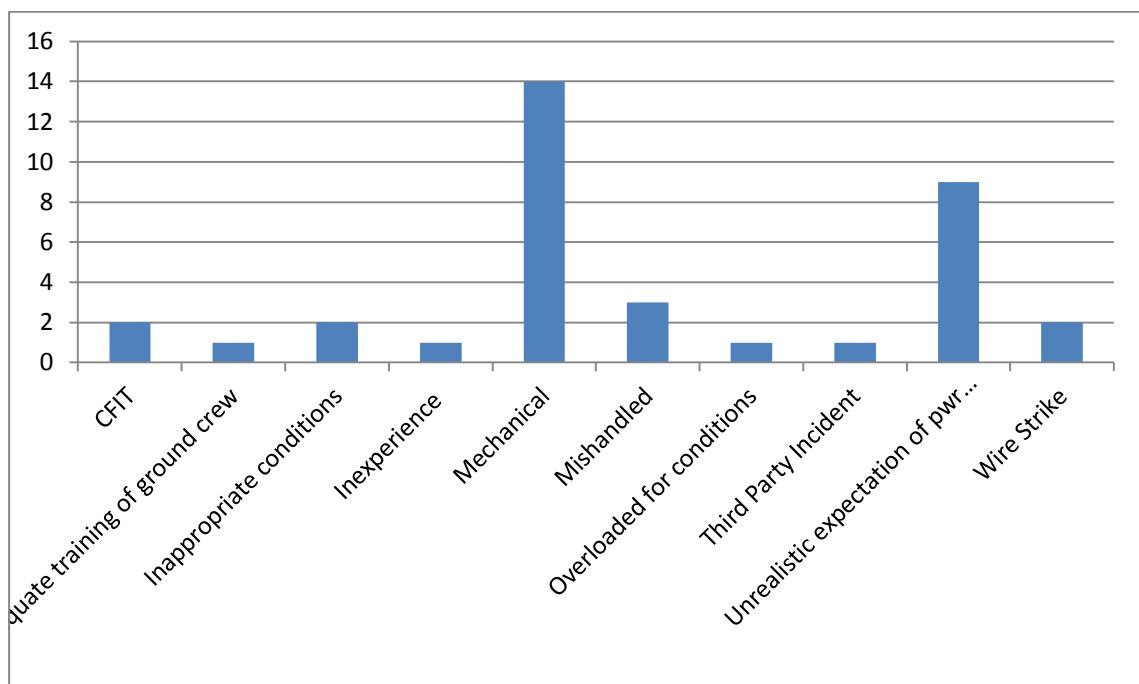
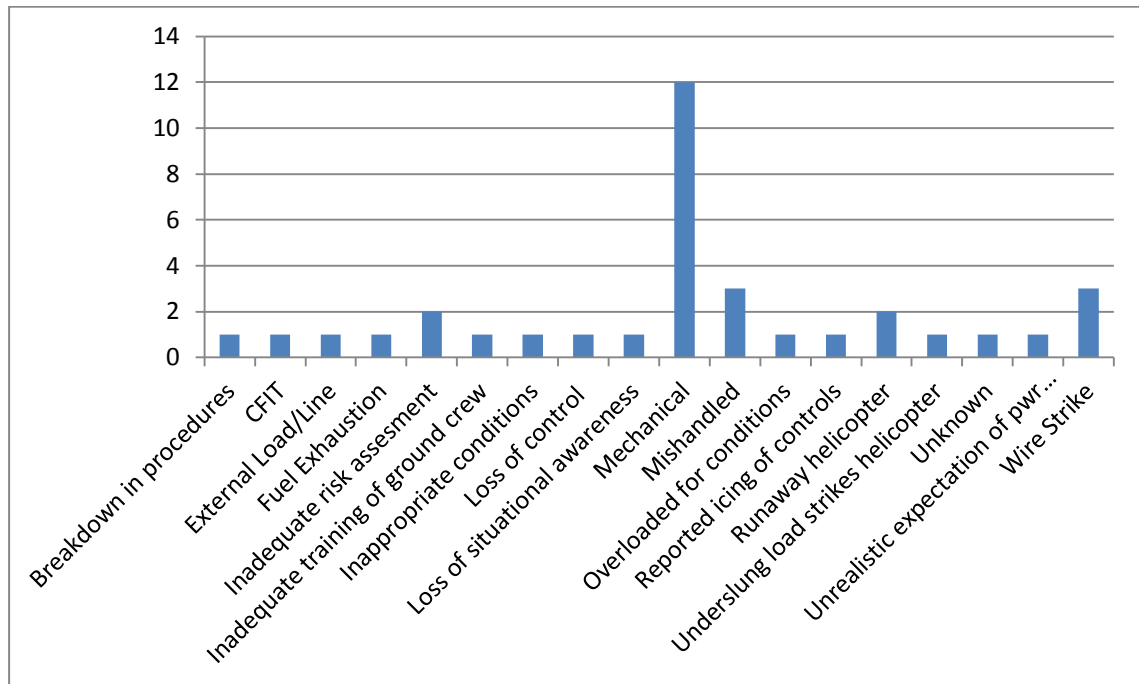AS350 Series (Eurocopter or Squirrel Helicopter)

Bell 206 Series (Commonly known as a Jet Ranger)

A bar chart showing incident causes for the Bell 206 Series:
- Breakdown in procedures: 1
- CFIT: 2
- External Load/Line: 1
- Fuel Exhaustion: 2
- Mechanical: 7
- Mishandled: 3
- Third Party Incident: 1
- White out: 2
- Wire Strike: 1

Hughes 269 Series (Commonly known as Hughes 300)

A bar chart showing incident causes for the Hughes 269 Series:
- CFIT: 2
- Inadequate training of ground crew: 1
- Inappropriate conditions: 2
- Inexperience: 1
- Mechanical: 14
- Mishandled: 3
- Overloaded for conditions: 1
- Third Party Incident: 1
- Unrealistic expectation of pwr...: 9
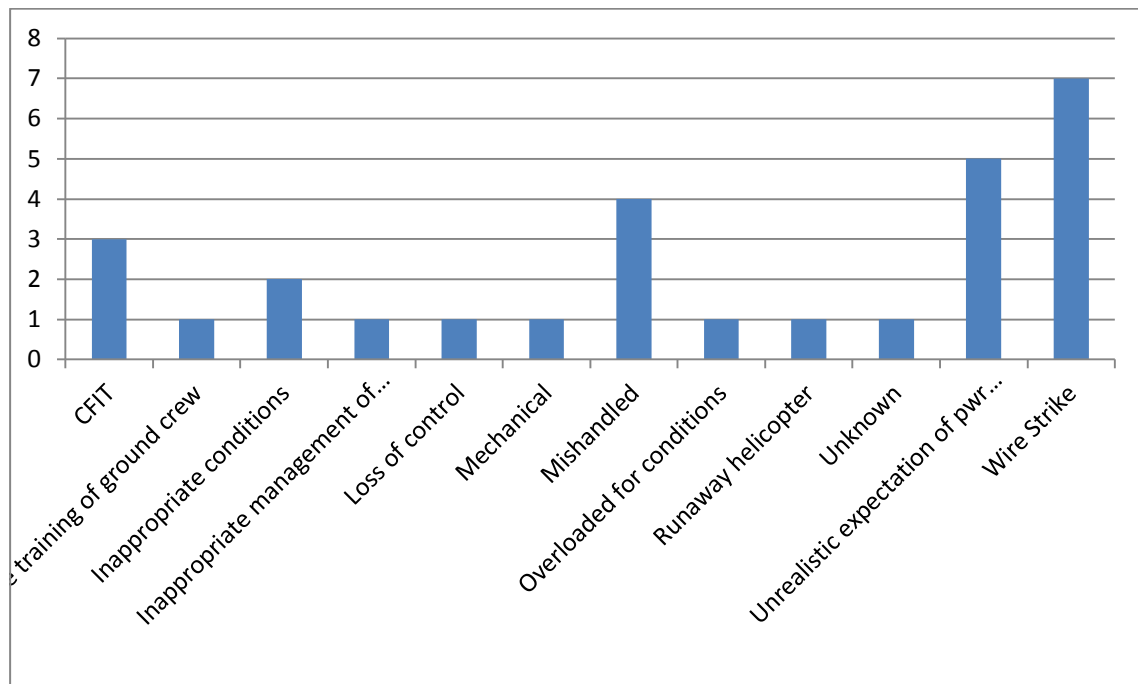- Wire Strike: 2

Hughes 369 Series (Commonly known as a Hughes 500)

R22 Series (Commonly known as a Robinson R22)
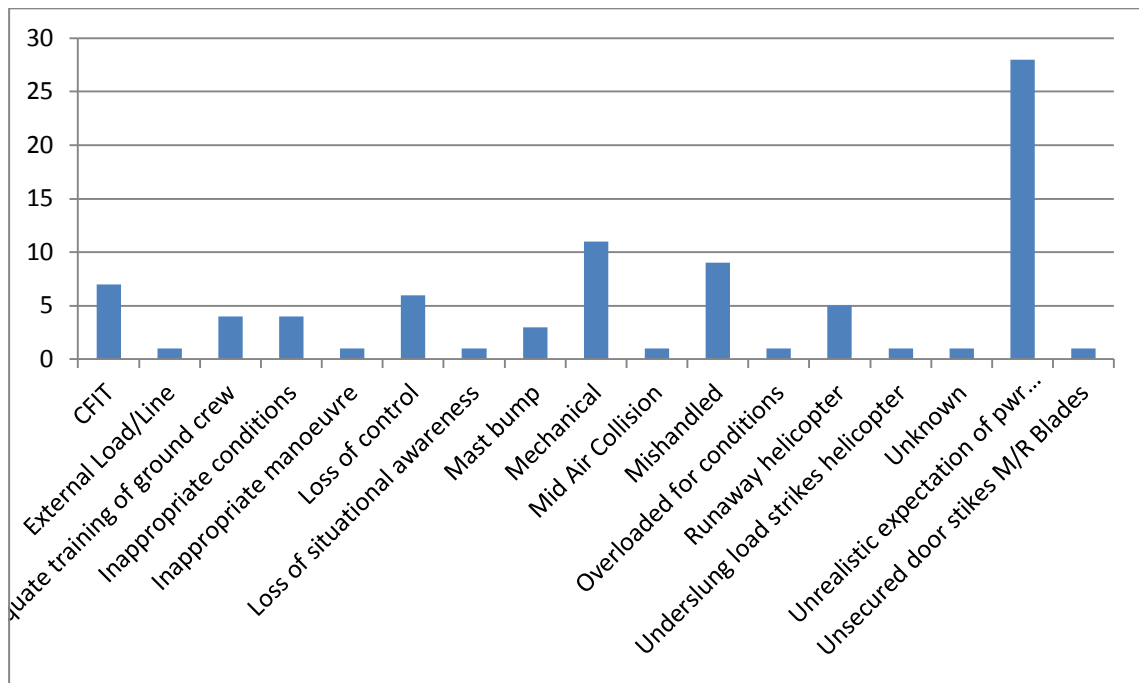
R44 Series (Commonly known as a Robinson R44)

Based on the mandatory information supplied in air operator's statistical returns to the CAA, we see the following accident rate per 100,000 hours:

AS350 Series	8.18	Hughes 369 Series	14.91
Bell 206 Series	16.65	R22 Series	37.06
Hughes 269 Series	33.37	R44 Series	10.75

This is not an attempt to devalue any particular helicopter type but we thought you might find it interesting to see which types are having which accidents.

It is likely that NZHA and CAA will jointly publish a document that provides even more analysis results in the not too distant future.

This work has been arduous and time consuming particularly for our Executive Officer but we are of the belief that the information we have obtained is so far worthwhile and invaluable for what we have planned for future on-going work around this issue. It is hoped that you find this information enlightening.

NEW ZEALAND SEARCH AND RESCUE COUNCIL

Integrated SAR Management Framework Training Pathways

Prepared by
T.J. Crozier
DECEMBER 2013

Xperts

Acknowledgments

TABLE OF CONTENTS

Summary

TRAINING FRAMEWORK PATHWAYS

> **The intent of the core curriculum was, in the words of the author of the 2009 Review, to** *"enhance training arrangements that already exist and to address training gaps, so that a college of progressive thinking about SAR, backed up by a core curriculum of courses, can provide the sector's leaders with a coherent platform of expertise and good practice for use in their organisations".*

This report is intended to provide an updated snapshot of sector training related to the 2009 Core Curriculum as at October/November 2013 and to map a potential development pathway for 2014, specifically to:

1. Expand the basic topic outlines from 2009 by writing explanatory learning outcomes and competencies for each subject so that greater clarity existed about the purpose of training each topic.

2. Revisit the topics with sector stakeholders, and identify and map current their training that meets the outcomes.

3. Summarise, compare and analyse the feedback from each organisation to identify gaps.

4. Develop recommendations regarding filling the training gaps, improving overall Framework coherency and creating general training efficiencies going forward.

Two basic assumptions were held throughout the project:

1. That the organisations in the SAR community are already operating competent training systems and programmes that meet their operational needs.

2. The core business of each organisation remained their business.

3. It is noted that RCCNZ, LAND SAR and Coastguard are all in the process of revising or updating curriculum in significant ways. The outcome of that work may impact on the Framework—it would help sector alignment if the specification of the Framework were kept in mind as alterations are made.

Scope Exclusions

Outside the scope of analysis were the applied/hands-on courses that organisations deliver for their own people, and SAREX.

Is the Core Curriculum Framework currently being addressed?

Based on information received from each organisation, the majority of the 2009 Core Curriculum would appear to be trained. The embedment and frequency of training is the greatest where a topic relates directly to the organisations principal responsibilities.

The emphasis on the organisations mandate and authority means that some topics may not be trained, as the organisation has no direct requirement for that aspect—it is outside their day-to-day operational scope. A strategy is required to fill those gaps.

In general organisations have applied their own heirachy of learning, and that is not an issue. The key factor is that a cohesive body of underpinning knowledge is gained before higher level, collaborative training is participated in.

