

ILLAWARRA DISTRICT EMERGENCY MANAGEMENT COMMITTEE**22 November 1999****AGENDA**

Welcome

Apologies

Minutes of the previous meeting

Business arising from those minutes

Correspondence

Business arising from correspondence

Reports from Functional Area Coordinators

Agriculture & Animal Services

Mr John Whitely

Communications

Insp Steve King

Engineering Services

Mr John Hetherington

Environmental Services

Mr Trevor Jones

Health Services

Mr John Layhe

Transport Services

Mr Ralf Otto

Welfare Services

Mr Greg Lansom

Reports from Emergency Services

Police

Supt Bill Williams

Ambulance

Supt Hans Bootsma

Fire Brigades

Supt Bruce Holz

Rural Fire Service

Mr Paul Maher

State Emergency Service

Mr Rod Roderick

Volunteer Rescue Assoc

Reports from Local Emergency Management Committees

Kjama

Mr. Noel Edgell

Shellharbour

Mr Arthur Webster

Shoalhaven

Mr Barry Russell

Wollongong

Mr Joe Scimone

Report from Marine Oil Spill Planning Committees

Mr Jim Robinson

Contact Directory

Training

Year 2000 Progress

Arrangements for New Year's Eve 1999

Briefing on the 1999 Sydney to Hobart yacht race

General Business

Next Meeting

Close

Lunch

Year 2000 Exercise

ILLAWARRA DISTRICT RESCUE SUB COMMITTEE

22 November, 1999

AGENDA

Apologies

Minutes of the previous meeting

Business arising from the previous minutes

Correspondence

Business arising from the correspondence

Reports (**written please**)

Police Rescue Squad

Ambulance Service

State Emergency Service

NSW Fire Brigades

Rural Fire Service

Volunteer Rescue Assoc

Australian Aerial Patrol

Surf Life Saving

Mines Rescue

Lifesaver Rescue Helicopter Service

District Maritime Rescue Advisory Sub Committee

Accreditation applications

Search and rescue training

Marine rescue standing operating procedures

Briefing on the 1999 Sydney to Hobart yacht race

General business

**ILLAWARRA DISTRICT RESCUE SUB COMMITTEE
CORRESPONDENCE**

INWARDS

State Rescue Board

1. Request for information for inclusion in the Annual Report.
2. Advising inability of the Minister to attend commissioning of AVCG vessel.
3. Copy of letter from the Minister to AFP re future of launch Colin Woods.

Shoalhaven Marine Rescue Assoc

4. Advice of an exercise to be conducted 29 August, 99.
5. Copy of exercise orders for 29 August, 1999.
6. Comments on the withdrawal of AFP launch Colin Woods.
7. Exercise debrief notes.

Royal Volunteer Coastal Patrol

8. Accreditation applications for vessel "KYLI" to replace the "WASP", and for Waveney vessel to replace "WARDEN".
9. Invitation to open day at Kioloa 27 November, 1999.

Australian Volunteer Coast Guard

10. Invitation to commissioning of "SHELLY'S RESCUE".
11. Advice of disposal of vessel "FLINDERS".

Australian Aerial Patrol

12. Advising of recommencement of beach patrols

Monaro District Rescue Sub Committee

13. Advising details of marine accreditation inspections.
14. Advising results of marine accreditation inspections.

Police Service

15. Minutes of the debrief following the drowning and search off Kiama 16 August, 1999.
16. Minutes of the debrief following a fatal boating accident off Crookhaven Heads 4 October, 1999.
17. Minutes of the debrief following the drowning and search off Crookhaven Heads 17 October, 1999.
18. Advice from Sydney Water Police re the use of marine rescue resources during the Sydney Olympics.
19. Minutes of the debrief following the search for a missing person in Kangaroo Valley 4 November, 1999.

Shoalhaven Rescue Training Camp Committee

20. Information about the camp.
21. Request for reimbursement of costs for the exercise.

OUTWARDS

22. To Murray McMillan re a single contact point for Surf Life Saving (South).
23. To Mike Keelty, AFP Canberra, re the launch "Colin Woods".
24. To State Rescue Board re marine accreditation applications.
25. To each Unit Commander inviting comment on the draft marine SOP.

