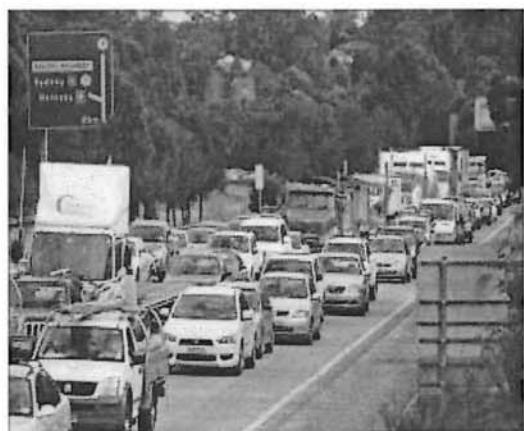


F3HVS 2009

F3 Freeway Heavy Vehicle Seminar



New South Wales Fire Brigades 75 Station Berowra is conducting an information sharing seminar for Police, RFS, NSWFB, Ambulance and RTA personnel plus invited guests on the 27th June 2009. The focus of the seminar is the minimising of the impact of heavy vehicle disasters on the F3 freeway.

A speaker from each organisation will discuss topics such as heavy vehicle accidents, truck fires, hazardous material incidents, contra flow, scene preservation, memorandums of understanding, helicopter landings and patient transfer and other general information.

The seminar will commence at 1030 and will run for approximately two hours concluding with a BBQ lunch. Operational and administrative personnel are invited. The seminar is not open to the public as the focus is on information sharing between the relevant agencies. Depending on the success of the seminar operational exercises may be considered in the future.

The seminar is being organised by Station Officer Bruce Covey and Firefighter Robbie Stephenson and sponsored by Superintendent Tom Cooper from the New South Wales Fire Brigades.

The major objective of the seminar is to enhance knowledge of the roles and responsibilities between agencies and provide information on new strategies and procedures. The desired outcome is to better facilitate service to the public.

Contacts:

Station Officer Bruce Covey

Work: 9456 3536

Mobile:

Email: bruce.covey@fire.nsw.gov.au

Firefighter Robbie Stephenson

Work: 9456 3536

Mobile:

Email: robbie.stephenson@fire.nsw.gov.au

Kate Dennis - Multi-agency seminar re heavy vehicle accidents on the F3

From: Tammy Ingold
To: Dennis, Kate
Date: 3/06/2009 11:29 AM
Subject: Multi-agency seminar re heavy vehicle accidents on the F3
CC: Rainnie, Scott
Attachments: F3HVS 2009_1.doc

Hi Kate

SO Bruce Covey from Berowra Fire Station has organised a multi-agency seminar regarding responses to heavy vehicle accidents on the F3. The seminar would include reps fro Police, Ambulance, RFS and RTA.

Supt Tom Cooper is aware of it and support it (he is currently on leave - Phil Bedford is acting in his position).

Bruce has asked about involving media and local politicians, however I do not believe this is appropriate at this time. My recommendations would be as follows:

- advise Minister's Office that the seminar is going ahead (given that it is a sensitive issue re road closures etc)
- no media or local political representation to be invited - they will be discussing operational issues

Phil will advise the Area Commander about the seminar. Mark Brown, John Benson and Commissioner will also need to be notified.

Can we discuss when you are back in the office?

Thanks, Tammy

Tammy Ingold
Senior Public Affairs Officer
Public Affairs and Communications Strategy Unit
NSW Fire Brigades
T: 9265 2631

E: tammy.ingold@fire.nsw.gov.au

②

NEW SOUTH WALES FIRE BRIGADES

F29/11629
STN/00075

SUBJECT: BEROWRA FIRE STATION HEAVY VEHICLE SEMINAR

BACKGROUND:

There have been a number of recent high profile incidents on the F3 Freeway in Sydney's northern suburbs that have caused major disruptions to commuter traffic resulting in extensive media coverage.

CURRENT POSITION:

The staff at Berowra Fire Station will be conducting an information sharing seminar for local NSW Police Force, NSW Rural Fire Service, NSW Ambulance Service and Roads and Traffic Authority personnel, plus invited guests on Saturday 27 June 2009. The objective of the seminar is to minimise the impact of heavy vehicle incidents on the F3 freeway through information sharing between the relevant response agencies.

A speaker from each organisation will discuss topics such as heavy vehicle accidents, truck fires, hazardous material incidents, contra flow, scene preservation, applicable memoranda of understanding, helicopter landings, patient transfers and other general information. Depending on the success of the seminar it is likely that a number of operational exercises will follow in the future.

The seminar will commence at 10.30 AM and will run for approximately two hours concluding with a BBQ lunch for participants. At this time, it is expected that about 50 personnel from the relevant agencies will attend this event. It should be noted that this seminar will not be open to the public.

The seminar is being organised by Station Officer Bruce Covey and Firefighter Robbie Stephenson and sponsored by Superintendent Tom Cooper from the Metropolitan East 2 Zone Command.

RECOMMENDATION:

That the Minister note the contents of this brief.

Contact Officer:

Chief Superintendent Tom Milburn
Area Commander Metropolitan East
(02) 9265 2704

COMMISSIONER 5 June 2009

MINISTER

3

Bruce Covey - RE: F3HVS on Sat 27 june

From: Danny Busch <Danny.busch@rfs.nsw.gov.au>
To: Bruce Covey <Bruce.Covey@fire.nsw.gov.au>
Date: 15/06/2009 4:00 PM
Subject: RE: F3HVS on Sat 27 june
CC: Peter McKechnie <Peter.McKechnie@rfs.nsw.gov.au>, Angelo Baldo <Angelo.Baldo@rfs.nsw.gov.au>, 'Nathan MacGregor' <Nathan.MacGregor@minterellison.com>, Guy Sullivan <guy@agpro.com.au>, Andy Cameron <andy@nurserymanagement.com.au>, Ben Modde <benmodde@aapt.net.au>, Bill Lea <bill@primewater.com.au>, Grant Wargren <grant.wargren@det.nsw.gov.au>, "Group 3 (srtickell@gmail.com)" <srtickell@gmail.com>, Jim Fahey <jim.fahey@burtoncontractors.com.au>, JimFahey1 <norearth@bigpond.net.au>

Hi Bruce,

As a follow on from our conversation regarding closures of the F3 during bushfires.

