



Marine Search and Rescue Regional Forums

Central Forum – 6 May 2016

Russell Rees / Office of Marine Search and Rescue

Working in conjunction
with Communities,
Government, Agencies
and Business



What this presentation is about

Inform you of what will be happening in the next short period, and indicate what we will be consulting on in the future

- The new Organisational Arrangements
- The MSAR Office
- The Implementation Board
- The Working Group
- The Initial Work Plan
 - Risk and Capability
 - Operating Costs
 - Capital Investment
 - Training
 - Communications and Information
 - Interim Arrangements

New Organisational Arrangements



MSAR Office

- Will be established as part of Emergency Management Victoria (EMV)
- Initially will be 1-3 positions
 - Head of Office
 - Senior Officer, Capability and Performance
 - Support Officer, Training and Operations
- Budget to operate and support volunteer engagement
- Aim to have Head of Office appointment in place by end of June



Photo – Portland Coast Guard

New Organisational Arrangements



Reform Implementation Board - Membership



New Organisational Arrangements



Reform Implementation Board - Responsibilities

- Oversee the development and implementation of an MSAR Reform Implementation Plan
- Determine the funding implications of the proposed reforms
- Identify any necessary changes to statutory and policy frameworks
- Explore mechanisms for more adequate and reliable funding for the MSAR sector
- Explore opportunities for building and strengthening a sustainable MSAR capability



Photo – Port Fairy Marine Rescue Service

New Organisational Arrangements



Reform Implementation Board - Membership

- Emergency Management Commissioner (Chair)
- Department of Economic Development, Jobs, Transport and Resources
- Emergency Management Victoria (EMV)
- Transport Safety Victoria
- Victoria Police
- Head of the MSAR Office



New Organisational Arrangements



Volunteer Advisors

- One representative will be nominated by the Victorian State Council of the Australian Volunteer Coast Guard
- One representative will be nominated by the independent MSAR service providers
- The volunteer representatives will be invited to all meetings and will participate fully in the meeting but will not have voting rights
- To support continuity between governance arrangements the volunteer members will be ex-officio members of the Marine Search and Rescue Working Group

New Organisational Arrangements



Reform Implementation Board – Other Details

- Meets at least quarterly
- Reports to Emergency Management Commissioner
- Is guided by outcomes from the MSAR Working Group
- Provides updates to the State Capability and Response Committee
- Remains in place until the Emergency Management Commissioner determines that State Capability and Response Committee can meet the on going MSAR needs



The "Darbyshire" Call sign AK2

Photo – VMR Mornington

New Organisational Arrangements



MSAR Working Group - Membership

Victoria Police as Chair and control agency

Head of the MSAR Office

MSAR organisations

- Victoria Police
- Apollo Bay Marine Rescue
- Australian Volunteer Coast Guard Association – 2 nominees
- Ocean Grove Coast Watch
- Port Fairy Marine Rescue Service
- Southern Peninsula Rescue Squad
- Torquay Marine Rescue
- Volunteer Marine Rescue Mornington & Hastings
- Country Fire Authority
- Life Saving Victoria

- Metropolitan Fire and Emergency Services Board
- Victoria State Emergency Service
- Ambulance Victoria

Supporting agencies

- Emergency Services Telecommunications Authority
- Parks Victoria

Relevant government departments/agencies

- Department of Economic Development, Jobs, Transport and Resources
- Emergency Management Victoria
- Transport Safety Victoria

Volunteer advisors appointed to the MSAR Reform Implementation Board are ex-officio members of this Working Group



New Organisational Arrangements

MSAR Working Group - Responsibilities

Develop and implement an MSAR Reform Implementation Plan that includes:

- developing a state MSAR strategy based on a risk assessment informed by local knowledge
- understanding the current and required capability
- developing common standards and training and exercising programs
- establishing a common accreditation process
- identifying any necessary changes to statutory and policy frameworks:
 - to ensure that volunteer organisations have the authority to perform MSAR activities
 - have the necessary protections from liability

Advise on funding requirements for the proposed reforms

Develop processes for coordinated procurement and resource allocation based on risk

Identify opportunities for strengthening MSAR capability for the state, including supporting the recruitment and retention of volunteers

Develop other measures to give effect to the reform to Victoria's MSAR arrangements as envisaged by the Government Response

New Organisational Arrangements



MSAR Working Group – Other Details

- Meets at least quarterly
- Establishes short term project groups on specific subjects
- Reports to the Reform Implementation Board
- 1st meeting planned for **Sunday 5 June 11am**



Photo – [ABC](#) - Lakes Entrance Coast Guard

The Initial Work Plan

- Risk and Capability
- Operating Costs
- Capital Investment
- Training
- Communications and Information
- Interim Arrangements



The Initial Work Plan

Risk and Capability

- A interim state wide risk assessment to be lead by Victoria Police
 - Working group to have input and validate
- Capability mapping across the sector – what is there now
 - People
 - Vessels and equipment
 - Systems capability, performance, reliability and quality
- Determine where there is gaps and duplication and detail what is needed to improve capability.
- Timeline – May to October 2016