**ILLAWARRA DISTRICT EMERGENCY MANAGEMENT COMMITTEE
CORRESPONDENCE**

INWARDS

From State Emergency Management Committee

1. Emergency management information update, including preliminary report on the Sydney hailstorm.
2. Copies of articles:
 - Communication & cultural distortion during crises
 - Contingency plan exercises
 - Emergency inter-organisational relationships
 - The impacts of disaster exercises on participants
 - Report on the Longford Gas Plant explosion
3. Schedule of exercises and significant events
4. Revised copy of the Hazardous Materials Incident Sub Plan, incorporating CBR.
5. Draft of the NSW Storm Sub Plan.
6. Draft of the Sydney 2000 Olympic Games Emergency Sub Plan.
7. NSW Year 2000 Sub Plan.
8. Draft copy of the Australian Emergency Manual - Exercise Management.
9. Copy of the NSW Disaster Mitigation Directory.
10. Copy of each of the Australian Emergency Manuals:
 - Managing the Floodplain
 - Flood Preparedness
 - Flood Warning
 - Flood Response
11. Advice the SEMC is investigating the issue of Australian Standard 1742.3-1996 re Traffic Management.
12. Information from the Dept of Communications Information Technology re Y2000.

State Emergency Operations Centre

13. Contact details for EPA, and details of traffic reports issued by RTA.
14. List of ADF observers on DEMCs.
15. Request for up to date contact lists for DEMCs.
16. Information on Eastern Gas Pipeline.
17. Lists of Police Regions/LAC/Local Govt Areas.

Australian Aerial Patrol

18. Re the recent Aircraft Emergency Crash Procedures training day.
19. Re conduct of Liferaft Supply Drop Training 14/15 August, 1999.

Shellharbour LEMC

20. Re Y2K status report.

Environment Protection Authority

21. Contact details.

Ambulance Service

22. Contact details.
23. Y2K information & copy of the Critical Operations Standing Operating Procedures.

Rural Fire Service

24. Copy of Shellharbour Kiama Bush Fire Risk Management Plan

25. Advice of debrief of the Budderoo fire of 14 November, 1999.
26. Request to address conference on 6 November 1999.
27. Copy of draft Shoalhaven Bush Fire Risk Management Plan.
28. Invitation to Kiama Shellharbour RFS function.
29. Copy of the Kiama Shellharbour Bush Fire Operations Plan.

NSW Agriculture

30. Advice of debrief for Mangrove Mountain operation.

Illawarra Area Health Service

31. Re involvement of mental health teams during operations.
32. Request from Sue Kidson for training calendar details.
33. Providing tabards for Health Service Liaison Officers.

Port Kembla Ports Corporation

34. Re review of Shoalhaven Marine Oil Spill Contingency Plan.

Australian Defence Force

35. Requesting assistance with conduct of Defence Force Flying Safety Officers course at Albatross 23 November, 1999.

Club Managers Assoc

36. Requesting assistance with compilation of a database on what various clubs can provide to assist emergency operations.

Tony Callan

37. Multi Agency Debrief notes of search for snowboarders.

Shoalhaven Council

38. Advice of venue for next DEMC.
39. Invitation to RFS function.

NSW Police

40. Advice of appointment of Insp Garry Smith as the Service's Emergency Management Coordinator.
41. Re testing of Y2K plans.
42. Notes re Sydney to Hobart Yacht Race planning.

