



NEWSLETTER

2009 in Review

15 years of Australasian Challenges & 10 of World Challenges



2009 Champions QFRS Toowoomba. Photo: Grant Harper.

2009 seems to have slipped by more quickly than other years. This year saw the 15th annual Australasian Rescue Challenge hosted by NSWFB and NSWSES in Sydney, along with the 10th World Challenge hosted by the

VFDU and Frankfurt Fire Department in Germany. It seems not that long ago we were hosting Rescue Down Under as the first world challenge in Melbourne.

Continued on page 3

SUMMER, DECEMBER 2009

In this issue:

President's Message.....	2
World Rescue Challenge 09.....	2
NZ National Challenge Qualifiers.....	4
ARC09 Review.....	7
The benefits of ARRO.....	11
ARC10, Melbourne.....	12
ARRO Merchandise.....	13

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"ARRO - Advancing the science of road rescue"

2009 Australasian Champions: QFRS Toowoomba

Harbour Challenge 2009 was a huge success thanks to the outstanding efforts the team from the NSWFB and NSWSES. The challenge was hosted at the heritage listed Australian Technology Park.

Fourteen teams from across Australia, New Zealand and Hong Kong participated in the challenge, and although numbers were down due to the economic

situation on previous years, teams got the benefit of two interactive workshops before the challenge commenced.

NSWFB hosted the first on the Thursday as a series of interactive stands looking different aspects of rescue.

Continued on page 12

From the President...

Firstly; can I wish everyone, our members, sponsors, family and friends all the best for the festive season and the New Year. Let's hope it is a quiet and safe time on the roads however as we all know this is one of our busier periods once the holiday period gets into full swing.

Strategically, it has pleasing to see how ARRO has advanced and positioned ourselves over the years to become more than just the annual challenge coordinators. We are now seen as major contributors to the learning's and discussions in advancing the science of road crash rescue and patient care. To illustrate this point you only have to look at our revamped website and discussion forums,

technique evaluation of the Holden VE DVD, release of technical notes and of course the high quality and relevant sessions within our annual symposiums.

The future for ARRO looks promising and to guide us, we have recently reviewed our strategic plan, providing us with clear goals, strategies and direction. This plan (2009 - 2012) has placed a stronger emphasis on technically advancing our membership through not only the annual challenge but also through symposiums, workshops, discussions and partnerships with other relevant peak bodies.

Continued on page 3



The updated ARRO Strategic Plan strengthens our commitment to advancing the science of road rescue and the sharing of knowledge and skills between members.

World Rescue Challenge 2009: Frankfurt, Germany



VICSES Bacchus Marsh draws a large crowd in the complex scenario (2 casualties and a lot of timber!)

With less than 9 months lead time ARRO's sister organisation in Germany, the VFDD, partnered with the Frankfurt Fire Department to host the 10th World Rescue Challenge in October. The VFDD had never staged a world challenge before and have only conducted two national challenges with about 4 -6 teams in each prior to this. So drawing on the significant experience base in the UKRO, the event was staged in the training yard at the rear of the main fire station and training academy in Frankfurt in what the locals called balmy conditions... the temperature actually reached double figures on the afternoon of the last day!

Due to the short lead-time the event was cut down to just the 3 event days plus some social functions and formalities despite this there was little or no

Continued on page 6

From the President...

Our progress against this plan will be measured across a range of documented KPI's and reported annually to our membership via our annual general meetings.

To grow ARRO into the future requires a strong and increasing membership and with this in mind, can I encourage all members to 'help grow the business' and ask that you seek out and attract new members to the fold. We believe we have a good product and for an annual fee of \$50 (tax deductible) it's not a bad deal. As we all know, the strength and diversity of ARRO is in our membership base.

Can I also take this opportunity as the incoming President to acknowledge our ongoing relationships with

Chubb/Holmatro, Gore and Holden who are 'good friends' and supporters of our cause. Without their on-going support ARRO would struggle to operate at the level we do.

