| Issue                   | Explanation  | Risk | Possible Solutions   |
|-------------------------|--|------|--|
| Response                | Explanation  Although the Coast Guard level of service dictates that primary Coast Guard resources must be underway for a SAR tasking within 30 minutes, Kistilano CG Station has historically been underway in a much shorter time (unless not required, such as awaiting tide or for medevacs, etc). In the post-Kitsilano era, the IRB station will generally take longer to get underway after regular working hours from Victoria Day to Labour Day, and CG Sea Island will likely take 20-30 minutes transit time to get to Kitsilano's area from Labour Day to Victoria day. Although meeting National policy requirements, the additional time to respond may lead to increased casualties since the numbers of incidents is great in this area. |      | Reduce tasking times by routing landline emergency calls direct to JRCC for quicker evaluations and quicker taskings.  Increase the pool of available resources by improving tracking. (AIS/SMMS)  Improve tasking time by improving resource contacts to alleviate callout delays.  Co-locate JRCC Victoria with MCTS Victoria. |
| Possible Overuse of IRB | The Kistilano CG Station is a 24/7 operation with 2 different shifts per day. Crews are seldom   | High | Stand up 2nd Sea Island hovercraft.  |

|                                      | called upon to work extended hours. In the post-Kitsilano era, it is highly likely that the IRB Station's single crew, who will be working 8 hrs/day with 16 hrs of standby, may get fatigued due to large caseload.  |        | Adjust IRB hours to correspond with greatest incident occurrence.  Stand up RCMSAR resource temporarily.  Call upon OGD to temporarily fill the void.  Increased use of Commercial Assist  Reduce number of taskings by improving non-distress procedures. |
|--------------------------------------|---|--------|--|
| Possible Overuse of<br>CG Sea Island | CG Sea Island will be called upon to fulfill the role of primary CG SAR resource in the Vancouver area between Labour Day and Victoria Day (8 months). Sea Island's incident count is already at around 300/year. Unknown if one resource can handle the additional workload. | Medium | Increase the use of secondary OGD resources.  Increase use of RCMSAR for minor incidents.  Relocate RCMSAR Units to ease the use of Sea Island in other locations, like upper Fraser River and Gulf Islands.   |
| Possible Overuse of<br>RCMSAR        | As with Item 2 & 3, RCMSAR will likely be asked to play a larger role in the response to incidents previously attended to by Kistsilano CG Station. This may lead to overuseage.  | Medium | Increase number of vessels/crews per Station Increase number of Stations, such as in Jericho. Relocate less utilized Units to areas where Sea Island would attend and be pulled away from such as Upper Fraser   |
| Trauma                               | CG Kitsilano has historically responded to a large<br>number of suicidal cases due to proximity of<br>bridges. Historically, fatality rates have been in<br>excess of 95% for larger bridges (Lions Gate and  | Medium | JRCC not task RCMSAR for known bridge jumper incidents.  |

|  | Ironworkers Memorial) and about 50% for lower bridges (Burrard, Granville and Cambie Streets). Injuries and disfigurements have been severe. Personal trauma for rescue workers is high. CG has Critical Incident Stress teams capable of dealing with primary SAR workers. Use of volunteers for these cases may increase turnover rate. Also no longterm asvailability of assistance for volunteers, |        | Increase the use of secondary OGD resources.  Seek longterm counselling assistance for volunteers.  One major mitigating measure that could be explored by the provincial Dept. of Highways is to install anti-jumping mechanisms on bridges as has been done at other major Centers like Montreal. |
|--|--|--------|---|
| Medical Capabilities                       | From Labour Day to Victoria Day, Vancouver area will have diminished medical capability equivalent to one Rescue Specialist 24/7.  | Medium | Use Sea Island when available.  Increase the use of secondary OGD resources for transport of EHS personnel.  Use RCMSAR for transport of BCAS personnels.   |
| Reduction of CG<br>Primary SAR<br>resource | From Labour Day to Victoria Day, there will be a lack of primary SAR vessel for Vancouver area when CG Sea Island is tasked to another incident, especially if up-river, in Boundary Bay or Gulf Islands area.   | Medium | Stand up 2nd hovercraft.  |
| Local Knowledge                            | CG Kitsilano personnel bring forth a vast quantity of local knowledge, crews generally being at that station for decades. JRCC Victoria often turns to them for advise & information.  | Low    | Familiarize Sea Island personnels with Kitsilano's area. Utilize OGD source (PMV, VPD, RCMP, Jericho?)  |
| Major Events                               | During major summer events (Celebration of Lights and Canada Day Fireworks), CG Kitsilano was tasked with taking the lead role as primary  | Medium | Augment resources by tasking another RCMSAR resource.   |

|                              | SAR vessel due to their knowledge and maneuvrability. Their Station was also used and manned as a staging area for major incidents. Their RHI was also brought up to strentgh specifically to augment resources.  |        | Seek assistance from OGD resources for suitable staging area.  Stand up an addidtional CG resource |
|------------------------------|---|--------|--|
| On Scene<br>Commander Duties | During marine incidents where there was a need for an On Scene Commander (OSC), JRCC usually called upon Kitsilano CG to perform that role since they had the expertise, knowledge, crew, training and equipment capable performing these complicated duties. Doing so knowingly takes that resource out of the game. Hence those duties were seldom given to Sea Island as it would take out one of our most valued search assets. |        | Stand up 2nd Sea Island hovercraft   |
| Firefighting - Marine        | Type 100 vessel has superior firefighting capability to assist with the rescue of persons onboard burning vessels.  | Medium | IRB will be able to assist in a lesser capacity  Vancouver Fireboats  RCMSAR                       |
| Firefighting -<br>Shorebased | Although viewed as Humanitarian assistance to an OGD, the type 100 all-aluminium vessel is better suited for assisting shore-based units than rubber boats and hovercraft.  | Low    | IRB will be able to assist in a lesser capacity  RCMSAR  |
| OGD Assist                   | As a primary CG SAR resource, JRCC had the ability to task Kitsilano to assist with other Government Duties if in the interest of SAR.  | Medium | Utilize Sea Island to a greater extent.  |