Training gaps by organisation

Below are the apparent gaps in the Framework training pathway sorted by organisation. It is these areas that require supplemental training in some way.

Note: Feedback on the topic coverage and scope relied upon the responder's interpretation of their own organisations training in relation to the definitions of the curriculum topic and learning outcomes. Given this approach, in all likelihood, there may be some minor coverage irregularities or variance depending upon the person interpreting the definitions.

POLICE	RCCNZ	LAND SAR	COASTGUARD	SURF LIFESAVING
Government Policy and SAR Governance	Nil. RCCNZ staff have the sole function of SAR incident management.	Government Policy and SAR Governance	NZ Research and Development	Government Policy and SAR Governance
International SAR relationships		International Relationships	International Relationships	International Relationships
NZ Research and Development		NZ Research and Development	Media Management	NZ Research and Development
Preventative SAR		Preventative SAR	Incident Review and Evaluation	Preventative SAR
Training and Assessment		Risk Management	Training and Assessment	Risk Management
		Rescue Planning		Media Management
		Media Management		Major resource utilisation
		Major resource utilisation		Incident Review and Evaluation
		Incident Review and Evaluation		Management and Leadership (Management)
		Training and Assessment		

Related coverage comment from within organisations

LANDSAR. Pete Corbett

Incident Review and Evaluation: This is high-level training for only a few LANDSAR folk and more pertinent for the Police and RCC.

Training and Assessment: Currently rely on training providers or contractors to do this for us—but have introduced the Train-the-trainer training to deliver the modular training packages—it is intended that this training capability will then create a pathway for Group assessors to assess the competencies when they are developed—and yes agree these topics need to be split

No recovery aspect to Rescue Planning?: Arguably there is a need for a rescue or recovery management course given the changing nature of the SAROPS—less search and more recovery or rescue.

Investigation and Search Planning: The Formal Search Planning course is under development, but there needs to a greater focus on investigation, intelligence analysis and general information management.

RCCNZ. Paul Craven

Debrief and Analysis: Planning cycles get included in Incident Review and Evaluation.

Managing Medical Emergencies: Gets included in Medical and Welfare Factors.

Law, Ethics and Guidelines: Should be a prerequisite to the Structure and Governance modules.

International Search and Rescue Regions: Is added to International Relationships.

Some proposed modules are not knowledge required to manage an incident:

- NZ Research and Development
- Preventative SAR
- Training and Assessment

Investigation and Search Planning: This training topic needs to be split.

NZ Police. Joe Green

I have drafted the following into the SAR chapter of the Policing manual: Police SAR Squad: *"A group of Police employees in each district trained and competent to command, control and support a SAROP including being deployed into remote and difficult terrain and in marine and water based environments, and includes Police Maritime Units. Police SAR Squad members are trained in Disaster Victim Identification".*

Police staff working with helicopters are to be trained and refreshed at least annually.

Are there some topics that should be removed from the Framework?

Yes, **Training and Assessment.** That specialist function is carried out by others in large organisations, and is of limited relevance to people in smaller organisations that are unlikely to have the overarching authority to carry out the role.

Are there areas where training could be further enhanced?

Yes. Extra resources need to be produced to supplement these topics:

- **Government Policy and SAR Governance**

- **NZ SAR Structure and Organisations**

- **Law, Ethics and Guidelines**

- **International SAR relationships**

- **NZ Research and Development**

- **Preventative SAR**

What next steps could be taken to consolidate the progress made so far?

There is an apparent willingness and positivity about the Framework concept. Having gained initial momentum it is timely for the Secretariat to build on the progress thus made and put in place a sector wide perspective that defines how a person becomes a member of an incident management team from the various partnering organisations, proactively fill training gaps and maintain the Framework presence. The recommendations below provide a means of doing that in the immediate future.

1. **Consolidate** and formally recognise the various training pathways related to the Framework.

    Collectively regard the preferred SAR Incident Managers training hierarchy as

    Induction and applied skills training within organisations

    progressing to

    Introduction to the underpinning SAR management topics via organisational or shared training courses such as 'Manage the Initial Response (Marine or Land)' and the proposed 'Train the Trainer'

    then

    Training that involves cross-sector collaboration between participants from different organisations (theory: Leadership, Management, applied theory: SAREX's)

    followed by

    Participation in actual incident teams

2. **Remove** Training and Assessment from within the Framework. It is not relevant in its coverage and the proposed Train the Trainer course and existing organisational training can fill that gap in more flexible and appropriate ways.

3. **Develop cross-sector information** booklets for the non-mission critical topics that are not currently trained to the requirements of the Framework.

   - Government Policy and SAR Governance.

   - NZ SAR Structure and Organisations.

   - International SAR relationships.

   - NZ Research and Development.

   - Law, Ethics and Guidelines

4. **Discuss with Surf Lifesaving, LANDSAR and Coastguard** the best way to supply overview information related to areas in which they have no incident mandate or authority: Review and Evaluation and Investigation, Risk Management, Major Resource Utilisation.

5. **Set two stakeholder meeting dates per year** to monitor any changes to each organisations contributing Framework pathway so that the relevance to the curriculum is maintained.

6. For geographic flexibility, time efficiency and economic reasons, **discuss with Tai Poutini Polytechnic more online delivery** in the sector-wide training they offer—for example self-study and online testing for basic theory topics. People do not necessarily need to attend face-to-face training for that information to be satisfactorily learnt.

7. **Consider the feasibility** of having a cross-organisational SAR Incident Managers training record database. Having such a record would allow a sector wide understanding of the numbers at each stage and requiring training in subsequent courses, plus a summary of the personnel knowledgeable enough to resource incidents.
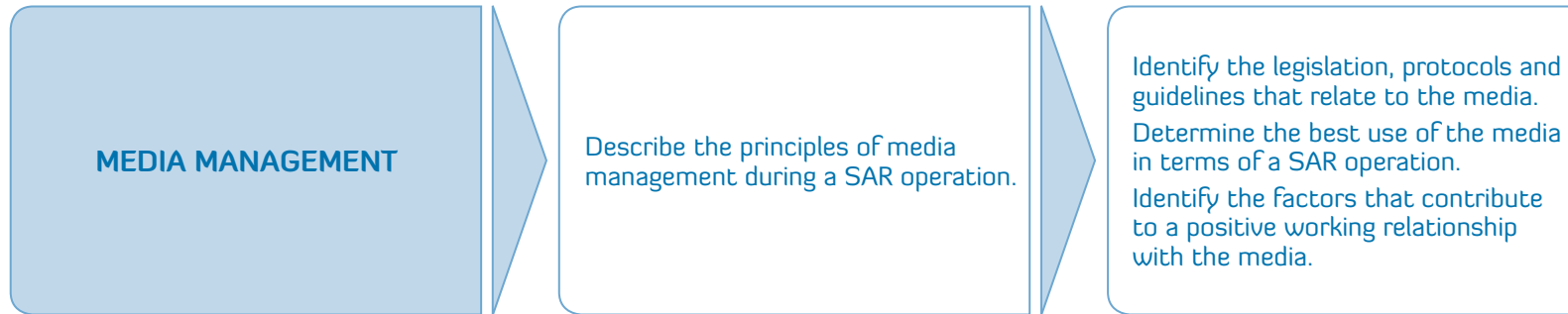
8. **Promote the Leadership and Management courses** as SAR cross-sector premier events. As part of that recognition it would be appropriate to have some form of Secretariat recognition for those who successfully finish the Management course.

9. After the current Total Review of Qualifications exercise being undertaken by the New Zealand Qualifications Authority, **aim to be represented on EMQUAL's Board** for information flow and SAR influencing purposes in the changed qualification environment. At a minimum it is important to have a say in any changes that may occur to CIMS 2 and CIMS 4 given the importance of those to the SAR sector.

10. If cross-sector formal NZQA training certification is deemed important at some future point, **apply that certification to collaborative training events.** This would avoid the complexities of having an imposition on agency training that is focussed on meeting mandated authority outcomes.

Report Details

Project development

1. To align with outcomes based education and training practice, extra information was developed for each topic:

    a. A short overall purpose statement: *"The participants who successfully complete this curriculum will have the knowledge to begin to participate effectively and efficiently as a manager in a SAR incident team"*.

    b. An overarching learning outcome for each topic that defines what a person who had successfully completed training in that would have the knowledge and skills to do.

    c. Indicators of competency.

   For example:

MEDIA MANAGEMENT	Describe the principles of media management during a SAR operation.	Identify the legislation, protocols and guidelines that relate to the media. Determine the best use of the media in terms of a SAR operation. Identify the factors that contribute to a positive working relationship with the media.

Having those extra definitions in place for each topic allows for:

- Increased understanding of the intent for those representatives in each organisation who were considering the match of the Framework to their own organisational training.

- A learning outcomes based point of reference when considering the fit and relevance of future requests for extra training related to the Framework.

- Parameters that can be used for the development of assessments.

- The underpinning information for the future development of a fully specified competency framework, if desired.

Refer to Appendix (1) for the full list of topics, sub topics, outcomes and competency indicators.

2. Meetings were held with representatives of each organisation to introduce the expanded Framework document, and they were asked to consider

- the accuracy of the draft Purpose Statement

- the relevance of the topic outcomes and competency indicators to the Topics and Sub-Topics

- what in their organisations current training contributed to the topics/sub topics , and to

- report back on that.

Summaries of the reports from each organisation are contained in Appendix (2).

3. The scope of cross-sector training events was reviewed.

4. Queries arising were resolved, an organisation-by-organisation gap analysis carried out, the results were summarised and each contributor had a chance to feedback on the gaps initially identified.

5. Draft v1 report distributed for feedback.

6. Taking in of feedback and development of the current report.

The 2009 Curriculum

The stated intention in 2009 was that:

"Managers and trainers may use the core curriculum

- *as a reference when reviewing the content coverage of training;*

- *to show where there might be gaps, overlaps or repetition in courses;*

- *as the basis for discussion with external training providers;*

- *as the basis for discussion with partner agencies that may have particular expertise to offer;*

- *to help review roles and relationships; and*

- *by using the associated competencies, to better manage, resource and*

- *encourage organisational, unit and personal development and performance".*   *Source: 2009 Review Report*

The original curriculum was made up of 17 topics:

Government Policy and SAR Governance

Technology

Rescue Planning

Investigation and Search Planning

NZ SAR Structure and Organisations

Management and Leadership

Law, Ethics and Guidelines

International relationships

Media management

Training and Assessment

NZ Research and Development

Medical and Welfare factors

Preventative SAR

Risk Management

Major Resource Utilisation

Incident Review and Evaluation

Incident Management

* To read the related Sub-topics refer to Appendix (1)

Implicit in the 2009 scope was that the curriculum would provide the skills of initial management sufficiency—a person trained in the curriculum topics would then have a broad SAR management theory knowledge, plus some cross-organisational understanding of the functions of a SAR incident management team.

They could then further apply and hone that knowledge through practical exercises such as SAREX or scenarios within a training course, with the ultimate aim being that they can perform a meaningful role within an actual incident team—that is to 'hit the ground running'.

Thus the overall training is hierarchical in that general theory is to be learnt and applied at practical training courses or events, not initially learnt via those events.

Interpreting the Framework

Amongst the 17 curriculum topics there are some common features that allow the topics to be usefully grouped for analysis:

1. **General non-mission critical background/underpinning knowledge topics:**

    - Government Policy and SAR Governance

    - NZ SAR Structure and Organisations

    - Law, Ethics and Guidelines

    - International relationships

    - NZ Research and Development

    - Preventative SAR

    Lack of this information set would not necessarily impede participation in an incident management team.

2. **Incident applied skills and knowledge topics:**

- Management and Leadership Skills

- Technology

- Investigation and Search Planning

- Rescue Planning

- Major Resource Utilisation

- Medical and Welfare factors

- Media management

- Incident Management

Whilst a new team member may not necessarily use the full scope or depth of the above topics from the outset, they are key topics, as without them the overall ability to be able to participate in practice exercises as a functioning and effective team member is likely to be diminished.

Weaving through all the topics within this group are the Management and Leadership skills, as those are the decision-making and interpersonal requisites that give cohesiveness and effectiveness to teams.

3. **Improving future performance skills and knowledge topics:**

- Incident Review and Evaluation

- Training and Assessment

These are the topics that, in essence, will increase the potential for improved participation in an incident. One (Review and Evaluation) focuses on the actuality of an incident, the other (Training and Assessment) is focussed on future needs and assessing current performance.

As a generalisation, Group 1 topics are the least likely to be lengthy to train or demanding to learn. Group 2 contains more time and training demand.

Overall the analysis shows that:

- Of the three Groups, Group 1 is the most poorly covered in terms of the Framework.

- The Group 2 topics are in fact more widely trained than Groups 1 and 3 (not surprisingly as Group 2 underpins an organisations mission), and it is in this area that a lot of collective training energy and resources have been directed.

