



NEWSLETTER

September 2004

Editor: Peter Cocks

0417 398 232

peter.cocks@ses.vic.gov.au

WELCOME

Welcome to the ARRO Newsletter for September 2004. This issue contains a wide range of information including requests for member comment.

Please take the time to read all this information and provide your input where possible. Note the deadlines listed in the next section. Member input is very valuable and you are encouraged to have your say.

In this newsletter there is a comprehensive report from ARRO President, Rhys Maggs, detailing significant happenings at World Rescue Organisation level. You'll also find a report from the ARRO Technical Committee and this is where your opinion is sought on a range of issues. Please take the time to reply as member feedback is important to ARRO.

AUSTRALASIAN AND WORLD RESCUE CHALLENGE

The dates for the Australasian and World Rescue Challenges for 2005 are set. The challenges will be run from the 8th to 15th October in Hamilton, New Zealand. Hamilton is on the North Island of New Zealand about an hour from Auckland.

The web site is now up and running with details on both events, with new details added as they become available. The program is comprehensive and teams considering attending should note the dates now.

The web site is www.ufba.org.nz

URGENT – Please Note Deadlines

Members and agencies are requested to note that there are several deadlines for response contained within this newsletter. They are: -

1. Indications of interest in participating in the World Extrication Challenge 2005 – deadline 30th September 2004
2. Feedback on concept of one day Rescue Conference – deadline 30th September 2004.
3. Feedback on Draft Assessor Policy – deadline 30th September 2004.

4. Feedback on Minimum Recommended Pit Equipment – deadline 1st October 2004.

**Please note – should you wish to comment but cannot meet the deadline please discuss with Paul Jerome to arrange extra time as your contribution would be appreciated.*

ARRO EXEC TO MEET IN NEW ZEALAND

As part of ARRO's commitment to the Australasian and World Challenge in New Zealand October 2005, the ARRO Executive team will hold their next committee meeting in Hamilton New Zealand to meet local organisers and tour the event site. The meeting will be held 22nd to 24th October in Hamilton.

WORLD COUNCIL MATTERS - Rhys Maggs

World Rescue Challenge 2004

This year's World Extrication Challenge took place at Plymouth in the United Kingdom on a plot of land known as "Plymouth Hoe." Plymouth Hoe is a flat headland from which Sir Francis Drake sailed to defeat the Spanish Armada after having completed a game of lawn bowls, or so legend would have it. Devon, in the south of England, normally enjoys a most benign climate. The timing for this Challenge was selected particularly to take into account the period of time that is statistically the best for good weather. The reality was that the weather proved just how precarious it is to try and predict weather on a long-term basis, particularly in the UK. In the event there were 70mph winds, lashing rain and a decidedly hostile environment, particularly for assessors and pit crews. Trade exhibitors, who were located under cabanas-like structures were blown away in the first few hours and had to resort to hastily arranged caravans or retreat to the safety of hotel accommodation. By the third day of the Challenge the weather had improved significantly, but too late to entice the exhibitors back on to the Hoe.

The Challenge took its usual format of Unlimited, Limited and Rapid Intervention scenarios with assessors from all over the world. Australasia was represented by Mike Kimber from New Zealand and John Flegg from QAS. This was the year of the home hosts, with the UK making a clean sweep of virtually all the events, with the overall winner being a team from South Yorkshire Fire Service. The scenarios were certainly challenging but it made me reflect upon how blessed we are in Australasia to have access to new cars, courtesy of Holden, for the conduct of our challenge. It was a real reversal of form for many previously highly regarded teams with Thames Fire and Rescue achieving sixth place, Bacchus Marsh VICSES seventh place, and last year's World Champions, South Wales ranking eleventh overall.

This year, for the first time, two teams from Sweden participated in the WRC. The Czech Republic were also represented and there were two teams from Spain. It appears certain that Spain and Sweden will join the UK to form the European Rescue Organisation (or whatever other name might be more appropriate, perhaps Western European Rescue Organisation).

