



# NEWSLETTER

**December 2005**

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## **WELCOME**

Welcome to the December 2005 ARRO Newsletter.

A very busy ARRO year is drawing to a close. The highlight has been hosting the first Australasian Challenge off shore from Australia and the second World Challenge for ARRO. New Zealand was certainly wonderful hosts ensuring both challenges were outstanding successes.

The AGM saw a new President elected, a new committee member and changes to several executive roles. Immediate Past President, Rhys Maggs, extended his recent retirement as Director of the Victoria State Emergency Service by not standing for re-election to the ARRO executive. Lee Johnson, Commissioner of the Queensland Fire and Rescue Service, was elected President unopposed. Lee has been a long time ARRO supporter, committee member and was Vice President previously. Peter Guard from the NZFS was elected to the committee to fill the vacancy left by Rhys' retirement.

Congratulations to the NSWFB Burwood team who won the Australasian Challenge, and South Wales FRS Brigend team who are the new World Challenge Champions.

The New Zealand experience was the highlight of the year with emergency service people from around the world together to share so much in the pits and even more socially.

The ARRO Executive Committee wish all members, families and friends a very happy Christmas and New Year. We hope it is very quiet operationally and that everyone stays safe.



## **NEW PRESIDENT'S REPORT**

Another successful year for ARRO is drawing to an end with the completion of the ARC 2005 (Australasian Rescue Challenge) as the premier event on our calendar, this year the Australasian was followed by the WRC (World Rescue Challenge) in Hamilton New Zealand. A special vote of thanks goes to the UFBA

(United Fire Brigades Association) as the local organising committee and our hosts for an outstanding effort in putting on a truly magnificent event. I must also acknowledge the contribution and support provided by the NZFS (New Zealand Fire Service) to enable the rescue challenges to go ahead.

The team effort from ARRO that has gone into ensuring the smooth conduct of both the Australasian and the World rescue challenges should not be underestimated with the management committee and particularly our technical committee members making outstanding contributions to the planning and execution of the events we have just experienced. Thank you to all my fellow committee members for their efforts I also acknowledge those individual ARRO members for undertaking various roles from assessor to event team management roles. As you know none of the rescue challenges would get off the ground without the dedication of ARRO members.

An especially significant contribution comes from Holden with an estimated value of \$6.5m worth of vehicles shipped to New Zealand for the rescue community to gain the opportunity to test their skills against the latest in automobile safety technology. Naturally ARRO could not possibly come up with enough dollars to enable the experience created by the Holden sponsorship to take place, I cannot thank Holden enough for what is the most essential ingredient for our rescue challenges a privileged position which no other country can match.



**HOLDEN**

Following the annual general meeting this year in New Zealand the committee has undergone some changes with the stepping down of Rhys Maggs as President. Rhys has been responsible for the very strong position that ARRO finds itself in both financially and as an organisation, his leadership from the ANRARA days to now ensured a viable financial base through sponsorship was put in place and as a result the committee structure was able to develop the capability of ARRO and ensure that we deliver the best possible rescue challenge format anywhere in the world. For more than 6 years Rhys has guided the development of ARRO and also represented Australasia in the World Rescue Organisation environment. A very special thank you to Rhys for an excellent personal contribution. The new committee is listed at the end of the newsletter and I encourage you to contact any member if you have any comments or suggestions regarding ARRO.

Planning is now well underway for the 2006 challenge in Adelaide and I certainly look forward to seeing you there, until then all the best.

## **NEW ZEALAND RESULTS**

Congratulations to all the teams that competed in New Zealand. The challenges were outstanding and whilst all teams are winners for having participated there were trophy winners. Here is a full list.