Lions Club Woonona

43. Advice of commissioning of catering caravan.

AGL Networks

44. Request to have an officer at EOC during New Years Eve.
45. Media release re supplies from Moomba.

Sydney Water

46. Request for details of training program.

Southern Cross University

47. Advice of a new post graduate program in emergency management.

Duke Energy

48. Re Eastern Gas Pipeline.

State Emergency Service

49. Re flood emergency manuals.

Wollongong LEMC

50. Copy of letter to Dept Community Services re non attendance at LEMC.

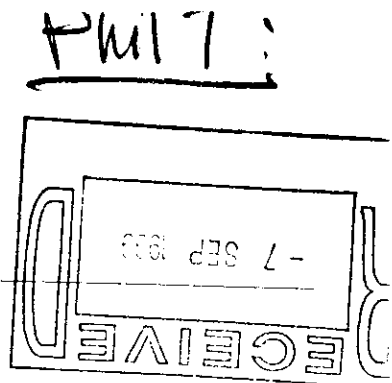
DEMO Sydney North Metro

51. Copy of a public education brochure developed by Manly, Warringah and Pittwater LEMC.

OUTWARDS

52. To all members retraining program.
53. To Lions Woonona re inability of DEOCON to attend caravan commissioning.

by: SWIL1DAV
SYDNEY TO HOBART FORUM
a: SWILKS, DAVID
j:



SYDNEY TO HOBART YACHT RACE PLANNING FORUM - CONDUCTED AT
MERIMBULA R.S.L. CLUB CONFERENCE ROOM, THURSDAY, 26 AUGUST, 1999.

PRESENT:

- POLICE - SUPERINTENDENT JOHN AMBLER (COMMANDER FAR SOUTH
COAST LOCAL AREA COMMAND)
ACTING INSPECTOR DAVE SWILKS (LOCAL EMERGENCY
OPERATIONS OFFICER FOR BEGA VALLEY SHIRE &
DUTY OFFICER IN FAR SOUTH COAST L.A.C.)
SERGEANT COL BELL (O.I.C. MERIMBULA POLICE)
ACTING SERGEANT TRISH SWILKS (BEGA POLICE)
SENIOR CONSTABLE BRAD ROSS (EDEN POLICE)
SENIOR SERGEANT GRAHAME WELSH (SYDNEY WATER
POLICE)
SENIOR CONSTABLE JEFF COMBER (SYDNEY WATER
POLICE)
SERGEANT RICHARD MOSTARD (GIPPSLAND WATER POLICE,
VICTORIA)
- BEGA COUNCIL - Bernie CHRISCOLL (REPRESENTING THE LOCAL EMERGENCY
MANAGEMENT OFFICER - DOUG MIEN)
- A.U.S.S.A.R. - Graham LLOYD
Arthur HEATHER
- C.Y.C.A. - Andrew THOMSON (C.E.O.)
Peter THOMPSON (RACE DIRECTOR)
- R.V.C.P. - George CHRYSS (EDEN)
- R.V.C.G. - Gavan EDMONDSON
- D.O.C.S. - David SHEPHERD
Lesley WELLS
- AMBULANCE - Dave SHEERS
- MERIMBULA HOSPITAL - Catherine SHANDS
- S.E.S. - Connie McCABE
A. BOLTON
- V.R.A. - Chris PULLIN
Peter PULLIN

TIME COMMENCED : 2.30 P.M.

OPENING ADDRESS -

By Acting Inspector SWILKS who thanked all participants for their attendance. Overall summation of the history of last year's yacht race & the observation that there were break downs in several areas in relation to planning & our response, and that these areas were in need of improvement.

This was the purpose of this forum to improve systems so that we may better respond to similar emergencies & better understand the responsibilities of involved agencies. This will facilitate a more smooth co-ordination of agencies in future emergencies.

The purpose of this forum is not to criticise

but to work together. Discussion would involve every agency with questions directed to clear up misunderstandings & work towards the development of a more co-ordinated plan for this year's yacht race.

For the purpose of this forum papers were supplied to each participant which included some areas that were identified as in need of attention. These papers were a guide for development of a plan & discussion.

C.Y.C.A. -

At this time the C.Y.C.A. is in the process of forming CRISIS MANAGEMENT GROUPS (and C.M. Plan) designed to overcome similar operational problems as experienced last year. The group will comprise of three representatives (C.E.O., media liaison & next-of-kin liaison. This officer would liaise with the next-of-kin liaison representative on each vessel) who will be based in Eden & have a back-up group available at Sydney.