South Africa made a bid for the WRC in 2006 and, whilst there is a competing bid from Qatar it was felt by the WRO that it was probably inappropriate for teams to be considering travelling to and participating in activities in the Middle East at present. However, both countries have been invited to submit a firm proposal with budget costings for WRC 2006 in Cape Town, South Africa.

Much of the WRO meeting which was recently held in Plymouth surrounded the parlous state of WRO's finances, something I had not been aware of prior to this particular meeting. However, more of that later. Let me first cover the issues of election of office bearers and some of the other manoeuvrings that took place.

Election of Office Bearers

As expected at this meeting, Barry O'Donnell stood down as Chairman of WRO, having in the previous week retired as Chairman of the UKRO. He was due for re-election, but since he is retiring as Chief Fire Officer of the South Yorkshire Fire Brigade, he decided not to seek reappointment.

Barry nominated me for the Chair and there being no other nominations, I was elected as President of the WRO. I then raised the matter of whether it was appropriate to have Vice Presidents for each of the regional areas and the difficulty experienced when the Chairman was unavailable and a non-Vice President was nominated as Chair in his place. This was acknowledged and it was agreed that the Constitution was lacking in this area. The need for Vice Presidents from each of the regional areas was also discussed and it was agreed that this was a potentially cumbersome arrangement, which had the potential to grow exponentially as other regional areas joined WRO. It was agreed that only one Vice Chairman was warranted and Dave Webb (UKRO) was nominated for and elected to that position. It was agreed that, in future, heads of regional peak bodies will be known within WRO as "Regional Chairman (Chairperson)."

At this stage it became evident that, with the transition from WCRO to WRO, the Constitution had been changed and nobody had picked up that in the new Constitution the Chair was to appoint a Secretary and Treasurer rather than these being elected positions. Acknowledging that nobody had realised this change had occurred, I advised that I would report back to the WRO Board later that week as to whom I had selected for the two positions. At this stage John Hoey stood down as Assessor / Co-ordinator and this function was accepted by Brad Havrilla from TERC. John agreed to retain responsibility for the strategic planning for WRO.

Not wishing to rock the boat in a fairly sensitive environment, later that week I re-appointed Cameron Black as Secretary and Mike Akers as Treasurer, advising that I would be moving an amendment to the Constitution to require these two positions in future to be elected rather than appointed and that, accordingly, I'd be seeking nominations for those positions at next year's WRO meeting in New Zealand. I also flagged my intention to change the Constitution to require half the Board to step down on alternate years, thus

providing some degree of continuity. I also advised that I would step down as WRO Chairman and offer myself for re-election in Hamilton.

Treasurers Report

Mike Akers then presented a grim picture of the WRO finances. This came as a complete surprise to me, since the previous year the WRO appeared to be tracking quite well. It appears that the bulk of expenditure incurred has gone in the last year on legal fees for the establishment of WRO as a charitable body and some support for the WRO's activities in Ghana.

On the matter of the legal expenses, I had always assumed these were being met by the South Yorkshire Fire Brigade, as part of Barry's Chairmanship. What it appears had been happening is that the UKRO, of which Barry was also Chairman, was advancing money to WRO to meet these costs as they were incurred and these have been quite substantial. The net result is that WRO has very little assets, barely sufficient to meet its current liabilities, and income from sponsorship (which has been arranged by the UK members) for this year has already been committed.

I have taken several steps to redress this situation, including development of a low-level sponsorship agreement with the assistance of Huzzard Byfield and putting in place a process whereby no expenditure may be incurred by WRO members without my prior approval and no cheques being issued without similar approval. It was also further agreed that membership fees should be increased and that a supplement, which will be known as the WRO levy, will be placed on all entrants at future World Extrication Challenges. This is something that we should be considering from an ARRO perspective as well. New Zealand, the hosts of next year's World Extrication Challenge, are comfortable with the concept of a clearly identifiable levy being included in the entrance fee.

