

SAR 9



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SAR BRIEF: COOK ISLANDS/SOUTH PACIFIC

Inspector Solomona Tuaati - CI Police Service

John Hosking – Ministry of Transport

COOK ISLANDS

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General Information



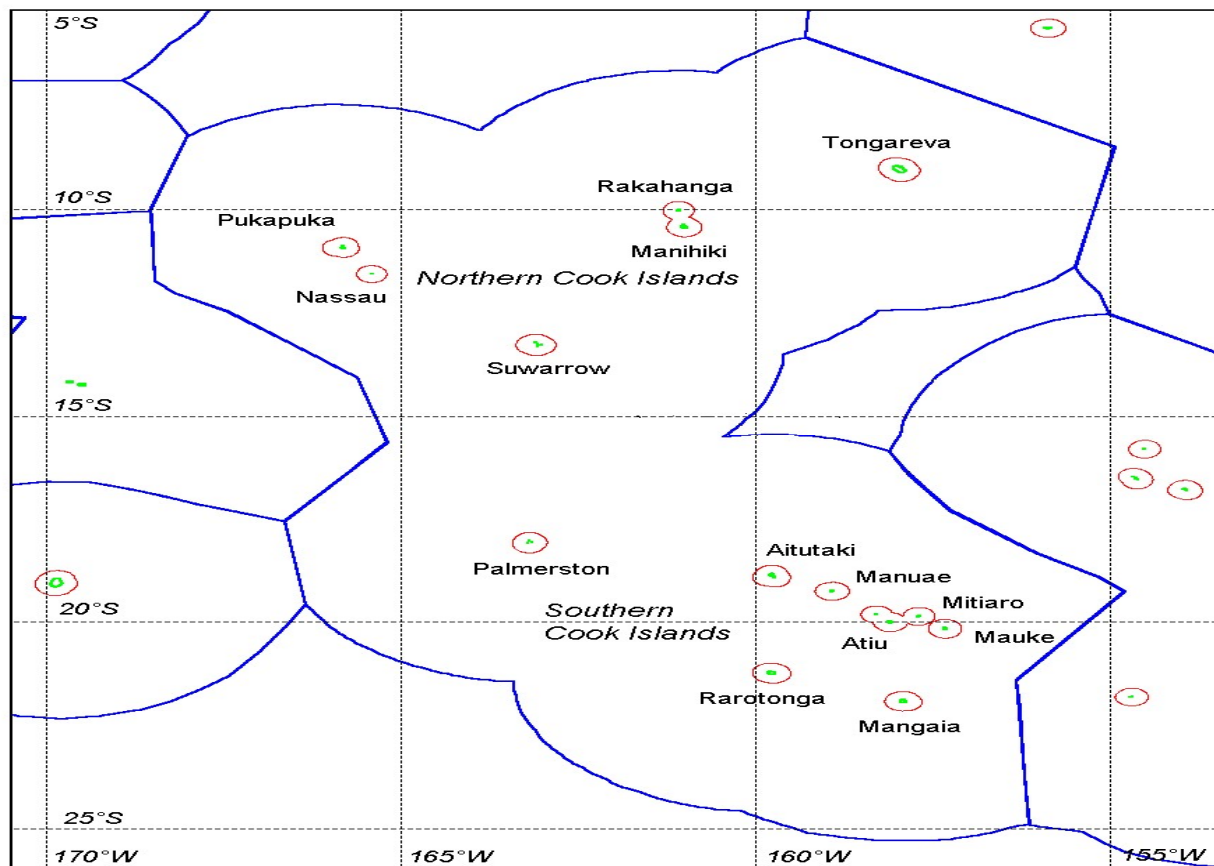
Capital : Avarua
Rarotonga

Population: 15,040 (2021)

Land Area : 240 km²

Sea Area : 2 million km²

Chart of the Cook Islands Exclusive Economic Zone (EEZ)