The plan is in its 1st draft stage but it is designed to be activated when bad weather is experienced, man overboard or a vessel is sinking.

It is proposed that the group would set up a Command Post in a room at the Royal Volunteer Coast Patrol base in Eden when they were activated.

C.Y.C.A. current proposals are for Command/Co-ordination centres to be located at Sydney, Eden & Hobart. The proposals do not take into consideration problems that may eventuate in Victorian waters at this stage.

The C.Y.C.A. is looking at how they manage the media situation & dealing with next-of-kin on the ground.

C.Y.C.A. are looking at a minimum list of equipment requirements for entrants in the next race (radios E.P.I.R.B.S., tracking devices etc).

Currently plans are underway to have details relating to yachts, crews (their names, contact details etc) available on the INTERNET. Access limited to a password. The INTERNET data will enable a C.Y.C.A. representative to access the data from any location which has a telephone line & photographs etc. of vessels would be instantly available.

Andrew advised that there are no plans to run the Sydney to Eden race this year however it may eventuate in 2000.

COMMUNICATIONS - Their communication with vessels was considered to be O.K. There are no plans to utilise Eden as a radio relay between Sydney & Hobart. The Young Endeavour will be the radio relay vessel for the 80 to 100 yachts expected to participate in this year's race. Plans are underway to boost radio in other areas.

C.Y.C.A. representatives will be mobile & their contact numbers will be relayed during the race to assist with Police liaison.

C.Y.C.A. are planning to set up an 1800 telephone number for enquiries by relatives. This will give out basic information relating to the location of vessel etc.

Radio schedules are every 12 hours however during the race it is not unusual for yachts to miss 2 or 3 before action is taken by C.Y.C.A.

DISCUSSION -

(1) Police identified the problem with current C.Y.C.A. proposals is that there is a strong possibility of confusion occurring with the C.Y.C.A. duplicating liaison officers & command posts. AGREED THAT IN THE EVENT OF A MAJOR INCIDENT, C.Y.C.A. CRISIS MANAGEMENT GROUP WOULD PLACE THEMSELVES AT THE CO-ORDINATION CENTRE TO ASSIST WITH CO-ORDINATION OF THE EMERGENCY & RESPONSE BY AGENCIES.

(2) Police also identified problems with notifying next-of-kin that occurred last year. The C.Y.C.A. next-of-kin liaison officer

should ensure that Police are notified of deaths/injuries or missing persons. It is a legislative requirement that Police investigate these matters & co-ordinate rescue operations. POLICE TO BE ADVISED OF DEATHS/INJURIES OR MISSING PERSONS SO THAT THEY MAY CO-ORDINATE RESCUE/RECOVERY & CONFIRM THE INFORMATION PRIOR TO NEXT-OF-KIN BEING NOTIFIED.

(3) Media Liaison was an area lacking in last year's operation. THERE IS A REAL NEED FOR MEDIA LIAISON (IN EMERGENCY SITUATIONS/MAJOR INCIDENTS) TO BE CO-ORDINATED THROUGH THE POLICE AS THEY ARE CHARGED WITH CONDUCTING INVESTIGATIONS RELATING TO DEATHS/INJURIES ETC.

(4) Police requested that the password to the INTERNET site for this year's Sydney to Hobart race be given to the L.E.O.C.O.N., A/Inspector SWILKS & he will ensure that it is passed onto the relevant authorities in this area (i.e. AUSSAR, Victorian Water Police etc.) IN EITHER CASE, THERE IS A REAL NEED FOR A HARD COPY OF THESE DETAILS TO BE PROVIDED TO POLICE, IN THE EVENT CREWS ARE TASKED TO CONDUCT RESCUES ETC. THEY WILL HAVE THE INFORMATION WITH THEM ON THE LAUNCH & BE IN A BETTER POSITION TO IDENTIFY THE VESSEL ETC.

(5) It was agreed that it would be beneficial also to have a C.Y.C.A. representative posted at the Eden R.V.C.P. to assist with te control to advise & liaise with the Police Site Commander.