Superintended Angelo Baldo (District Manger-Hornsby / Ku-ring-gai) would like to provide a short presentation of F3 closures during bushfire situations from a Section 44 Incident Controller and the Executive Officer of the local Bushfire Management Committee (BFMC) perspective.

Danny

Inspector Daniel Busch
Operations Officer
Hornsby/Ku-Ring-Gai District
NSW Rural Fire Service
M:
W: 9485 5000

From: Bruce Covey [mailto:Bruce.Covey@fire.nsw.gov.au]
Sent: Thursday, June 11, 2009 4:15 PM
To: Grahame Rathbone; Les shaper; Ron Greenland; Tom Cooper (NSWFB); Alan Johnston; Bruce Covey; Graham Tait; Marcus Baker; Phillip Bedford; Robbie Stephenson; Robert Harley; Tammy Ingold; Ian Faulk; Steve Martlew; Danny Busch; MULLER Linda M
Subject: F3HVS on Sat 27 june

Hi all

Attached is the Flyer, agenda and contact list for the seminar.....any changes can you please inform me.....once again there has been great support from all agencies.

Regards
Station Commander Bruce Covey
Berowra Fire Station

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(4)

Bruce Covey - Fwd: F3 Seminar

From: Alan Cooper
To: Covey, Bruce
Date: 18/06/2009 3:29 PM
Subject: Fwd: F3 Seminar

Hi Bruce,

A couple of more starters for your F# seminar from the SES.

Cheers

TC

Supt Tom Cooper
Zone Commander
Metro East 2
99 Shirley Road Crows Nest
NSW 2065
Phone: 9901 4746
Mob:
Fax: 9901 3479
e-mail:
alan.cooper@fire.nsw.gov.au

>>> "Mark Darling" <mark.darling@ses.nsw.gov.au> 18/06/09 12:01 >>>

Hi Tom

Myself and Kris Eriksen from Hornsby Local unit would like to attend the Seminar on the 27th.

Could you please confirm acceptance by return.

If you have any questions please do not hesitate to call me.

Regards

Mark Darling

Deputy Region Controller

State Emergency Service Sydney Northern Region

PO Box 91

(5)

Bruce Covey - RE: Speakers for seminar

From: MULLER Linda M <Linda_MULLER@rtा.нsw.gov.au>
To: Bruce Covey <Bruce.Covey@fire.нsw.gov.au>
Date: 19/06/2009 3:38 PM
Subject: RE: Speakers for seminar
CC: MCINTYRE Stuart G <Stuart_MCINTYRE@rtा.нsw.gov.au>

Hi Bruce,

Good timing, just confirmed RTA speaker on the day will be one of the RTA Traffic Commanders Stuart McIntyre, he also is responsible for the F3 south of the Hawkesbury River

Thanks
Regards

Linda
x 81623

Linda Muller
Manager Emergency & Operations Planning
RTA TMC Eveleigh

From: Bruce Covey [mailto:Bruce.Covey@fire.нsw.gov.au]
Sent: Friday, 19 June 2009 3:25 PM
To: Grahame Rathbone; Les shaper; Ron Greenland; Alan Cooper; Alan Johnston; Bruce Covey; Graham Tait; Marcus Baker; Phillip Bedford; Robbie Stephenson; Robert Harley; Tammy Ingold; Ian Faulk; Peter Jenkins; Steve Martlew; angelo baldo; Danny Busch; MULLER Linda M
Subject: Speakers for seminar

Hi all
Preparations for the F3 Heavy Vehicle Seminar are going well and we have the support of the Minister of Emergency Services. Could all agencies please provide the names of their representative speakers if they are different to the attached agenda so an updated one can be handed out on the day. The seminar will now commence at **1000 hours** to allow for any overflow in time. Lunch will be catered for.

The address of Berowra Fire Station is 9 **Berowra Waters Road Berowra** and parking is available on gully road (car park behind service station) or in Berowra oval car park.

Regards
Station Officer Bruce Covey AFSM
Station Commander
Berowra Fire Station
New South Wales Fire Brigades

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Bruce Covey - RE: Speakers for seminar

From: "SHAPER, Les" <LShaper@ambulance.nsw.gov.au>
To: "Bruce Covey" <Bruce.Covey@fire.nsw.gov.au>
Date: 19/06/2009 4:02 PM
Subject: RE: Speakers for seminar

Hi Bruce

Change of Ambulance speaker for seminar, it will now be Station Manager Viki Campbell, from St Ives Ambulance Station, I will also be attending, looking forward to seeing you there.

Regards

Les Shaper D/O

From: Bruce Covey [mailto:Bruce.Covey@fire.nsw.gov.au]
Sent: Friday, 19 June 2009 3:25 PM
To: RATHBONE, Grahame; SHAPER, Les; GREENLAND, Ronald; Alan Cooper; Alan Johnston; Bruce Covey; Graham Tait; Marcus Baker; Phillip Bedford; Robbie Stephenson; Robert Harley; Tammy Ingold; Ian Faulk; Peter Jenkins; Steve Martlew; angelo baldo; Danny Busch; MULLER Linda M
Subject: Speakers for seminar

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Regards
Station Officer Bruce Covey AFSM
Station Commander
Berowra Fire Station
New South Wales Fire Brigades

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Bruce Covey - Fwd: Re: F3 Seminar

From: Alan Cooper
To: Covey, Bruce
Date: 22/06/2009 9:46 AM
Subject: Fwd: Re: F3 Seminar
Attachments: RE F3HVS on Sat 27 june.GWI; contact listF3HVS.doc; AGENDA.doc; F3HVS 2009.doc

Bruce,

FYI

Supt Tom Cooper
 Zone Commander
 Metro East 2
 99 Shirley Road Crows Nest
 NSW 2065
 Phone: 9901 4746
 Mob:
 Fax: 9901 3479
 e-mail:
 alan.cooper@fire.nsw.gov.au

>>> Danny Hui <DHui@energy.com.au> 22/06/09 8:45 >>>

Alan,

Thank you for your email.

EnergyAustralia would like to attend your briefing session as it is important that our emergency procedures align with your plans. EnergyAustralia uses the F3 extensively for staff travel between our offices (Sydney, Central Coast, Newcastle and up to the upper hunter) and more importantly we rely on the highway for transport of supplies and emergency spares.

We intend to send Martin O'Brien (Mgr - Warehouse and Distribution) to your briefing. I've included Martin's email about and his mobile number is:

Please let me know if there are any issues with this.