Projection: WGS84

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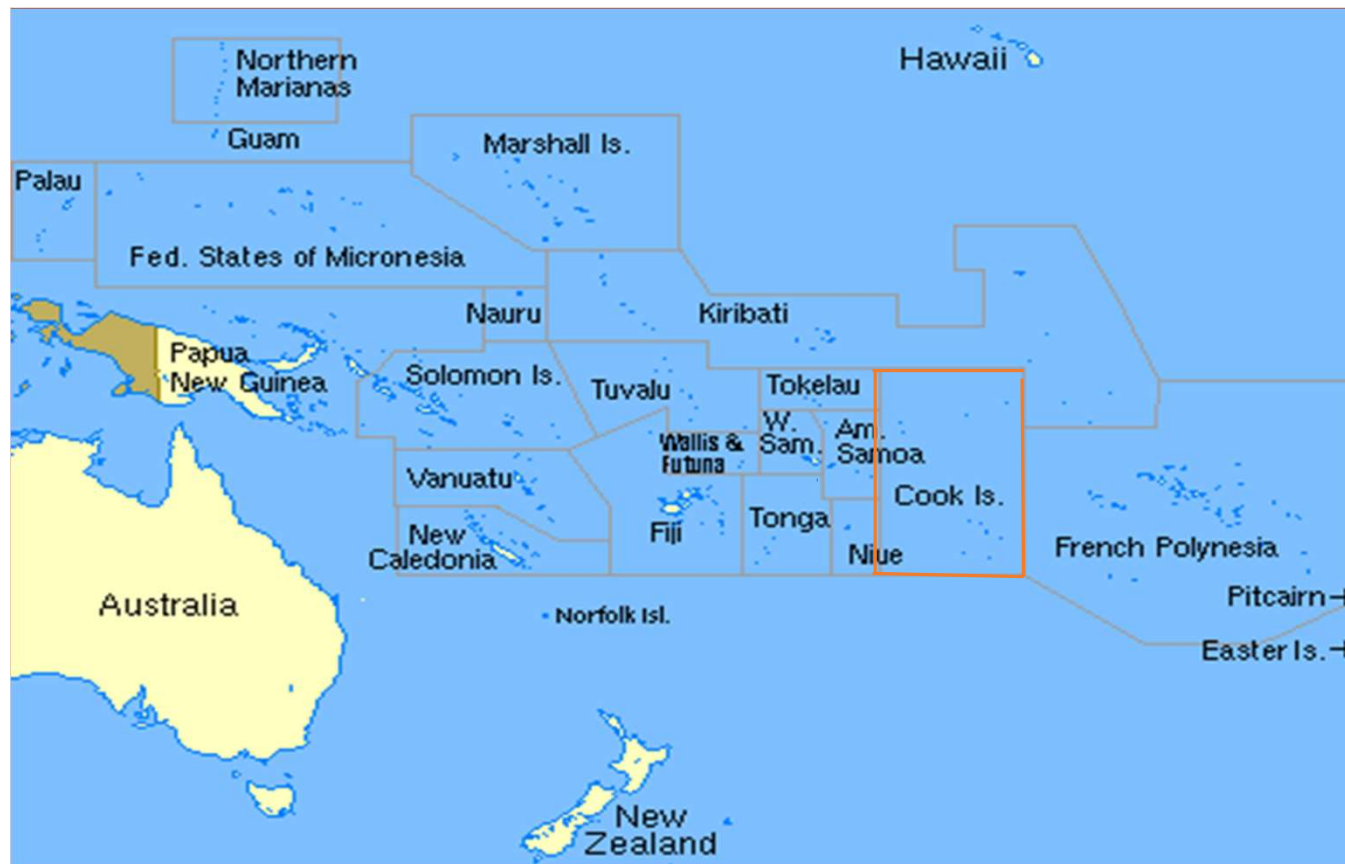


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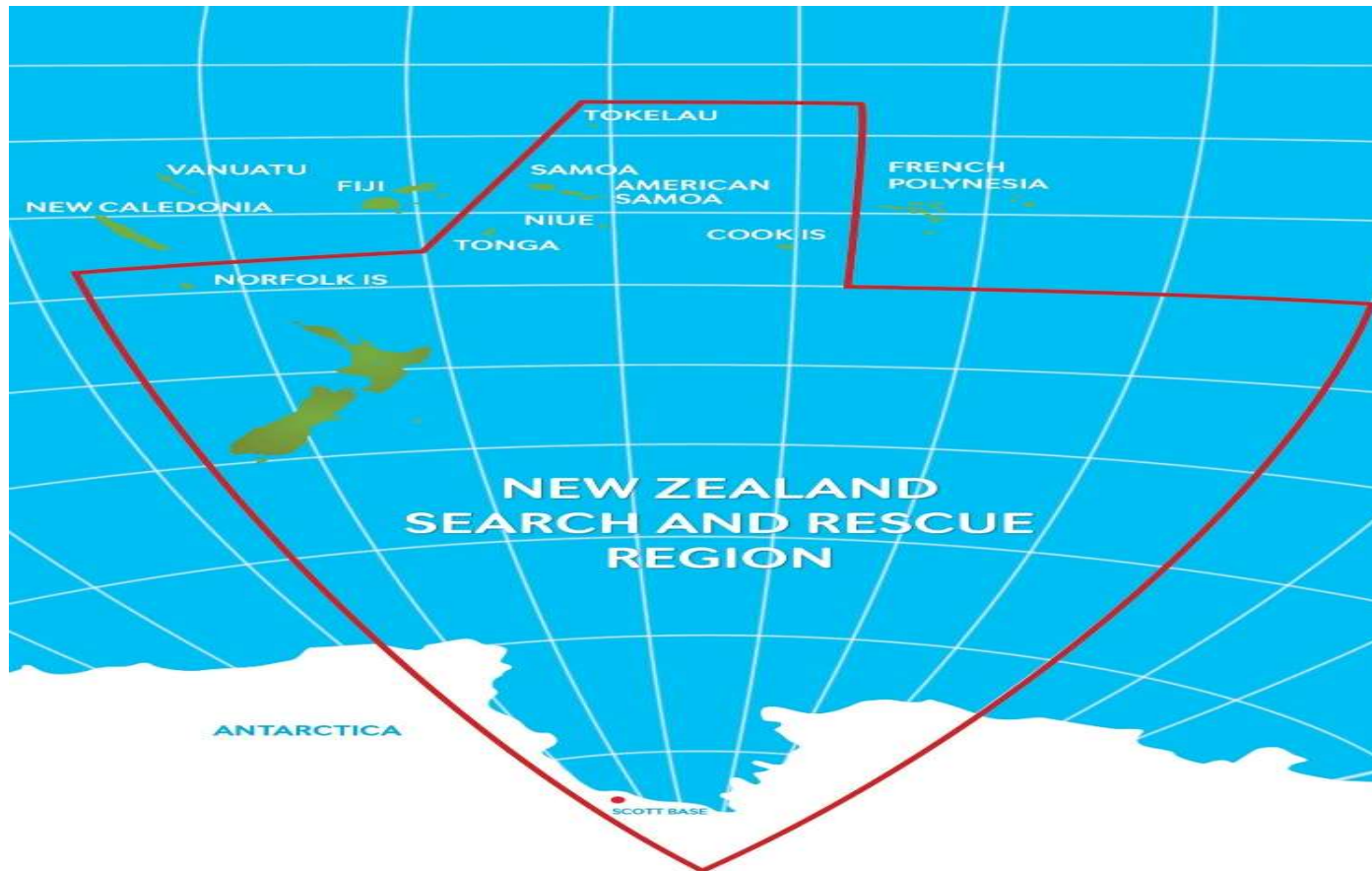
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SAR GOVERNANCE