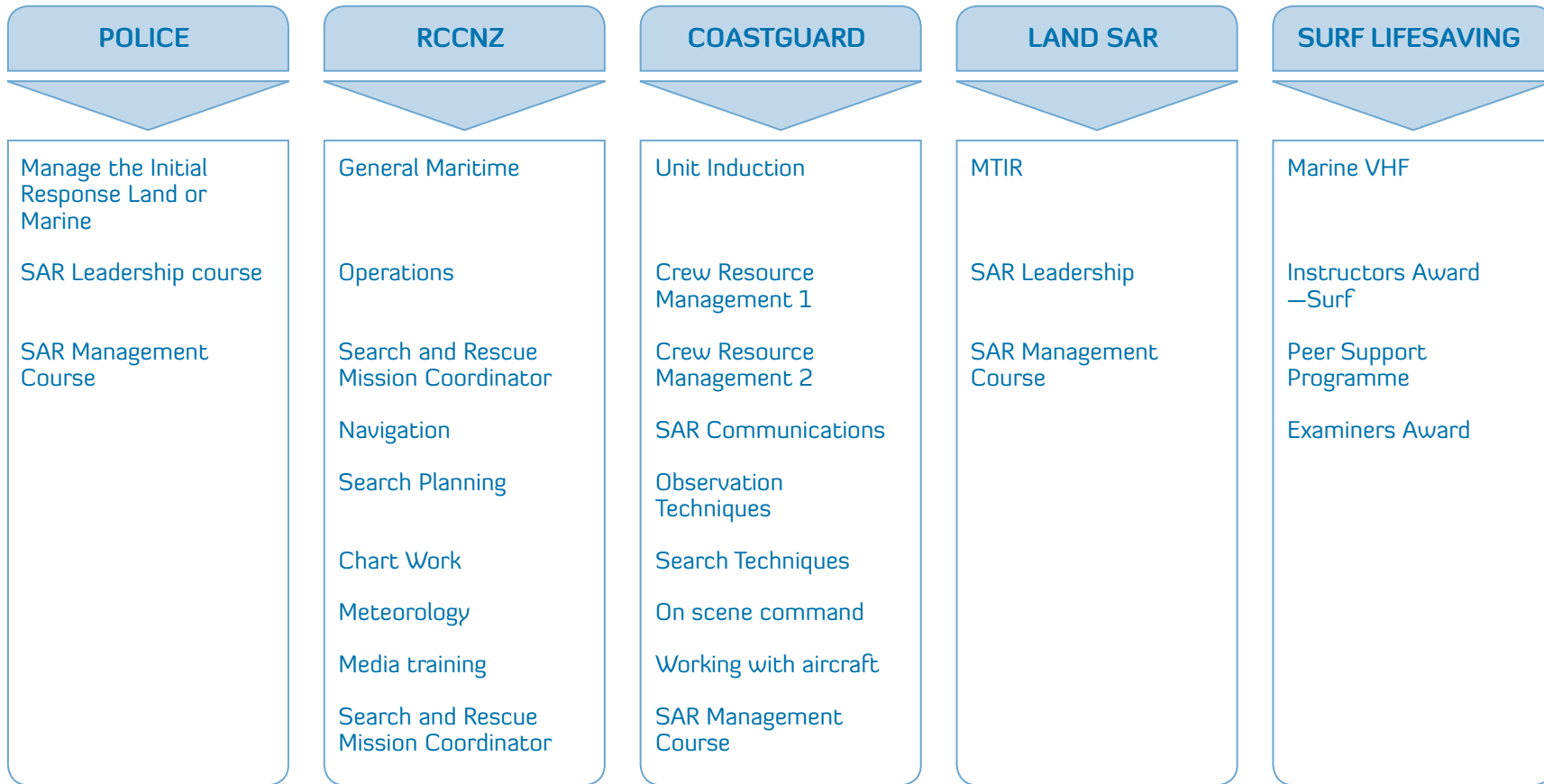- Training and Assessment out of Group 3 is the least trained.

The current Framework related training

The following pages list the current organisational training events related to the Framework.

- It is important to note that changes to any of that training may impact upon the future coverage of the Framework.

- The training events are arranged in no specific order.

- Each organisation has established its own timings and order of training for the learner, as best suits its own availability of staff and resources.

- This list excludes specialist training such as boat handling, swift water skills etc.

- Organisations with a larger mandated authority train internally to a scope that the others wouldn't. For example the comment was made that Incident Review is primarily a Police and RCCNZ role, hence it was not taught. The training implication is that people from LANDSAR etc. who present at cross-sector courses are unlikely to have met that information, but the knowledge may be pertinent as background during an operation, so revising the general principles at those courses makes sense.

- Pre-requisite courses are ones that contain specific knowledge that will contribute, and are central to, a subsequent course. They become evident when there is a defined order for training within a pathway. Because of the diversified sources of training, pre-requisites were not requested to be identified.

POLICE	RCCNZ	COASTGUARD	LAND SAR	SURF LIFESAVING
CIMS 2	Search and Rescue 1.4	CIMS 2	Preceded by the probationary back country skills and knowledge e.g. river crossing, map and compass etc. Operational team member training including field search and rescue capabilities including specialists such as CaveSAR, Alpine Cliff Rescue, Swift water, search dog etc.	CIMS 2
CIMS 4	CIMS 4	CIMS 4	CIMS 2	Senior Lifeguard —IRB Driver
Search and Rescue Incident Management course	Search and Rescue Organisation	NZ SAR module	CIMS 4	Senior Lifeguard Award—Patrol Captain
Police National SAR course	Communications	Safe Ship Management module	Suburban Search included in the suite of Operational team member training above	Instructors Award—IRB
Formal Search Planning	General Aviation	Unit Health and Safety	Formal Search Planning	Advanced Lifeguard Award

POLICE	RCCNZ	COASTGUARD	LAND SAR	SURF LIFESAVING
Manage the Initial Response Land or Marine	General Maritime	Unit Induction	MTIR	Marine VHF
SAR Leadership course	Operations	Crew Resource Management 1	SAR Leadership	Instructors Award —Surf
SAR Management Course	Search and Rescue Mission Coordinator	Crew Resource Management 2	SAR Management Course	Peer Support Programme
	Navigation	SAR Communications		Examiners Award
	Search Planning	Observation Techniques		
	Chart Work	Search Techniques		
	Meteorology	On scene command		
	Media training	Working with aircraft		
	Search and Rescue Mission Coordinator	SAR Management Course		

By the numbers

- 43 overall training events contribute to the Framework.

- 3 unit standard related courses are contained within the total.

Summary of coverage by topic

TOPIC	SUMMARY
Government Policy and SAR Governance	Aside from RCCNZ, there is no training coverage of this topic.
NZ SAR Structure and Organisations	CIMS 2 and CIMS 4 are important introductions to the topic.
Law, Ethics and Guidelines	Police and RCCNZ coverage exists.
International relationships	Aside from RCCNZ, there is no training coverage of this topic.
NZ Research and development	Only in Police training (low level coverage).
Preventative SAR	Nil coverage.
Risk Management	Incident risk management is primarily trained in lead agencies only.
Technology	Covered in terms of the technology used by each organisation.
Investigation and Search Planning	Covered via MTIR, IMT, but there appears to be a lack of search planning support, which the upcoming Formal Search Planning course will cover off.
Rescue Planning	Police and RCCNZ appear to have this covered, LANDSAR reliant upon MTIR and recontextualisation of CIMS 4 if possible.
Management and Leadership	Covered through different training mechanisms by all parties and capped off by the cross-sector training courses.
Medical and Welfare factors	Covered through different training mechanisms by all parties.
Media Management	Very limited coverage generally.
Incident Management	Covered by organisations as it applies to their specific area of responsibility.
Major Resource Utilisation	Trained by organisations as it applies to their specific operational resources. Police and RCCNZ have major resource authority so their coverage is greater.
Incident Review and Evaluation	Covered by Police and RCCNZ.
Training and Assessment	Covered by RCCNZ. Surf Lifesaving emphasis is around the assessment process.

Collective training events that contribute to the Framework

CIMS 2 contributes to:

- NZ SAR Structure and Organisations: Procedures and protocols, Basics of CIMS command, control and leadership.

- Management and Leadership: Introduction to management roles, function and responsibilities.

CIMS 4 contributes to:

- NZ SAR Structure and Organisation: Interrelationships, responsibilities and function.

- Investigation and Search Planning: Role requirements in an operational setting.

Manage the initial response (SAR 87) contributes to:

- Investigation and Search Planning: In terms of initial response planning.

Lead a team within an action orientated environment (TPP) contributes to:

- Management and Leadership: Team leadership and team dynamics.

- Medical Welfare Factors: Critical Incident Stress.

SAR Incident Managers Training/SAR Management Training/SAR Incident Controllers Training contributes to:
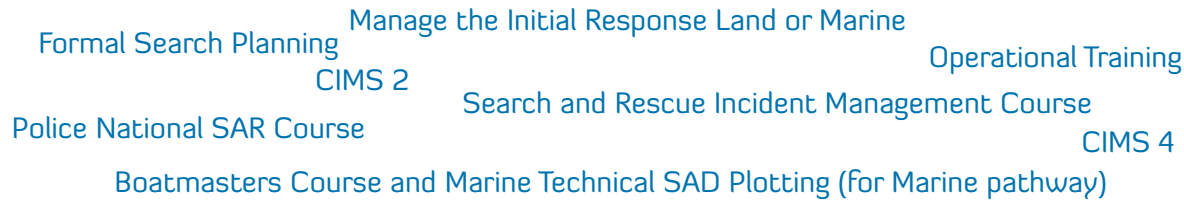
- NZ SAR Structure and Organisations: mini CIMS 4.

- Risk Management: OSH requirements.

- Investigation and Search Planning: Planning, organizing, managing skills covered within a Police context and SOP's.

- Management and Leadership: Leadership principles, team dynamics and protocols.

- Medical Welfare factors: Critical Incident Stress.

- Media Management: Media training, Media protocols/guidelines/legislation, Image building, Media relationship building.

SAR Leadership Course contributes to (Land, Marine, Air contexts):

- Incident Management

- Risk Management

- Investigation and Search Planning

- Rescue Planning

- Management and Leadership

- Media Management

- Medical and Welfare Factors (Stress)

- Incident Review and Evaluation

The future Framework training pathways

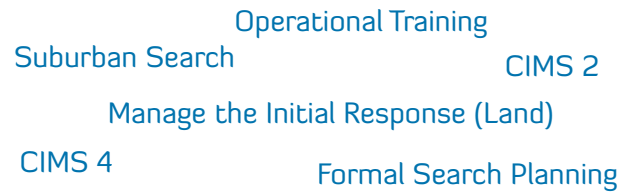**Police SAR training pathway** (not in delivery order)

Manage the Initial Response Land or Marine

Formal Search Planning

Operational Training

CIMS 2

Search and Rescue Incident Management Course

Police National SAR Course

CIMS 4

Boatmasters Course and Marine Technical SAD Plotting (for Marine pathway)

SELF STUDY MATERIALS

Government Policy and SAR Governance.

NZ SAR Structure and Organisations.

NZ SAR International Relationships.

NZ Research and Development.

**Leadership
Management**

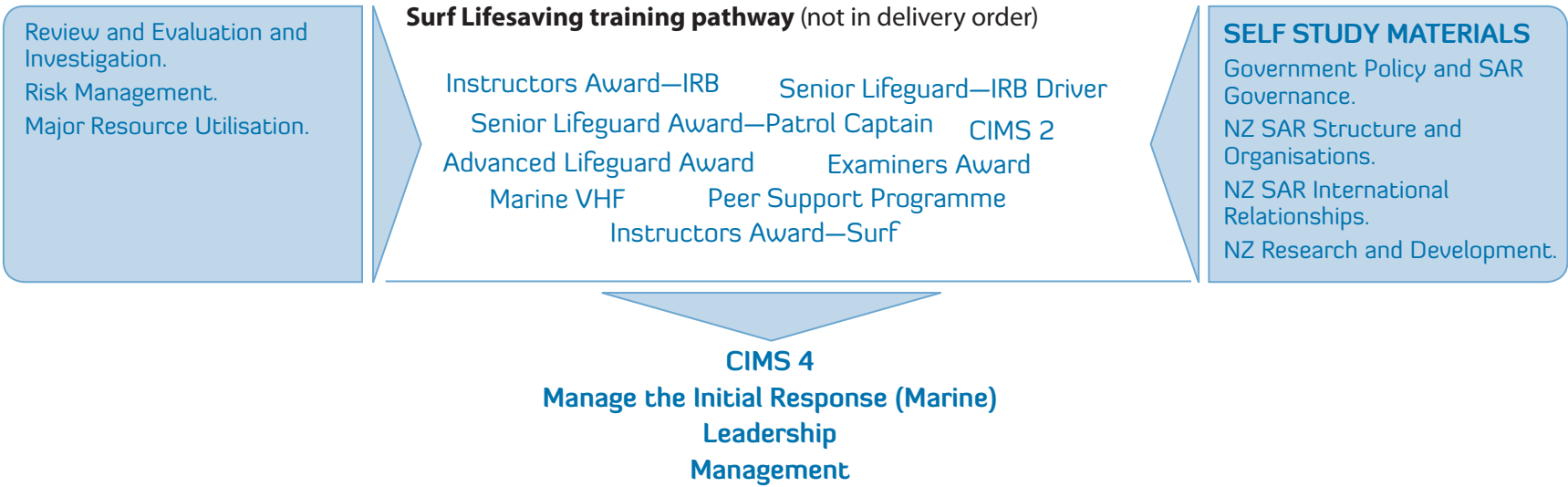**LANDSAR training pathway** (not in delivery order)

Review and Evaluation and Investigation.

Risk Management.

Major Resource Utilisation.

Operational Training

Suburban Search

CIMS 2

Manage the Initial Response (Land)

CIMS 4

Formal Search Planning

SELF STUDY MATERIALS

Government Policy and SAR Governance.

NZ SAR Structure and Organisations.

NZ SAR International Relationships.

NZ Research and Development.

**Leadership
Management**

Coastguard SAR training pathway (not in delivery order)

Review and Evaluation and Investigation.
Risk Management.
Major Resource Utilisation.

Induction
Safe Ship Management
NZ SAR Module
Observation Techniques
On-scene Command
SAR Communications
Marine Search Planning
Manage the Initial Response (Marine)
CIMS 2
Crew Resource Management 1 and 2
Health and Safety
CIMS 4
Search Techniques
Working with Aircraft

SELF STUDY MATERIALS
Government Policy and SAR Governance.
NZ SAR Structure and Organisations.
NZ SAR International Relationships.
NZ Research and Development.

Leadership Management

RCCNZ training pathway (not in delivery order)

Search and Rescue Organisation
Induction
Communications
Navigation
Chartwork
Meteorology
General Maritime
General Aviation
Search and Rescue Mission Coordinator
Operations
Search Planning
Media Training
CIMS 4

SELF STUDY MATERIALS
Government Policy and SAR Governance.
NZ SAR Structure and Organisations.
NZ SAR International Relationships.
NZ Research and Development.