Regards,

**Danny Hui | Manager - Business Continuity & Incident Response | Emergency Management |
EnergyAustralia**

Level 3, 570 George Street Sydney NSW 2000 AUSTRALIA
 ☎: 02 9269 4235 (Extn 34235) | ☰: DHu@energy.com.au |

"Alan Cooper" <Alan.Cooper@fire.nsw.gov.au>

17/06/2009 12:57 PM

To <bparsell@ambulance.nsw.gov.au>, <tgately@asnsw.health.nsw.gov.au>, <cc_lott66@bigpond.net.au>, <alan.o'brien@commerce.nsw.gov.au>, <rick.still@commerce.nsw.gov.au>, <JOSS.NSW@defence.gov.au>, <glenn.douglas@dpi.nsw.gov.au>, <aburgess@energy.com.au>, <dhui@energy.com.au>, <Chris.McIntosh@environment.nsw.gov.au>, "Tom Milburn" <Tom.Milburn@fire.nsw.gov.au>, <ppowell@hornsby.nsw.gov.au>, <pwimanager@huntershill.nsw.gov.au>, <graeme.brown@integral.com.au>, <craig.cunningham@jemena.com.au>, <John.Kingsley-Jones@jemena.com.au>, <ross.lynch@jemena.com.au>, <wayne.bissett@jemena.net.au>, <taylori@kmc.nsw.gov.au>, <interescenko@lanecove.nsw.gov.au>, <ted.williams@manlycouncil.nsw.gov.au>, <sblack@maritime.nsw.gov.au>, <lbarker@nsccahs.health.nsw.gov.au>, <yairmiller@optusnet.com.au>, <paul_davies@pittwater.nsw.gov.au>

8

"Kevin Blackwell" <blac1kev@police.nsw.gov.au>, "cru1dor" <cru1dor@police.nsw.gov.au>, "Terence Dalton" <dalt1ter@police.nsw.gov.au>, "darc1dav" <darc1dav@police.nsw.gov.au>, "flog1phi" <flog1phi@police.nsw.gov.au>, "marc1pel@police.nsw.gov.au>, "Shane White" <whit1sha@police.nsw.gov.au>, "Peter Willis" <will5pet@police.nsw.gov.au>, <ron.creighton@railcorp.nsw.gov.au>, <Mick.Beltran@rfs.nsw.gov.au>, <terry.jackson2@rfs.nsw.gov.au>, <brian.mathias@shell.com>, <cliff.bell@shell.com>, <bernard.kates@sydneynorthern.ses.nsw.gov.au>, <jpullin@sydneyports.com.au>, <garry.hasling@team.telstra.com>, <stephen.chadd@team.telstra.com>, <emad.makram@transport.nsw.gov.au>, <glen.lake@transport.nsw.gov.au>, <greg.nott@transport.nsw.gov.au>, <john.costa@transport.nsw.gov.au>, <alan.lidbetter@transportregulator.nsw.gov.au>, <picarr@warringah.nsw.gov.au>, <paul.collings@willoughby.nsw.gov.au>
cc "Marcus Baker" <Marcus.Baker@fire.nsw.gov.au>, <clif1den@police.nsw.gov.au>
Subject F3 Seminar

All,

Please find attached the details of the information sharing seminar regarding the F3 freeway to be held at Berowra Fire Station on the 27/6/09.

The seminar is aimed at reducing the impact of incidents involving heavy vehicles and will also be attended by Supt Angelo Baldo from the NSW RFS who will give a brief overview of bushfires and the F3.

Anyone wishing to attend please let me know.

Regards

Tom

Supt Tom Cooper
Zone Commander
Metro East 2
99 Shirley Road Crows Nest
NSW 2065
Phone: 9901 4746
Mob:
Fax: 9901 3479
e-mail:
alan.cooper@fire.nsw.gov.au

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<http://www.energy.com.au/>

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John Denny - Fwd: Updated Agenda

From: Marcus Baker
To: Denny, John
Date: 15/07/2010 3:21 PM
Subject: Fwd: Updated Agenda
Attachments: AGENDA.doc

>>> Bruce Covey 23/06/09 6:37 >>>

All

Attached is the updated from all agencies.

Regards Bruce

(9)

AGENDA

F3 Freeway Heavy Vehicle Seminar

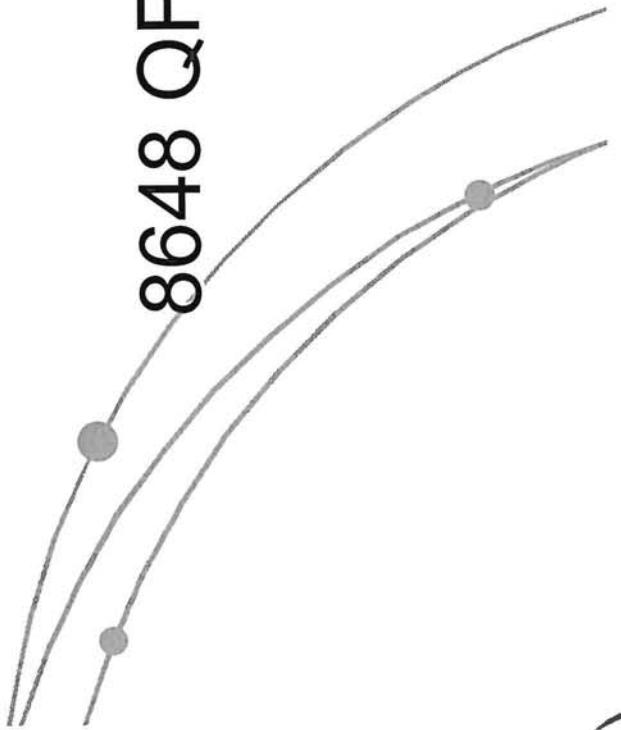
Time	Topics	Speaker	Organisation	Position	Duration
1000hrs	Broad issues. Introduce speakers.	Bruce Covey	NSWFB	Berowra Station Commander	5min
1005 – 1020	Social & economic background into increases of heavy vehicle accidents	Ian Faulks	ACRS Representative	Heavy vehicle crash investigation analyst	15min
1025 – 1040	Heavy vehicle fires, Rescue, Hazmat.	Robbie Stephenson	NSWFB	Fire Fighter / Rescue Specialist	15min
1045 – 1100	Fires on and around the F3 & Bushfire Road Closures	Angelo Baldo	RFS	Superintendent	15min
1105 – 1120	Patient Transport needs & Ambulance & Helicopter Requirements	Viki Campbell	Ambulance	Inspector	15min
1125 – 1140	Contra-Flow, F3 Road closures, Crime scene / Crash investigation. Accident Management	Steve Martlew	Police	Superintendent	15min
1145 – 1200	Contra-Flow, F3 Freeway Resources & infrastructure. Statistics / flow rates.	Stuart McIntyre	RTA	Traffic Commander	15min
1205 -1220	Scene preservation, Crash investigation	Peter Jenkins	Police	Commander Crash Investigation unit	15min
1225 – 1240	Emergency dispatch procedures.	Graham Tait	NSWFB	Communications & Emergency response specialist	15min
1230	Discussion	&	Lunch		CLOSE