(6) R.V.C.P. advised that the 4483 race frequency is no longer used for yachts (this channel used by a West. Australian company) 4083 is now dedicated solely for the race.

(7) Concern raised regarding the lengthy time between radio schedules & the fact that up to 3 can be missed before action can be taken. PERHAPS ACTION SHOULD BE TAKEN TO REDUCE THE TIME BETWEEN SCHEDULE REPORTS & IN EITHER CASE, ENSURE THAT ACTION IS TAKEN EARLIER THAN HAS BEEN THE PRACTICE.

(8) Police identified problems with last year's race in that yachts came into Eden port, rested for a while then left the port with the intention of resuming the race. They then ran into heavy seas again, but at that time, Police & the R.V.C.P. as well as the C.Y.C.A. were not aware that these yachts had left port. This created real concerns for the safety of the crews & would result in delays C.Y.C.A. ADVISED THAT THEIR RULES NOW INDICATE THAT YACHTS LEAVING PORTS WITHOUT NOTIFYING AUTHORITIES WILL FACE AUTOMATIC DISQUALIFICATION.

(9) Police raised the need for information relating to deceased, missing or injured participants to be kept confidential until confirmed. AGREED THAT THIS TYPE OF INFORMATION WILL NOT BE GIVEN OVER THE PROPOSED 1800 NUMBER PLANNED BY C.Y.C.A. BUT WILL BE HANDED OVER TO POLICE FOR CONFIRMATION & FURTHER ENQUIRIES.

SYDNEY WATER POLICE -

Advised that the C.Y.C.A. is in charge of monitoring the race & that the Water Police do not act as a listening station. In emergencies Warilla radio is the first contact however during the race this is not the case.

Sydney Water Police have a launch out at the time on an 'intelligence patrol' behind the race, not acting in any capacity associated specifically with the race.

Communications with the Water Police launch is via satellite telephone or usual radio bands.

As occurred with the 1998 race helicopters will be the primary recovery assets utilised by rescuers.

In the event of the situation escalating to the proportions of 1998, co-ordination will be handed over to A.U.S.S.A.R.

Water Police maintain a running log of rescues

etc. they are co-ordinating. These are useful for enquiries & references. The logs are stopped when the incident is handed over or when it is downgraded, but resurrected if it escalates or co-ordination returns to the Water Police.

DISCUSSION -

(1) Superintendent AMBLER raised concerns relating to the availability of the Police launch acting in its 'intelligence' role to assist with possible recoveries. During 1998 difficulties were experienced in communicating &/or locating the vessel. PERHAPS CONSIDERATION SHOULD BE GIVEN TO LOCATING A LARGE WATER POLICE LAUNCH AT EDEN WHICH IS IDENTIFIED AS THE LAST VIABLE SAFE HAVEN BEFORE CROSSING TO TASMANIA. SEN. SGT. WELSH ADVISED SEVERAL NEW VESSELS ARE BEING COMMISSIONED & WILL BE IN A BETTER POSITION TO ADVISE OF AVAILABILITY OF LAUNCHES BY THE NEXT MEETING.

A.U.S.S.A.R. -

Since the 1998 race AUSSAR have met with Far South Coast Police to establish a protocol for communications in the event of the activation of E.P.I.R.B.S.

AUSSAR are responsible for determining source of the E.P.I.R.B. then identify the problem & MAY pass it onto Police (generally Sydney Water Police for incidents in N.S.W. waters). If immediate response is required, contact is made with local Police. In any event Police will be informed.

If the rescue is not within Police capability, AUSSAR will take responsibility for same.

Police liaison officers (from Queanbeyan) have been utilised in the AUSSAR base in Canberra for several recent rescues & recoveries & they have found this situation valuable in enhancing the co-ordination & communication efforts.

AUSSAR identified media as a problem particularly at Merimbula airport. This matter has been discussed & Police will provide media liaison in future. Police have indicated that in the event of future incidents/emergencies, a media area will be specified to alleviate past negative experiences.