Leadership Management

TRAINING FRAMEWORK PATHWAYS

Review and Evaluation and Investigation.
Risk Management.
Major Resource Utilisation.

Surf Lifesaving training pathway (not in delivery order)

Instructors Award—IRB   Senior Lifeguard—IRB Driver
Senior Lifeguard Award—Patrol Captain   CIMS 2
Advanced Lifeguard Award   Examiners Award
Marine VHF   Peer Support Programme
Instructors Award—Surf

SELF STUDY MATERIALS
Government Policy and SAR Governance.
NZ SAR Structure and Organisations.
NZ SAR International Relationships.
NZ Research and Development.

CIMS 4
Manage the Initial Response (Marine)
Leadership
Management

Recommendations for the next steps

1. Consolidate and formally recognise the various training pathways related to the Framework

   Agree the stated organisational staircasing courses are training pathways in their own right so that there is clarity and precision about the linking and integration of inter-agency training events.

   Note: Police already have a draft document related to this recommendation.

   Reasoning: The 2009 review referred to the intention to develop a 'coherent platform'. Coherent implies a logical and clear order. That aspect can be further improved in relation to the recording of the training pathways being followed. Currently there are a plethora of knowledge-contributing courses, and without some definition (stamp) of relevance there is the potential for the training pathways to become incoherent and even more fragmented and indecipherable over time. By putting a stake in the ground and formally recognising specific pathways as recommended above, it will

   - define and embed the pathways as a sector standard (expectation)

   - provide a transparent basis on which to review the curriculum in the future

   - allow the publication of the pathways so there is more clarity about the how one becomes an incident manager from within the different sector partners.

   Note: Allied to this consolidation recommendation, there is the future opportunity for the Secretariat to develop and publish a formal competency framework, thus publicly confirming the cross sector status, intent and structure of the curriculum. Work done as part of this project would feed into that. The lack of such a document does not currently impede training delivery, but having a central point of educational relevancy for organisations to refer to would certainly provide greater clarity going forward.

2. Remove the topic Training and Assessment from within the Framework

    Reasoning: This topic is an anomaly when compared to the others. The responsibilities in the topic, and the related budget, fall to specified roles in major stakeholder organisations (for example HR, Training Managers). The training time required to cover the topic adequately, so that understanding is reached and can be applied, is likely to be significant and out of proportion to the overall curriculum, and possibly will not be a role the person will end up performing.

3. Develop written cross-sector information booklets for the non-mission critical, basic topics that are not thoroughly covered currently

    Have written a booklet (or series of fliers) that cover the topics below, and allow it (them) to be sourced (say from a website), and distributed by organisations as part of their training. A lot of the detail will be within the organisations, and with some new content to fill in gaps; it can become a shared resource.

    - Government Policy and SAR Governance

    - NZ SAR Structure and Organisations

    - NZ SAR International relationships

    - NZ Research and Development

    - Preventative SAR

    Reasoning: Those topics probably do not need to be formally trained to be understood, the booklets can give a sector wide perspective and are a convenient way in which to present non-mission critical background knowledge that is patchily covered currently. This approach also allows for diversification of the delivery methodology and reduces effort by each organisation whilst filling an apparent need in the overall curriculum. In the view of the report writer this should be an economic, easy to produce and revise resource.

4. Discuss with Surf Lifesaving, LANDSAR and Coastguard the most convenient way to provide the training that they do not cover in their internal processes

   Reasoning: Surf Lifesaving, LANDSAR and Coastguard all referred to not training topics because they relate to an area in which they had no incident mandate or authority, specifically:

   - Review and Evaluation and Investigation.

   - Risk Management.

   - and the principles of Major Resource Utilisation.

   Nonetheless those topics are included in the Framework as necessary knowledge for a role within an incident management team, therefore some efficient and timely means is needed to put at least the basic principles and key understandings in front of people who have not had prior knowledge. That would be appropriate within the Management course, but given the time pressure on that currently, there may be the capacity for Tai Poutini Polytechnic to offer the topics for example, but that would be subject to the outcome of the conversation with Surf Lifesaving, LANDSAR and Coastguard.

5. Set two specific meeting dates per year to monitor any changes to each organisations contributing Framework pathway

   Reasoning: The Secretariat as an entity has limited control over partner members training supply chains—that agenda is driven primarily by each organisations' own needs. Unless there is a process in place to monitor the Framework alignment over time topics could be 'watered down' or morph into meeting different outcomes and in the process reduce the relevance to the Framework. By having planned check stages there is the opportunity to gather feedback from stakeholders on their organisations current training alignment, to discuss shared training such as the Management course, and to introduce new topics or retire no-longer-relevant topics in a planned and collaborative manner.

6. Seek more online delivery in the sector-wide training on offer from Tai Poutini Polytechnic

    Reasoning: Currently the prime delivery method for cross-sector courses is face-to-face training. In contexts requiring the application of skills, master-lead learning and practicing teamwork face-to-face training is an entirely appropriate approach. However, online learning should be integrated into the overall delivery pattern—it is an effective medium to introduce underpinning topic theory, supply study resources, develop collaborative learning and provide individual support mechanisms. That is why it is so widely used in both training and education in NZ.

    In particular online learning offers significant benefits for SAR sector volunteer trainees:

    - Efficiency and flexibility around time and place, especially for those, who have to fit learning in with unrelated employment. They can access the online information at any time, from anywhere in the country and, if the materials are chunked into appropriate length modules, easy to follow, made engaging, and course community and subject matter support is available, learning can take place as well if not better than other modalities.

    - Compared to face-to-face training there are cost benefits in terms of the resources needing to be drawn upon to deliver the learning.

    - Face-to-face course time can be reduced, trainee's present at courses with a basis of information already known meaning trainers can recap and have more time in which to focus on other aspects.

7. Consider the feasibility of having a cross-organisational SAR Incident Managers training record database

    This ties in with the earlier recommendation related to confirming/recognising preferred pathways. For example a person could initially be recorded as having completed all their organisation delivered pathway, and then the collective recognised training opportunities such as the MTIR, the Leadership and Management course could be marked off once completed. Whilst this implies extra administration time for busy people, it could be done online—a login, entering of a name, choosing an organisation and a couple of mouse clicks to note training completed.

Reasoning: Currently, aside from anecdotal information, there would appear to be no means of establishing specific numbers in the staircase training and at the various stages of competency (and a means of establishing capacity for management roles at SAROP's and SAREX).

To that end a means of knowing the numbers of trainees would help the Secretariat to gain some transparency on the overall cohort, and have access to useful data that would feed into the yearly training provision planning process.

8. Promote and grow the Management course as a SAR sector premier event that finishes off the theory training

Reasoning: The Management course brings together a range of previous trained topics in a lecture/workshop/practise environment that appears invaluable for relationship building, aligning people and information from previously disparate training events to a specific focus, and providing the opportunity for the consolidation of knowledge and an understanding of other organisations perspectives. In the report writer's view the sector has done well to establish that course, as, without it, there would have been more training topic gaps recorded, plus the shared understanding aspect is critical to bind together effective teams.

To maximise the gain from that training, a participant should already have information from underpinning training, so pre-requisite training before participation in the management course could beneficially be agreed with each organisation (refer to Recommendation 5 above).

If there is the wish or need to grow the course, it is recommended that different delivery methodologies be considered (paper based or online) as pre course work so as to make maximum benefit of the off job/on course time.

9.   Aim to be represented at EMQUAL

Reasoning: Given the national qualification revisions, and the emergency management volunteer training funding changes currently underway, it would be strategically advantageous to be in the primary information flow and be able to influence decisions. CIMS 2 and 4 address important underpinning knowledge; efforts need to be made to ensure that the qualification relevance remains for SAR.

10. Relate any formal academic recognition to collaborative training events only

Reasoning: Agency and organisational training is primarily focussed on meeting, in a responsive manner, mandated authority outcomes. There is likely to be considerable reluctance to realign that to meet the imposition of topics within a common cross sector Certificate or Diploma.

Cross sector events do not intrude into the primary training patterns within organisations, so there is more collective Secretariat influence in the structuring of cross sector courses. As these tend to be 'pinnacle' or cap stone events that bring in people who already have a background of training, it would be appropriate to assess and recognise their performance at those events, thus setting in place a transparent sector competency standard.

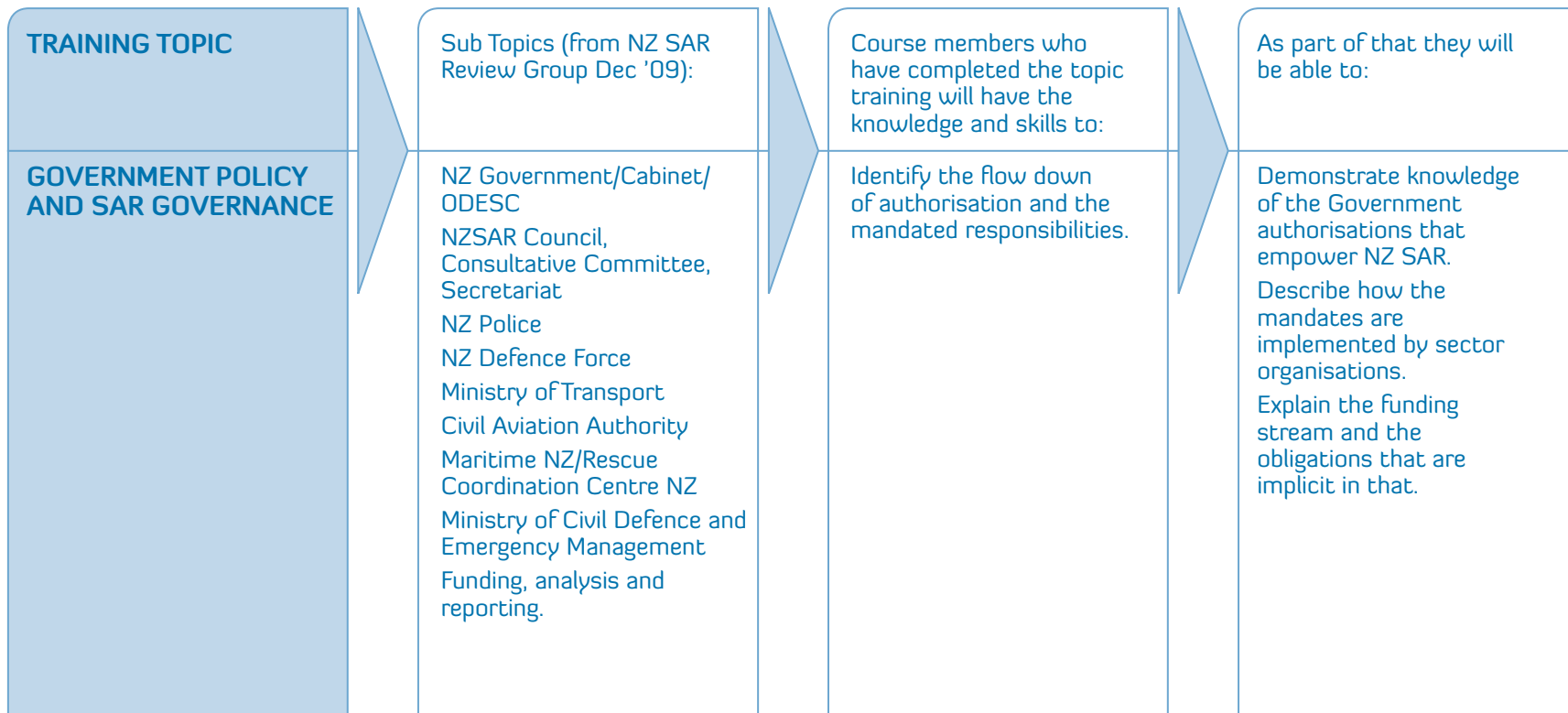## New Zealand Qualifications Authority Certificates and Diplomas

Coincidental discussions have arisen during the development of this report regarding the desirability of training recognition via National Qualifications (Certificates, Diplomas). It is not within the scope of the report to provide a definitive recommendation to that topic, but there are several key factors that should be kept in mind if considering that option in future.

1. Approximately 90% of SAR people are volunteers (drawn from the 2009 Review) participating for altruistic reasons. There are limits to their time (and goodwill)—they will most likely to value more highly giving their time to training that is related to the mission they have volunteered for, as opposed to the purpose of gaining a national qualification.

2. Each sector organisations own training agenda is driven by their need to address the deliverables that their funding mandate requires. They are unlikely to compromise on that to adapt to the needs of a generic, cross-sector, qualification.

3. For qualification-focussed courses, participation alone is not enough to gain formal recognition—some form of assessment or recognition of current competency needs to take place (as opposed to best practice training feedback) along with the related involvement of personnel with specific assessment expertise. This added aspect might not necessarily be appropriate for every course.

4. There are likely to be those trainees who would like recognition in some way for their professional development or career progression. Currently participation in Tai Poutini Polytechnic courses can lead to formal recognition if the related unit standard/assessment requirements are met. It is feasible that participation in other sector wide training events leads to an acknowledgement given by the delivery organisation (as opposed to NZQA recognition) thus recognizing the person and providing a 'bread crumb trail' for any subsequent recognition of prior learning by a polytechnic or private training establishment.

5. If some form of extra formal recognition is felt to be important, there is one area where that is could more readily be incorporated —at events that occur beyond organisations own training pathways. These events are cross-sector, and do not intrude into the training patterns within organisations, so there is more direct influence over the structuring of the course and what takes place within it to align with the needs of qualifications. As these cross-sector training courses tend to be 'pinnacle' events that bring in people who already have a background of training, it would be more appropriate to assess and recognise their performance at the events, thus setting in place a defined training standard, such as Tai Poutini Polytechnic currently do with the courses they offer.

