

NATIONAL EMERGENCY

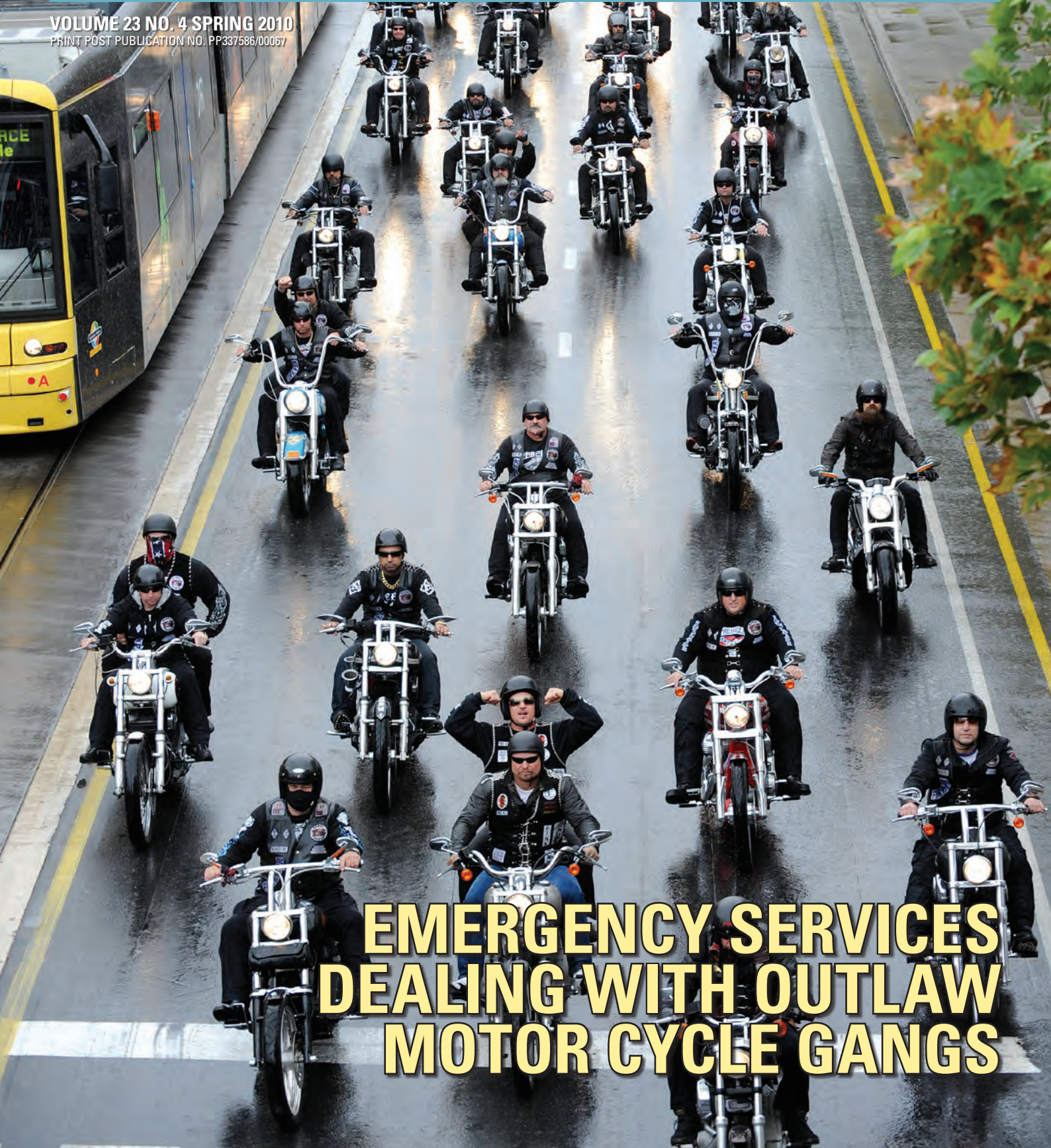
RESPONSE

Official Journal of the Australian Institute of Emergency Services



A.I.E.S.

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WEBSITE CONTENT

The website has sections for each State as well as National Areas. If you have ideas for State Division content, please contact your State Registrar, for National content, email web@aies.net.au Please be aware that all content must go past the National Registrar prior to web publication to ensure it meets required guidelines.



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FRONT COVER

Outlaw motor cycle gangs present a significant and serious threat to Australia and other communities throughout the world as they continue to expand their organised criminal activities. Detective Superintendent Des Bray discusses this issue on page 18.



NEW MEMBERS

AIES is pleased to announce the following emergency service people became members of the Institute between June and August 2010.

NAME	ORGANISATION	STATE
Benjamin D'Souza	Dept of Health	SA
Geoffrey Capper	Police	SA
Mark Brooking	SA Water(EMgt) Engineering	SA
David Arthur	Ambulance	NSW
Gavin Richardson	Ambulance	NSW
Robert Elliott	Volunteer Rescue Service	NSW
Linda Jamieson	South Gippsland Shire Council	VIC
Keran Carsburg	Fire Rescue Services	QLD
Daniel Dwyer	Fire Brigade	NSW
Brent Webster	RFS	NSW

PROFILE

Brian Mattner, MAIES



The SA/NT/WA Division of the AIES welcomes newly elected Board member Brian Mattner, who has been a member of the Institute since 1995.

For the past 30 years, Mr Mattner has worked in the South Australia Police Force and is currently a First Class Senior Sergeant. During his

career, Mr Mattner has been posted at metropolitan and country patrols and the Accident Investigation and Rescue Section. He has also held positions including Officer in Charge at country stations, Operations Senior Sergeant at metropolitan stations, and Planning and Emergency Management Coordinator in the Emergency and Major Event Section.

His passion and commitment to emergency services also extends to the Country Fire Service where he has volunteered for the past 25 years and is currently the Lieutenant Regional Operations Brigade (Incident Management). For 16 years he was

also part of the Army and Air force Defence Reserves.

Mr Mattner is an avid sports fanatic, involved in the junior Blackwood Football Club as a trainer and is a field umpire for the Adelaide Hills Football league.

He holds a number of qualifications including a Bachelor of Professional Studies (Civil Care and Security/Emergency Management), Associate Diploma of Justice Studies, Advanced Diploma of Police Studies, Advanced Diploma of Community Services (Volunteer Management), Advanced Diploma of Public Safety (Emergency Management), Certificate IV Workplace Training and Assessment. ●

EDITOR'S MESSAGE

Kristi High

Welcome to the new look *National Emergency Response Journal*.

Since becoming editor of this journal 12 months ago, the editorial and photographic contributions have been coming in thick and fast, showing a keen interest among the members as a publication with an excellent mix of topical discussions, opinions and Institute news.

I encourage all members to send in their articles and see their work published, and read by their peers, in this journal.

Over the past year I have been overwhelmed by the incredible work and commitment undertaken by the

National Council and the AIES Divisions. This group of dedicated individuals from around the country, combined, show true passion about the emergency services and ensure the Institute's original mandate of promoting and advancing professional standards in these associations is upheld.

But, the AIES is a not-for-profit based organisation and can only thrive on its continued growth in membership numbers. A list of new members is published each quarter in the journal. It would be great to see this list grow to a full page soon!

It was a privilege to write about the AIES Young Volunteers Award where New South Welshman Mickael Gieules took

away the top national honour and six of his counterparts from Tasmania and SA received Certificates of Achievement.

These young people, along with all volunteers, are a true inspiration. Samples of the work volunteers do undertake has been captured via a photography exhibition sponsored by the Attorney General's Department. A sample of the many moving and inspirational photographs submitted to this year's National Emergency Management Volunteers Photographic Competition can be found on page 12.

Please, keep the articles and story ideas coming in. After all, this is your Journal.

Kristi ●



FROM THE PRESIDENT'S DESK

Alan Marshall, FAIES

National President

Governments change, and their support shifts with economic times. Emergency management structures are streamlined and sometimes merge to meet the ever rising costs. Professional and volunteer numbers are also affecting opportunities and commitment. The global information revolution has added to the impact, particularly in the first decade of this, the 21st century.

Recent emergencies have highlighted the need for accurate, up-to-date, information supported by an expected increase in infrastructure. Currently, this coverage is not fully achieved across all emergencies. Emergency management professionals have applied the term resilience - the ability to cope with often sudden and dramatic change. These professionals have suggested it encompass all of the population in some degree or another. It may be suggested that emergency managers are moving to an understanding of an individual's reaction to help cope with the emergency. The expectation to manage an emergency has not changed. The need for preparation, planning, communicating and controlling all aspects of an emergency has also remained the same.