In closing, I would like to acknowledge and thank the members of the Technical and Executive Committees who put in countless hours in support of ARRO and its members. The agency diversity within these committees continues to expand with representation now from WA, NSW, ACT, Qld and NZ and across the disciplines of both fire and rescue and ambulance.

2009 in Review

Reflecting on the success of both of these events compared with their respective first challenges, ARRO has moved along way forward. The first Australasian was held in the loading dock of the Brisbane Convention Centre in 1995 and saw 6 teams undertake once scenario each.

2009 has also marked a number of other changes within ARRO:

- Lee Johnson stood down as President after more than 12 years in various roles on the committee.
- The committee was restructured to formalise the technical committee's role and membership
- An Executive Officer was established to assist with administrative duties.
- Scenario classes were re-worked and enhanced in a further move toward 'on road' realism.
- The Technical Committee worked with UKRO members to develop a common set of assessment guidelines for use around the world.
- Our relationship with Holden Strengthened so that ARRO is now a vital partner in their asset disposal process.
- Providing corporate clothing for Challenge Management Team members.
- Re-establishing the discussion forum on the web site.



The 2009 Challenge Management Team. What a great looking group! Photo: Grant Harper.

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NZ National Challenge: 16 teams qualify for the UFBA National Challenge, Christchurch, March 2010

Sixteen teams from throughout New Zealand are now in training for the 2010 UFBA National Road Crash Rescue Challenge set to take place in Christchurch in early March next year. Each of these teams was required to compete in a regional event to qualify for the Nationals.

The regionals, held earlier this year in Greytown (regions 1 and 2) and Cromwell (regions 3 and 4), were particularly exciting as they drew participation from several new teams throughout the country. "From the UFBA's perspective, it is great to see new teams getting involved," says UFBA CEO George Verry. "For us, it's more about the learning that occurs throughout the events than who the winners are at the end. The goal is to get participation from more and more teams each year."

In region 1, Morrinsville finished in first place followed by Whitianga in second. Finishing in first place under the Region 1 team leader category was Andrew "Skinny" Lingard.

Greytown finished first in region 2 followed by Feilding in second and Hawera in third. Kerry Fenwick of Greytown finished first in the team leader category.

Winning region 3 was the green Rolleston team, followed by Blenheim in second place and Kirwee (also a first-time team) in third. Michael Field of Blenheim earned best team leader and Dean Shuttleworth of Rolleston finished first in the team medic category.

Continued...

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Photos
courtesy
of
Christa
Lawlor,
UFBA

In region 4, Milton won first place overall, followed by Balclutha in second and the hosting Cromwell Brigade in third. Balclutha's Robbie Allen also earned first place in the team medic category. Best team leader went to Brian Cowie of Milton.

In most cases, the top teams from the 2008 Nationals maintained their status in this year's regionals - but with tight competition. The experienced RCR teams worked to a high standard as expected. Less expected was the green Rolleston team winning region 3 overall in its first ever competition. The mix of seasoned and up-and-coming teams will again make for an interesting national event.

Full results are available at

<http://www.ufba.org.nz/events/challenges/rcr.php>

In the next issue of ARRO News:

Keep an eye out for the following:

An update on planning for the 2010 Australasian Rescue Challenge

News on planning for future World Rescue Challenges, including the 2011 challenge to be hosted by the NZ UFBA under the auspices of ARRO

An article from Chair of the Technical Committee, Tim Fox, on command recognition and prime decision making.

An update from Daryl Rush on the research work being undertaken by QFRS associated with the Holden drop test, which appeared in the last edition of ARRO News.

Considerations associated with extrication and transport of obese patients by Brad Setch.



Season's Greetings!

The ARRO Executive and Technical Committees wish all our members, sponsors, supporters and families a happy and above all safe and operationally quite holiday season. See you in 2010!



World Rescue Challenge 2009 (continued)

spare time and everyone had to pitch in to help the hosts with execute their plan.