Appendix 1

The expanded 2009 Core Curriculum topics
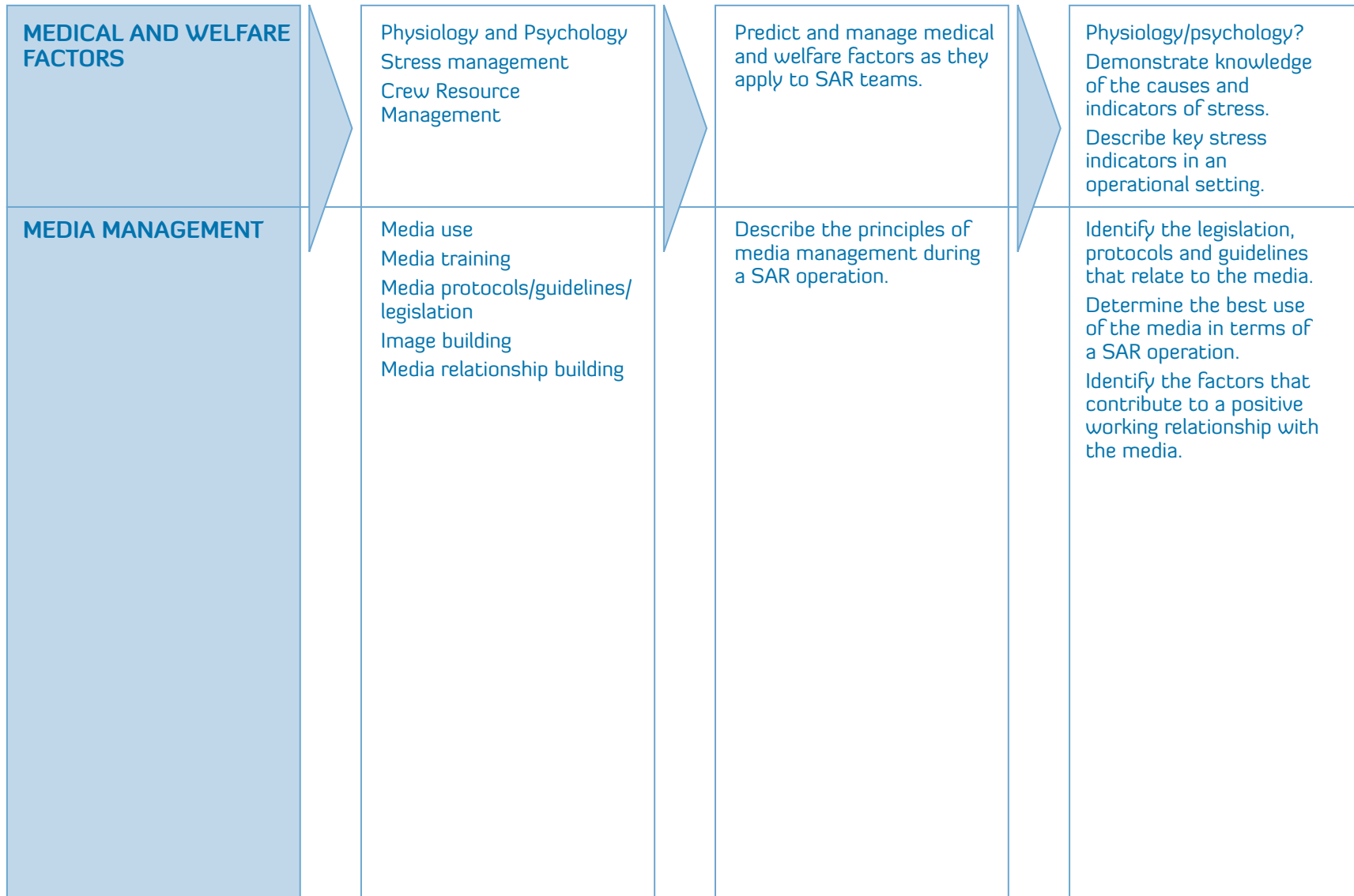
Topics, Sub Topics, Learning Outcomes, Competencies

TRAINING TOPIC	Sub Topics (from NZ SAR Review Group Dec '09):	Course members who have completed the topic training will have the knowledge and skills to:	As part of that they will be able to:
GOVERNMENT POLICY AND SAR GOVERNANCE	NZ Government/Cabinet/ODESC NZSAR Council, Consultative Committee, Secretariat NZ Police NZ Defence Force Ministry of Transport Civil Aviation Authority Maritime NZ/Rescue Coordination Centre NZ Ministry of Civil Defence and Emergency Management Funding, analysis and reporting.	Identify the flow down of authorisation and the mandated responsibilities.	Demonstrate knowledge of the Government authorisations that empower NZ SAR. Describe how the mandates are implemented by sector organisations. Explain the funding stream and the obligations that are implicit in that.

NZ SAR STRUCTURE AND ORGANISATIONS	Definition of SAR RCCNZ, NZ Police: Structures, roles, responsibilities Partnerships (including Service Level Agreements and Memoranda of Understanding) Strategic partners Policies, procedures (CIMS/IAMSAR) and protocols	Define the overall NZ SAR structure and describe the working relationships between organisations.	Describe the obligations of the lead agencies. Explain the strategic partnerships between those agencies and other NZ SAR organisations.
LAW, ETHICS AND GUIDELINES	NZ Law Common law Aviation and Maritime law International law(s) and conventions Ethics and Codes of Conduct Guidelines	Recognise the applicable legal framework, and operational core values and codes of conduct.	Demonstrate knowledge of the legal framework within which NZ SAR operates. Describe the core ethical values and codes of conduct within a NZ SAR operational context.
INTERNATIONAL RELATIONSHIPS	Partnerships, Trends and issues International SAR organisation(s) Interpol Research and development	Describe existing international relationships and SAR trends.	Identify the international organisations NZ SAR agencies have working relationships with. Describe the nature of the relationships. Explain current international trends, issues, research and development.

NZ RESEARCH AND DEVELOPMENT	NZ statistics and trends International statistics and trends Analysis's and evaluation of SAROP's Emerging developments Interpreting and applying research	Interpret how NZ statistics, trends and research are applied to SAR.	Demonstrate knowledge of current NZ statistics and trends, issues, research and development. Demonstrate knowledge of how to apply research data to SAROP's.
PREVENTATIVE SAR	High risk sectors National prevention strategies Public education	Explain the public education and preventative work that is being undertaken nationally.	Demonstrate knowledge of high risk sectors Identify SAR preventative and education strategies.
RISK MANAGEMENT	Theory and Practice (with reference to Standard NZS 4360	Predict, and describe how to manage, operational risk.	Demonstrate knowledge of the risks for lead/support agencies and external risks. Be able to describe risk mitigation processes.
TECHNOLOGY	Alerting devices Tracking devices Detection devices Computer software Communications SAR response system Systems, theory, practical use	Differentiate the use of NZ SAR technologies within an operation.	Identify available SAR related technology. Explain the appropriate use of that technology within a SAR response communications system.

INVESTIGATION AND SEARCH PLANNING	Pre operational, Operational, Post operational planning principles, and application of the principles	Apply the basic principles of investigation and search planning.	Demonstrate knowledge of the basic principles of Pre-Operational, Operational and Post-Operational investigation and planning for land, marine and air searches. Understand how to apply those principles in an operational setting.
RESCUE PLANNING	Pre operational, Operational, Post operational planning principles, and application of the principles	Apply the basic principles of rescue planning.	Demonstrate knowledge of the theory and principles of land, marine and air rescue planning. Identify and describe how to apply those in an operational system.
MANAGEMENT AND LEADERSHIP	Management theory and the application of that within a SAR setting General concepts of leadership and good management practise are understood within a SAR setting Communication protocols Interagency/intergroup/Interpersonal	Describe effective operational management styles.	Demonstrate knowledge of NZ SAR management roles and responsibilities. Describe leadership styles and identify their own personal leadership style. Demonstrate knowledge of team dynamics within a NZ SAR setting. Explain management level communication protocols between agencies and groups.

MEDICAL AND WELFARE FACTORS	Physiology and Psychology Stress management Crew Resource Management	Predict and manage medical and welfare factors as they apply to SAR teams.	Physiology/psychology? Demonstrate knowledge of the causes and indicators of stress. Describe key stress indicators in an operational setting.
MEDIA MANAGEMENT	Media use Media training Media protocols/guidelines/legislation Image building Media relationship building	Describe the principles of media management during a SAR operation.	Identify the legislation, protocols and guidelines that relate to the media. Determine the best use of the media in terms of a SAR operation. Identify the factors that contribute to a positive working relationship with the media.

INCIDENT MANAGEMENT	Structures and systems (e.g. CIMS/IAMSAR)	Recognise the key tasks in incident management.	Describe the role and purpose of incident management.
	Planning/Intelligence		Demonstrate knowledge of the elements, terminology, and structure of incident management.
	Operations		
	Logistics		
	Roles and responsibilities (e.g. CIMS/IAMSAR roles)		
	Generic documentation		
	Information management		Demonstrate knowledge of control procedures in an incident management environment.
	Coordination, command and control		
	Decision-making processes (including external influences on decision-making)		
	Administration		
	Environmental factors (terrain/marine/air analysis)		
MAJOR RESOURCE UTILISATION	Safety Principals	Describe the management needs of major resources.	Identify the safety and planning needs for major resources such as aircraft, vehicles and vessels.
	Planning considerations		
	Communication procedures		Describe the related communication procedures.

| INCIDENT REVIEW AND EVALUATION | Operational
Post operational
Investigation
Analysis
Report
Circulation/communication
Pre plan review (confirmation/change) | Describe the application of incident review and evaluation processes. | Understand the objectives of, and key processes involved in, an operational and post operational incident review and evaluation. |

TRAINING AND ASSESSMENT	Using the Training cycle	Describe how to improve performance through training.	Demonstrate knowledge of the training cycle process and timing.
	Needs analysis—skill gap identification		Identify how to use the training cycle to conduct needs analyses, and to plan, resource and implement training.
	• organisation		
	• group		
	• individual needs analysis		Demonstrate knowledge of how to apply training evaluations and the relationship of those with training needs.
	Planning of training programmes		
	Resourcing and implementation of training		Describe the performance assessment process.
	• national programmes		
	• local programmes		
	• interagency collaboration (e.g. SAREXs)		
	Evaluation of training, with feedback into training needs identification (with re-entry into the Training Cycle) of ongoing and emerging training activities		
	Refer to SAR role competencies		
	Performance Assessment process (using competency documentation where appropriate)		

Appendix 2

Framework coverage details as received from organisations

Topic	Course members who have completed the topic training will have the knowledge and skills to:	Related training Sub Topics (drawn from NZ SAR Review Group Dec '09)	Police coverage	RCCNZ coverage	LANDSAR coverage	Coastguard coverage	Surf Lifesaving coverage
Government Policy and SAR Governance	Identify the flow down of authorisation and the mandated responsibilities.	• NZ Government/ Cabinet/ODESC • NZSAR Council, Consultative Committee, Secretariat • NZ Police • NZ Defence Force • Ministry of Transport • Civil Aviation Authority • Maritime NZ/Rescue Coordination Centre NZ • Ministry of Civil Defence and Emergency Management • Funding, analysis and reporting.		• Search and Rescue 1.4 covers most of this.	• Could be covered in some of the CIMS training when they talk about mandated authorities for control.	• NZ SAR module	

NZ SAR Structure and Organisations	Define the overall NZ SAR structure and describe the working relationships between organisations.	• Definition of SAR • RCCNZ, NZ Police: Structures, roles, responsibilities Partnerships (including Service Level Agreements and Memoranda of Understanding) • Strategic partners • Policies, procedures (CIMS/IAMSAR) and protocols	• CIMS 2 • Search and Rescue Incident Management course (Police Procedures) • National Police SAR course	• Search and Rescue Organisation • CIMS 4	• CIMS 2 and CIMS 4 • Outlined in LANDSAR Field Guide issued to all new members— so some opportunity for self directed learning (at a new member level)	• NZ SAR module • CIMS	• Touched on in the Advanced Lifeguard School where all candidates gain the CIMS 2 qualification
Law, Ethics and Guidelines	Recognise the applicable legal framework, and operational core values and codes of conduct.	• NZ Law • Common law • Aviation and Maritime law • International law(s) and conventions • Ethics and Codes of Conduct • Guidelines	• Search and Rescue Incident Management course (Police Act, Coroners Act, Police Procedures) • National Police SAR course	• General Aviation • General Maritime • Search and Rescue Organisation	• Some law is covered in the Suburban Search course particularly as it pertains to entry onto private premises or the use of force to restrain a lost or missing subject. • Trust is covered in the SAR Leadership course, if participated in.	• NZ SAR module • Safe Ship Management module • Unit Induction • Unit Health and Safety	• Marine Law covered in Senior Lifeguard—RB driver but only to a very basic level

International SAR relationships	Describe existing international relationships and SAR trends.	• Partnerships, • Trends and issues • International SAR organisation(s) • International Search and Rescue Regions • Interpol • Research and development		• Search and Rescue Organisation • General Aviation • Operations • General Maritime		• NZ SAR module • Covers (a) but not (b) or (c).	
NZ Research and Development	Interpret how NZ statistics, trends and research are applied to SAR.	• NZ statistics and trends • International statistics and trends • Analysis's and evaluation of SAROP's • Emerging developments • Interpreting and applying research	• National Police SAR course does deal with some trends analysis—low level			• NZ SAR module • Some statistics and trends presented	
Preventative SAR	Explain the public education and preventative work that is being undertaken nationally.	• High risk sectors • National prevention strategies • Public education				• NZ SAR module	