RESILIENCE

The word resilience, defined as 'the act of springing back, rebounding, stretched, compressed or twisted', has been talked about in some form or other since early 2002. In emergency management terms, resilience is a trait that can be observed following, and in response to, a substantial change in circumstances.

Australians expect their governments at all levels to do their best to ensure

that their communities are as well protected from emergencies as is reasonably possible.

The 2009 Victorian Bushfires Royal Commission final report provides information for emergency management practitioners to review change and the understanding of the impact on people's lives. This report again focuses on the need for Australian emergency management arrangements of working together, sharing the information, and the training. It is time to be resilient to stretch your involvement to empower a high level of trust and cooperation between governments, the private sector and volunteer agencies.

COMMUNICATION

Emergency managers rely on multiple modes of communication to the public. Agreements exist with key organisations such as the Australian Broadcasting Corporation and identified private providers to ensure educational and warning messages are distributed as required. An emergency is one of the risks that any commercial business enterprise or emergency service provider should take into account in business planning. Understanding the responsibility to provide accurate up to date and timely information on a rapidly changing emergency and confronting your business, or area of control, are vital for protection of inherent property and the population.

ADVANCES IN EMERGENCY COMMUNICATIONS

One of the Institute's objectives is 'to bring to the notice of the public such matters that are deemed to be important for safety and protection



of the community and to promote research and development of emergency services generally.' The Combined Emergency Services Seminar on 23 October 2010 will address the Multi Agencies Aspects of many communication systems utilised by emergency services. See page 10 for more.

AIES YOUNG VOLUNTEERS AWARD

The Board agreed to support the AIES Young Volunteer Award again for 2010/11. Our thanks goes to the Emergency Response Division of the Australian Maritime Safety Authority for its support as sponsor for the 2009/10 Award. Details and nomination criteria are now available on the Institute's web site. See page 23 for more.

JOURNAL CONTRIBUTION AWARD

Keeping to the theme of our Journal, each year the General Council awards the best published article in the *National Emergency Response*, valued at \$300. I encourage you all to continue the delivery of your excellent articles to our magazine. ●

ODE TO COURTESY DRIVING

Dean Jones





Each day, as I drive long distances on Melbourne's highways, roadside signs, speed cameras, a visible police presence and radio announcements constantly remind me of the vast resources being devoted to road safety in Victoria.

Despite the very best intentions of most of us who use the State's roads, there is a vast gulf between theory and practice in driver behaviour. The 'law of the jungle' prevails when the police are not around, the strong dominate the weak and potentially violent road rage is only ever a rude gesture away. And it's only getting worse.

I know why. No allowance has been made for the reality that most of us who drive are distracted, stressed and in a hurry. Instead, the law expects us all to behave as though we are all on a Sunday pleasure cruise – every day of the week.

Most drivers who take risks do so because they do not have the time to do otherwise. Getting from point A to point B is almost always a means to an end – and when you are running late, the end can appear to justify the means if the consequences of not reaching your destination appear to be much worse at that time.

Road rage is a manifestation of driver frustration at the chaos on our roads. I would wager that in almost every instance of unpremeditated road rage, someone in a hurry (and acutely aware of the obstacles in their path)

has been thoughtlessly provoked by someone else who is oblivious to their own vulnerability. It is irrelevant who is right or wrong: failing to recognise that we all drive lethal weapons under extreme pressure will always be a recipe for potential disaster. Everyone who travels during peak hour knows what I mean and most of us have experienced some form of road psychosis on numerous occasions.

Yet, despite all the testosterone and hubris, I have often marvelled at how my own anger instantly dissipates each time a driver who has upset me "acknowledges" his or her mistake in a courteous manner. More often than not, I have also avoided unpleasant consequences by being quick to admit that I was in the wrong. Generally however, road users cannot always be expected to behave rationally in the "heat of battle". So the danger persists.

And things will only get worse as our roads and our lives get busier and busier. The current road safety campaign simply isn't working.

I would therefore urge a different approach. Why not accept that it's okay to be in a hurry?

Speed limits could remain the same and truck drivers would not need to be blamed for all our woes if people who need to go faster could simply be given more room and all other road users kept out of harm's way. If right hand lanes were reserved for overtaking,

left hand (and centre) lanes would be much safer places – especially if new emphasis was placed on 'keeping to the left as a courtesy to others' in road safety campaigns.

Just as acknowledging a mistake can work wonders in diffusing a potential road rage situation, a new focus on common courtesy and respect for others could bring about real change in our road culture. I know from experience that driving in other countries where a 'common sense' approach to sharing the road prevails can feel far safer than driving in Melbourne and I have often wondered why no real attempt has been made here to emulate what clearly works overseas.

This simple courtesy message – showing more consideration for other drivers' needs – would be easy to implement if only a small fraction of the energy used by the authorities to slow us down was instead diverted into teaching us all how to share our roads as mature adults. Taking the fear out of driving should and would save more lives.

Am I wrong in thinking that it's been left to me to get this conversation started? ●

Dean Eastwood Jones is a commercial lawyer and small businessman who has worked in the Melbourne CBD for 20 years and travels 100 kilometres in a round trip between home and work on the city's freeways.



CFA strike team discuss tactics. Photo: CFA Public Affairs.

LIVING WITH BUSHFIRES – LEARNINGS FROM BLACK SATURDAY. POST ROYAL COMMISSION FINAL REPORT



Bill Forrest

The longer term lead up to Black Saturday was marked by a decade of drought. The short term lead up was three scorching days of temperatures above 40 degrees. On the day, the temperature had soared into the mid 40s, accompanied by very strong, hot, dry northerly winds. The Premier of Victoria hit the airwaves in the days leading up to Black Saturday warning Victorians that these were the worst bushfire conditions in living memory. Still, people underestimated the ferocity, intensity and speed of what confront them that day.

The impacts on the townships of Strathewen, St Andrews and Christmas Hills, in the Shire of Nillumbik were devastating. This inferno tore through, and out of, the Kinglake National Park and into these townships at a frightening pace. In the Shire of Nillumbik alone,

41 lives were lost along with 126 homes and a number of community buildings.

But despite the ferocity of a terrifying bushfire threatening to take out everything in its path – it didn't. There was an apparent degree of randomness or 'but for the grace of god' that marked what survived and what didn't. Some homes that were surrounded by bush survived, some houses with nothing but grassland nearby didn't. Timber cottages survived, double brick homes on concrete slabs with aluminium shutters on the windows didn't. In Nillumbik Shire 40 percent of the building stock in the burn zone did not burn.

Some people died sheltering in their houses, others didn't. Some made desperate last minute dashes to swimming pools, water tanks, creeks and dams, and if they made it, survived, but some didn't.

Some people successfully sheltered

in their cars, others didn't. Some jumped in their cars and made a desperate last minute attempt to outrun the fire – some made it, some didn't.

Among the many conclusions drawn by the Royal Commission, the ferocity of these bushfires was such that the messaging to the community in relation to the stay or leave policy, while fundamentally sound, needs considerable re-working and to differentiate what to do on extreme high risk days.

Many people found themselves underprepared for the task of defending their home; relying on fire warnings that didn't arrive or weren't issued and waiting until they could see the flames to enact their plan only to find equipment was not set up or inadequate for the task. Makeshift personal refuges saved many lives in situations where plan A failed, or people headed for the shelter of their car or a last minute evacuation. Again, some survived, some did not.

PHILOSOPHICAL/ETHICAL CONTEXT

The task of learning from this terrible disaster and moving forward does require consideration of what kind of society we wish to live in. There is a tension in the bushfire Royal Commission recommendations in this regard. The safest thing to do when faced by a fire is to be nowhere near it – but the Commission was not prepared to recommend forced evacuation. It is better still not to live or build in areas of high bushfire risk – but the Commission was not prepared to recommend compulsory acquisition of properties or blanket bans on building in these areas, preferring voluntary acquisitions and a good hard look at whether restrictions should be furthered tightened in high risk areas. This is despite some pretty forceful advocacy from Counsel assisting the Commission to be hard line about this.

It is no surprise where the Commission drew the line on this division between private rights and responsibilities on the one hand, and public (government) accountability and responsibility on the other. This was always going to be one of the most difficult issues for the Commission (and subsequently the State Government) to come to terms with.