The challenge involved the usual 3 scenario classes presented at the World Challenge (Rapid, Standard and Complex). A total of 29 teams from 15 countries participated in this challenge, which was a great outcome. This included participants from Austria, Hungary, Serbia, Sweden, France, and Ghana as well as representatives from the UK, Spain, USA, Canada, Australia and of course the host country Germany. With the large number of teams and a few language challenges among the challenge management team the first day kicked off at 0700 almost on time. However the day did not finish until around 2030. This meant operating under lights and with the heavy blanket of fog it was difficult to see one end of the pits from the other.

In addition to the rescue challenge, the hosts staged a trauma challenge for 15 teams of two. Some of these teams were dedicated to the trauma challenge only; others were made up of members of the rescue challenge teams. Trauma challenge scenarios took place in the luxury of a training room inside the fire training academy (no fog or icy conditions) and involved a 10 minute scenario in which first responder teams had to triage, diagnose and treat one or more casualties.



Left: Scenario preparation.



Below: Rapid pit in action. Teams arrive on appliances.



Left: German Community Safety rollover simulator for school's learner driver programs.

Future World Challenges

2010 - To be advised.

2011 - New Zealand (integrated with ARC11)

2012 - To be advised

2013 - Northern Ireland

One of the more interesting (and unplanned) challenges occurred when a German TV crew barged into one of the pits while a German team was part way through its scenario. They wanted to interview the Team Captain and get his thoughts as the scenario was unfolding. Interestingly, he actually stopped to talk to them, while the team kept on working on the scenario!

The Trauma Challenge (Medical assessors [all Doctors] standing).



Continued page 12

ARC09 in Review: A technical analysis of the performance of teams by Dave Stackhouse

Data analysis:

The technical committee has broken down the score sheets from this year's Australasian Rescue Challenge (ARC), which has proven a very worthwhile process. We now have definitive data for review to accompany our direction, various feedback information sources and sometimes "gut" feeling.

With the cost of running the challenge it is important we obtain the maximum benefits from it, one benefit we have not developed to its full potential is the area of data recovery, which must hold many areas of value for ARRO and for agency rescue planning.

The Challenge could be considered a perfect controlled research event where we have realistic rescue scenarios and crews utilizing techniques and equipment on the latest model vehicles with the scenarios providing clear rescue objectives. This is an area the technical committee will explore further for next year's challenge.

Extrication success ARC 09:

In previous challenges we have strived for a 'magical 75%' extrication success rate, although a

clear figure we had no rationale for this percentage except it seemed a worthwhile target.

It became clear we needed to have direction for this target. That direction should be the use of the data post event to examine and quantify our scenario direction versus the ability of teams to actually complete an achievable rescue task.

ARC 09 assessors were asked again to make a judgment call if a team failed to complete the extrication scenario within the allotted time span that judgment was 'would it have been successfully completed within 5 minutes?'

Table 1 is a summary of the interpretation of selected data and provides us with some base for further discussion at the technical meeting. I have broken down into the three events and a combined total percentage of success.

Entrapped event:

This event is clear in objective and relevant to modern on road rescue practice and is stimulating teams to apply techniques to free an entrapped casualty.

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**ARC09 review
(continued)**

Summary	In Time	Within 5<	Total
Extricated Entrapped	36%	64%	100%
Extricated Controlled 1	86%	7%	93%
Extricated Controlled 2	64%	14%	79%
Extricated Immediate	43%	36%	79%
Grand total extricated	57%		
Grand total extricated (5)		30%	87%
Teams used winch	40%	80%	

Table 1: Summary of analysis of completed tasks at ARC09

The success rate of 36% was evident directly in proportion to the teams experience levels in actually having to apply full entrapment rescue. It would be our opinion that if the same teams attend ARC10 they will have a better approach/plan and better skill level with space creation and ram options to achieve a release within the 30minutes or less even with our strong Holden cars.

The fact that all the teams that failed to complete the scenario would have completed within the subjective evaluation of 5 minutes shows that the evolutions were appropriate to the degree of difficulty versus time frame within our competition environment.

