

I, Scott Alan Beasley of [REDACTED] Bundall, Gold Coast, solemnly and sincerely confirm and declare that:

1. In my opinion the number of swift water technicians within the South East Region currently, at the moment we are running at around about 12 to 15 per rescue station, we had three rescue stations in South East Region, we have one in Ipswich, one at Beenleigh and one at Robina. The Ipswich and Beenleigh stations are running at around about 12. Our current numbers that have been approved by the Deputy Commissioner of the Fire Service is 15. In my opinion we do need more level twos. It's a natural occurrence that with swift water rescue that we don't get one job at a time, we get multiple jobs so the increase in numbers of swift water rescue technicians can only be an advantage to the service as well as South East Region.
2. Also previous establishment numbers as I've said before we have establishment numbers at the moment of technical rescue technicians in South East of 45. We are currently running over that establishment numbers at 51. Not all members are swift water technicians. We run at around about 47 to 48 swift water technicians in the South East Region. The area of the South East Region to be able to adequately and be capable to maintain an operational requirement we need to be able to address the situations as well as provide adequate cover with the number of technicians we have at the moment, we sometimes find ourselves running very limited. The times that we do find ourselves very limited, definitely in the South East Region where we provide a large number of the overflow for deployment for the State. In doing that if we need to Maintain our own numbers of Swift water technicians and provide numbers to state, we run very limited and short providing to the State because South East Region is so close and so easy to provide numbers.
3. In relation to the amount of personnel we supply the State, in supplying those swift water rescue personnel to State we then have the possibility of running short within the South East Region. We try and make sure that we have a minimum amount of personnel we can send away to State but that still has potential that we can run short within our own South East command. So only an increase in numbers can provide efficiency for that area as well. In my opinion I need to be able to supply a minimum of four to six swift water personnel per incident and in doing that, that then maintains the safety of not only the people that are

going to be rescued but also the personnel of the Fire Service, as well as our Level One operators who may be onsite first.

4. In relation to the training of swift water staff, my opinion, within the South East Region we have a large number of auxiliary fire-fighters as well as rural fire fighters. A lot of the urban stations and the swift water level two technicians and the level one operators are backed up by our auxiliary fire fighters in the country areas. As part of that our auxiliary fire fighters at this moment in time have a limited or varied amount of training. There are some possible auxiliaries out there who have received an awareness package but the majority have received no training at all. My opinion, all auxiliary fire fighters need to have a minimum of level one swift water training and our rural fire fighters need to have an awareness basically for the safety of themselves at an incident site.
5. Again as a South East Region Tech Rescue Co-ordinator and dealing with a lot of the issues that come out of swift water rescue, a number of issues that we have been discussing and part of a review that I'm putting together at the moment will deal with a lot of issues that the technicians have come up with. One is basically our working platforms or our boats in other words that we use. Part of issue with our boats are actually at the moment powered by paddle. We have a lot of situations and on occasions when we need to use powered watercraft, where we employ the assistance of the SES. In saying that we have issues that come out of using the SES counterparts, basically we look at it in relation to the suitability of the watercraft that's being used. One main issue that I have as well as well as a number of other swift water technicians is the unprotected props on the water craft of the SES that we are using, so I think we need to start looking at developing a swift water watercraft, motorised watercraft within the Fire Service that we can start to look at using our own people and having our own trained people in that environment and not relying on other agencies.
6. Again part of my overall view as the Tech Rescue Co-ordinator for the South East Region and looking at the overall equipment of swift water rescue, the amount of gear and equipment we have to me is adequate at the moment, but I am always looking and we need to look at improvements. One area that is a major concern for myself is accountability of our swift water rescue technicians when we have multiple incidents as we did in the floods of January

2011. We had a large number of swift water technicians in a vast variety of situations covering a large area that needed to be dealt with. Concerns we had was the accountability of those swift water technicians and we have no way of tracking, we have no accountability system at this stage and I think we need to start to look at that accountability system or a tracking system where we can identify and start to provide a little bit of safety requirements to our swift water rescue technicians. This could be as simple as a waterproof GPS tracking system attached to the technician providing real time data. lot of the times it always has only been a one-off, two-off, incident that we've worked with, in situation of floods January 2011 we had multiple areas where swift water technicians were deployed as well as multiple incident sites at one time. I had mainly large concerns as to our accountability and tracking systems of these tech rescue personnel.

7. During the floods of 2011 I did have an involvement. At the time leading into the floods I was on annual leave and coming into the 10th of January, again I was on annual leave. I did receive a number of phone calls and I received a phone call from Station Officer Mark Stephenson in relation to the possibility of supplying additional swift water technicians as he had concerns about it. In saying that I spoke to Mark, I then made a number of phone calls to the Acting Assistant Commissioner of South East Region and to the DMO of South East Region. In doing that we then, I was given the opportunity to put another couple of swift water technicians up for the day. In doing that and what we spoke about before was the number of deployments that where happening at the time and supplying the State with a large number of swift water technicians. This started to run us short within the Region itself. So finding availability of personnel on that day was a little bit limited but in doing so I was able to contact a couple of swift water technicians in Station Officer Phil Paff and Senior Fire-fighter Nathan Chadwick and requested them, if they could make an additional swift water team up. I was informed that Phil was already at the station and was prepared to man an additional appliance. And Nathan was to make his way into the station as soon as he possibly could, but due to his residential location and being cut off by flood water he had to go a different route to the station which would take him a little bit longer. From there I then didn't hear anything too much more from that point on, that was early in the morning around about the 8:30 mark. I then received a couple of text messages from some swift water technicians who I'd deployed to Roma or west of Toowoomba to help in that situation

out there. The text message indicated that Toowoomba was now flooding and it was a torrent of water going through Toowoomba. In hearing that and trying to get some more information I made a few phone calls. In one of the phone calls I spoke to Acting Assistant Commissioner John Gresty and he requested that I make my way into the ROCC Beenleigh. Upon reaching the ROCC at Beenleigh and listening to the radio traffic, the Firecom radio traffic, it was evident that there was a major scale incident happening and a lot of involvement would be required.