Technical Committee

The ARRO paper requesting a Technical Committee (thanks to Paul Jerome for developing this along with the other Technical Committee members) was, at long last, accepted, although it is conditional upon the conduct of their business via teleconference rather than by face-to-face meetings. Call costs will need to be borne by the individual peak bodies or the host agencies. Since this is an Australian initiative ARRO was offered Chairmanship of the Technical Committee. Subject to his acceptance, I have nominated Paul Jerome to hold this position in the first instance. This is a significant turnaround of attitude by WRO and one of which ARRO members should be quite proud, since we have persevered with this proposal since the inception of WRO.

Barry O'Donnell

At the closing dinner I acknowledged Barry's involvement in the WRO / WCRO and mentioned some of the key elements of his Chairmanship. In this address I pointed out that he was elected to the Chairman's role at a meeting of the WCRO held in Johannesburg in May 2001, taking over this role from his predecessor, Mr Jeff Ord. One of the first things that Barry undertook was a

rationalisation of the United Kingdom representation on the WCRO. Previously there were representatives from the Chief and Assistant Chief Fire Officers Association (CACFOA) and the Car Users Entrapment Extrication Society (CUEES). Identifying that this was not truly representational, Barry introduced moves to make the sole representatives from UK people nominated by a new group, the UKRO. At the same time Barry was instrumental in achieving rationalisation of worldwide membership, resolving representation from CARS and TERC from the USA, Australia and New Zealand, and acknowledging that the UKRO would eventually be subsumed into a Western European peak body. To a large extent this led to the change from ANRARA to ARRO. As a direct result of these moves, particularly in the North American context, TERC USA and TERC Canada became joint members of the WCRO.

With the membership of WCRO rationalised, the organisation set out to support a campaign for major sponsorship of the organisation, with Barry himself securing some low-level sponsorship from De Walt, Gore and Ferno. Barry was also fully supportive of the concept of major sponsorship and to that end led the move from WCRO to WRO, which flowed from our seeking and gaining charitable status in the United Kingdom. This proved to be a lengthy process with finalisation of the charitable status only being achieved early in 2004, which then saw the subsequent signing of a contract with Huzzard Byfield for them to secure major sponsorship of the WRO.

Barry has always been passionate about the need to take road rescue training to the third world and, following an approach from the Deputy Prime Minister of Ghana, Barry organised a WRO delegation which went to Ghana in 2003 as a first move in delivering road crash rescue training to the Ghanaian Fire Service. So successful was this first sortie that follow-up activity took place this year (2004) to consolidate last year's training.

During his time as Chairman of the WCRO/WRO three World Extrication Challenges took place, those in Prague, Ottawa and Plymouth.

Sponsorship

Phil Huzzard attended all of the WRO meetings and was a major contributor to much of the debate. It was generally agreed around the table that with passage of time since Huzzard Byfield first embarked upon their involvement with WRO the thrust of the pitch for sponsorship had changed. Most of you would remember that in the early days there was a significant focus on the "Everyday Heroes" concept which focussed indirectly on 9/11 in New York, but it was felt that the timeliness of that was now lost and Huzzard Byfield agreed to review their approach.

At Phil's request a steering committee and a working party comprising WRO members has been established to assist Phil focus on the successful gaining of sponsorship. I agreed to serve on the Steering Committee and Lee Johnson and Peter Cocks are our nominees on the Working Party. It is intended that the working party will meet by teleconference, with the first one scheduled to be held soon.

It was further agreed that the WRO should not restrict its activities in sponsorship to exclude alcohol producing companies, with the possibility of us being able to offer a message regarding "safe drinking and driving" or "drinking in moderation when driving" should an alcohol producer be interested in participating as a major sponsor. Further thinking was also developed, moving away from one major global sponsor to several sponsors at a slightly lower level, eg. rather than one at US\$3M, five at US\$1M each was considered to be perhaps more achievable.

