



Objectives

1. Background
2. Methodology review
3. Next steps

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Context

- Last detailed analysis conducted in 1999 for 12 of the 39 SAR areas in Canada.
- Need to review cyclically the level of service
- In 2005, the Canadian Coast Guard became Special Operating Agency.

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Methodology

Three aspects of the Search and Rescue (SAR) program were analyzed:

- **SAR Response Capacity** – examine maritime SAR system response capacity to determine needs, consider measures to mitigate risk, and make recommendations.
- **SAR Communications** – assess SAR communications to determine needs and make recommendations to improve the current situation.
- **SAR Mission Coordination** – assess SAR mission coordination to determine needs and make recommendations to improve the current situation.

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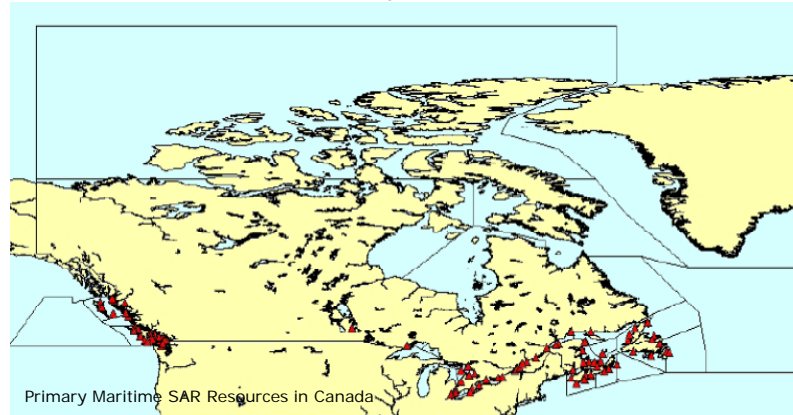
SAR Response Capacity

Evaluation of SAR Response Capacity (8 steps):

Step 1 - Environmental Scan/Climate Analysis

Step 2 – Statistical Analysis

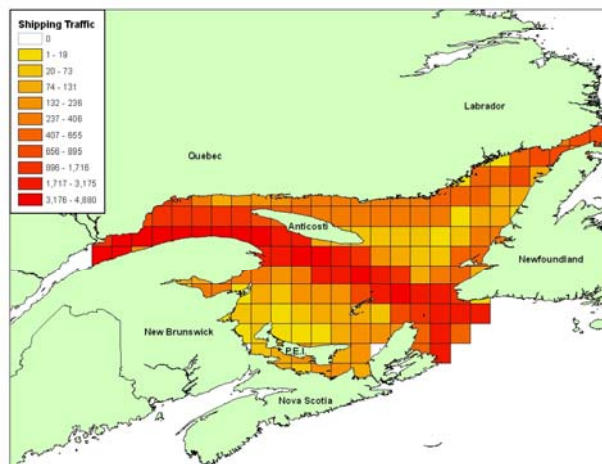
Step 3 – Evaluation of SAR System Resources



SAR Response Capacity cont'd

Step 4 – Risk Analysis

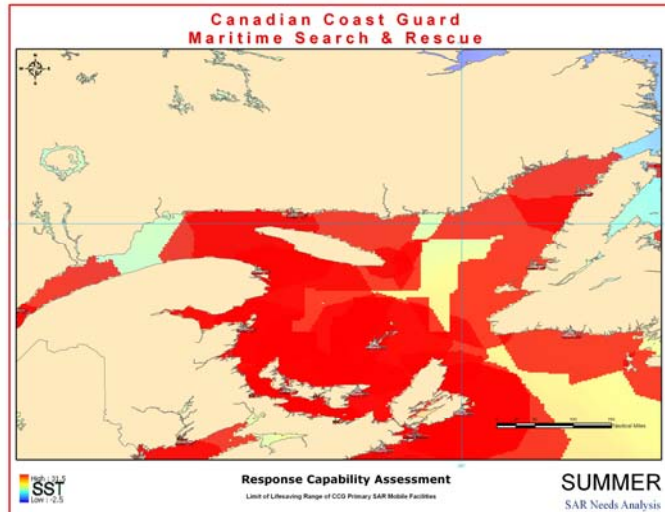
Analysis of Shipping Traffic Density was one aspect of Risk Analysis



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SAR Response Capacity cont'd



Step 5 – Analysis of the Actual SAR Response Capacity

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SAR Response Capacity cont'd

Step 6 – Trigger Analysis

- Analysis of three 'triggers,' if one is proven false, risk control options (RCOs) may be considered:
 - Trigger 1: SAR effectiveness in the SAR Area meets the defined level of service (90%)
 - Trigger 2: The SAR system provides adequate coverage in the SAR Area
 - Trigger 3: Future traffic and/or client activity trends, or forecasted changes to SAR system demand, can be met by the current SAR system

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Step 7 – Consideration of Risk
Mitigation Measures

Step 8 – Formulate Recommendations

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SAR Communications assessment

Using information compiled from interviews with SAR Coordinators, MCTS Officers, Fleet employees, etc., assessment of the following was carried out:

- current services available to and used by the SAR program,
- coverage capability of these services (current and planned),
- deficiencies in coverage or capabilities,
- internal communications between rescue centres and resources (e.g. MCTS).

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SAR Co-ordination assessment

Assessment of the following was carried out:

- capability to effectively co-ordinate missions
- compliance with existing IAMSAR standards for equipment, training, facilities, procedures, and staffing
- compliance with level of service

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Findings

- SAR system not broken
- Meet our Level of Service
- Meet our service standards for SAR vessels
- Concerns during shoulder season for SAR coverage
- SAR response capacity in some areas
- CCGA resources difficult to recruit in certain areas.

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Findings -Cont'd

- VHF radio communication deficient in certain areas.
- Limited information in real time for CCG SAR resources.
- VHF-DF network aging.
- SAR system notification is hindered by a lack of EPIRB on board vessels and equipped with integrated GPS.

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Next steps

- Finalize recommendations for Canadian Coast Guard (CCG) management board approval.
- Meet with CCG partners.
- Publish report by end of Spring.

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