Again the correct use of rams was critical to this event to ensure that teams could cross ram or extend dash from the both B & C pillars, this is an area that teams should train on for future events.

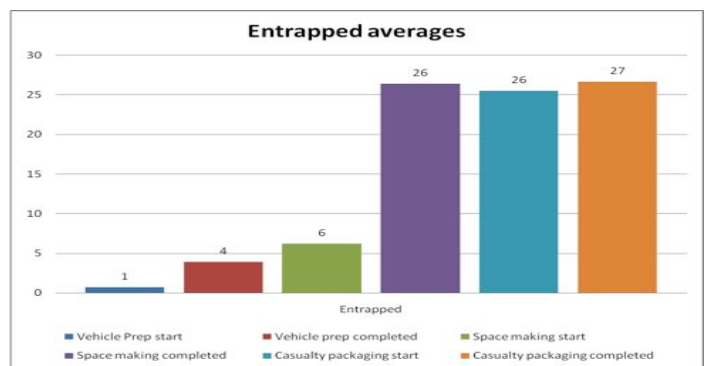
The size up and approach of teams prior to starting physical work on the vehicles and early accessing of medics into casualty care has dramatically increased in efficiency ensuring we get tools on the vehicle faster and in a more operational setting. The marking sheets are showing through here with assessors having clear guidance and teams seeing that the main points come from the main phases of rescue:

- Space making/Casualty access
- Extrication options/plan/tool work
- Casualty packaging/handover

Average time to start vehicle preparation = 1min.

Average time to start space creation techniques =6mins (A useful comparison is the NZFS who train crews to have tools on the vehicle within 3-5mins of arrival within a safe environment).

Average time spent on glass and stabilization (vehicle preparation) has also improved with a timeframe of 4minutes (average) this being completed with little in the way of shortcuts, with teams removing only the glass that needed to be removed and the impact damage to vehicle and glass being relevant to the scenario presented.



The technical committee will continue with developing entrapped scenarios based on operational incidents with our only constraints being the strength of the Holden’s and the props that are actually provided.

Controlled event:

This event has developed into a medical challenge with strong support from the technical team members, it has also has provided a clear demand on the OIC to complete a quick risk assessment and action plan with full communication with his/her medical team members.

It would appear we have reached a worthwhile balance given that our medical members have wanted more from the challenge. Feedback comments being very positive an example being;

“It is clear that the multi patient and triage scenario is contemporary and relevant”

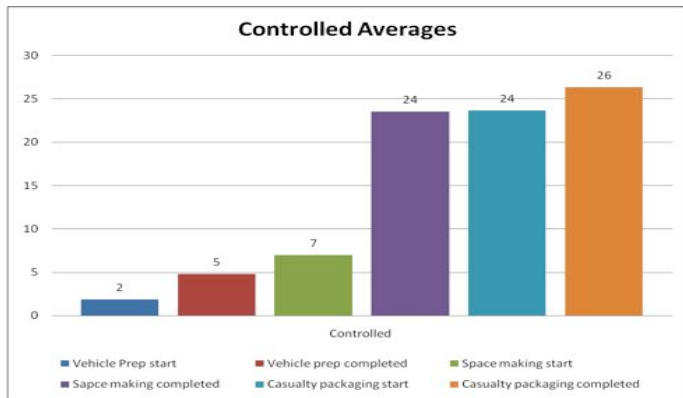
Extrication 1st casualty average = 86% ----Within 5=7% =total 93%

ARC09 review (continued)

Extrication 2nd casualty average =64%---- Within 5=14%=total 79%

The technical committee will further develop the controlled concept with a variety of physical scenario concepts versus medical injuries and triage challenges.

The idea of a training package will be explored as part of next year’s workshop or symposium. This will assist teams in future in relation to effects of crush and serious orthopedic emergencies which may enlighten and support practice and promote effective treatment routines in competition.