We have to approach the threat of bushfire in the same way as we as a society approach most other threats to human life in this world – that is a risk management approach. If you are caught

in a bushfire, there is a risk that you will perish. However, it is not a foregone conclusion; like many other things we do in life – drive a car, ride a bike, go swimming/surfing, skiing, motorsports, ocean sailing, mountain climbing. What these all have in common is an assessment of risk and a series of actions to minimise the risk. We also strive to be educated about the extent of the risk. We mandate some basic safety standards. For example, in the case of driving cars – seat belts, speed limits, blood alcohol limits, safer cars. But we ultimately allow people to make their own choices (such as whether to drive a car in the first place) based on their own judgement of risk.

A philosophical difference emerges between the position of Counsel assisting and the recommendations/final report of the Commission. I think people can be educated, persuaded, and ultimately mandated into taking more responsibility. Counsel assisting appears to me to prefer more of a paternalistic approach because they say you have to plan for the irresponsible and hopeless as well as for the prepared and responsible. In the end the Commission recommendations more closely reflect the risk management approach – but not without some confusion and mixed messaging still.

Take the recommendations about voluntary evacuation and refuges. Voluntary evacuation possibly to a nearby refuge may or may not turn out to be safer. Community refuges appear to be virtually mandated but personal refuges are not.

The stay or go policy was critically reliant on information from authorities - is there a fire and how far away is it? There were substantial failures in this regard on Black Saturday. However, voluntary evacuation potentially increases an unhealthy dependency state with authorities –if it gets too dangerous I'll get notice because the police will be around to evacuate me.

So in the case of areas of high wildfire risk, people should be allowed to live there provided they understand the risk they are taking and comply with a range of basic safety standards regulated by government on a continuing basis.

One's home is a statement of one's identity for so many people. How people define themselves can be inextricably linked with where they live, how they live and what they live in. This is why some people refuse to leave their homes in the face of seemingly terrible odds. I suspect

that they can't fathom the prospect of living if it's not in that home in that location.

We appear to have determined as a society to not forcibly evacuate residents. We then need to clearly focus on what will optimise the chances of survival. How can we optimise the means by which people can, and are, required to make informed decisions about living in areas of high wildfire risk.

TIMELY AND ACCURATE INFORMATION

Timely and accurate information is critical to both the essential services and residents. With increasingly hostile weather conditions like those experienced in the lead up to Black Saturday, fire fighting services need to know within minutes, if not seconds, of an outbreak of fire. With the type of technologies now available around the world this is possible, and necessary.

An electrical fault or power outage should be able to be reported instantaneously, and with great accuracy as to where it has occurred. Combined with a capacity of the fire services to move significant resources very quickly (notably by air) and more active fuel load management, this represents the best chance of quickly containing a fire.

However, the chances of containing a fire are still not likely to be good, especially in conditions such as those that prevailed on Black Saturday. With current technologies, the type of information available to emergency services can be made available to residents without the need for human interpretation. You should and must get this in the form of timely accurate and specific warnings from emergency services, via the media, as has been recommended by the Commission. But the data upon which such warnings are based should also be immediately and independently available.

The experience in Nillumbik is that many people were let down by either poor or no information. This information was required to activate their fire plans in an effective manner. Many, who had made an informed decision to stay and defend their homes were unprepared due to lack of time between 'there is a fire coming our way' and 'it's here', the later being the signal to activating plans.

The result was that, in many cases, people successfully sheltered from the fire in their homes, which caught alight and burnt down in the hours following

CFA talks to local farmers about evacuation plans on Black Saturday. Photo: CFA Public Affairs.



the passage of the front. In a number of other cases people managed to shelter from the fire for a period in their home before making a desperate attempt to flee to a refuge in the form of a swimming pool, water tank, creek or dam. In other cases, people undoubtedly tried to defend homes that were indefensible in the conditions and would probably have been indefensible even if they had received earlier and better information.

IDENTIFYING AREAS OF HIGH WILDFIRE RISK

The process to date of identifying areas of high wild fire risk has been inadequate. The science is in need of continuing review and update, there needs to be agreement about a single system, properly resourced, of recording and updating areas of high wildfire risk, regardless of who owns the land. The Commission has recommended a number of improvements in this area.

Having identified areas of high wildfire risk, a whole range of implications then arise for residents, land managers and landowners in relation to vegetation management, planning and building standards, property maintenance and obligations on people who wish to reside in such areas.

VEGETATION MANAGEMENT

Vegetation plays two key, but quite different, roles in contributing to fire risk. The build up of fuel load, particularly ground fuels and ladder fuels. Trees have traditionally not been seen as the problem in relation to fuel loads. Trees on roadsides are a problem in relation to access immediately before, during

and immediately after a fire. Particularly after 10 years of drought many are in poor condition and susceptible to dropping limbs and being uprooted in high winds, and as a result block access and egress.

From an environmental perspective vegetation in areas of high wildfire risk has both amenity and biodiversity value. In terms of amenity value people live in these areas because they love the 'bushy' feel – it soothes the soul. There are many areas containing threatened species of plant and animal and reduced biodiversity. This is generally regarded as something we need to arrest for the sake of future generations and the ultimate survival of the planet.

It remains a difficult exercise to balance competing interests - protecting people from bushfire, protecting the amenity of the bush (which is why people live there in the first place) and protecting our natural environment for future generations.

We lack both accurate and up to date mapping of wildfire risk and up to date mapping of areas of high environment value and areas in high need of protection.

Having significantly improved and updated our mapping of wildfire risk and environmental value, judgements can then be made about the extent to which fuel load reduction and strategic fire breaks are possible or advisable. Improved mapping of fire risk would also inform roadside vegetation management plans. It's not possible to draw up simple rules about this, as the Commission has found. For example, one might argue that a roadside of high quality remnant vegetation should not be forsaken for fuel load reduction and improved likelihood of access in a bushfire.

If the surrounding land has been cleared and it is one of the few remaining sites of a particular type of habitat then the rule might hold. If it is a fundamental access route to a community and is surrounded by similar habitat then the rule might not hold.

When it comes to amenity value and vegetation management there is scope to make the rules simpler and less onerous. It is very expensive to take out some vegetation, particularly mature trees. Recent amendments to State planning laws to exempt the removal of vegetation within 30 metres of a house has not resulted in widespread wholesale removal of trees. However the exemption has been applied to areas that are not of high wildfire risk and there have been cases of vegetation removal in the guise of bushfire safety where the risk is marginal at best and the removal of the vegetation has created development opportunities previously much more difficult to realise.

There is also a risk that by exempting clearance of vegetation within 30 metres of the house we create an impression that your home will be much safer as a result and that tree removal is the most important safety step one can take. It is not. Any easing of planning controls must be accompanied with obligations and requirements to understand and actively manage all the risks associated with living in an area of high wildfire risk. Equally the exemptions should not apply in areas that are not of high wildfire risk, and they currently do.

BUILDINGS MANAGEMENT

There is significant disquiet about the quality of design outcomes that can be achieved with the new building regulations for areas of high wildfire risk, described as ugly concrete bunkers. If we are going to allow people to live in these areas at all (and it seems we are) then what's the problem with me living in a timber cottage and having a fire plan that says when the bushfire index hits a certain level I will evacuate and I don't expect the authorities to attempt to save my dwelling?

The bigger risk to dwellings is how they and their immediate surrounds are maintained rather than what the dwelling is made of (although there are some pretty basic design criteria that substantially reduce risk without compromising amenity).

It is sobering that the Bushfire Commission says, "in the absence of other pertinent data – such as data on the houses that survived and on whether

houses had adequate defensible space and were actively defended – the Building Commission was unable to draw any conclusions about the effectiveness of construction standards in preventing house destruction.” An extraordinary admission as we continue to pursue building standards that are frightfully expensive and frightfully ugly.

If a certain firebunker standard is not met with the design of the house then a bunker or refuge for the occupants needs to be available nearby (ie within a few metres), possibly taking the form of a swimming pool, concrete water tank or dam.



House, garage and car lost during the Black Saturday bushfires. Photo: CFA Public Affairs.

COMMUNITY AND PERSONAL REFUGES

The Commission is criticising councils for being tardy in nominating community refuges and also implying they are not fair dinkum about them if they put up signage with a whole lot of warnings about the lack of safety and degree of risk. This warrants further discussion. Firstly, you can't have blanket rules about the provision of these in every community. Why would you designate a local community refuge on the heavily populated fringes of major urban centres, that you still have to drive to, is still in a dangerous area, is capable of accommodating only a fraction of local residents when, if you keep driving another half hour or so you can reach the safety of a major built up area? This applies to the whole of the Shire of Nillumbik and other high risk areas like the Dandenong Ranges.