Risk Management	Predict, and describe how to manage, operational risk.	Theory and Practice (with reference to Standard NZS 4360)	• Search and Rescue Incident Management course • National SAR course (Hazard identification/management) • SAR Management Course	• Search and Rescue Mission Coordinator	• No course currently exists however work is progressing to customise or contextualize the existing 2 day MSC Outdoor Risk Management course for SAR • General risk management is touched on in the MTIR course—but this is nowhere near sufficient.	• Crew Resource Management 1 • Crew Resource Management 2	• Senior Lifeguard Award—Patrol Captain • Instructors Award—IRB • Advanced Lifeguard Award • For SLSNZ, no wider perspective not referenced to NZS4360
Technology	Differentiate the use of NZ SAR technologies within an operation.	• Alerting devices • Tracking devices • Detection devices • Search planning software • Communications – SAR response system – Systems, theory, practical use	• Search and Rescue Incident Management course • National SAR course (Communication Training) • SAR management course	• Operations • Communications • General Maritime • General Aviation	Operational team member training • Navigation—GPS • Radio Communication	• SAR Communications	• Marine VHF • Exposure to MVHF and Callout squads may use GPS and PLB's but no formal training offered

TRAINING FRAMEWORK PATHWAYS

Investigation and Search Planning	Apply the basic principles of investigation and search planning.	Pre operational, Operational, Post operational planning principles, and application of the principles	• Manage the Initial Response course (SAR87) • CIMS 2 • Search and Rescue Incident Management • National SAR course (Search Methods, Compass, Maps and Charts) • Search Techniques (TPP) • SAR Management Course	• Operations • Search and Rescue Mission Coordinator • General Aviation • General Maritime •	MTIR—for land • Formal Search Planning will contribute to this when developed.	• Search techniques, • On scene command • Our people will also have access to Marine—Managing the Initial Response • SAR Managers Course.	• Senior Lifeguard Award—Patrol Captain • Advanced Lifeguard Award
Rescue Planning	Apply the basic principles of rescue planning.	Pre operational, Operational, Post operational planning principles, and application of the principles	• Manage the Initial Response course (SAR87) • CIMS 2 • Search and Rescue Incident Management course • SAR Management course	• Operations • Search and Rescue Mission Coordinator • General Aviation • General Maritime • Navigation • Chartwork • Meteorology • Search planning	MTIR—for land (very limited relevance for rescue or recovery—the focus is on search) CIMS 4 possibly if delivery was contextualized appropriately There is also some training conducted in avalanche rescue—a large component of which is the management of the rescue site—SAR114 refers. Formal Search Planning will contribute to this when developed.	• Search techniques • On scene command • Working with aircraft, • Victim Recovery Observation Techniques	• Senior Lifeguard Award—Patrol Captain • Advanced Lifeguard Award

Management and Leadership	Describe effective operational management styles.	• Management theory and the application of that within a SAR setting – General concepts of leadership and good management practise are understood within a SAR setting • Communication protocols – Interagency/ intergroup/ Interpersonal	• CIMS 2 • Search and Rescue Incident Management • SAR Leadership course • SAR Management Course	• Search and Rescue Mission Coordinator • Communications	• Action Orientated Leadership (AOTL) course	• Crew Resource Management 2 • Marine Search planning (IMT?)	• Instructors Award (Interpersonal communication) • Senior Lifeguard Award—Patrol Captain (Team leadership)
Medical and Welfare factors	Predict and manage medical and welfare factors as they apply to SAR teams.	• Physiology and Psychology • Stress management • Crew Resource Management	• SAR Leadership course (Critical Incident Stress) • National SAR course (Physiology)	• Search and Rescue Mission Coordinator (Hypothermia, Medical Advice and Medical Assistance)	• AOTL • The old MLSO course also did this but not sure it is now covered in the MTIR	• Crew Resource Management 1 • Crew Resource Management 2 • Observation Techniques	• Advanced Lifeguard Award (Crisis management) • Peer Support Programme Critical incident policies
Media Management	Describe the principles of media management during a SAR operation.	• Media use – Media training – Media protocols/ guidelines/ legislation – Image building • Media relationship building	• Search and Rescue Incident Management course • SAR Management course	• Operations • Media training (separate RCCNZ course)	• Touched on in the MTIR and Formal Search Planning courses • Some guidelines in the Field Guide		

TRAINING FRAMEWORK PATHWAYS

Incident Management	Recognise the key tasks in incident management.	• Structures and systems (e.g. CIMS/IAMSAR) – Planning/ Intelligence – Operations – Logistics • Roles and responsibilities (e.g. CIMS/ IAMSAR roles) • Generic documentation • Information management • Coordination, command and control • Decision-making processes (including external influences on decision-making) • Administration • Environmental factors (terrain/ marine/air analysis)	• Search and Rescue Incident Management course • CIMS 4 • National Police SAR course	• Search and Rescue Mission Coordinator • General Aviation (Environmental factors) • General Maritime (Environmental factors)	• CIMS 2 • CIMS 4 • MTIR	• CIMS	• Advanced Lifeguard Award • Senior Lifeguard Award—Patrol Captain • When dealing with a major incident the senior patrol members will manage the situation and hand over to Police once they are on scene.
Major Resource Utilisation	Describe the management needs of major resources.	• Safety Principals • Planning considerations • Communication procedures	• Search and Rescue Incident Management course (Resource Management) • CIMS 4	• Search and Rescue Mission Coordinator (SMC 4) • General Aviation • General Maritime		• Crew Resource Management 2 • SAR Communications • Working with aircraft.	

Incident Review and Evaluation	Describe the application of incident review and evaluation processes.	• Operational • Post operational – Investigation – Analysis – Report – Circulation/ communication – Pre plan review (confirmation/ change)	• SAR leadership course (Brief/ Debrief) • SAR Management course	• Search and Rescue Mission Coordinator— Operational			• Critical Incident reports (SLSNZ Staff) for major incidents

Training and Assessment	Describe how to improve performance through training.	Using the Training cycle
		
		• Needs analysis— skill gap identification
		  – organisation
		  – group
		  – individual needs analysis
		• Planning of training programmes
		• Resourcing and implementation of training
		  – national programmes
		  – local programmes
		  – interagency collaboration (e.g. SAREXs)
		• Evaluation of training, with feedback into training needs identification (with re-entry into the Training Cycle) of ongoing and emerging training activities
		• Refer to SAR role competencies
		
		Performance Assessment process (using competency documentation where appropriate)
				Search and Rescue Mission Coordinator SMC 11—SAREX's			• Instructors Award—Surf Lifeguard (Member Education Framework)
							• Instructors Award—IRB
							• Examiners Award (Assessment and evaluation)
							• Examiners Award—IRB

Xperts

Nominee	Organisation	Synopsis
• Marius Bron • Jonathan Hattrell • Richard Bottomley • Sam Innes (pilot)	Fox/Franz ACR	On 7 March 2013, Sabine Hellenbrandt slipped and fell into a crevasse on Explorer Glacier. Her climbing partner secured her and treated her injuries as best he could, before trekking 2.5km over steep ice terrain to raise the alarm. NZ Police tasked the Fox/Franz and Mt Cook ACR teams to carry out the rescue. The Fox/Franz ACR arrived first and landed above Glacier Peak around the 3,000m mark on a razor back ridge. To access their equipment from the helicopter, the team had to secure themselves to the ridge and wait for the pilot to rotate the helicopter. This manoeuvre required a high level of skill from the pilot and a good relationship with the ground team. After the helicopter left, the cloud thickened and visibility was reduced to 1 meter. (This meant the Mt Cook ACR team could go no further than Pioneer Hut that night.) The Fox/Franz ACR team carried out a search of the glacier using voice appeal. After an hour they were able to locate Sabine. They secured her, managed her hypothermia, and camped by her during the night, until she could be extracted by helicopter when the weather cleared. This rescue was conducted in poor visibility at altitude and in steep glacial terrain. The team chose to carry out the operation at a calculated personal risk. If they had not done so, Sabine would likely not have survived the night.
• JASART • Antarctica EOC (McMurdo)	• Antarctica NZ • United States Antarctic Programme	On 23 January 2013 a Twin Otter aircraft crashed in the Queen Alexandra Range, which is a remote polar location south of McMurdo Station in Antarctica. A significant number of resources were required to pre-plan and then execute the SAROP through the McMurdo EOC in Antarctica. This operates with both US and NZ support staff. Planning from the EOC and RCCNZ ensured that the response team was appropriately briefed and resourced for a deep field polar operation. Resources used included: the Joint Antarctic Search and Rescue Team (JASART), C-130 Hercules aircraft, Kenn Borek DC-3 Basler and Twin Otter aircraft, New York Air Guard personnel, plus NZ and US helicopter support. Rescue activities were conducted by JASART and support personnel after establishing a staging area on Beardmore Glacier. JASART members were ferried to the remote high elevation (13,000ft) crash site by helicopter pilot Richard Hayes. Once there, the JASART members worked in extreme environmental conditions (sub-zero temperatures and high elevation) to access the crashed aircraft. Along with other flight crews and support staff, the team spent five days in the very remote deep field waiting for the weather to clear for their return journey to Scott Base. This operation demonstrated the strong relationship that exists in Antarctica to provide a unified SAR response on the ice.

3 February 2016

Nominee	Organisation	Synopsis
SLSC Sunset Beach	SLSC Sunset Beach	On Easter Monday 2013 the mobile lifeguard patrol observed a group of 10 rock fishermen who were stranded by the incoming tide on a rocky outcrop 60 meters from the shoreline. Along with the incoming tide, the surf was building and waves were beginning to crash over the rocks. Access from the seaward side was ruled out due to the surf conditions. Lifeguards made their way approx 2km around the coast to a small beach close to where the fishermen were stranded. Some of the lifeguards swam the 60m out to the rock, and assisted them one by one back to the shore. The fishermen had limited English, and were reluctant to enter the water. It took the lifeguards about half an hour to be brought to the small beach, with many of them in various stages of hypothermia. With the tide almost fully in, there was only a very small area on the beach. An IRB assessed if there was a way through the rocks to the beach, but this was deemed to be too risky for the fishermen. The cliff face at the rear of the beach area was assessed as being too difficult to scale, so the decision was made that a rescue helicopter would be required to winch the ten fishermen from the beach. The winching operation took 45 minutes to complete. Once all the patients were on the land, they were assessed at the rescue tower. The helicopter was unable to return to the beach to winch out the lifeguards, so they swam back around the rocks to the main beach. All the lifeguards involved in this rescue displayed great skill in a dangerous situation, and potentially saved ten people from drowning.
• Peter Craig • Katherine Craig • Matthew Craig	SLSC Whakatane	On 10 August 2013 two Whakatane men who had been diving at Otarawairere became trapped by the rising tide as they made their way home along the coast. They called for help on their mobile phone, and the Coastguard Whakatane Rescue Vessel was dispatched. The Coastguard crew spotted the men on the side of a large rock, but were unable to reach them. Rescue helicopters were unavailable to assist, so the Whakatane SLSC was called. Peter and Matthew Craig went out in an IRB with a borrowed spotlight, while Katherine Craig coordinated their activity from the shore. They found the men on the Ohope side of the coast beneath Kohi Point. Matthew swam 50m through the white water to reach the men. One of the men was in bad shape and was unwilling to enter the water. Matthew managed to coax the man in, and towed him to the IRB. The man collapsed and had symptoms of advanced hypothermia. Matthew swam back to the rock and returned with the second man. Both men were transferred to the Coastguard vessel, and taken to the waiting ambulance at Whakatane wharf. If rescuers had waited for the tide to go out, it is likely that the first man would have perished.

       3 February 2016

Nominee	Organisation	Synopsis
• RARO • RNZAF • Taranaki ACR • Taranaki LandSAR	• RARO • RNZAF • Taranaki ACR • Taranaki LandSAR	On Saturday 26 October the Taranaki ACR team was called out to search for 4 overdue climbers on Mt Taranaki. The weather that day had been fine with a strong wind, and was forecast to deteriorate. An initial team of 5 members was transported to Tahurangi Lodge and was ready to start searching at 1am. The missing climbers' location was known as they were in text contact with NZ Police. The team departed and was soon reduced to 3 members. As they gained altitude the conditions worsened to gale force winds and horizontal sleet. At 4am the team made the decision to return due to the weather conditions – they were 150m below the missing people at the time. At first light, two of the four missing people made their own way off the mountain. They were being tracked by LandSAR teams at the time. Later on Sunday morning another Taranaki ACR made an attempt to reach the two missing climbers only to be turned back by the conditions again. By this time members of RARO had arrived to assist the Taranaki ACR team. The RARO team commenced to run fixed ropes up the mountain to make safer travelling for the following teams. At first light the Air Force attempted to a fly a team to the search area, however this attempt also failed due to the weather conditions. Around 8am a ground team made it to the missing pair, to find one deceased and one seriously hypothermic patient. All the available resources were being assembled and were preparing for a probable stretcher lower of the patient off the mountain. About an hour later the patient was declared deceased and the decision was made to pull all personal off the mountain. At first light on Tuesday morning the RNZAF and a Taranaki ACR team recovered the bodies in near perfect conditions. Rescuers spent almost 36 hours battling the most horrific weather conditions many of them had operated in trying to reach the pair of climbers whose position was known to them. The fact that all the rescuers returned safe and well was testament to hard but sound decisions being made on the mountain.

 3 February 2016

Nominee	Organisation	Synopsis
• Rod Partington (Paramedic / Rescue Swimmer) • Stuart Farquhar (Pilot) • Shane Lynch (Paramedic / Winch Operator0	Westpac Rescue Helicopter Christchurch	On the morning of 15 October 2013, motorcyclist Shane Andrews was struck by a truck as he was crossing the Waimaikariri River near Kaiapoi. Shane hit the truck and was thrown through the broken bridge guard rail into the swollen river. He was washed 40m downstream and managed to cling to the branches of a small tree sticking out of the river. The water temperature was very cold, with snow melt and heavy rain causing the river to be in flood. Onlookers tried to float a rope to Shane and several 111 calls were made. The duty rescue helicopter crew was paged, and prepared for a water rescue. Lynch lowered Partington down beside Shane, while the crew ensured the position of the helicopter would not dislodge Shane from the tree. Partington reached Shane while he was half-in/half-out of the water, and secured the rescue harness to Shane. The helicopter landed beside the road so that Shane could be transferred by ambulance to the hospital for a hypothermia check. While the helicopter crew trains for emergencies, the conditions were beyond any training the crew had done. This was also Partington's first live winch from a water rescue situation.

