

SAR 9



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Australian Government
Australian Maritime Safety Authority



AUSTRALIA

Jim Fryday
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Australian Maritime Safety Authority

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SAR GOVERNANCE

National SAR Committee

- The NATSAR Council was established in 1976 to ensure consistency and uniformity in SAR procedures.
- The Council's role is both Strategic (primary) and Tactical (secondary) regarding SAR response within Australia. The charter for the NATSAR Council exemplifies this.
- Signatories are all Police Forces, Volunteer Marine Rescue and State Emergency Services. (See next slide)

Organisational Role

- Agency responsible for SAR – Australian Maritime Safety Authority
- SAR is one component for the Response Division, AMSA Response Centre (ARC). Planning and Asset Management divisions also combine for a structured SAR system in place for the Australian SRR.

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Snapshot SAR Structure

Country Authority: AMSA

State Authorities: Police Forces

Support Agencies: Volunteer Marine
Rescue, State Emergency Services

SAR Linkages: NATSAR Council, IMO,
ICAO, PCASAR, IOC



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SAR GOVERNANCE

SAR Legislation in place	National SAR Committee established	National SAR Plan in place	Signatory to SAR TAfC
Yes – AMSA Act 1990	Yes – NATSAR Council	Yes – NATSAR Manual	Yes

Ratification of various safety conventions of UN, IMO, and ICAO

International Civil Aviation 1944	Maritime Search and Rescue 1979	Safety of Life at Sea 1974	Convention on the High Seas 1958
Yes	Yes	Yes	Yes

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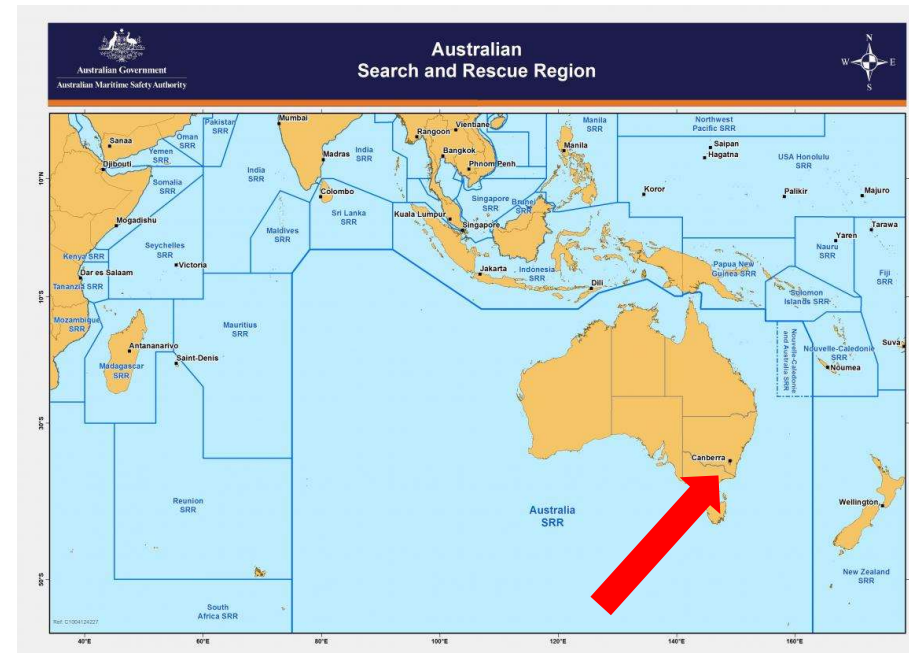
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INTERNATIONAL MARITIME ORGANIZATION

SAR COORDINATION

- **Search and Rescue Region**
 - Approx 53 million km²
 - 11 Neighbouring SAR regions
- **Rescue Coordination Centre**
 - Joint, established 25 years ago (merging aviation and maritime responsibilities from separate organisations)
- **Key capabilities**
 - 4 x Challenger CL-60 aircraft
 - IFR, FLIR, radar, vision capture to JRCC.
 - Links to Australian aviation assets through contracted arrangements (state/territory as well as individual commercial arrangements)
 - Panel and off panel asset capability, as well as the use of Defence and Border Force assets.
- **Key issue**
- Co-located maritime and aeronautical coordination
- Systems, process and protocols for coordination updated in 2022
- Ability to track vessels and aircraft for use as assets of opportunity
- A developing/maturing lessons management process established for the JRCC and the response division in general.



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SAR COORDINATION

Maritime or Joint Coordinating Authorities established	Coordinating Authorities have appropriate systems, processes, and procedures	Coordinating Authorities have appropriate communication systems and response planning tools
Yes (JRCC)	Yes	Yes
List of deployable assets is developed and maintained	Coordinating Authorities have effective system for monitoring and documenting responses	Lessons management process is in place to support continuous improvement
Yes	Yes	Yes



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SAR RESPONSE

Resources available

- **4 x CL60 aircraft**
 - Contract arrangement (Cobham-Leidos)
 - 30 min (day), 60 min (night) response times
- **Response times: 30 min (day), 60 min (night)**
- **Other applicable information**
 - High demand for aircrew internationally

Key challenges

- **Distance – no dedicated resources in remote areas**
- **Staff availability, crewing and challenges from other industries for staff retention.**

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SAR RESPONSE

SAR Standard Operating Procedures that align with the National SAR Plan are developed and in use	Training Needs Analysis is undertaken; Training Plans are developed and in use	Exercises that focus on preparedness for key risks are undertaken	Effective communication systems are established to support SAR coordination and response
Yes	Under development	In progress	Yes

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SAR PREVENTION

Initiatives

- **Torres Strait Marine Safety Program – Education and EPIRB supply**
- **Pacific ‘Step Up’ initiative through Defence for presence, partnership and infrastructure development.**
- **Pacific Maritime Security Program delivering maritime capability to Fiji.**
- **Search and Rescue Capability Needs Assessment of the Pacific Region with DFAT.**

Opportunities

- **Scoping initiatives with Papua New Guinea re Communication and SAR development.**
- **Shared SAREX (desktop) with New Zealand JRCC**
- **JRCC Training initiatives Pacific Nations with AMSA and NZMSA.**

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SAR PREVENTION

Maritime safety education programmes are implemented	Maritime safety regulations (and compliance regimes) are in place	Mariners have access to appropriate safety gear equipment	Increased use of technology-based safety equipment (e.g. distress beacons, mobile/emergency technologies)
Yes	Yes	Yes	Yes

Slide 10

FJ1

Yes

Fryday, Jim, 1/03/2023

SAR

WHAT IS THE ONE THING

With staff availability, preparing and exercising will be higher on the agenda for AMSA in the future. We are future proofing our workforce through detailed workforce planning. By years end, 10 new SAROs will have been training internally through our school to allow both internal and external training to be done with major stakeholders and signatories.



Source: Twitter | U.S. Coast Guard

Summary of SAR Cases 2020 - 2022					
Year / Type of Boats		Total number of Incidents	Lives at Risk	Lives Saved	Remarks
2020	Small Boats	1,198	311	171	
	Ships	746	86	69	
2021	Small Boats	1,373	582	148	
	Ships	659	168	32	
2022	Small Boats	1,543	536	92	
	Ships	430	177	37	
Total		5,949	1,860	549	



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QUESTIONS