National SAR Committee

- Established - No
- Role - No
- Signatories - No

Organisational Role

- **Agency or organisation responsible for SAR**
 - EMCI – Disaster risk management
 - Airport – Aircraft crash on and off airport also extends over the reef
 - Police – Responsible for land, sea and air SAR
 - Transport – Sets the SAR Framework
- **How the SAR role fits functionally in the organisation**
 - Expertise spread across core Agencies

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SAR GOVERNANCE

SAR Legislation in place	National SAR Committee established	National SAR Plan in place	Signatory to SAR Tech Arrangement for Cooperation
YES	NO	NO	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	NO

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SAR COORDINATION

- **Search and Rescue Region**
 - 2 million square kilometres ocean
 - Adjoined by Niue and Samoa's to West
 - Kiribati to North
 - French Polynesia to East
 - New Zealand to the South
- **Rescue Coordination Centre**
 - RCCNZ - 24/7 communication, Rarotonga Radio (Marine radio services 24/7).
Air Traffic Services not 24/7, Police 24/7
- **Key capabilities**
 - Dedicated search assets? CIPPB Te Kukupa II, small Police and Airport marine craft
 - Linked to national asset arrangements? No agreement in place for other assets
- **Key issue**
 - Outline the key issue for your coordination
 - Coordination between Key Agencies at the strategic and operational level
 - Police is the key coordinating agency in SAR
 - EMCI is the central coordination agency for DRM
 - Airport Authority is key coordinating for SAR aircraft
 - Who is the national coordinating agency? EMCI, Police, Airport, Ports, or Transport



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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 (5 x JRCC)	No	No
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

- **Assets**
 - CIPPB Te Kukupa II – Guardian Class Patrol Boat
 - Air Rarotonga aircraft – updated MOU required
 - Small Motorised Vessels (Fisherman) – up to 24 nm (max)
 - Airport Rapid Response Vessel – up to 24nm (max)
- **Response times**
 - Within 1-2 hours of call out
 - Daylight hours
- **Other applicable information**
 - Whole of agency (human resources)

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SAR RESPONSE

Key challenges

- **A** Next generation of core agency management not converse with SAR operations
- **B** Who is the Lead Agency for SAR? Strategic vs Operational
- **C** How does NSAR, NATPLAN and DRM compliment each other?
- **D** Limited resources
- **E** Time frame to implement a coordinated fully functional SAR Plan
- **F** External support
- **G** Training

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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
No	No	Partial AEP focus	Partial AEP focus

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SAR PREVENTION

Initiatives

- **A Small (vessel) safety campaign**
- **B Approval of the National SAR Plan**
- **C Develop core agency Policy and Procedures to support the NSAR Plan**

Opportunities

- **A Change in Leadership amongst core agencies**
- **B Commitment to collaborate**
- **C External assistance available to move forward**

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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 equipment	Increased use of technology-based safety equipment (e.g. distress beacons, mobile/emerging technologies)
YES	NO	YES	YES

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WHAT IS THE ONE THING....

- We do really well:

- Small vessel safety campaign

- Deliver the Cook Islands Boatmaster Course (CIBMC) by Cook Islanders for Cook Islanders
- Small safety inspections
- Reviewed Maritime Transport (small motorized Vessels) Regulations 2014 and consulted with Pa Enua
- Gift of Safety equipment (EPIRB, Handheld Flare and smoke marker)
- Surveyed and inspected Dive Operators
- Surveyed and inspected commercial fisherman

- We could do more effectively?

- Command, Control Coordination, Collaboration and Communication (5Cs) between SAR agencies



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QUESTIONS