3 February 2016

Nominee	Organisation	Synopsis
• John Goldswain (Crewman) • Colin Larson (Crewman) • Michael Hall (Pilot) • Daivid Huntley (Paramedic)	Westpac Rescue Helicopter Wellington	Around 6pm on 6 January 2013 the Wellington Westpac Rescue Helicopter was asked to assist a 40ft twin masted sloop battling large seas (up to 12m) in Cook Strait. The yacht had rolled a number of times on to its side, and the crew felt they needed to abandon the vessel. When preparing for the operation Mike Hall noted the difficulty of winching to/from the twin masted yacht (with associated mainstays), while it is being tossed around by the wind and waves. A cruise ship in the area reported winds steady around 110km/h and waves of 12m. Additionally, the severe conditions were going to make flying very unpleasant. It was decided to take an additional crew member for this job. When the helicopter arrived on scene, the yacht was directed to clear the rear decks of debris, and attempts were made to get the winch line to the yacht. However the helicopter was buffeted by turbulence, and yacht could not hold a steady course or position. A highline technique was used, and the first sailor was winched off the yacht. Unfortunately the highline was removed from the winch hook by the yacht's crew and it went overboard. The helicopter was unable to winch the winch cable back down to the yacht due to the wind trailing it behind the helicopter. An improvised weight was used to get the winch cable back to the deck. The second crew member was winched off just as the yacht was rolled by a 12m wave. The winch cable was lowered for a third time to the yacht's skipper (after numerous attempts). The skipper was exhausted, disorientated, unable to stand, and was not able to get in position to be winched off. The helicopter crew spent quite some time trying to get him off. Finally the yacht rolled again, and the crew used the opportunity to lift him out of the yacht's cockpit, and recover him to the helicopter. The wind and sea conditions were at the limits of the helicopters performance, and made the rescue difficult and arduous. The helicopter crew spent an hour on scene in terrible conditions to rescue the 3 crew members.

3 February 2016

Nominee	Organisation	Synopsis
• Chris Astall • Nicola Hockley • Rachel McKenzie	Coastguard	Coastguard's greatest resource is its trained volunteers. Coastguard has recognised the importance that their volunteers can make the best use of their time spent training. Likewise, it was also clear to Coastguard that their skippers and trainers required the necessary support to enable them to continue maintaining a quality standard in the training they deliver and facilitate. Chris, Nicola, and Rachel were contracted as three Coastguard volunteers to develop training material and effective training resources using the latest in adult learning knowledge. Over the last three years they have developed or redeveloped the major training resources for the marine SAR sector in a collaborative partnership between Coastguard, TPP, and NZSAR. They have: Developed the Safe Ship Management System (SSM), required by MNZ, which has been adopted and implemented by Coastguard Units. The Coastguard SSM manual has drills for each of the ten golden rules for an SSM system, each of which have a range of different scenarios. Been contracted by Coastguard and CBES to review and update Coastguard's marine training matrix, including redeveloping Coastguard's SAR training modules. Been contracted by TPP and NZSAR to develop the new Marine: Manage the Initial Response course. Chris, Nicola, and Rachel are all volunteers with Coastguard Canterbury. The results of their work will make a major difference to the competency of volunteers and staff, not only within Coastguard, but across the whole marine SAR sector.

Nominee	Organisation	Synopsis
Coastguard Maraetai	Coastguard	The Coastgaurd Maraetai Unit has been nominated for the impressive progress it has made over the last year. Coastguard Maraetai has gone from strength to strength, utilising the skill sets of the volunteers in the Unit, engaging with the local community, and achieving their goals for the year, including: • Timely & efficient delivery of SAR and Good Samaritan response services • Sound record keeping • Delivery of training to Unit members • Recruitment and retention of volunteers • Promotion of Coastguard within the community • Promotion of boating education • Media exposure • Participation in community projects • Good financial budgeting • Forward planning *Details of the bullet points are in the nomination form*
Hot Water Beach Coastal Risk Management, SLSNZ	SLSNZ	Drowning is the third highest cause of unintentional death in New Zealand. To reduce the incidence of drowning on the coast, SLSNZ developed a coastal risk management strategy as a framework for evidence-based drowning and injury prevention. The strategy is built around a risk assessment programme that enables the water safety sector to make informed decisions, and ensure high risk coastal locations are identified and resourced as needed. To date risk assessments have been conducted at 110 of New Zealand's highest risk beaches. The recommendations have been implemented at two sites, one of which is Hot Water Beach on the east coast of the Coromandel Peninsula. The Hot Water Beach risk assessment considered the physical hazards at the site, site use and user demographics, existing safety measures, and existing supervision and surveillance. Based on this data a risk management plan was formulated, and a range of stakeholders from local and national level were engaged to collectively implement the plan between 2010 and 2013. The range of targeted safety interventions implemented to date is included in the nomination form and supporting paperwork. A survey of beach goers in 2012 demonstrated that the evidence-based safety interventions implemented at Hot Water Beach were creating greater awareness of ways to stay safe on the coast. An independent evaluation also concluded that the programme was a cost effective way of informing best practice decision making on the coastline, and reducing drowning and injury.

3 February 2016

Nominee	Organisation	Synopsis
Nick Coyne	LandSAR	Nick joined the Gisborne LandSAR Group in 1988, and towards the end of the 1990s he became more involved in the management of SAR operations. Nick is being nominated for his contribution over the last 14 years in the area of national training and development of operational best practice – both at the search management and field operations levels. During this time, Nick has provided training with EML, then with SARINZ as a senior tutor. While he was with SARINZ he was involved in the redevelopment of the 5 day MLSO course, and was the lead tutor for the first 3 day MIR course. During this time Nick also contributed to the redesign of academic standards and the development of Tai Poutini Polytechnic's SAR curriculum. He is now currently employed as a contract tutor for TPP and LandSAR. Over the years Nick made a significant contribution to the development and implementation of search and rescue operational best practice that has benefitted both the land SAR sector, as well as the many people who are saved, rescued, or assisted by the sector.
Peter Turnbull	NEST	Peter is being nominated for his long-standing services to the Northland Emergency Services Trust (NEST). He is the CEO and Chief Pilot for the organisation, and is well known in the industry for his abilities as a pilot and as a champion for improving operating standards and training within the sector. Among his specific achievements, Peter was instrumental in developing protocols and training for NVG in helicopters. Peter has a high level of respect within the industry both as a pilot and leader.
Rowan Leck	Dunedin MSAR	Rowan Leck is being nominated for his long standing efforts and services for Dunedin Marine SAR (DMSAR). In 1971 Rowan joined the St. Kilda SLSC and served on its committee. In 1985 Rowan became the delegate for SLS to DMSAR. In 1989 Rowan was elected the secretary/treasurer of DMSAR, and still holds this position. Rowan has been instrumental in ensuring that DMSAR is able to respond effectively and efficiently to marine incidents in the Dunedin area. This has led to developing the specialist helicopter water rescue capability, in order to provide coverage to the 40 or so beaches with difficult access close to the city; and also the formation of the Dunedin water rescue squad. The abilities and need for this squad were demonstrated in 2008 with the rescue of 10 French sailors from the yacht "Groupama 3".

 3 February 2016

Nominee	Organisation	Synopsis
Rowan Muir	Coastguard Maraetai	Rowan Muir has been nominated for his long standing services and efforts as a volunteer for the Coastguard Maraetai Unit over the last 25 years. He has held every position on the Unit committee at some stage during that time. In recognition of his services to his local community, the St. John's building has been renamed "The Rowan Muir Community Centre". Rowan was instrumental in bringing the Unit – formerly known as the *Pohutukawa Coast Sea Rescue* – into the Coastguard Federation. Rowan has been instrumental in ensuring the financial stability and security of the Unit, as well as developing local sponsorship opportunities. He was nominated to sit on the Franklin Community Board. His leadership, relationship building, and succession planning, have commanded the respect of the Unit, the Unit's committee, and the local community.

NZSAR Consultative Committee Meeting

11 February 2014

2. Apologies

- Rodney Bracefield – RCCNZ
- Simon Trotter – Antarctica NZ
- Richard Davies – DOC
- Harry Maher – LandSAR
- Steve Kern – CAA
- Brendan Comerford – MOC
- Alison Goffin – NASO

Welcome

- Mike Daisley – MSC

Please fill out the attendance register

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3. & 4. Minutes & Matters Arising

Minutes of the NZSAR Consultative Committee meeting 05 November 2013 to be *approved*.

Item 7

National Training Framework. Provide feedback (if any) to the NZSAR Secretariat.

All

Feedback provided – item 8 on agenda

Item 12

Reducing SAR demand. The Secretariat to ask the Council to provide some guidance to the SAR sector around involvement in prevention activities.

Secretariat

Ongoing

4. Matters Arising

Item 13

Emergency Marker System. NASO and Ambulance NZ to check with the communication centres if an emergency marker system for the outdoors could be incorporated into existing location databases.

NASO & Ambulance NZ

On agenda for the NASO/NZSAR/PNHQ/MNZ meeting

Item 13

NZSAR Awards. Organisations are encouraged to consider and submit nominations for the 2013 NZSAR Awards.

All

Submitted

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	🟩	🟩	🟧	🟩

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5. SLA Monitoring Report

Summary for the 1 October 13 – 31 December 13 Quarter

Measures	Police	RCCNZ	Totals
SAROPs	300	185	485
Lives at Risk	252	443	695
Lives Saved	21	4	**25**
People Rescued	90	73	163
People Assisted	125	50	175
LandSAR Taskings	69	2	71
Coastguard Taskings	48	3	51
AREC Taskings	9	0	9
SLSNZ Taskings	12	0	12
Performance of SLA Partners	Satisfactory	Satisfactory	Satisfactory

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5. SLA Monitoring Report

Summary for the 1 October 13 – 31 December 13 Quarter

Most reporting requirements for the Quarter have been met by the SLA partners

Outputs	Coastguard	LandSAR	AREC	SLSNZ	Totals
SAROPs Attended	97	--	19	13	--
Volunteers Involved	680	--	45	44	--
Volunteer Hours	1,617	--	241	52	--

2,330 Coastguard volunteers responded to 831 non-SAR related calls for assistance during the quarter.

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5. SLA Monitoring Report

Coastguard

- Aaron Wallace has been co-opted as a board member for Coastguard New Zealand. He has a strong background in corporate governance and is a charted accountant.

- The Rescue Vessel standardisation and new website projects remain work-in-progress.

- CNZ is hosting the International Maritime Rescue Federation when it meets in March 2014.

SLSNZ

- Surf Life Saving New Zealand's summer appeal is currently underway.

- The Surf Life Saving New Zealand Board has developed a new national regulation, and associated guidelines, for the protection of its members.

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5. SLA Monitoring Report

LandSAR

- Nil report (has arranged for it to be ready for the NZSAR Council meeting).

AREC

- No issues or updates to report.

5. Beacon Registrations   (42,117)
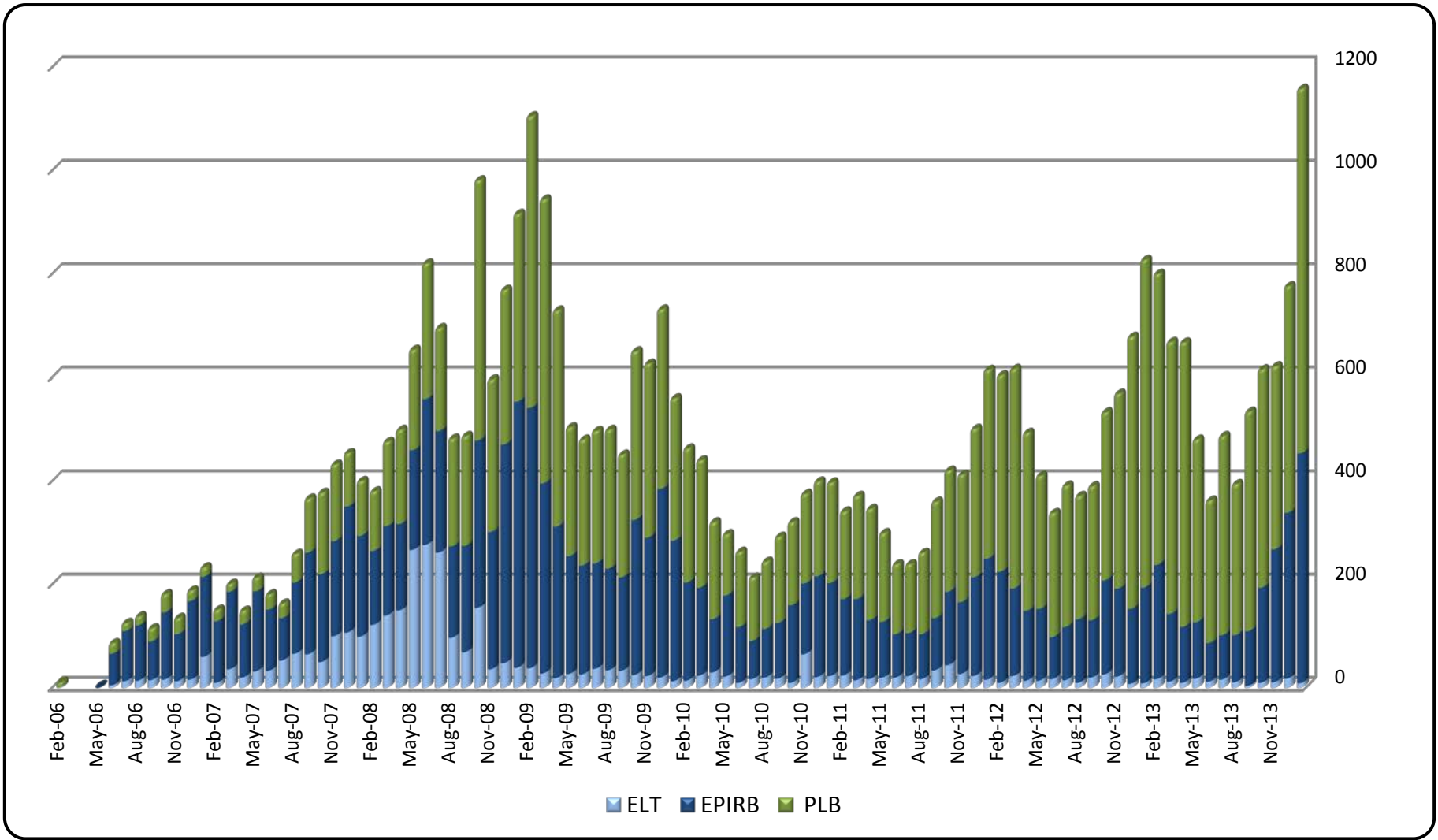
6. Sector Update

Paper distributed

7. NSSP Coordinator

a) Learning Management System (LMS)

b) SAREX Planning and Training Meeting

(Brentwood Hotel – 2 April 2014)