The safer course of action is to mandate personal refuges, possibly shared by a few households, in areas of high bushfire risk, combined with an obligation on councils to meet a performance requirement to identify community refuge options within a 30 to 45 minute drive, having regard for likely directions and patterns of bushfires.

Justice Teague in a media interview after the release of the final report said his personal refuge was a swimming pool and a wet blanket – and he's not the first

OBLIGATIONS ON OWNERS AND RESIDENTS

Living in areas with high bushfire risk brings with it great amenity outside of the fire season. It also brings great responsibilities for residents and emergency services agencies that are tasked with trying to protect life and minimise risk of harm to property. These responsibilities could be better regulated and codified, in addition to the provision of ample opportunities for residents to inform themselves of the risks and effectively reduce and manage them.

One way of doing this would be to mandate the requirement to have a bushfire plan if people are living in an area of high bushfire risk – not through enforcement of ongoing conditions on a building or planning permit which captures a small percentage of dwelling stock – but through other legal instruments administered by local government. Such a plan needs to meet a prescribed set of minimum standards to deal with building design, maintenance, fuel loads management, plans to keep the buildings and their surrounds free of flammable material, bushfire awareness, preparedness or evacuation plans. Such plans should be independently certified, followed up with independent compliance audits on a periodic basis (every two to three years). Enforcement could be dealt with by requiring independently certified plans and independent audits to be lodged with the council, that has obligation in an administrative sense, but not performance, to seek such plans and issue infringements where they are not forthcoming, or the audit report is unsatisfactory. Tenanted properties would need plans jointly developed by landlord, owner or tenant.

While these requirements may appear onerous, I would make two comments in response. Firstly the implications of exposing oneself, one's family and local community and emergency services personnel to significant and life threatening risk, warrants an equally serious set of responsibilities and obligations. Secondly, there are many people living in areas of significant risk who already do the things I suggest should be mandated; they have fire plans, they undertake the appropriate maintenance and fuel load reduction, they get involved in community fireguard groups, they educate themselves in

relation to risk and regularly review their plans. We might find insurance companies requiring such as a condition for cover.

We have recommendations from the Commission to consider mandating bushfire education for students and we need some form of parallel for parents.

While there is a lot of learning contained in the four volumes of the Commission report, it is very sobering to get to the end and find a very long list of areas needing further research, including:

- The effects of prescribed burning and bushfires on biodiversity
- The establishment of databases to map Victoria's flora and fauna
- The long term effect of trauma resulting from bushfires
- The effects of fire activity and smoke on radio communication
- The extent of road deaths in bushfires, including use of cars as shelters in bushfires
- House dependability in extreme conditions
- The circumstances of the thousands who survived Black Saturday bushfires by leaving early or late or by defending their homes or sheltering
- The shelter options – including factors affecting the safety of different places of shelter and particularly motor vehicles in the open, dams, pools, creeks and water tanks

We need to empower people to make informed decisions and empower families and communities to be more resilient in the face of the likelihood of increasingly frequent major weather events such as storms and bushfires. Creating an environment of dependency on authorities and a climate of blame when things go wrong (as they inevitably will) is not conducive to learning from the past and better preparing for the future.

The full 2009 Victorian Bushfires Royal Commission final report can be viewed at www.royalcommission.vic.gov.au/Commission-Reports/Final-Report ●

Bill Forrest is the CEO and Regional Director of Oceania – Local Governments for Sustainability (ICLEI). He is the former CEO at Nillumbik Shire Council (2005-2010) and was recently awarded a Special Commendation at the SACS Leadership Awards in recognition of his significant contribution to leadership in relation to the Victorian Bushfires while in this role.

SEMINAR: ADVANCES IN EMERGENCY COMMUNICATIONS

ABN 35 488 356 910

COMBINED EMERGENCY SERVICES SEMINAR COMMITTEE 32ND ANNUAL SEMINAR



The 32nd Annual Combined Emergency Services Seminar will be themed around Advances in Emergency Communications; Multi Agency Aspects. Places are available for 150 people to attend the one-day seminar. It will address in-place and planned modifications and advances and application of communication systems utilised by emergency services to disperse information internally, inter agency and to the public. The subject matter will be of great interest to members of all emergency services, support agencies, municipalities and the corporate sector.

The speakers list includes:

WELCOME

CEO Victoria State Emergency Service Mary Barry

KEYNOTE ADDRESS

CEO Country Fire Authority Victoria Mick Bourke

PRESENTATIONS

- Victoria Police Media Superintendent Ross McNeill
- Australian Maritime Safety Authority John Rice
- Office of the Emergency Services Commissioner Joe Buffone
- Wireless Institute Civil Emergency Network John Kerr
- Royal Flying Doctor Service Scott Chapman
- Department of Justice Craig Lloyd
- Royal Australian Air Force representative
- Google Mapping representative

DETAILS:

Date: Saturday October 23rd 2010
Venue: Melbourne University Private Hawthorn Campus,
Address: 442 Auburn Road, Hawthorn, Melbourne (MEL REF 59 E2)
Cost: \$60 (includes morning and afternoon tea, lunch, speaker notes)
Registration: Online at www.cessci.com.au or
Contact Registrar Bob Wardzynski
Ph: 03 9436 8366
Fax: 03 9436 8377
Address: The Registrar, P.O. Box 416, South Morang, Victoria, 3752
Email: admin@cessci.com.au

Accommodation: Pathfinder Motel
 380 Cotham Road
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Australian Institute of Emergency Services, Victorian Department of Justice and Omega International and Water Systems





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VOLUNTEERS AT WORK

2010 National Emergency Management Volunteers Photographic Competition

In 2010 the Attorney-General's Department conducted a National Emergency Management Volunteers Photographic Competition. This year's competition was designed to promote awareness of the roles and value of emergency management volunteers in responding to disasters, and also in the delivery of community education

programs, administrative roles and support services for people affected by disaster.

Now in its third year, the competition was judged in three streams – professional, secondary school students and individuals (non professional). The photographs depict volunteers in action and showcase their capability and commitment to enhancing Australia's

capacity to prepare for, respond to, and recover from emergencies.

The Attorney-General's Department wishes to thank AIES General Secretary/Registrar Bob Maul for his contribution to the judging of this year's competition.

A full selection of competition entries can be viewed online at www.ema.gov.au/volunteers ●



Above: National Winner – Professional Category - Appreciation in a Hug by Michael Marston, © The State of Queensland.

Right: Queensland Highly Commended – Individual Category - Respectful Silence by Lynda McManus, QLD.



Above: National Highly Commended – Individual Category - A selfless gift by Carl Woodberry, VIC.

Right: National Commended/ACT Highly Commended – Individual Category - One picture – two worlds by Michelle Jenkins, ACT.





Above left: National Highly Commended/VIC Highly Commended – Individual Category - Lean on me by Blair Dellelijn, VIC.

About right: Western Australia Highly Commended – Individual Category – Taking a Beating by Volker Vierecke, WA.

Left: Queensland Highly Commended– Professional Category - Mount Archer Bushfire by Chris Ison, The Morning Bulletin, Rockhampton, Queensland.

Bottom left: National Winner/TAS Highly Commended – Individual Category - Matt, the Quiet Achiever by Anthony Smith, TAS.



Matt is our vasectomy hero!

Matt went in for a vasectomy on Friday afternoon, and was back at work on Monday morning.

He had a quick and easy recovery with a bag of frozen peas and some time on the couch.

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COPING IN CHAOS

What can we learn from physical disasters?

AIES SA Division is proud to announce Director of Trauma Services Royal Adelaide Hospital Associate Professor William Griggs AM, ASM will be the guest speaker at a special regional dinner meeting in October.

Dr Bill Griggs is also Clinical Director, Retrieval Coordination MedStar Emergency Medical Services and State Controller, Health and Medical.

Wearing either a civilian or a military hat, Dr Griggs has been deployed overseas at times of crisis including the Gulf War (1990-1991), the Bali bombings (2002 and 2005), and the Samoan tsunami (2009).

SPECIAL REGIONAL DINNER MEETING DETAILS

Date: Saturday 30 October 2010
 Time: 6.30pm for 7pm
 Venue: Vine Inn Barossa
 14-22 Murray Street, Nuriootpa, South Australia
 Cost: \$40

SOCIAL BBQ LUNCH

Date: Sunday 31 October 2010
 Time: 11.30am
 Venue: Whistler Wines
 Seppeltsfield Road, Marananga
 Cost: \$12

REGISTER

To register for the dinner or lunch, email SA Registrar Michelle Tink at registrar.sa@aies.net.au
 Registrations close on 24 September and payment for both events is due by 8 October 2010.