### **Australasian Challenge**

Rapid extrication

- 1- NSWFB Burwood
- 2- NZFS Thames
- 3- NZFS Whitianga

Limited

- 1 – WAFRS Perth
- 2 – QFRS Gold Coast
- 3 – NSWFB Burwood

Unlimited

- 1 – NSWFB Burwood
- 2 – QFRS Toowoomba
- 3 – SAFS Salisbury

Overall

- 1 – NSWFB Burwood
- 2 – WAFRS Perth
- 3 – NZFS Thames

- Best group A – NSWFB Burwood
- Best group B – QFRS Toowoomba
- Best group C – QFRS Gold Coast
- Spirit of the Challenge – NZFS Whitianga
- Best Technical Team – NZFS Burwood
- Best Medic – NZFS Morrinsville
- Best Team Leader – NSWFB Burwood
- SES Director's Shield – SASES Laura

### **World Challenge**

Rapid extrication

- 1 – South Wales FRS Brigend
- 2 – NZFS Thames
- 3 – Nottinghamshire FRS

Limited

- 1 – NSWFB Burwood
- 2 – South Wales FRS Brigend
- 3 – Don Valley FRS

Unlimited

- 1 – QFRS Toowoomba
- 2 – South Wales FRS Brigend
- 3 – Don Valley FRS

Overall

1 – South Wales FRS Brigend

2 – Don Valley FRS

3 – NSWFB Burwood

Best group A – South Wales FRS Brigend

Best group B – NSWFB Burwood

Best group C – QFRS Toowoomba

Spirit of the Challenge – Barcelona FRS

Best Technical Team – South Wales FRS Brigend

Best Medic – NSWFB Burwood

Best Team Leader – South Wales FRS Brigend

Best New Tool or Innovation – Central Scotland

## **PROPOSAL– TECHNIQUE BASED SCENARIOS**

Over recent years, competitors in the Australasian Challenges have experienced a wide range of scenarios and varying quality of vehicles to demonstrate their skills on, we must continue the path of improvement.

Current classes: 1. Unlimited, controlled release (20 minutes, full tool list);  
2. Limited, controlled release (20 minutes, limited hydraulics + remaining tools); and  
3. Rapid, immediate release (10 minutes, full tool list).

Vehicle positions: 1. Wheels;  
2. Side; and  
3. Roof.

From the series of survey sheets submitted at 2005 Australasian Challenge and ongoing developments in scenario design and complexity, a proposal based around 'technique based scenarios' is being tabled for discussion and consideration. Some comments from the 2005 survey included: 'some scenarios were achievable, but others weren't'; 'difficulty was too varied' and 'scenarios should be consistent and achievable'.

Other issues are also emerging with quality of the Holden vehicles and the complexity of props needed to provide options which allow teams to demonstrate techniques. Delays in sequestering and setup are also of concern to ARRO and a way needs to be identified to move forward so there is consistency across the board, whether we are in New Zealand or Australian state or territory.

In the 'real world', casualty/s may need to be released quickly due to their injuries or imminent safety issues or they may need to be further packaged and stabilised in vehicle before being released. This process fundamentally fits the current suite of scenarios that ARRO provides at Challenges; Rapid (immediate release) and Unlimited / Limited (controlled release). A large range of techniques are still used across Australasia, with some agencies not attempting certain techniques due to equipment and/or vehicle construction issues.

A Rapid event traditionally requires some work to make minimal space near the casualty and provide enough packaging (cervical collar) to the casualty to safely extricate them within ten (10) minutes. The Unlimited / Limited events traditionally require more work to create further space and provide more packaging to extricate the casualty safely within twenty (20) minutes.

### **Proposal – Unlimited / Limited Scenarios**

That each team undertaking the Unlimited and Limited classes in the Challenge **must** demonstrate at least one (1) of the standard list of techniques (proposed) during that scenario. This type of scenario can be presented as a single vehicle with one prop to replicate the damage, allowing for reduced setup time and complexity, and more of a chance for teams to complete within the allotted 20 minutes. This would also allow for more time for casualty packaging for teams as well.

**For example:** a team that receives a vehicle on its wheels in the Unlimited or Limited class with significant impact and damage to the vehicle (with one prop) could use any one of the following techniques to achieve this class;

1. Full side removal (doors spread, pillar cut)
2. Side flap down
3. B pillar rip
4. Third door removal
5. Roof cut and removal
6. Roof flap (forward, rear, side or partial)
7. Tunnelling
8. Cross ramming
9. Steering wheel relocation
10. Central dash lift
11. Dash roll
12. Foot well exposure

### **Proposal – Rapid Scenario**

That each team undertaking the Rapid class in the Challenge **may** chose to demonstrate at least one (1) of the standard list of techniques (proposed) during that scenario, **or** chose to undertake techniques colloquially known as 'key holing' or 'skull dragging'. This would support the immediate release concept of the Rapid class, as the immediate release of the casualty due to life threatening injuries or imminent safety issues.