Contact list F3HVS

Organisation	Name	Work	Mobile	Fax	Email
ACRS	Ian Faulks				safetyandpolicy@optusnet.com.au
NSWFB	Supt Tom Cooper	99014746			Alan.cooper@fire.nsw.gov.au
NSWFB	Tammy Ingold pacsu	92652631			Tammy.ingold@fire.nsw.gov.au
NSWFB	Bruce Covey	94563536			Bruce.covey@fire.nsw.gov.au
NSWFB	Robbie Stephenson	94563536			Robbie.stephenson@fire.nsw.gov.au
RFS	Daniel Busch				danny.busch@rfs.nsw.gov.au
Ambulance	Les Shaper	4323 7908		99851049	lshaper@ambulance.nsw.gov.au
Ambulance	Ron Greenland	4323 7908		99851049	rgreenland@ambulance.nsw.gov.au
Ambulance	Grahame Rathbone	43237908		99851049	grathbone@ambulance.nsw.gov.au
Police	Scott Glynn	94769799			glyn1sco@police.nsw.gov.au
Police	Steve Martlew	94769799		94769755	mart1ste@police.nsw.gov.au
RTA	Linda Muller	8396 1623		8396 1438	linda_muller@rta.nsw.gov.au
NSWFB	Graham Tait				graham.tait@fire.nsw.gov.au

F3 Freeway & Heavy Vehicles

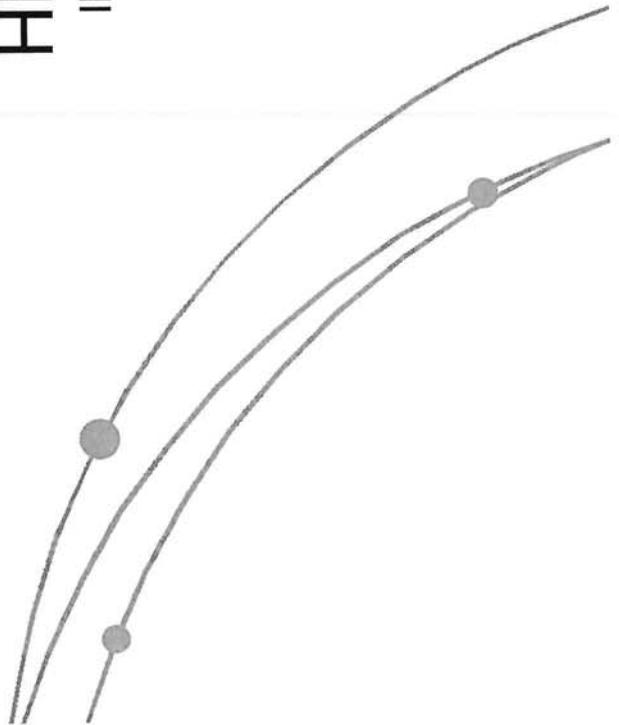
Fire Fighter
8648 QF Robbie Stephenson



F3 FREEWAY

HEAVY VEHICLE
INFORMATION SHARING
SEMINAR

2009



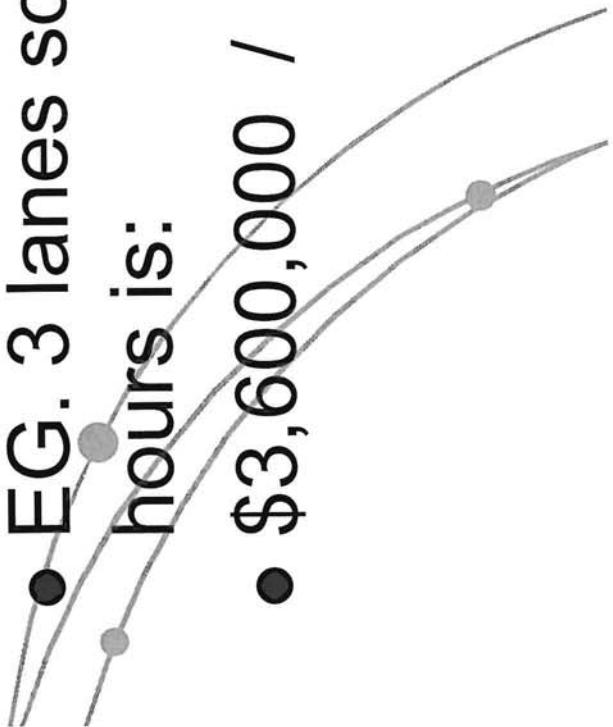
Traffic Effects



- The traffic effects are unavoidable on the F3 Freeway.
- The main issue is that there are no other arterial roads that can adapt to holding that amount of traffic in either direction.
- If we can reduce the time that it takes to remove the accident from the F3 we can assist in returning the freeway to its normal operations.
- Following are some considerations which may assist in the quick cleanup of incidents on the F3.