Immediate event:

The technical committee has felt that this event has lacked a clear objective in past years with scenario and technical difficulty varying between a true rapid or immediate intervention concept, to a semi controlled release concept. The marking sheets have also in the past, inhibited teams and assessors from speeding up such issues as vehicle preparation versus the need to provide rapid extrication or access to casualty for the medic.

At ARC09 we attempted to place objectives into the event after clarification that we did actually want to see rapid extrication plans put into place by teams.

The scenario objectives were:

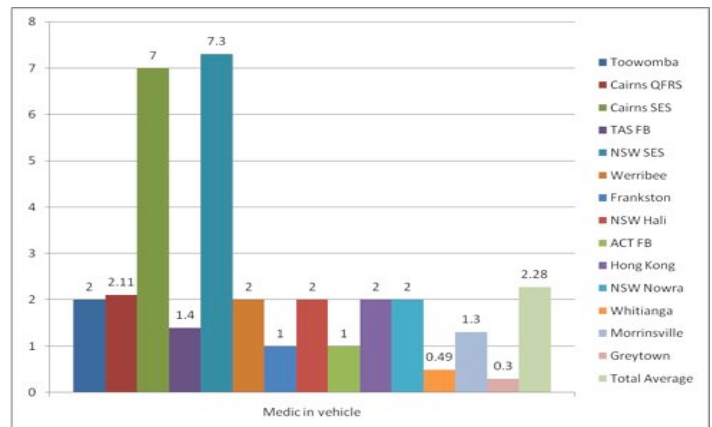
1. Present denied driver access
2. Remove glass from driver’s side relevant to impact damage (in effect to offer a faster attack option)

3. Provide an alternative method of making access to driver side (vehicle relocation) should a team see timesavings in this technique to effect access to *the time critical casualty*.

Did we achieve our aims with the event? – Clearly some teams still struggled with the concept that places emphasis on the need to put on speed of action to gain access or immediate release of the casualty. A good example here is within the scenario design, the key fact was that once initial access was made all teams had to complete was a door removal and 90 degree removal i.e. the casualty critical injuries negated the need for a pathway without any manipulation. (The traditional pathway of over the back or 45 degree option.)

Teams that ensured quick access to the casualty by the medic were more successful.

Medic into vehicle or casualty to begin primary



survey = 2 minutes. The message that we see no reason why the medic would talk through the laminated windscreen given the area has already been assessed safe by the team leader has been taken on board by teams. Again this is relevant to on road rescue with initial access via an exterior window while main stabilization is completed thus ensuring immediate casualty access.

The vehicle relocation concept:

ARRO has had this technique within the marking schedule for the last three Australasian challenges and this year has amended the rules to actually facilitate its use.

ARC09 review (continued)

The instructional session taken by Dave Mitton, Tim Fox and myself was well received under the title of "alternative extrication options and thinking". This was designed to stimulate teams into looking at the alternative options especially when time has been identified as an issue to the entrapped casualties.

Overall the statistics reflect that teams learnt from this introduction and applied the technique given that the denied driver side scenario presented an easier access and release point for a rapid extrication/intervention.

Teams that used a relocation option = 71% and from that;

Teams that extricated within time = 40%

Teams that extricated completed within (5) = 80%

The relocation technique required a folklift available as a mobile winch point which worked well, given that its pit position is requested by the team leader in his/her size up and presented no lost time to the team. This process being mirrored on road as emergency vehicles are positioned as anchor points while other concurrent activity is conducted.

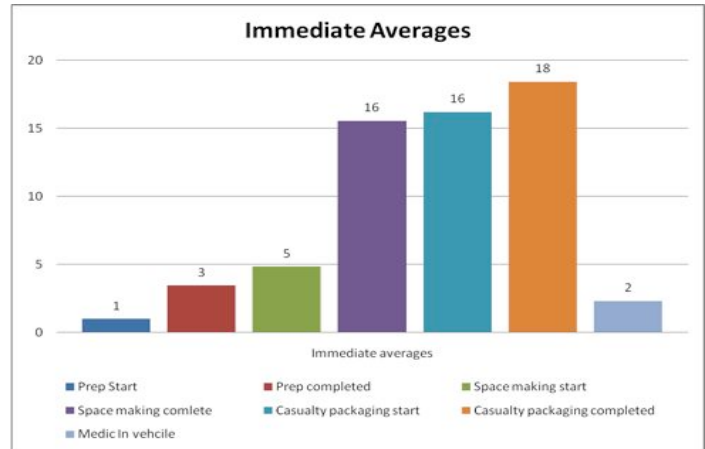
This technique can also be effectively used within the entrapped pit and will lead into pole wrap and underide scenario development which can only prove beneficial to advance extrication planning versus casualty condition experiences for agency teams.