ABOUT THE LOCATION

Nuriootpa is home to some of the region's best known cellar doors including Penfolds, Elderton, and Wolf Blass.
 Visit www.barossa.com.au for more information.

ACCOMMODATION

A number of accommodation options are available by contacting the Barossa Visitor Information Centre on 1300 852 982.

More about the Guest Speaker



Dr Bill Griggs AM ASM began his medical career in 1976 as a volunteer paramedic while studying as a medical student. As a paramedic, he attended his 100th fatal road crash prior to graduating as a doctor in 1981. Since then he has had a long involvement in the care of the injured and for victims of many multiple casualty events, including structure collapses, bombings, bus, train and aircraft crashes. He has completed hundreds of aero medical retrievals including a number of maritime helicopter winch rescues. Dr Griggs has been deployed as a Royal Australian Air Force specialist reservist or a civilian to manage evacuations and tend to victims in a number of international disasters. Among these are the 2002 and 2005 Bali Bombings, the 2004 Boxing Day Tsunami, the 2007 crash of Garuda Airlines flight GA200 in Yogyakarta, the 2009 maritime fire/explosion at Ashmore Reef, and the 2009 Samoan Tsunami.

RECOGNISING YOUTH IN

The AIES is proud of the ongoing and dedicated contribution to emergency services made by hundreds of young people.

In an effort to support and encourage young volunteers involved in emergency services, the AIES offers a national award each year that is sponsored by the Australian Marine Safety Authority.

In July, the 2009/10 AIES Young Volunteer Award, a 12 month AIES

membership along with a voyage on sail training ship the Young Endeavour, was presented to Mickael Gieules from NSW.

Certificates of Achievement were also awarded to six young volunteers from Tasmania and South Australia. Jarred Gilbert from SA was presented with his

certificate and 12 month honorary AIES membership at a special celebratory dinner in June. Timothy Creswell, Cody Donovan, Benjamin Foot, Christopher Page and Daniel Massa, all from Tasmania, will be presented with their certificates and AIES membership soon.

(L-R) AIES NSW Vice President Peter Dixon, National Young Volunteer Award recipient Mickael Gieules and AIES NSW President Steve Anderson at the award presentation on board the James Craig tall ship.



MICKAEL GETS SET TO SAIL

St John Ambulance NSW volunteer Mickael Gieules has received the 2009/10 Australian Institute of Emergency Services Young Volunteer Award.

Mr Gieules, from Pendle Hill in Sydney, received the award in recognition for his outstanding and ongoing contribution and commitment to the community through his membership of the emergency services as a volunteer.

AIES Vice President NSW Divisional Committee member Peter Dixon

commended Mr Gieules for his commitment to his role as a St John Ambulance.

"Mickael is a great role model for other young volunteers across the country," he said.

"His dedication to St John as a Cadet Leader, member of the St John Youth Council and his many years experience within St John means he is a perfect recipient of our award."

At the presentation of his award, made in front of 19th Century square-rig tall ship James Craig at

Sydney's National Maritime Museum, Mr Gieules said he was honoured to be named this year's AIES Young Volunteer.

"It is an honour to receive this award," he said.

"I really enjoy volunteering with St John and get so much from being a part of the organisation."

Mr Gieules receives a fully sponsored voyage in the sail training ship Young Endeavour where he can develop skills in teamwork, leadership and communication. ●

EMERGENCY SERVICES

Jarred with SA AIES President Barry Presgrave and SAAS Executive Director Country Patient Services Neale Sutton.



VOLUNTEER AMBO RECEIVES SA DIVISION'S YOUNG VOLUNTEER AWARD

With a smile stretching from ear to ear as his family looked on proudly, 20-year-old Jarred Gilbert shook the hand of South Australian AIES President Barry Presgrave as he accepted the state's inaugural AIES Young Achievers award.

Mr Gilbert was acknowledged at a celebratory dinner on 21 June 2010 for his remarkable contribution as an SA Ambulance Service (SAAS) volunteer in Kingston, a role he took up in 2007 before commencing as a paramedic intern with in 2009.

Described by SAAS Regional Team Leader Gary Wyld as an integral member of the Kingston team, Mr Gilbert was commended for his commitment to always filling a vacancy to help the team maintain vital ambulance coverage to the Kingston community.

"Jarred's friendly demeanour, happy disposition and can-do attitude quickly endeared him to other ambulance officers and the station leadership group", Mr Wyld said.

On receiving the award, Mr Gilbert said he was honoured.

"I think it is an honour to be able to be part of a vital service in a



Jarred receives his achievement award from South Australian AIES President, Barry Presgrave.

small community," he said.

"I first joined SAAS thinking I wanted to get into nursing but the initial life-saving treatment pre-hospital is so rewarding.

"Emergency care just became something I really loved.

"I've got so much from volunteering for SAAS; volunteering has really set me up for life."

Executive Director Country Patient Services at SAAS Neale Sutton congratulated Mr Gilbert and acknowledged him for his contribution and leadership.

"It's not often that we get people in

Jarred's age group doing as much as he has done for his community – it's quite a remarkable achievement," he said.

"We've got to recognise how much this young man has committed – we can't miss the fact that it's a daunting thing to do the work Jarred has done at his age.

"Really, we need more Jarred Gilberts."

Mr Gilbert was presented with a certificate and membership to the AIES in recognition of his achievement in what was the first SA version of the award. The award will now be presented to a young South Australian winner annually. ●

BEHIND BIKIE GANGS



Many criminal activities by outlaw motor cycle gangs leave emergency services personnel dealing with the aftermath of shootings, bombings and drug raids.

DesBray

Head of SA Police's Crime Gangs Taskforce Detective Superintendent



36 outlaw motor cycle gangs operate in Australia, with 4,000 combined members.

Outlaw motor cycle gangs present a significant and serious threat to Australia and other communities throughout the world as they continue to expand their organised criminal activities.

Over the past 25 years, outlaw motor cycle gangs have perpetrated hundreds of violent and destructive acts globally.

Australian states and territories have responded to this increasing risk to public safety by increasing their commitment to law and order resources that target these organised criminal activities. This has resulted in thousands of apprehensions across the country, seizure of large quantities of drugs and weapons, and confiscation of proceeds of crime.

Emergency services personnel have been dealing with the aftermath of incidents involving bikies in Australia for years. This has included responding to shootings or violent confrontations, bombings, cannabis crops, clandestine amphetamine



laboratories, and drug overdose victims.

Outlaw motor cycle gangs are organisations that operate their chapters as criminal franchises. As much as they seek to mask their involvement in crime and violence, by improving their public image and committing money to charities, no donation can take away from the harm they cause our communities through drug trafficking, violence and other criminal endeavors.



A suspected car bombing involving the Hells Angels bikie gang in SA is inspected.



A suspected car bombing in South Australia this year is investigated by police at the scene.

Bikies and their associates have become major players in today's drugs trade, and other criminal communities, right across Australia. Today, being a member of an outlaw motor cycle gang is no longer only about motor bikes, it is about generating power and money, and lots of it.

In Australia outlaw motor cycle gangs have established a presence in every capital city and many clubs are expanding their influence in rural and regional towns.

In the mid 1980s, about 178 different bikie gangs were operating in Australia. Many newly formed gangs caused chaos by continually fighting with established ones to gain greater dominance over them, their territory, and the drug trade.

Nearly two decades of violent confrontations between rival bikie gangs has seen the stronger gangs taking over the weaker ones, resulting in the total number of bikie gangs decreasing.

To date, bikie violence has also resulted in the deaths of more than 35 people across Australia.

Currently, 36 outlaw motor cycle gangs are in operation in Australia with up to 4,000 members, and thousands of associates and supporters.

Their influence in the criminal community has significantly continued to increase, with the Australian Crime Commission previously reporting that the main sources of income for bikie gangs is dealing in illegal drugs, extortion, money laundering, illicit firearms and trafficking stolen goods.

Increasing levels of bikie violence has been a regular feature of the criminal community with a number of gun battles occurring in public places. For example, the much publicised deadly brawl that erupted between the Hells Angels and the Commencheros at a Sydney Airport passenger terminal in March 2009.

This incident resulted in the death of one Hells Angels gang member.

Organised crime costs Australia billions of dollars annually and its associated risks carry many other significant consequences for the whole community. For example, illicit drug use incurs a huge social cost to the community by destroying lives, families and relationships.

Bikie gang culture first began to emerge in the USA, shortly after World War II with the first Hells Angels Motorcycle Club, founded in California in 1948. In these early days, bikies tended to have a greater passion for the outdoors and riding motorcycles.