It is anticipated that AUSSAR liaison officers will be available for future similar incidents, however this is a policy decision & discussions are continuing. Until this situation has been ratified, it will be the L.E.O.C.O.N.'s call on each occasion.

AUSSAR indicated that forward field bases are not usually used in maritime incidents.

DISCUSSION -

(1) Ambulance raised the problems experienced last year with their not receiving information about the number of casualties & nature of injuries on helicopters until they actually arrived at the airport. AUSSAR indicated that communications with aircraft operating at low level is poor. They have to ascend quite some distance to transmit to shore & in the circumstances, this is impractical when they are attempting to locate & rescue people. When enough aircraft are available, which often takes some time, one aircraft is specifically tasked to rotate above rescuers & act as a communication relay station. Until that occurs however we have to accept that the priority is search & rescue.

(2) ALL AGREED ON AUSSAR'S OBSERVATION THAT ALL VESSELS PARTICIPATING IN THE RACE NEED TO HAVE A RADIO LISTENING WATCH.

(3) AUSSAR HAVE INDICATED THAT THEY WILL ALWAYS OPERATE AT THE AIRPORT & THE NEED FOR A POLICE LIAISON OFFICER HAS BEEN IDENTIFIED.

(4) POLICE AGREE THAT LIAISON OFFICERS SHOULD BE PROVIDED FOR EACH AGENCY INVOLVED IN THE INCIDENT/EMERGENCY.

(5) V.R.A. HAVE 4 OBSERVERS TRAINED TO ASSIST ON AIRCRAFT. AGREED THAT THEIR INPUT IN ANY INCIDENT/EMERGENCY WOULD NOT DETRACT FROM THEIR ABILITY TO RESPOND TO ROAD RESCUES ETC.

DEPARTMENT OF COMMUNITY SERVICES -

Observation relating to the late alert of the magnitude of the problem with 1998's yacht race. Their main concerns were providing quarters for personnel participating in the rescue from outside the area. Police need to raise an alert with support services in the local area.

Stressed that the D.O.C.S. best located with the Co-ordination Centre.

Advised that 27 Red Cross volunteers have been trained in Disaster Victim Registration & further assistance could be obtained from S.E.S. or V.R.A.

DISCUSSION -

(1) AGREED THAT D.V.R. INFORMATION WILL GO TO EMERGENCY OPERATIONS CENTRE FOR INFORMATION. THESE WILL THEN BE FORWARDED TO SYDNEY FROM THIS CENTRE.

AMBULANCE -

Identified their biggest problem related to communication specifically the numbers of casualties, nature of injuries so that they can determine treatment can be given locally or may require further transportation to another centre.

PAMBULA HOSPITAL -

Identified also the limited information they received relating to casualties etc. with several instances of casualties being brought to the hospital in private vehicles.

They enacted the DISPLAN which seemed to work well. Media were not a problem at the hospital.

Morgue capacity at Pambula is 2 & Bega 3. Any more deceased will have to be housed at local funeral parlours etc. In 1998 Whymans at Bega were utilised.

Identified the positive effects of having a representative from C.Y.C.A., (such as Greg HALLS) visit the injured in Hospital & liaise with relatives etc.

R.V.C.P. -

Agreed with the early activation of the Emergency Operations Centre & its housing all the liaison officers.

.R.A. -

Advised that their observers' names are registered with AUSSAR.

VICTORIAN WATER POLICE -

Advised that their launches are mainly involved in operations in local waterways due to the tourist season. It is unlikely that their vessel would be available for use from Eden.

Identified fuel problems to assist with aircraft at Mallacoota. AUSSAR have plans in place to organise fuel if the event arises.

N.S.W. POLICE -

Identified need for better communications particularly in the early stages of the incident & for site controls to be established.

Meetings will be held with local team leaders to address these issues & develop S.O.P.'s for future incidents/emergencies.

Also highlighted the need to open the Emergency Operations Centre early & communicate this fact to

all involved agencies. At this stage there is a distinct need for more personnel to be trained up as E.O.C. liaison officers & assistants. ACTION - ORGANISE FURTHER TRAINING THROUGH DISTRICT EMERGENCY MANAGEMENT OFFICER.