Photo – [SES](#) and Coast Guard



The Initial Work Plan

Operating Costs Arrangements

What we know

- There are a broad range of costs for providers to operate
- The grant processes to offset these costs are time consuming, inconsistent in application, and being used for basic operating costs
- Too much time is being spent on fundraising
- The demographics of location determine fundraising potential
- Insurance is a big issue
- Operating costs are limiting training and proficiency
- There is inconsistent reimbursement, either through unawareness, unintended misinformation, or bureaucratic minefields being too hard to navigate

What we plan to do

- Develop operating cost information for all units
- Look to see how system can be made simpler and sustainable
- Look at a communication or information system that enables units to make the most of income opportunities
- Working on Insurance options
- Discuss and receive feedback on the options through the working group
- Gain approval through the Reform Implementation Board
- Aim to introduce a resolution in June 2017

The Initial Work Plan

Capital Investment Arrangements

What we know

- Capital investment is almost totally grant dependent (80/20 rule)
- Covers boats, motors and some comms/navigation
- No whole of life plan
- No overall asset replacement strategy
- No cycling of assets
- Inconsistent application of preventative maintenance and half life refits
- A real willingness for a standardised programmatic approach

What we plan to do

- From the capability assessment build an asset replacement plan
- Consider whole of life management plan
- Answer a few thorny questions
 - Asset ownership
 - 80/20 rule
 - Asset recycling
- Group or longer term contracts
- Standardised vessel specifications
- Pause on new acquisitions whilst we resolve this?
- Finalise by 30 June 2017

The Initial Work Plan

Training

What we know

- Everyone is making a big effort in training
- Training standards and assessments are inconsistent
- There is no overall training strategy
- Training costs are being met in different ways
- Training costs are limiting training delivery
- There is little cross training both inside and outside of the sector
- Currently there are innovative solutions
- A real willingness to improve

What we plan to do

- Collect all the training information we can
- Develop a standard program based on needs, regulatory requirements, and risk
- Program needs to be volunteer friendly
- Utilise existing materials and products wherever possible
- Share content and share training opportunities
- Initial work to be done by 30 December and progressively implemented



The Initial Work Plan

Communications and Information

What we know

- There is inconsistent communications from the centre to units and volunteers
- There is not much sharing between units
- There is no overall communications strategy or plan
- We use meetings as our main form of communication

What plan to do

- Develop a communications and stakeholder management strategy
- A widely distributed e-newsletter
- Appropriate media promotion
- Regular updates to web page
- This work is currently underway

The Initial Work Plan

Interim Strategy (Interim Arrangements)

What we know

- State MSAR Committee did a lot of work on a document
- Road Accident Rescue is a good model to follow
- There is some unknowns as certain elements transition to AMSA – Scheme R
- The authorising environment has been a little unclear
- Everyone is doing their best, but there is a lack of clarity around this

What we plan to do

- An interim document has been prepared which will be subject to consultation and discussion through the MSAR Working Party
- It reflects some of the new arrangements
- It is a compilation of a range of documents
- It is planned to be an interim approach whilst further work is done
- The MSAR office will lead this work

The Initial Work Plan



Interim Strategy (Interim Arrangements)

Contents

1. Introduction
 2. Structures and Chain of Command
 3. Marine Search and Rescue Principles
 4. State MSAR Risk Assessment
 5. Standards: Vessels, Crew and Equipment
 6. Training and Qualification of Crews
 7. Finance and Insurance Arrangements
 8. Administrative Procedures
 9. Performance Management - Self Audits and Spot Checks
 10. Performance Reporting, Audit and Review
 11. Disputes and Grievance Principles
- Schedule 1 - Operational Standards and System Protocols
- Schedule 2 - Volunteer Charter
- Schedule 3 - Service Provider Charter
- Schedule 4 - Grievance and Dispute Resolution Process
- Schedule 5 - Application for New MSAR provider
- Schedule 6 - Approval Proposal for Additional Vessels
- Schedule 7 - Glossary of Terms and Definitions

What we talked about



- The new Organisational Arrangements
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The next steps are to begin to put all this in place:

Structure and systems

Consult and move on change and improvements

But we need information from you!

Panel Discussion





Feedback?

Email any feedback to msar.office@emv.vic.gov.au

Useful Links

- About VMIA - <https://www.vmia.vic.gov.au/about-vmia>
- About EMV - <https://www.emv.vic.gov.au/about-us/our-role/>
- Volunteer Consultative Forum - <https://www.emv.vic.gov.au/our-work/volunteers-in-emergency-management/volunteer-consultative-forum/>
- Link to the recently launched Volunteer Statement - <https://www.emv.vic.gov.au/latest-news/volunteers-critical-to-delivery-of-emergency-management-across-victoria/>
- Scheme R hasn't happened yet however exemptions have been issued. An exemption is up now for public discussion and can be found on their website. <https://www.amsa.gov.au/domestic/national-law/>