Eligibility to Enter World Rescue Challenges

The policy of the World Rescue Organisation is currently for up to four teams from each of the major geographic areas that comprise the WRO to be eligible to compete in each World Rescue Challenge. Experience has shown, in the past, that this limitation on numbers has rarely been a problem because of the costs associated with travel to World Rescue Challenges. However, with next year's WRC being held in New Zealand and the relatively small cost of travel for Australasian teams compared to travel to North America, UK, South Africa, etc. there has been a significant degree of interest generated by agencies and teams that are seeking ARRO policy regarding selection to represent Australasia. Obviously one of the aims of the WRO is to spread road rescue knowledge throughout the world, particularly the developing countries and therefore the current policy of admitting four teams from each peak area is constantly under review. With a number of teams to be invited from the Far East and South East Asia next year it may not be possible to accommodate four teams from each of the main geographic areas currently represented on the WRO, but this will be determined closer to next year's Challenge when interest from other agencies can be better gauged. In the meantime ARRO is working on the existing policy of a maximum of four teams from Australia and New Zealand.

The present ARRO policy is to fund the participation of the highest placed team in the previous year's national challenge that wishes to take up the offer of financial support in order to participate in the next year's WEC. In the case of 2005 this means that Thames Fire Service from New Zealand are the ARRO nominated team. ARRO will then endorse three other teams to participate, subject to ARRO membership. Entries will therefore be related to the four highest placed teams in the 2004 Australasian Challenge that indicate that they are prepared to take up the places available.

What this means is the teams who participated in Australasian Rescue 2004 that wish to participate in the WRC should seek their agency endorsement / approval for this activity and then notify ARRO by close of business on the 30th September 2004. This notification is not required to be a financial commitment but more an indication of a team / agency's willingness to be considered for a place in WRC 2005.

It should also be noted that quite often some of the places are not taken up by all of the eligible peak bodies. For example, it is rare to have more than two

African teams participating and often North America will not fill its full complement of four teams. In that case it is possible that some of these spare places may be offered to Australasian teams, subject to the overall take up from non-member countries who are invited as guests and Australasian wild card entries flowing from Australasian Rescue 2005. For more details on this policy please contact Peter Cocks on (03) 9684 6626.

YOUR OPPORTUNITY FOR TECHNICAL INPUT

The ARRO Technical Committee met recently to consider a number of changes to elements of the challenges and seeks your input and comment on the proposed changes.

Medical Standard:

The objectives of ARRO are to improve the standard of road rescue service delivery across the Australasia. With this in mind, the technical committee recognise that effective spinal management and oxygen therapy can contribute to an enhanced service delivery in the medical aspects of a rescue. Given that it is well recognised that an integrated approach to rescue involving the medical aspects of casualty care can greatly improve survivability, the technical committee proposes to raise the expected standard of medical intervention by teams.

Accordingly, it is proposed that team medics will need to demonstrate competency in the following areas:

- Primary survey;
- CPR;
- Haemorrhage control;
- Fracture management;
- Spinal immobilisation; and
- Oxygen therapy.

In short, medical assessors will be expecting teams to provide effective spinal immobilisation and appropriate oxygen therapy to casualties as well as the other basic first aid interventions.

This is not intended to unduly restrict teams from agencies that do not have protocols for such service delivery. Instead, it is designed to encourage teams from these agencies to develop their relationship with an ambulance provider that does have people with these skills. Doing so will create the opportunity for either cross training in preparation for challenges, or better still, a composite team to enter the challenge. It will also enhance service delivery through a truly integrated approach to road rescue.

Changes to Limited Class:

Another topic considered by the technical committee has been the limited class. What are the objectives of this class? What are the 'limitations'? Part of this stemmed from the feedback provided by teams at the Melbourne challenge in relation to restrictions to do with reciprocating saws. With this in

mind, the technical committee is proposing the following changes to the limited class:

- Teams will only be allowed to use the equipment provided in the limited pit. No substitution will be allowed; teams will not be allowed to bring in anything similar to what is provided on the pit. For example, only the air chisel provided will be allowed, even if a team has their own which is more powerful.
- The only hydraulic rescue tool provided will be a battery operated combination tool.

The tool restrictions (or limitations) will only apply to the limited pit. Teams will still be encouraged, in the interests of innovation, to bring new and alternate tools and equipment for use in the unlimited and rapid pits.

One-Day Rescue Conference:

At the ARRO Annual General Meeting, held in Melbourne last May, there was general discussion around the concept of a one day conference to explore some the concepts around best practice in the field of rescue. Delegates would be invited from all agencies involved in service provision across Australia and New Zealand (whether they are members of ARRO or not).