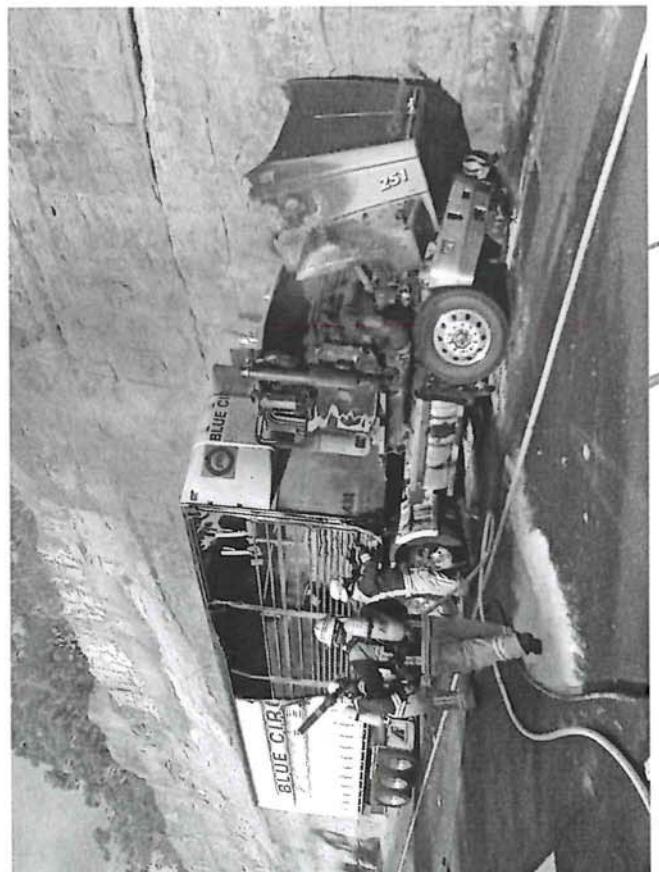
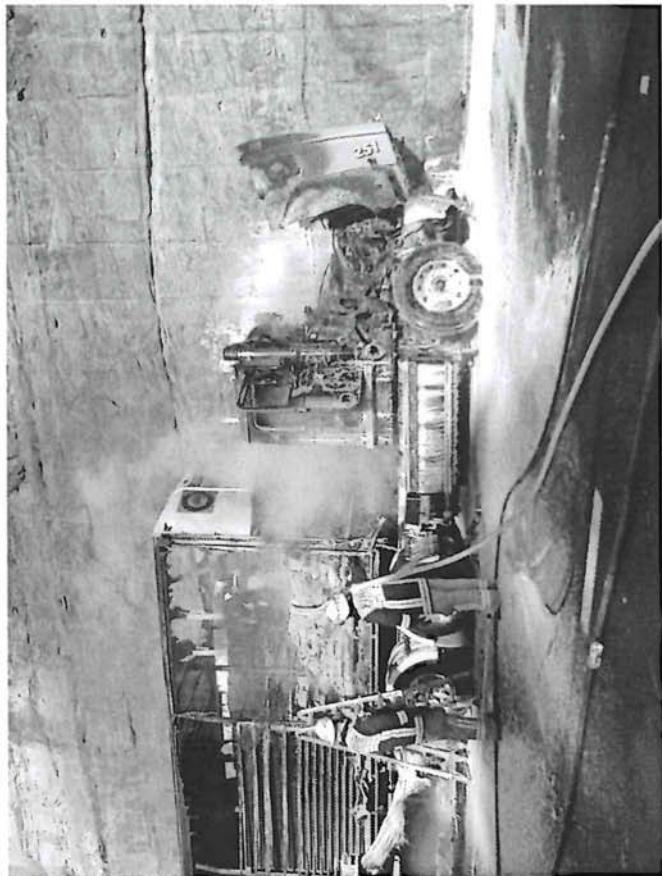
COST

- RTA figures on a moderately busy motorway/freeway closure it will cost **\$2000.00 per lane (minimum)**
- per MINUTE
- EG. 3 lanes southbound closed for 10 hours is:
 - \$3,600,000 / 3.6 million dollars



SAVE THE WHEELS

- As the following picture shows this is a good save as the wheels were saved and the heavy vehicle was able to be towed away with relative ease and there was only short disruptions to the F3.



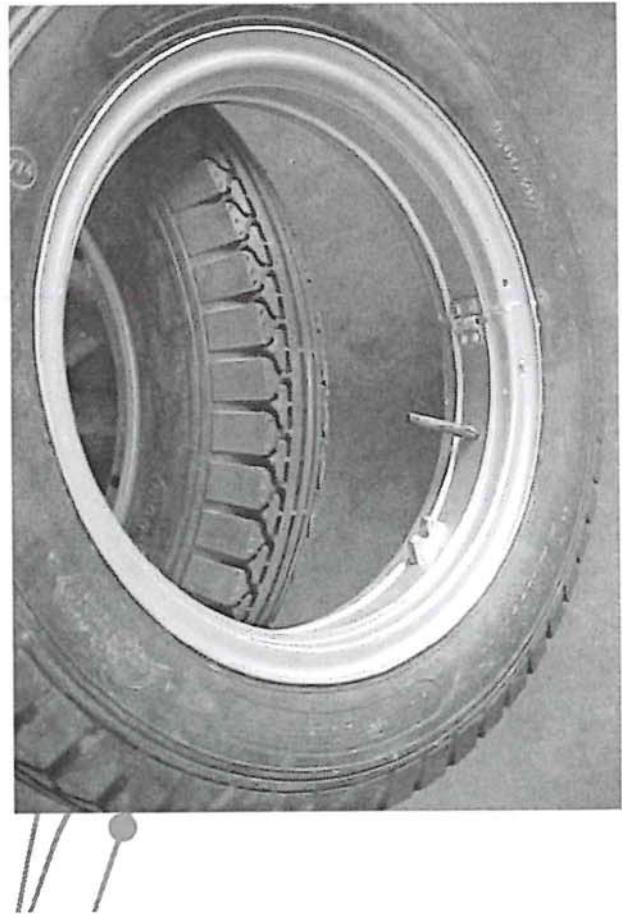
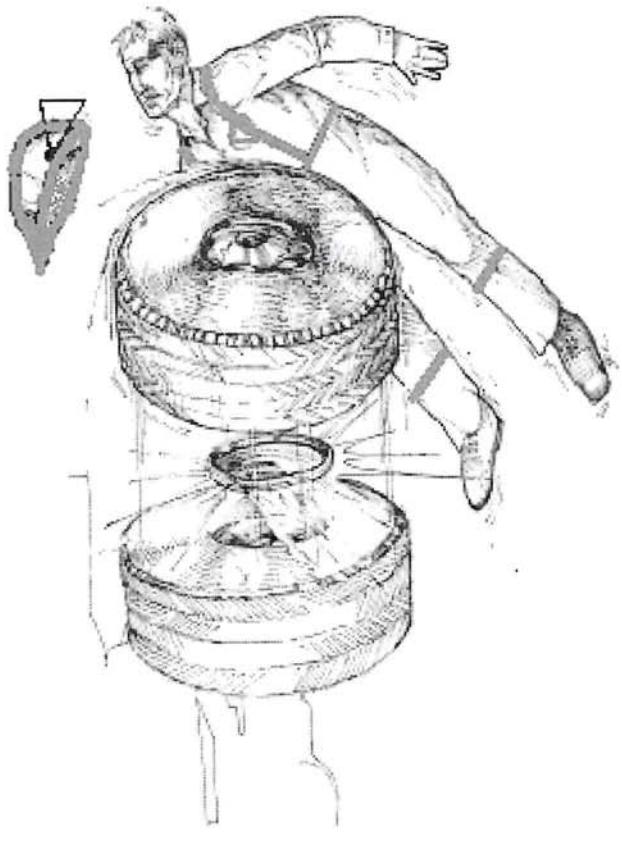
This one on the other hand
was not so easy