In Australia, bikie gangs were first emerged in the 1960s, when bikers began to gather in groups to share weekend motorcycle rides and party. They developed a common bond based on an interest in motor cycles, and a rejection of society's mainstream values.

Since those early days, bikie gangs have expanded worldwide. Their activities have become increasingly more violent and dangerous to society. They have transitioned to become major organised crime gangs that Australia's emergency services organisations and agencies are now tasked with the challenge to ensure public safety is not impinged on by the conduct of these criminal gangs.

In South Australia and across the country, police are working together and have increased their commitment and resources to combat criminal gangs at a State and National level to protect innocent members of the public from the harm caused by these gangs. Hundreds of gang members are now before the courts after being apprehended for serious crimes as law enforcement agencies to continue to focus on illegal activity of gang members. ●

WESTPAC RESCUE HELICOPTER SERVICE

Westpac Rescue Helicopter Service is a community owned and operated aero medical search and rescue service operating in the Hunter, Central Coast, Mid North Coast, New England and North West regions of New South Wales. One of six helicopter services contracted by NSW Health to perform emergency services, it performs over 1200 missions each year. Pilots prepare incident reports that follow rescue missions. Here are two recent missions undertaken by the free service, which is accessible to over one million people and covers a region of 132,000 square kilometres.

LONG RETRIEVAL BY NEW PILOT

Just three months into the job, helicopter pilot Andrew Jones received a call that resulted in the longest journey the NSW Westpac Rescue Helicopter Services has undertaken. This is his story.

Andrew Jones

Pilot, Westpac Rescue Helicopter Service, New England North West

WHRS arrives at an accident scene in NSW.



At 5.35am on Thursday 7 January 2010, we received a phone call from the Medical Retrieval Unit of the NSW Health Department tasking the Tamworth BK117 for a mission to Weilmoringle.

Most of you reading this are probably having the same thoughts as the crew at the time, where is Weilmoringle?

Using the flight planning tools available to the service, we found Weilmoringle to be 166km north-west of Bourke, approximately 50km south of the Queensland border.

The mission was to attend a 41-year-old woman suffering from respiratory problems. Road ambulance crews could not reach the woman because of high flood waters, which had rendered roads inaccessible.

The next thoughts the crew had were where in this remote area could we access aviation fuel?

As a twist of fate the flood waters, which cut road access to the patient, gave us additional access to fuel.

One of our emergency partners, the SES, had set up make-shift remote bases with stores of aviation fuel to assist in flood relief.

Approximately 30 minutes later, we had paramedic staff onboard and were airborne with a flight time to scene of two hours, flying at 120 nautical miles per hour.

Enroute we landed at Walgett where our Senior Aircrewman Trent and the SES worked together and we were able to refuel in just four minutes.

About 40 minutes later, we arrived on scene where the paramedics came

into their own. In just 30 minutes, the patient was stabilised and on the aircraft. We were airborne again.

The facility chosen for ongoing treatment of our patient was Brewarrina, approximately 120km to the south of our location. We landed half-an-hour later and the paramedics handed our patient on while the SES helped to refuel the aircraft for the return journey, and helped the crew to refuel with some very much appreciated water and a sandwich.

Due to the distance back to our base at the Tamworth airport, we required

yet another refueling stop to allow the required amount of holding fuel at Tamworth due to storms in the area, which was again done by the SES at Walgett.

We dropped the paramedics at Tamworth Base Hospital seven hours after departing on the mission and returned to base.

On return the mandatory paper work and aircraft, clean-up was done in preparation for the next mission to come our way and nine hours after the initial tasking phone call the crew had completed the mission. ●

FISHERMAN SEARCH

A search for an overboard fisherman near Port Stephens, NSW, last year ended well and left the pilot and crew feeling euphoric, despite the four hour mission that started in the black of night. This is an edited version of pilot Mark Goolmeer's post-mission report.

Mark Goolmeer

Pilot, Westpac Rescue Helicopter Service

At 3.45am on 1 August 2009, we were awoken by a call from the Ambulance Control Centre requesting we assist police with a search for a man missing for at least one hour from a five metre fishing boat near Port Stephens.

We depart at 4.06am and the aircrewmen liaise with police and other fishermen to plan the search while enroute.

We are told two fishermen departed Port Stephens about midnight, heading towards Broughton Island. One of the men fell asleep and awoke an hour later to find the other man, who was not wearing a life jacket, missing.

With information provided, we discuss our plan for the search and prepare the aircraft. At 4.20am we arrive and descend to 1,000 feet. There are six boats visible in the area and we get the fisherman to talk us in so we can identify his boat.

Our Night Vision Goggles are working well, allowing us to see the horizon, coast line and various boats and lit features.

The search commences at 1,000 feet and 80 knots. We still don't know exactly

where he fell over, if he is injured, or where he may have drifted. Our best estimate of the search area is fifty square miles.

This type of search pattern is routine and the radios are turned down low, cabin lights are dimmed and all eyes are scanning outside.

It is now 4.45am and the man has been missing for over two hours.

The police boat has rendezvoused with the fishing boat and interviewed other fishermen. We search three small islands near the entrance to Port Stephens where we know on previous occasions survivors have been found.

Approaching 5am, we have about 15 minutes remaining before we will have to return to base for fuel.

We ask ourselves three questions. What can we do better? What have we missed doing? Where will we look next?

As a crew, we decide to start back at the beginning. We return to the islands for another look. As first light appears on the horizon, we climb to 2,000 feet and turn for home to refuel. It is 5.41am and the man has been missing for over three hours. Just 12

minutes later, we lift off again into the early morning dawn.

At 6.22am, we descend to 600 feet at the most seaward point as this is the new area not yet covered and turn south. We talk through the search brief again and remind each other of how to report a sighting.

We continue paralleling our track gradually working our way back toward the coast. Twenty minutes later on a south bound leg the sun rises over the horizon behind us, casting warm amber streaks across the water below. It is 6.44 AM and the man has been missing for over 4 hours - the search continues.

We have almost completed the area requested we search by Australian Search and Rescue in Canberra and at 7.13am are on a southbound leg passing 500 metres to the east of the second largest of the islands, Boondelbah.

I think I see something. A little unsure I say, 'I think I have something'. I continue looking and notice it is a person's arm waving.

I turn the aircraft right, to have the sighting confirmed by an aircrewman.



An interminable moment later, he confirms he can also see the person.

Continuing the turn it becomes apparent that shortly I will be blinded by the rising sun reflecting off the water.

I check the aircrewman has the survivor sighted and he confirms he has.

It only takes a few seconds for the aircraft to pass through the blinding zone and I am relieved to be able to see the survivor once more.

We are about 15 metres from him and the aircraft is in a hover 10 metres above the water.

It is our first good view of him. His face is pale and he is struggling to keep his head above water and obviously completely exhausted. The rotor downwash is almost drowning him. I move the aircraft back a little.

Normal practice is to winch our rescue crewman down to the survivor but we all agree that this will take too long and that this man needs assistance right away. We will jump in.

At about one metre above the water, the rotor downwash is kicking up quite a bit of sea spray and partially obscuring the windscreen.

One aircrewman, Sandy, is in his wet suit and jumps, surfacing only one metre from the man and gives us the thumbs up. I back the aircraft up and once assured (the men) are OK, we (wait) ... until Sandy signals he is ready to be picked up.

As we commence the winching procedure ... the hook is lowered to within one metre of Sandy but he doesn't move toward it. On our second attempt ... the winch up to the aircraft is straight forward although it is becoming increasingly obvious the man is in a poor state. He is totally limp and unable to do anything to help himself.

Upon reaching the door, the problem now becomes getting him in but the guys in the back eventually do and lift him onto the stretcher where he is

assessed and a call is made to take him straight to John Hunter Hospital.

(Our paramedic) treats the man who is wrapped in blankets and is being monitored with various pieces of medical equipment.

Just prior to landing, we advise police that the man has recovered a little and has told us his name, Bill.

Touchdown at John Hunter is at 7.38am and the aircraft. The hospital's ward's man meets us with a trolley and heated blankets.

After accompanying the man to emergency, we are airborne for the three minute trip back to base. We are all feeling quite euphoric and the tiredness from the long night seems to have disappeared. It is hard to believe we found him. Few searches turn out that way.

As we hand over to the dayshift crew, I can't help but wonder what adventure awaits them at the next phone call. ●

IN BRIEF



QLD Ambulance Service get in the spirit of SIDS and Kids annual fundraiser, Red Nose Day.