The technical committee has commenced discussions around this concept and seek your input in relation to the support likely to be gained of such an activity. In broad concept terms the activity would be:

- Designed around a one day program (say 0900 to 1630);
- Conducted in Melbourne, Brisbane or Canberra at a low cost or no cost venue around April or May 2005;
- Open to representatives from all organisations at both the operational and strategic/policy level;
- An activity for which there would be a charge for delegates to attend to cover the cost of staging the activity.

Content could include:

- Case studies from agencies in Australia and New Zealand that explore their practices and procedures and how they have evolved. For example, why do some agencies ban the use of steering wheel airbag restraint devices and others do not. What is the better practice?
- How do agencies select the type of hydraulic equipment they use and why?
- What research has been undertaken in the rescue elements of the road toll and what does it tell us about how we can improve our service delivery?

Overall the concept would be to consider how the policy makers could be influenced to improve their practices. This conference is unlikely to include any practical 'hands on' sessions or demonstrations.

Would you, or your organisation, be willing to cover the cost of your travel, meals, accommodation and attendance at such a conference? Clearly the answer to such a question depends largely on the content of the conference. However, ARRO is looking for an 'in principle' indication of the level of interest that may exist.

ARRO needs an indication of how well such a concept would be received before expending a large amount of resources to develop and deliver such a product.

What do you think about each of these ideas? Comments, with explanations of why you think what you do, should be forwarded to ARRO Secretary, Paul Jerome, at the postal or email address below, no later than 1st October 2004.

Paul Jerome
Secretary ARRO
168 Sturt St
SOUTHBANK VIC 3006
paul.jerome@ses.vic.gov.au

Assessor feedback on draft policy

A reminder to all ARRO assessors. You are invited to comment on the draft revised ARRO Assessor Policy, which will replace the current ANRARA Assessor Policy, as well as indicate your availability and willingness to participate in the Australasian and World Challenges in 2005. David Coldbeck, Assessor Coordinator, should receive returns about availability no later than 30th September. Comments on the policy should be forwarded to Paul Jerome, ARRO Secretary, by the same date.

Minimum Recommended Pit Equipment

The ARRO technical sub committee also recently reviewed the list of pit equipment it recommends hosts provide on the pits. This is a problem every year, often teams cannot access gear they want and there is often equipment that never gets used. In order to assist hosts and ease their burden in planning for the challenge, the list has been refined. All teams that participated in the 2004 Australasian Challenge in Melbourne have been sent a copy of the new list and invited to comment. If you would like a copy of the list, please email Paul Jerome and he can email a copy to you for your comment (Due by 1st October).

ARRO COMMITTEE 2004 - 2005

President

Rhys Maggs
Tel: 03 9684 6602
Mob: 0418 317 393
Email:
rhys.maggs@ses.vic.gov.au

Vice President

Lee Johnson
Tel: 07 3247 8072
Mob: 0417 611 699
Email:
ljohnson@emergency.qld.gov.au

Secretary

Paul Jerome
Tel: 03 9684 6612
Mob: 0419 398 407
Email:
paul.jerome@ses.vic.gov.au

Treasurer

David Coldbeck
PO Box 854 Hamilton VIC 3300
Mob: 0438 723 556
H: 03 5572 3555
Email: davidcold@ansonics.com.au

Challenges

Daryl Rush
Mob: 0419 684 199
Email: rushd@cqnet.com.au

Public Relations

Peter Cocks
Tel: 03 9684 6626
Mob: 0417 398 232
Email:
peter.cocks@ses.vic.gov.au

Membership

Steve Rothwell
Tel: 07 4639 9106
Mob: 0407 629 205
Email:
srothwel@emergency.qld.gov.au

Merchandising

Glen Maule
Tel: 07 4639 9162
Mob: 0418 700 947
Email:
gmaule@emergency.qld.gov.au

ARRO

168 Sturt Street,
Southbank Vic 3006
Email: arro@arro.org.au
Web: www.arro.org.au

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