The use of heavy machinery and cranes were needed to remove this from the freeway causing major traffic delays for many hours this job also had location identification problems which added to the escalation of the fire

SPLIT RIMS

- A safety issue that the crew has also expressed relative to heavy vehicle fires are the split rims.
- Split rims are extremely dangerous when heated or damaged due to the fact that they can separate and become projectiles



The use of FOAM

- The current standard instructions for the use of foam vary from brand to brand but with a running fuel fire we have observed some other methods to use foam on these types of fires.
- 1. Water down the foam so that it can flow with the fuel fire using a dam situation to prevent the flow of fuel any further will be advantageous as well.
- 2. using A class foam will also work if needed but it has a poor durability, but it will aid in the use of water and extend the time that you will need to fill up your tank.

Running Fuel Fires



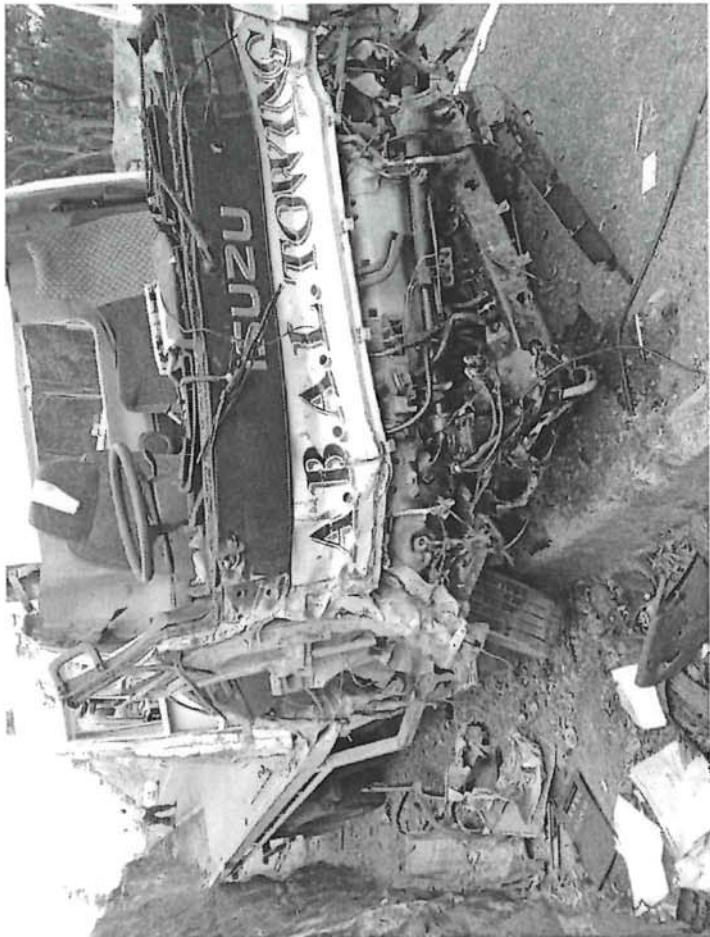
Box gutters

- Box gutters have 2 serious problems.
- The driver usually cannot drive out of this situation
- once a vehicles wheels fall into a box type gutter it becomes a very difficult job to remove the vehicle from the gutter

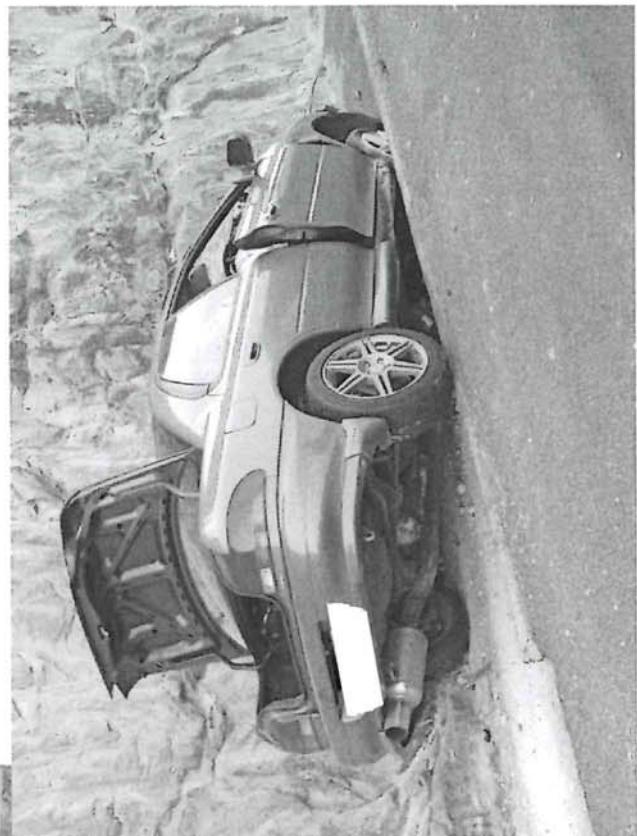
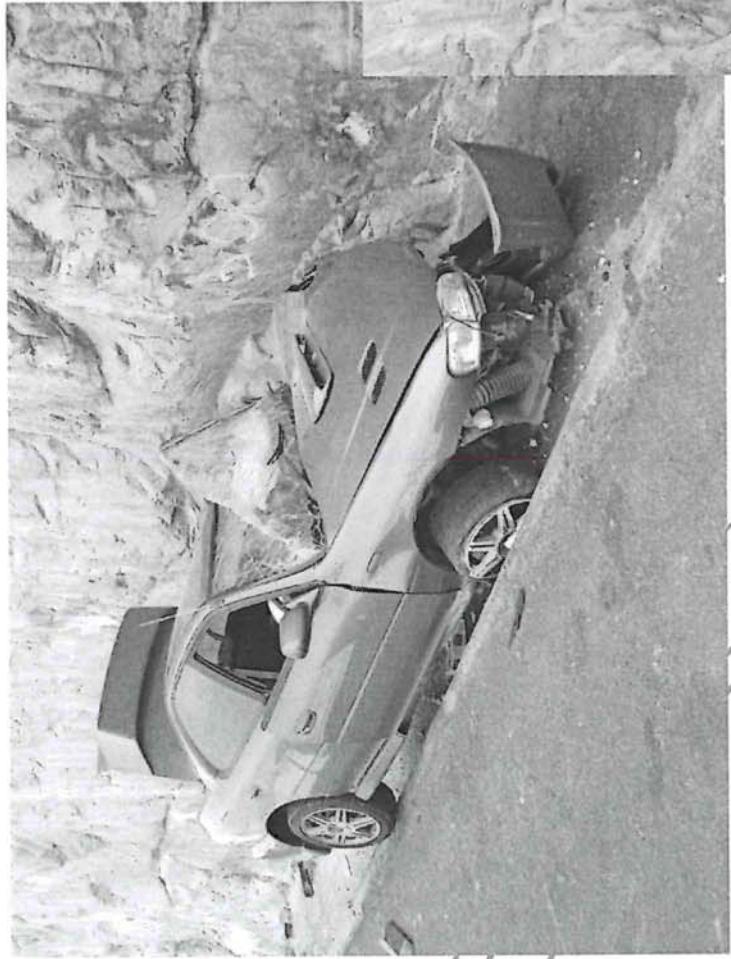