These proposals may create more unique opportunities for teams to demonstrate their skills in the allotted time and give the assessors valid techniques to assess. The concept of 'key holing' or 'skull dragging' in the Unlimited and Limited classes, would not be a viable choice as it would not be listed for that class, however if a team did use these techniques in an Unlimited or Limited class, their scores could/should reflect that.

The list of *proposed* techniques available to all teams for all classes and vehicle positions could look something like this:

- Side Removal Techniques – Full side (doors, pillar spread and cut)  
Inverted full side (doors, pillar spread and cut)  
Side flap down  
Inverted side flap down  
B pillar rip  
Inverted B pillar rip  
Third door removal  
Inverted third door removal  
Foot well exposure
- Roof Removal Techniques – Roof cut and removal  
Roof flap (forward, rear, side, partial)  
Tunnelling  
Oystering
- Inner Techniques – Cross ramming  
Steering wheel relocation  
Dash roll  
Central dash lift
- Lifting – Airbags (with cribbing techniques)  
Hydraulics (with cribbing techniques)
- Relocation – Cable winch (Tirfor type etc)  
Chain winch (Come along type etc)
- Immediate Release  
(Rapid only) – *Key holing (colloquially)*  
*Skull dragging (colloquially)*  
Basically these are breaking a window or laying seats back etc. (choosing the least path of resistance).

This is not a definitive list of all techniques available, however consistency in what is safe and reasonable in the Challenge environment would have to be considered. Currently we are seeing a very limited number of techniques being displayed due to any number of possible factors: scenarios too complex, unfamiliarity with vehicles, insufficient time, options presented may not be recognised and assessing processes may be too stringent.

This proposal may provide options for everyone: teams will have limited props with one primary vehicle; teams will have a range of techniques to choose from, teams can choose appropriately as they would on road and assessors will have viable techniques to assess. As with any proposed process, ARRO will be looking to trial this proposal (if accepted) somewhere in the near future and provide feedback to members.

This subject will appear on the ARRO discussion section of the website soon for debating and for further ideas to be put forward. ARRO would like to be able to

progress the classes along to the point where each team has the option to choose techniques that are viable for the scenario presented and that assessors have some viable techniques to assess during the scenario.

In the lead up to any Challenge, all teams prepare long and hard, committing many hours to training to be able to perform and demonstrate their skills when called upon. ARRO recognises this and wishes to continue the dialogue with competing teams and members to ensure that ARRO is keeping pace with expectations and are presenting the best platform for all to compete at.

## **ENLARGED TECHNICAL COMMITTEE MEETING**

At the open discussion held after the AGM in New Zealand Greg Stone proposed that:

***“ARRO form an expanded technical committee with representation of at least one person from each State to support the activities of the executive committee and that terms of reference be developed for this technical committee to review and make recommendation on such matters as challenge rules, approved equipment lists and best practice methodologies”.***

The ARRO Executive is very pleased to advise that this concept was supported at the Executive Meeting held in November and plans are now underway to hold an inaugural meeting of this expanded technical committee in the second half of 2006. The South Australian Country Fire Service have kindly agreed to host the meeting at their Brukunga training facility near Adelaide.

The existing technical committee will continue to operate to ensure that the hosts from year to year conduct high quality challenges. However this expanded forum will provide an opportunity for broader input from participants and agencies. The Technical Committee is in the process of developing a format and agenda for the meeting. Once the finer details are decided, President Lee will write to all member agencies of ARRO inviting them to nominate one or two representatives to attend.

Should this event be a success, ARRO hopes it can become an annual event and use the form to advance the learning experiences offered through participation in the challenge.

Members who have suggestions regarding the topics the meeting should consider are encouraged to email them to the chair of the technical committee, Paul Jerome at [paul.jerome@ses.vic.gov.au](mailto:paul.jerome@ses.vic.gov.au)

With respect to who will attend, this will be an agency decision and members should take this up with their agency, not ARRO.

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*The new ARRO Committee following the AGM in Hamilton New Zealand.*

ARRO gratefully acknowledges the support of our sponsors



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