

- *Total budgeted to BC Search & Rescue by fiscal year; by fiscal year by category (i.e. amounts allocated to general training, insurance, operating costs, equipment purchase, maintenance & replacement and other categories available.)*

BC Search and Rescue Association (BCSARA) funding:

04/01/2019 – 03/31/2022 was part of a 3 year 18.633 million grant broken down as follows:

Establish GSAR governance model: \$0.870M; Critical program funding (includes core training delivery): \$2.760M; dispersed to GSAR groups (eligible expenses for the groups' funding included insurance, specialized training, operating costs, equipment procurement, maintenance, and repair, and facilities)

04/01/22 – 06/30/22: part of the annual \$5.961 million funding, \$1,042,250.00 allocated to BCSARA Administration, insurance (\$220,000.00) and programs, \$4,918,750.00 dispersed to GSAR groups (eligible expenses as described above)

- *By fiscal year by specific category related to specialized training (i.e. CDFL/HETS training, Winch Rescue Training, Swiftwater Rescue Training, Rope Rescue Training or other SAR Disciplines considered specialized.)*

Until 04/01/22, the delivery of core training, including Rope Rescue Training, was through a \$300,000 training contract between the BC Search and Rescue Association (BCSARA) and the Justice Institute of BC (JIBC), funded by Emergency Management BC (EMBC). SAR manager training, administered by the JIBC, is generally funded by the Royal Canadian Mounted Police. Training costs for CDFL/HETS, Winch Rescue, Swiftwater Rescue Training, and other disciplines such as mounted search, canine search, flat ice rescue, watercraft operations and tracking are SAR group-born costs supported by provincial funding disbursed by BCSARA or otherwise funded by GSAR groups. Additionally, as of January 12, 2022, GSAR groups are able to directly procure rope rescue training outside of EMBC procured training courses.

Following 04/01/22, the delivery contract for core training described above became the responsibility of EMBC. EMBC does not have any of the finance reports for Q1 of fiscal year 2022-2023 from JIBC (3rd party) at this time. The EMBC side of the JIBC contract cannot be broken down by SAR discipline, as EMBC paid for the Administrative and Curriculum side that isn't able to be broken down further at this time.

- *In addition, the total invoiced from and to, paid to commercial operators or providers for assets such as helicopters, boats or aircraft used during a BC Search & Rescue Task by fiscal year;*

Date Range	Operational GSAR Costs/reimbursements	Commercial aircraft costs
04/01/2019 to 03/31/2020	\$4.01M	\$2.46M
04/01/2020 to 03/31/2021	\$4.21M	\$2.79M
04/01/2020 to 03/31/2022	\$4.63M	\$3.23M

Note: Commercial boats and fixed-wing aircraft are seldom used in support of GSAR incidents, and to further distill this information would require line by line of 6000 records for an accurate answer – Estimate for this would be 500-1000 hours (5-10 minutes per record). The costs for such expenditures are included within the Operational GSAR Costs/reimbursements above. Most commercial aircraft costs relate to rotary wing aircraft with a minor percentage of the costs associated with unmanned aerial vehicles.

- *And the average cost of training a SAR volunteer. (Date Range for Record Search: From 1/1/2019 To 6/30/2022)*

This cost is not possible to quantify accurately within EMBC due to the high degree of complexity associated with several factors described below:

- Volunteers may bring with them training acquired outside of their role as a SAR volunteer.
- SAR volunteers have different training needs based on the scope of services provided by the GSAR group they are a member of.
- GSAR groups often have individual requirements for training beyond what is required by the Province, which bring with them varying costs.
- GSAR groups may elect to contract specific training while other groups may offer training Internally.