Box Gutters cont.

- As this picture shows the vehicles steering system has been riding in the box gutter and the driver has not been able to steer out of this situation causing severe damage to the drivers side of the cabin.



Box gutters are also hazardous to cars.

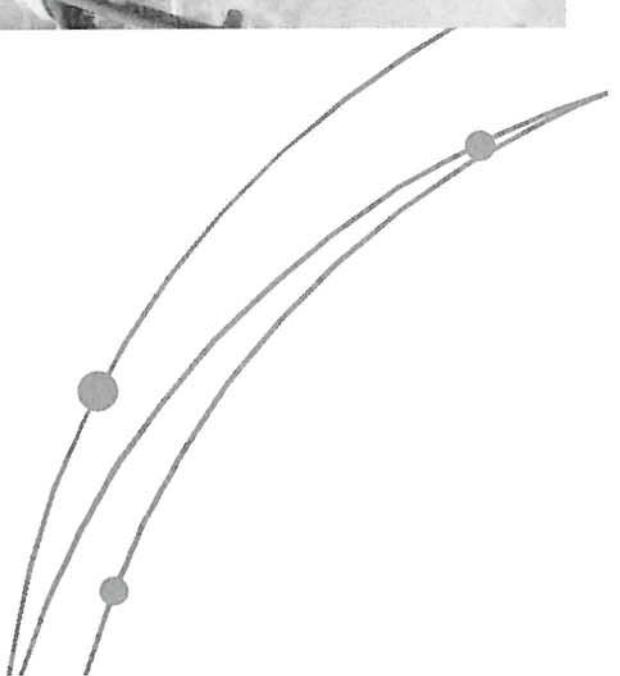
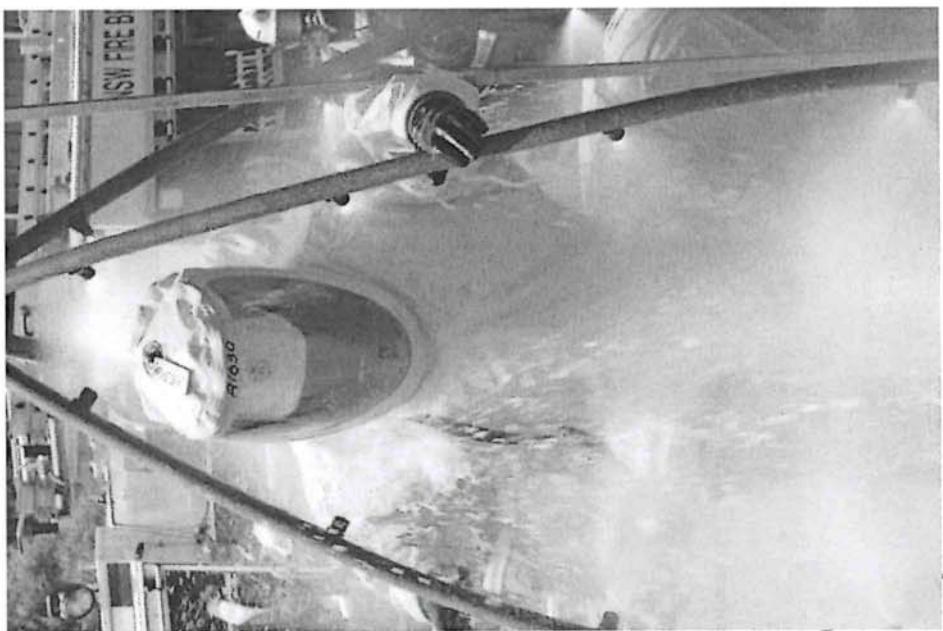