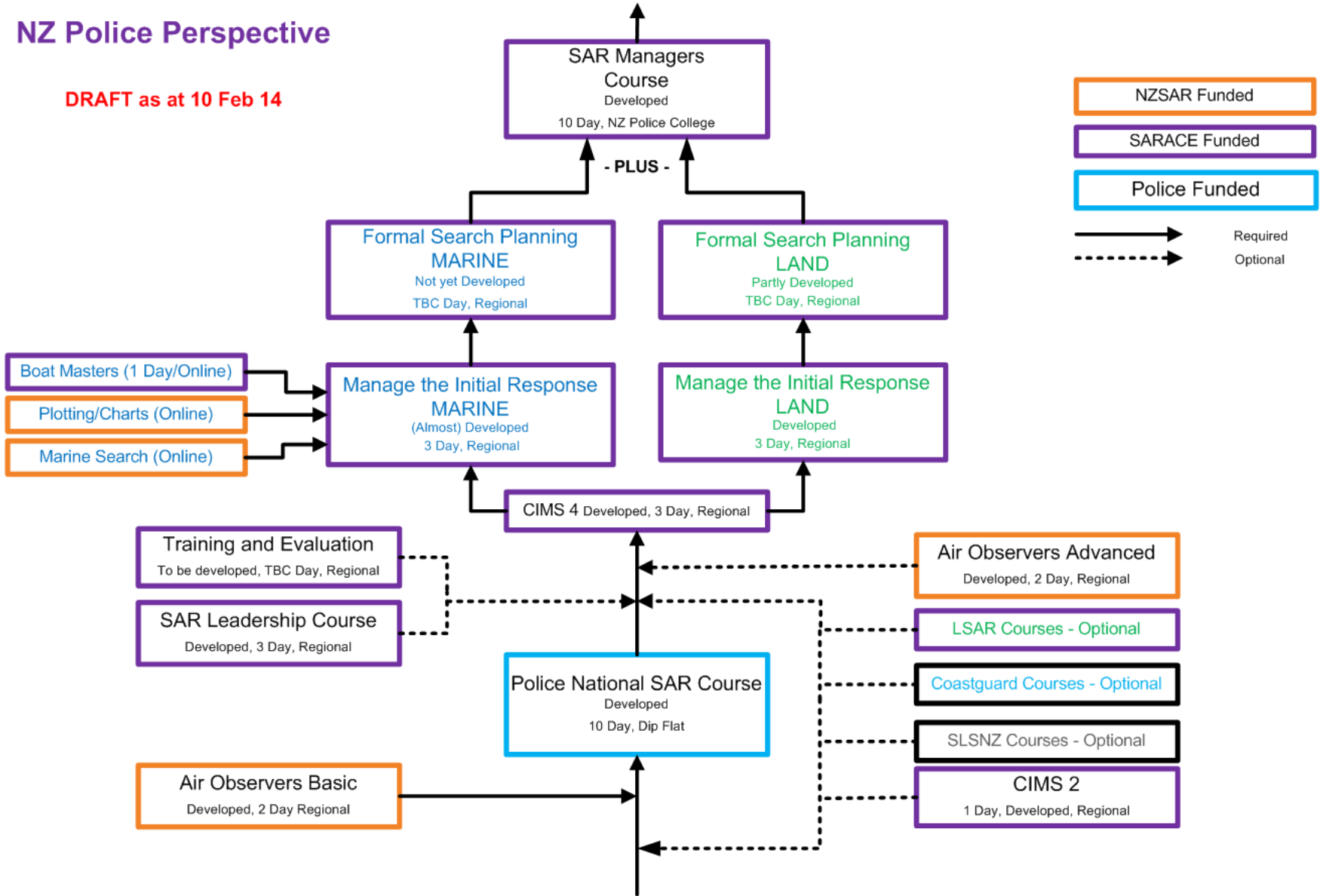# 8. National Training Framework

For Endorsement

- Distributed & little feedback received *(Xperts)*
- Opportunity for any final points
- Endorsement *(Consultative Committee)*
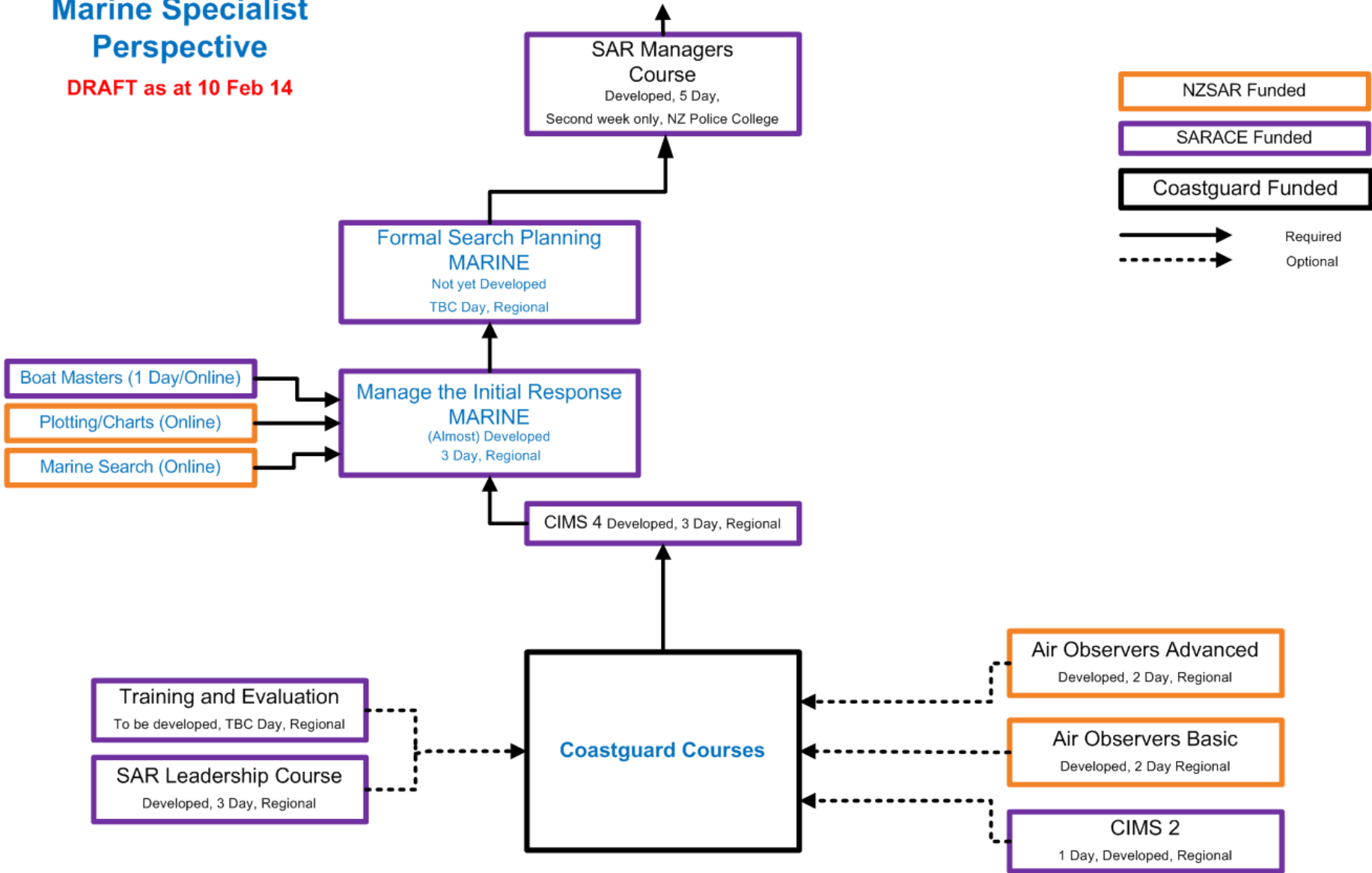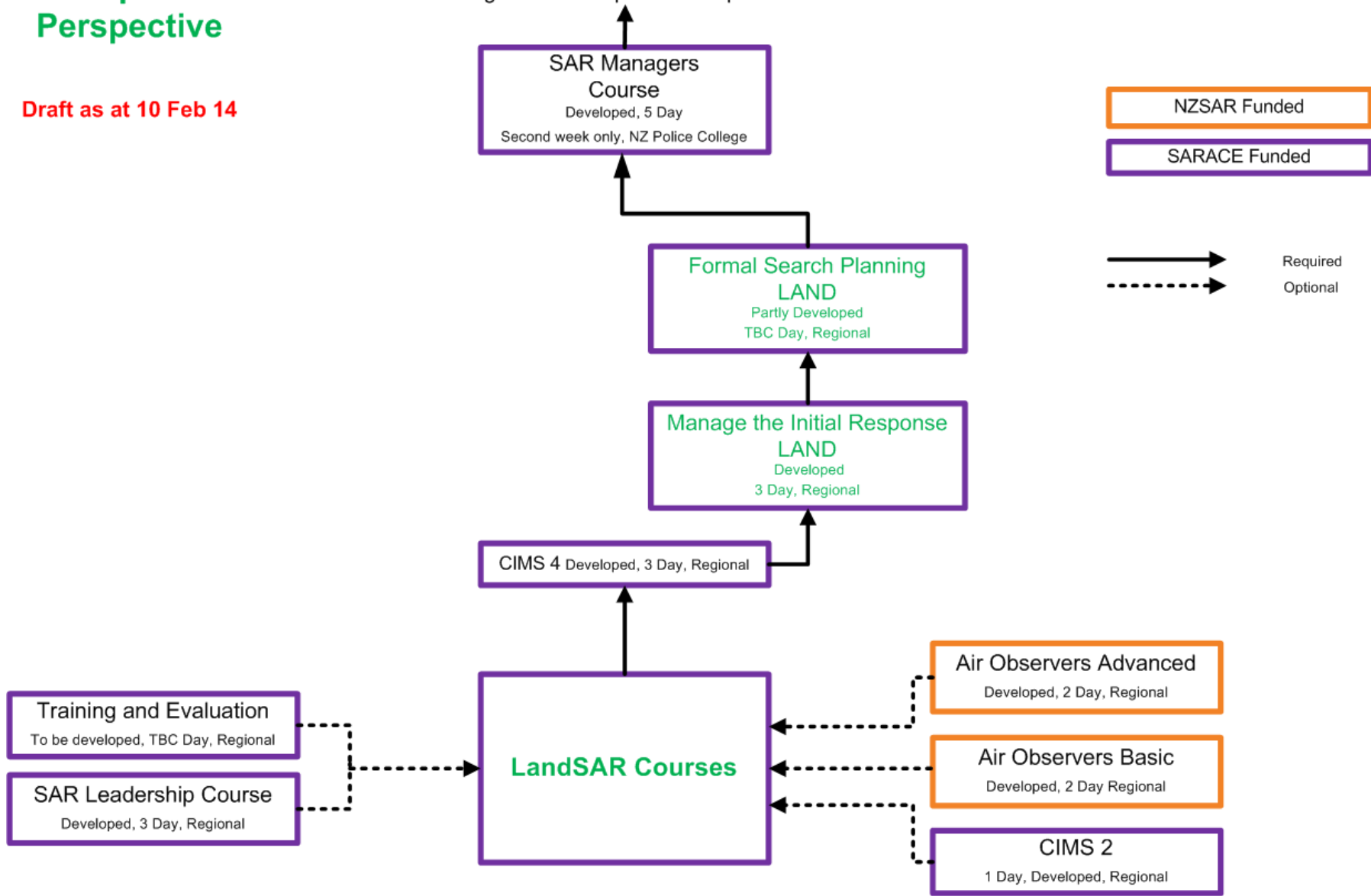
9. Technology Issues (for discussion)

How does the Sector want to collectively and collaboratively monitor, assess, inform, and respond to technology issues and opportunities as they arise?

10. 2013/14 NSSP

Workshops	SAR Training
• Land Communications	• National SAR Training Framework
• Wander	• OSC Course
• Rescue Swimmers	• Air observer training
• Organisational Support	• Air observer review /pre course material
SAR Data management and IT	• SAR Managers
• SARNET	• Marine MIR & Pre course material
• SAR Dashboard	**Prevention**
• Data normalisation	• AdventureSmart Comms
• Data collection review	• Visitor Intentions
• Resource database enhancement	• Boating Intentions
SAR Documentation	• Safety Code Partnership
• Police SAR Manual	**Exercises**
Secretariat	• Police SAREX support
Comms, Awards, meetings, travel etc	• MRO SAREXs
Wander	**SAR Research**
• Entity establishment	• Operational Analysis

10. 2013/14 NSSP

a) Wander Project – *LandSAR*

b) Police Manual – *PNHQ*

11. Risk Matrix

12. NZSAR Awards

Sub-group required to review and rank the nominations for the Council. (To be coordinated by Rachel Roberts.)

Operational Activity:
✓ Seven nominations

Support Activity:
✓ Seven nominations

13. General Business

a) Air Observers Review

b) Any other business…

Next meetings:

- Tuesday 13 May (and Awards)
- Tuesday 4 November

- Combined - Thursday 21 August

ENDS