ALL PARTIES AGREED THAT THIS FORUM WAS BENEFICIAL & NECESSARY TO ENSURE A MORE EFFICIENT & EFFECTIVE RESPONSE TO INCIDENTS INVOLVING THE SYDNEY TO HOBART YACHT RACE, BUT ALSO TO ANY INCIDENTS OF A MARITIME NATURE THAT REQUIRE A CO-ORDINATED RESPONSE FROM SEVERAL AGENCIES.

Agreed that the following matters will be raised at the next meeting:

- C.Y.C.A. - A draft of their Crisis Management Plan.
Copy of the rules & protocols for 1999 race.
Update on other developments that may impact on response & co-ordination roles.
- WATER POLICE - Update on their involvement in 1999 race.
Availability of launch for Eden.
Advise relating to developments.
- LOCAL POLICE - Call out lists & alert phases.
Draft of S.O.P.'s for 1999.
Cross border issues - assistance during emergencies (assistance from large launch).

NEXT MEETING:

2.30 p.m. on Thursday 14 October, 1999 at CAPTAIN'S TABLE Restaurant, Eden Fishermans Club.

SYDNEY-HOBART SET UP AT RVCP EDEN

EQUIPMENT

- **ONE VHF SET** (GUIDING YACHTS INTO HARBOUR / LOCAL COMMUNICATIONS)
- **ONE HF SET** (MONITOR RACE FREQUENCY)
- **FIVE PHONE LINES**
 - ONE DEDICATED PHONE LINE
 - ONE DEDICATED FAX LINE
 - THREE INTERNET CONNECTIONS FOR CYCA TEAM
- **ONE PHONE** (SILENT NUMBER, REGISTERED WITH EMERGENCY SERVICES / CYCA ONLY)
- **ONE FAX MACHINE** (SILENT NUMBER, REGISTERED WITH EMERGENCY SERVICES/ CYCA ONLY)

QUESTIONS

Is this list suitable for CYCA?

Do they have any other requirements?

Are CYCA team planning on being based at RVCP?
If not, where are they to be based? Why?

What are the CYCA team bringing with them?

What is CYCA planning on doing with regard to media at RVCP?

What happens with the registration and licensing of these new radios at RVCP?

Will the CYCA ask Navy for the loan of Greg Whiter? When?

Is CYCA planning on issuing RVCP an official race callsign?
Or are there to be two 'RVCP Eden'?

Illawarra Emergency Management District



Mr Tony Callan
District Emergency Management Officer
PO Box 466
Queanbeyan NSW 2620

NSW Police Service
South Eastern Region Command
Level 3, State Office Block
84 Crown Street, Wollongong NSW 2500
P.O. Box 430, Wollongong East NSW 2520
Telephone: (02) 4295 2712
Fax: (02) 4295 2833
E/Mail: CONE1PET@Police.NSW.Gov.AU

Dear Tony,

You are reminded that the next meeting of the Illawarra District Emergency Management Committee will be held on Thursday 25 November, 1999 commencing at 1030 hrs.

The venue for the meeting will be Training Rooms 1&2 - Lower Level
Shoalhaven City Council Administration Building
Bridge Rd, Nowra - Entrance through the south door

An agenda for the meeting is enclosed, as are minutes from the last meeting, the latest District contact directory and a copy of the NSW Year 2000 Plan, recently released by the State Emergency Management Committee.

The State Emergency Management Committee has directed, in accordance with this plan, that each District conduct an exercise in November / December to test the District's preparedness for the Year 2000.

It is proposed that our exercise will be conducted following the next meeting of the District Emergency Management Committee. Your participation in this important exercise would be greatly appreciated. If you are unavailable, could you please nominate a representative to participate. It is expected the exercise will conclude around 1500 hrs.

Details of the exercise are enclosed.

Yours sincerely,

Peter Conelius
District Emergency Management Officer
9 November, 1999