QLD AMBOS' RED NOSE DAY

The Queensland Ambulance Service's vehicle fleet donned giant red noses on 25 June to help raise awareness of the SIDS and Kids annual fundraising event, Red Nose Day.

Red noses were strapped to the front bonnet of ambulance vehicles and trucks operating across south east Queensland.

Queensland Ambulance Service Commissioner David Melville said ambulance officers valued the services that SIDS and Kids provided.

"Our ambulance officers work on the front line of attending scenes where there has been a death of a child whether from Sudden Infant Death Syndrome or any other reason and one of the first

calls they make is to SIDS and Kids to source immediate bereavement support for the grieving parents," Mr Melville said.

YOUNG VOLUNTEER AWARD

Nominations are now open for the AIES Young Volunteer's Award 2010/11. Nominations can be made by a member of the public, the young volunteer's supervisor, manager or another emergency service member through any Division of the Institute. The award recognises a young person for outstanding and ongoing contribution and commitment to the community through volunteering in emergency services. The winner receives a sponsored voyage on training ship Young Endeavour. Nominations close on the 3rd December 2010. For more information email volunteeraward@aies.net.au or visit the Institute's website at www.aies.net.au to download a nomination form.

QUEEN'S BIRTHDAY HONOURS

Congratulations to former National AIES Director Reginald James Marshall on being awarded with the Emergency Services Medal in the 2010 Queen's Birthday Honour's List. Mr Marshall was a long time President of the Queensland Division of the AIES, and was a Director on the National Council from 1998-2007.

He was awarded the honour for 30 years of loyal service to the SES in Queensland. While now retired, Mr Marshall maintains an active interest with SES QLD. Mr Marshall recently underwent surgery and is on the way to a full recovery. We wish him the very best for the future. More than 400 Australians were recognised on the Queen's Birthday List this year.

RECORD FUNDING FOR NSW

The NSW Government announced a record \$972 million in emergency services across the state in June, including funding for new fire engines, bushfire tankers and the creation of 30 new SES jobs. The 2010/11 Emergency Services budget included funding of \$64 million for the SES, including a \$5 million boost for operational, community engagement and volunteer support staff. NSW Fire Brigades was allocated \$637 million to include 35 new fire engines and specialised vehicles, firefighting and counter terrorism plant and equipment, renovating fire stations and training facilities, additional Community Fire Units, and the establishment of a Workplace Conduct and Investigation Unit. The Rural Fire Fighting fund is \$220.4 million for 200 bush fire tankers, new and renovated stations and fire control centres, bush fire mitigation, and aerial firefighting resources. ●

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Your Sincerely,

Craig Walden
Chief Executive Officer
Australian Public Service Benevolent Society Limited

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DISASTER MANAGEMENT IN A DEVELOPING COUNTRY

Brian Mattner, MAIES

In 2004/05 Brian Mattner was selected for the position of Operations Advisor to the Papua New Guinea (PNG) National Disaster Centre (NDC) office. This position was part of the Australian Government's international assistance program to aid in capacity building Pacific Island nations.

During his time in PNG, Mr Mattner responded and participated in a number of incidents ranging from the Manam Island volcanic eruption in 2004 to major land slides, floods, sea searches and village disputes that left thousands homeless. This is his account of time spent in PNG.

PNG has a unique culture and is one of the most heterogeneous nations in the world, with hundreds of ethnic indigenous groups.

Historically, Papua New Guinea was two separate entities — PAPUA (under Australian administration) and NEW GUINEA (under German administration).

At the conclusion of World War I, Australia was given a mandate to administer the two regions, which eventually became Papua New Guinea after the cessation of conflict in WW2.

In 1975, Papua New Guinea gained its independence and became part of the Commonwealth of Nations. PNG has

more than 820 indigenous languages, representing 12 percent of the world's total.

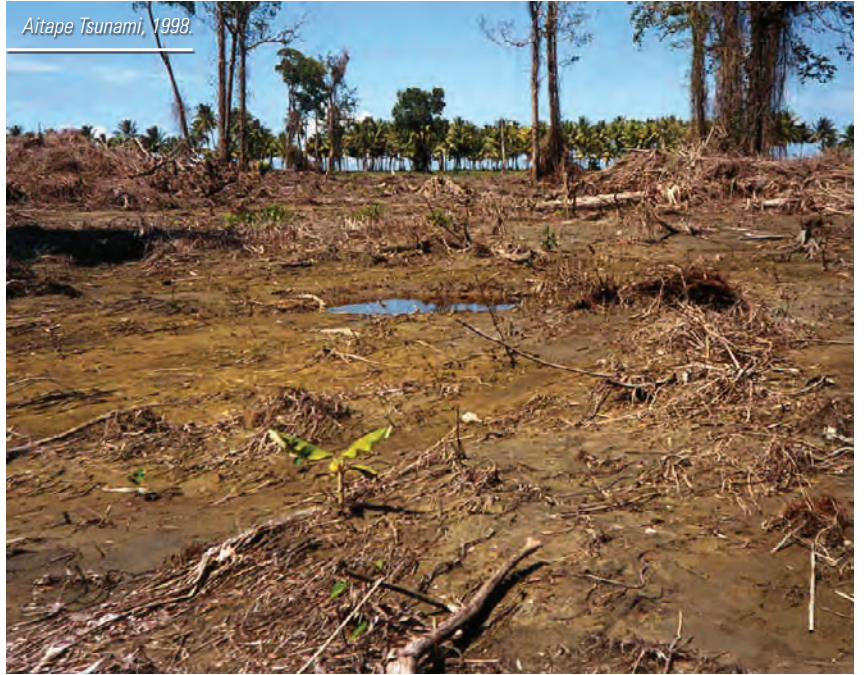
Only 18 percent of PNG's 7 million people live in urban environments. The vast majority of the population still relies heavily on subsistence living practices and their local support system called Wantok (supporting family and friends from your village), and many remote Papuan tribes still have only marginal

contact with the outside world.

Dealing with natural disasters is a way of life in PNG, with volcanic eruptions, cyclones, landslides, earthquakes, tsunamis, floods, and deaths at sea all common occurrences.

As a developing nation, which lies on the Pacific Ring of Fire, it is heavily reliant on international aid and assistance to manage and respond to the varying emergencies it faces.

Aitape Tsunami, 1998.



Aitape Tsunami, 1998.

FAST FACTS ON RECENT DISASTERS:

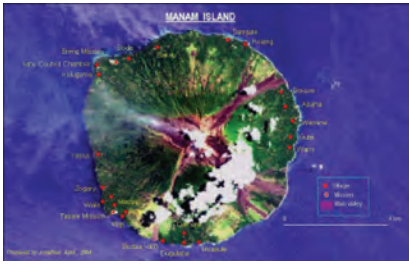
Rabaul Volcanic Eruption, 1994

- Volcanoes Tavurvur and Vulcan erupted
- 4000 residents were evacuated and relocated to Kokopo
- The township of Rabaul was destroyed by volcanic ash

Aitape Tsunami, 1998

- A deep sea Earthquake created one tsunami wave measuring 3 metres and two at 10-15 metres, which hit Aitape on the North Coast of PNG
- 1,600 people confirmed dead. A further 600 expected to have died
- Caused 10,000 internally displaced persons, and thousands of people were injured

Manam Island Volcanic Eruption, 2004



- Caused 10,000 internally displaced persons and five confirmed deaths
- Island habitat and infrastructure was destroyed or destabilised due to volcanic ash.

Oro Floods, 2007

- 150,000 people were affected by the Oro Floods which killed 200 people
- 13,000 were left homeless

Oro Floods, 2007.



ISSUES IN PNG

Today, PNG is battling its own internal issues such as endemic corruption, mismanagement, aids epidemic and lack of resources within the government and private sectors.

The country's dependency on the Wantok system, an obligation that requires the person to place their family and village above that of their Province and Nation, extends throughout all levels of the society and can cause huge hindrances to management systems.

EMERGENCY MANAGEMENT

As an Emergency Management professional working in PNG, it was critical to be aware of the current local and national situation. Without this knowledge, it would be difficult to make considered decisions about the systems and procedures required.

In most cases, many people within

PNG had either received training or been exposed to Emergency Management principles and practices. The practical application of these principles and practices was vital in the effective and efficient management of a given incident.

In my own experience, the following points dramatically hindered response and recovery aspects of an Emergency:

- Local Wantok system
- Lack of suitable organisational structures within the region
- Poorly resources provincial agencies
- Lack of any source of funding

However, problems occur within developing countries when the regular support system becomes paramount to an individual than the need to assist in the broader aspect of Emergency Management.