8. From there basically my involvement was to ensure and try to confirm, that there was a number of resources going out there, I was advised that there was a ICC being set up out at Gatton and that Assistant Commissioner John Gresty was making his way out there. From the ROCC, I tried to establish communications to the ICC in Gatton to get a clear and understanding picture of what was happening out there but it was very, very difficult. There apparently was one land line into the ICC and on numerous occasions I attempted to make phone calls to this landline and was unable to make contact up there. So from this and trying to get a clear understanding of what was happening out there I then started to make personal phone calls to personnel onsite that I knew was there. I new part of the swift water contingent that were out there so to try and get a clear and understanding picture from them . In that case in talking to a number of the swift water technicians and also to Station Officer Mark Stephenson who was on the CR at a forward control point I requested, if possible they get a basic clear picture of what was happening, and from this it was clear to me what was happening out there was an incident of a scale that we hadn't seen before.
9. Also as part of my duties within the ROCC we looked at and I spoke to the Incident Controller of the ROCC as well as the Assistant Commissioner Peter Beacham who had returned from leave into the ROCC at that time and I started making some phone calls to try and get additional swift water technicians available for that night and for the period coming up from the on shift. We already had a numerous number of swift water technicians out there on different number of appliances, we were able to crew up another additional swift water support vehicle from Ipswich with two swift water staff on it. They commenced duties at around about 1700 as well as the crew from Beenleigh station who are swift water trained. They were crewed up into a utility vehicle and proceeded out to the Gatton area to help with

the incidents that were happening out there. Also as part of that, we then established that we were running a little bit short so we crewed up an additional swift water appliance on the south end of the coast and shifted that appliance from Robina to Helensvale so that we then had a swift water appliance manned at Robina and we had a swift water appliance manned at Helensvale. Continuing to monitor the radio and listening to the communication traffic that was happening you could still understand that the incidents were growing and assistance was needed and the swift water appliance from Helensvale was then deployed out to the Gatton area at around about 2000 hours that night.

10. As part of my duties as Swift Water Co-ordinator I'm always looking at what we can do and part of the review that I'm putting forward to South East Region will be a number of factors involved. Basically our major concern is, as I said before, was our tracking and accountability of our swift water staff. Our communications for our swift water staff is another major area of concern. We need to ensure that we can provide our swift water staff with communication means which is reliable, waterproof and to provide a point of contact, where we can keep in contact with them at all times. Our radios at this stage are insufficient for swift water activities and I know that we're working on a swift water waterproof bag that will incorporate our coms gear. So we need to, in my opinion continue to improve, we need to fast track this endeavour put our efforts into making sure we have this situation rectified by the next wet season. Issues that I've been approached about as well as have concerns about, is the large number of movements required over the flooded plains that we need to performed to provide assistance to either evacuate people from houses or rescues in remote locations, at present our current IWPs(Inflatable working platforms), makes it very difficult to achieve this.. The IWP is inflatable working platform or if we look at it, it's a blow-up boat that we used to paddle. Some of the issues that were identified to myself during the January floods was we a had a large number of evacuations of the community and part of this was a lot of just flood water. It was hard and sometimes the guys had to traverse kilometres and to either paddle an IWP over that distance or walk it, push it, to get to the point that they needed to evacuate the person or persons. We need to look at that situation and see how we can remedy that as well.

11. Probably other issues that we need to look at and need to consider is our capability and our suitability of our vehicles that we're using for either technical rescue or our swift water rescue. Currently we have a number of vehicles within the South East Region, two are very long wheel based low ground clearance, which make it very difficult in a technical rescue swift water situation. We have another vehicle which is ideally a four wheel drive high wheel base but the inefficiencies far weigh out the benefits, the age of the vehicle ,the storage lockers access and how the storage lockers are structured make it extremely difficult and time consuming to access basic equipment.

12. Also we have at the moment within the South East Region our vehicles require multi-skilled personal to man it. The vehicles at present perform a number of tasks, it becomes a technical rescue vehicle, come BA Hazmat vehicle , come command and control unit. I think we need to look this and have roll pacific tasks. Command and control and technical rescue are now becoming so involved we need to look at pushing away from having our , as it is at present our technical rescue technicians being multi-skilled in relation to being able to run a command and control module at an incident and perform their skill and maintain their skills in technical rescue. Common and control and all the technology and everything that goes along with it requires a skills set which allows roles pacific crewing. we need to look at our fleet management profile and as part of our fleet management identify a tech rescue vehicle and the need for a command and control vehicle we rather than trying to multi-skill crews and have a one vehicle fits all roles.

[Redacted signature]

Scott Alan Beasley

I swear/solemnly and sincerely affirm that the facts and circumstances stated in this statement are from my knowledge except those which are from information only.

Sworn/affirmed by Scott Alan Beasley on 9th June 2011 at Brisbane in the presence of Paula Newman

Signed: [Redacted signature]
Scott Alan Beasley

Witness: [Redacted signature]