Extrication stats for the Immediate event were;

In time 43% and within (5) 36% which gives us around 79% complete overall.

The technical committee will discuss this event more with the aim of looking to improve the concept of speed versus safety if we wish to actually stay with a **rapid intervention philosophy**.

Another area of work is a possible need to explore a different marking schedule to represent the rapid requirement.



Overall the development of the scenario design in the last few years has progressed ARRO and the challenge toward a more realistic 'on road rescue' event, which ultimately will provide a better learning competition to competitors and a flow on marketing return to supporting agencies, providing we continue to evaluate the event and apply the analysis along with feedback all of which will assist to drive and support our future challenge direction.

Got something to sell? Want to promote your goods or service to the road rescue community?

Why not buy some advertising space in ARRO News?

ARRO News has a wide circulation across the Australasian road rescue community, reaching members of all major rescue providers from Senior Executives to front line operational responders. This includes both statutory authorities and private providers such as mine rescue services.

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- 1/4 page (like this one)
- 1/2 page
- Full page
- Back page; or
- Multi page supplements.

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Well, after making the big decision to get involved at committee level with ARRO, I've now had the opportunity to get together with the rest of the executive at our meeting held in Qld recently. (Thanks to Steve Rothwell and the QFRS for hosting us for the weekend). I can say, "It was an eye opener". The amount of business that we got through in the two days was substantial and I now realise the amount that also goes on in the background by all the guys, particularly by the Executive Officer Paul Jerome.

Our main focus was to start looking at ARC10 and I'm really looking forward to working with the VICSES and the ARRO Challenge team to stage the ARC10 event. The amount of planning and coordination that goes into staging these events is enormous.

For me personally I see that being part of ARRO is an opportunity to further the development of the ACT Fire Brigade, particularly since we started competing in ARC's only 4 years ago. In the 1990's the ACTFB was probably considered

What benefit does ARRO provide? A view from the new guy - Greg Kent



Photo: Grant Harper

one of the leaders in the RAR discipline in Australia but unfortunately since then, due to a number of factors (predominantly financial), we have probably fallen behind in terms of the latest techniques and equipment. We are the responsible agency in the ACT for RAR and like most jurisdictions have been experiencing an ever increasing workload in this area, coupled with the increased challenges that the new technology vehicles present. Since we started sending teams to the Challenge, we have not only increased the skill levels and techniques of all our front-line staff, but have also been able to assess the latest and greatest gear on the market. In fact, 18 months ago we sought and were able to gain funding

from the ACT Government to completely replace all of our ageing Hurst equipment with the latest Lukas technology, and our capabilities have increased immensely.

Our real focus to date has been on the learning experience for all our staff and we have foregone the temptation to select an elite competition team and have elected to provide an experience for as wide a cross-section of our staff as possible. This is now paying off, as these staff have been able to pass on their experiences across their respective shifts, which has lifted the skills base of everyone. I'm confident that slowly our performances will keep improving because of this.

In the next issue of ARRO News:

Keep an eye out for the following:

- An update on Australasian and World Challenges
- An article from Chair of the Technical Committee, Tim Fox, on command recognition and prime decision making.
- An update from Daryl Rush on the research work being undertaken in QFRS associated with the Holden drop test, which appeared in the last edition of ARRO News.
- Considerations associated with extrication and transport of obese patients by Brad Setch.