For example, having arranged an appropriate Incident Management Team to manage the response and recovery operations needed for the incident, only to find myself and the local Disaster Officer being the only ones turning up the next day to manage the incident. The principle reason for non attendees was that their own family and village needs were more important.

This is not a criticism but merely an observation that a greater number of external people be made aware of local requirements and simple strategies are put in place to ensure local compliance with their regional obligations such as:

- Arranging transportation / pick up schedules
- Ensuring meals for IMT personnel as well as their immediate family
- Clear instructions given at initial briefing about attendance

- Need to 'step up' into the Incident Management role
- Ensure personnel are actively engaged throughout their shift
- Written directions are provided with time lines
- Assistance in getting the people needed at the right spot at the right time

REGIONAL ORGANISATIONAL STRUCTURES

PNG's local and regional structures in most cases mirror those throughout the world. Names may differ, however the fundamental structures are in place or are attempting to be put in place. It is the actual ability of the various agencies such as police, health, local government, and private, religious and community agencies to provide basic services that will affect the ability to manage an incident efficiently and effectively.

Issues around health included workers who were unable to provide the required care due to insufficient training and a lack of basic medical supplies and support resources. Local ambulances were unserviceable and often impounded due to nonpayment of accounts. In communications, much of the equipment was also unserviceable due to lack of funds to maintain systems.

SERVICE PROVIDERS



This aspect forms a significant part of the Regional Organisational Structure. It is identified separately due to the principle aspect of its reference to the physical resource requirements. No matter how good structures, plans, policies or procedures are, without the people to implement and manage them, they remain irrelevant and ineffective.

In PNG, it became standard procedure to factor in the funding and supply of all components for all service providers - primarily provincial and state run agencies. ●



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**Application for admission to
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To:- The Divisional Registrar, _____ Division

I, _____ (Name in Block letters)

of _____ (Full postal address for entry in Register)
Postcode _____

Phone (W) _____ (H) _____ Mobile: _____ Date of Birth _____

Email: _____

do hereby apply to be admitted to the Institute.

I am (a) employed by or (b) a volunteer member of : (delete as necessary)

Name of Organisation _____

Address _____
Postcode _____

Position/Title _____

Statement of experience and qualifications. (Note: Applicants may supply extra, relevant information and attach it hereto)

Experience (as an Emergency Officer/Worker)

From	TO	Appointment/Position	Duty/Responsibility

Emergency Training Courses

Institution	Course/Year	Results (where applicable)

Qualifications (Degrees, Diplomas, etc) _____

Decorations/Awards etc _____

Referees (Persons who have known me for several years and can give evidence of my character and background)

Name	Address	Phone	Email
(1) _____	_____	_____	_____
(2) _____	_____	_____	_____

I declare the above particulars to be true and hereby agree to be bound by the Constitution, By-Laws and Code of Ethics of the Institution)

Signature: _____ **Proposed by:** _____ (Use Block Letters)

Witness: _____ **Seconded by:** _____ (Use Block Letters)

(Proposer and Seconder shall be financial Members of the Institute)

For Office Use Application recommended: Member Associate Student Corporate Affiliate

Fee Received Receipt No: _____ Divisional Registrar _____

Completed Application forms with fees should be forwarded to the Division Registrar in the State where you normally reside. Further information may also be obtained by contacting your Division Registrar or General Registrar of the Institute at the following addresses:

NATIONAL COUNCIL

The General Registrar
Australian Institute of Emergency Services (General Council)
14/159 Middle Head Rd, Mosman, NSW 2088
Ph: (02) 9968 1226
Email: registrar@aies.net.au
National Web Site: www.aies.net.au

AUSTRALIAN CAPITAL TERRITORY

The Registrar – ACT Division of Australian Institute of Emergency Services. PO Box 504, Civic Square ACT 2601
Email: registrar.act@aies.net.au

NEW SOUTH WALES AND NEW ZEALAND

The Registrar – NSW Division of Australian Institute of Emergency Services. PO Box K44, Haymarket NSW 1240
Email: registrar.nsw@aies.net.au

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The Registrar – QLD Division of Australian Institute of Emergency Services. PO Box 590 Fortitude Valley, QLD 4006
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The Registrar – SA Division of Australian Institute of Emergency Services. PO Box 10530 Adelaide Business Centre, SA 5000
Email: registrar.sa@aies.net.au,

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The Registrar – TAS Division of Australian Institute of Emergency Services. PO Box 1 Lindisfarne, TAS 7015
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VICTORIA

The Registrar – VIC Division of Australian Institute of Emergency Services. C/O 44 Webb St, Warrandyte, VIC 3113
Email: registrar.vic@aies.net.au

THE INSTITUTE'S AIMS

To provide a professional body for the study of the roles and functions of Emergency Services and Emergency Management Organisations throughout Australia, and the promotion and advancement of professional standards in these and associated services.

THE INSTITUTE'S OBJECTIVES

- To raise the status and advance the interests of the profession of emergency management and counter disaster services administration.
- To represent generally the views and interests of the profession and to promote a high standard of integrity and efficiency in the skills of emergency and counter disaster administration.
- To provide opportunities for association among members and students to promote and protect their mutual interest.
- To facilitate full interchange of concepts and techniques amongst members.
- To bring to the notice of the public such matters that are deemed to be important for safety and protection of the community and to promote research and development of emergency services generally.
- To establish a national organisation to foster international co-operation in counter-disaster services administration.

THE INSTITUTE OFFERS

- An opportunity to be part of a progressive Australia-wide Institute dedicated to the progression and recognition of the Emergency Service role in the community.
- An independent forum where you can be heard and your opinions shared with other emergency service members.
- A journal with information from institutes and other sources around the world in addition to the interchange of views between Divisions in Australia, as well as access to the Institute website.
- Reduced fees for members at Institute Seminars and Conferences and an information service supplied by professional experienced officers.
- A Certificate of Membership.
- The opportunity to use the initials of the particular membership status after your name.

- Corporate members receive a bronze plaque free of charge and can advertise on the AIES website, as well as provide articles for inclusion in the Institute's journal.

MEMBERSHIP DGSD

Costs
Nomination Fee: \$20.00
Annual Subscription: \$50.00
Fellows: \$60.00
Corporate Subscription: \$250.00
Note: Institute Fees may be tax deductible.

Classes

There are four classes of membership:

- Members • Fellows • Life Fellows • Corporate

There are five categories of affiliation with the Institute that may be offered to persons who do not meet the requirements for membership:

- Associate • Student Member • Retired Member
• Honorary Member • Honorary Fellow

Eligibility

Applications for membership will be considered from persons who are at least twenty-one years of age and who:

- Are members of a permanent emergency service or associated service with at least two years experience, or
- Are volunteer members of emergency or associated services with a minimum of four years experience as an emergency services member.

Admission as a member may be granted if in the opinion of the General Council the applicant meets all other conditions of membership and passes such examinations and/or other tests as may be required by General Council.

MEMBERS

Our members come from

- Ambulance Service • Community Services • Emergency Equipment Industry • Emergency Management Organisations • Fire Services • Health, Medical and Nursing Services • Mines Rescue • Police Service • Safety Officers • SES • Transport Services • Volunteer Marine Rescue • Volunteer Rescue Associations



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NATIONAL EMERGENCY RESPONSE JOURNAL

Editor

Kristi High

Email: editor@aies.net.au

Phone: 0407 366 466



THANKS FOR THE TOW MATE

People who use Australia's marine environment for recreation, sport, tourism and industry pursuits can be rest assured if they get in any trouble while at sea, Volunteer Marine Rescue (VMR) organisations around the country will be on hand to help.

Often referred to as the Royal Automobile Association of the sea in SA, VMR is operational between 7am and 6pm every day of the year. In October this year, the volunteer operated service will join the State's Department of Transport to create a round the clock service. This move brings with it all VMR organisations, including Australian Volunteer Coastguard Association, South Australia Sea Rescue Squadron and the Royal Volunteer Coastal Patrol, under the one umbrella.

In South Australia, flotillas are dotted around the coastline at locations including Edithburgh, Kangaroo Island, Victor Harbour, Wallaroo and Wirinna.

VMR organisations are operational in all states of Australia and assist other search and rescue crews such as police, SES, fire fighting agencies, and ambulance services, during emergency events.

The photograph below, taken by Yvonne Hill and titled Thanks for the Tow Mate, is a simulated image showing a VMR crew in South Australia at work. The photo received a National Highly Commended/SA Highly Commended award in the individual category for Ms Hill in the recently announced 2010 National Emergency Management Volunteers Photographic Competition. ●



Photo: Yvonne Hill.



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