WRC09 Frankfurt, Germany (continued)

The WRO AGM was well attended by all member organisations and some new representatives. Rescue Organisation Ireland (ROI) was admitted as new members of the WRO and put forward a successful bid to host the World Challenge in 2013. Also accepted, as an affiliated member, was the North American Vehicle Rescue Association (NAVRA). This is a group of rescue trainers who wish to promote improved standards and service delivery across the USA. Their membership will sit along side that of TERC USA.

The 2008 Australasian Champions, Bacchus Marsh, represented ARRO along with assessors Garry Mikhail and Paul Jerome, while Peter Guard represented the Executive.

Australasian Rescue Challenge 2010 Melbourne

VICSES will host the 2010 Australasian Rescue Challenge. The event will run back to back with the Victorian State Challenge from Thu 22 to Tue 27 July 2010.

The venue will be the Melbourne Showgrounds (Rescue Down Under and ARC2004), in a brand new and much larger pavilion (pictured below - the huts or dongas on the right hand side give an indication of the size of the venue).

Challenge Management Team members may have the opportunity to be involved in both challenges to some extent. The program is still under

[Continued page 13...](#)

ARC09 Sydney (continued)



Second place overall in 2009 went to the team from NSWFB Nowra.

Third overall was the team from CFA Werribee.

Photos: Grant Harper.



These included an update on hybrid vehicle technology. A domestic rescue workshop looking challenges like fingers in plugholes, hands in machinery and other more unusual extrication issues! (Participants at the workshop will know what we mean!)

In addition to this ARRO was able to run a series of best practice in rescue workshops prior to the challenge commencing. This assisted in giving participating teams a clear indication of what ARRO assessors were looking for in the scenarios.

The team from QFRS Toowoomba emerged as the winners in a closely fought challenge. Second overall was a new team with an old boss! NSWFB Nowra were new entrants in 2009, however they sought the help of a seasoned campaigner in Clayton Allison as their coach who somehow became their Captain! Third overall was another well-seasoned team from CFA Werribee.

Full results are available on the ARRO web site.



ARRO Merchandise!

ARRO now has a range of merchandise available and this will expand in 2010.

Great as gift to reward team members for their efforts or to acknowledge your participation as a member of ARRO!

Polar fleece beanie..... \$12.00
Designed to fit under a helmet for those cold wet nights!



Gift boxed key ring..... \$8.00
"ARRO - Advancing the science of road rescue"

Engraved pen..... \$5.00



"ARRO - The peak body for road rescue"

In time for ARC10 we will also have a range of event shirts, ARRO shirts and caps. The ARRO shirts will be restricted to members only!

All prices are GST free and include postage. Contact Executive Officer Paul Jerome to place your order today.

ARC09 Sydney (continued)

development and the ARRO Executive and Technical Committees will be meeting with the SES organising committee in February to finalise the program. The draft program is:

- Mon 19 - Wed 21 July: Bump in and vehicle prep
- Thu 22 July: CMT workshop & briefing
- Fri 23 July: Vic State Challenge
- Sat 24 July: Combined symposium for Vic & ARC teams
- Sun 25 - Tue 27 July: ARC10

Team Registrations

Team registrations will be called for in early 2010 via the ARRO web site. The program will include an interesting interactive symposium. For more information prior to this please email ARRO Executive Officer, Paul Jerome (paul.jerome@beready.com.au)

Expressions of Interest for Challenge Management Team and Shadow/Trainee Assessor Roles

A reminder to all members if you would like to be considered for a role in the 2010 Challenge Management Team (CMT) please email your nomination to ARRO CMT Coordinator, Dave Stackhouse (stacky@snap.net.nz or dave.stackhouse@fire.org.nz). Likewise if you would like to become an assessor, scenario manager or take on some other role in the ARRO CMT, please drop Dave a line.

STOP PRESS!!!!

ARRO has just been advised that a host for the World Challenge in 2010 may have been secured. Details won't be confirmed until late January 2010, but likely dates are early September 2010 in Europe.

More information will be published via the web