Appliances

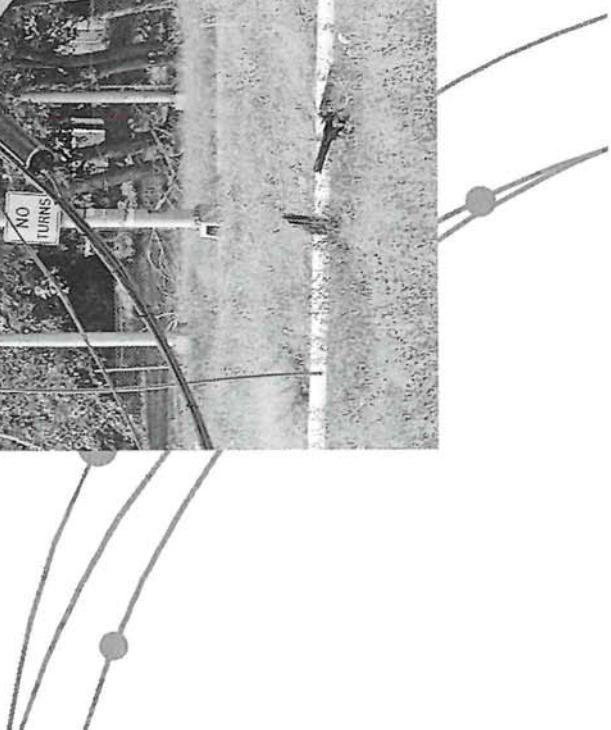
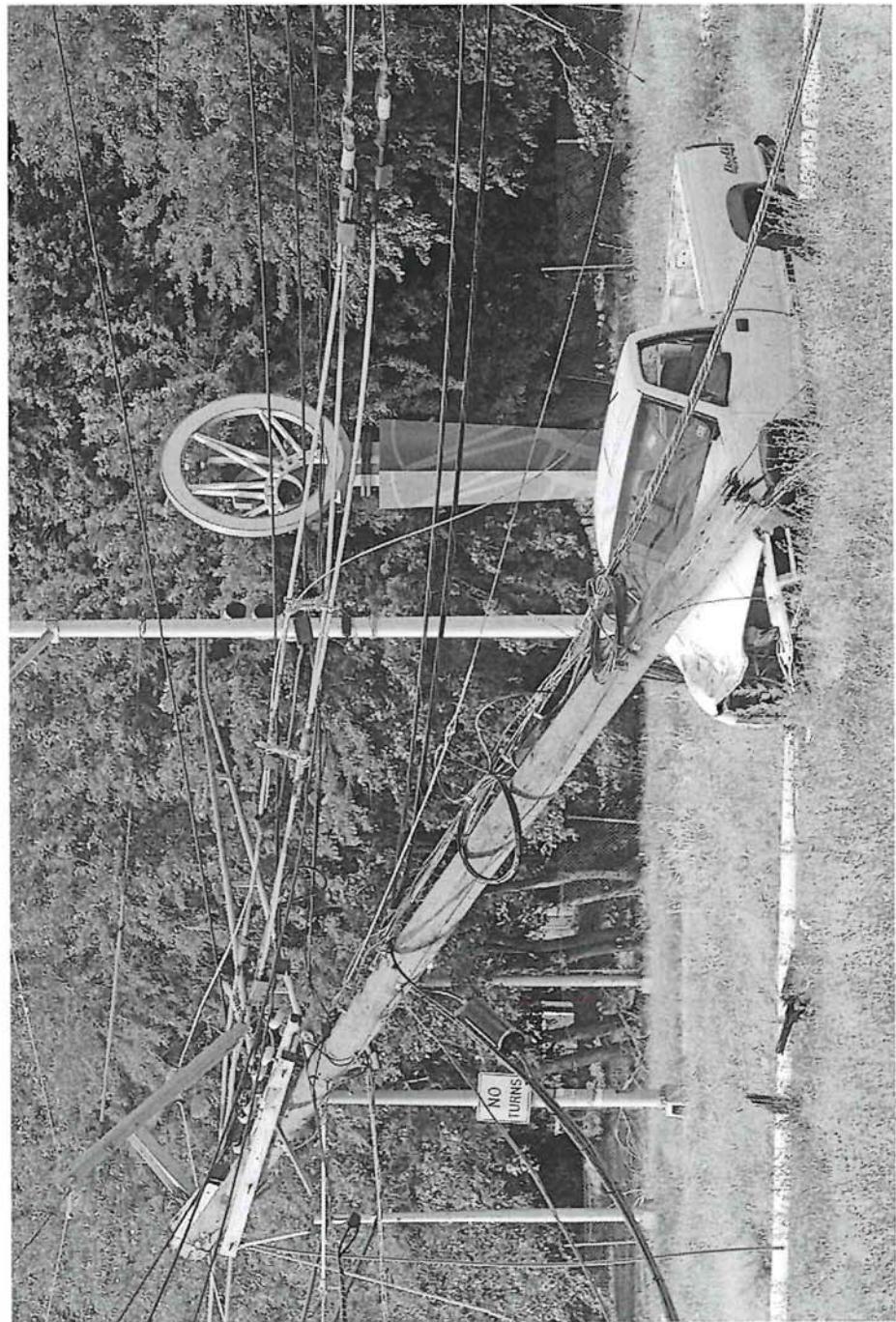
- At some incidents Fire Appliances will always need to be situated in an area to protect the crew and the equipment.
- This may seem unusual to onlookers and other emergency services as we may drive past the incident and park the appliance some distance from the incident.
- We may also may stop our appliance before we get to the incident.
- Some of the reasons may be as follows...

Dangers.

• HAZARDOUS MATERIALS



Electricity



Approach

- On approach fire fighters will be looking for signs of what the incident may present.
 - Fire
 - Rescue
 - Hazmat
- Some signs may indicate to us where we need to site our appliance and conduct our operations

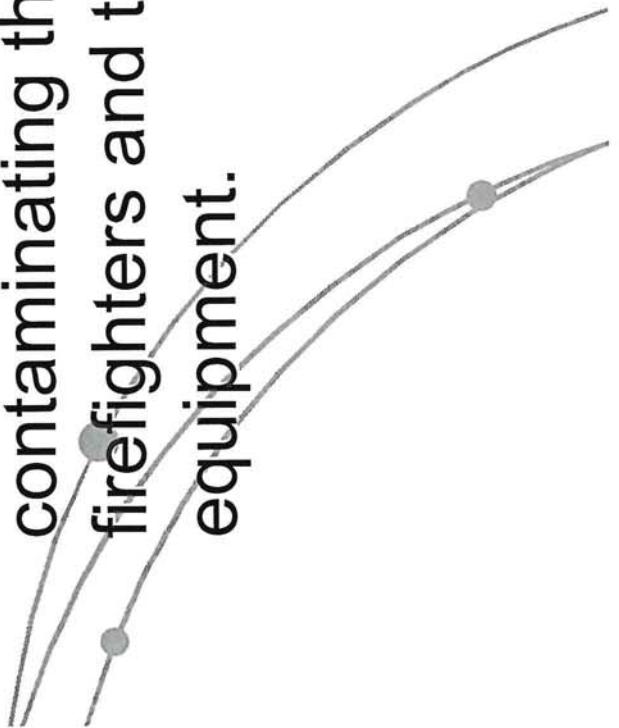
UP HILL

- Fire fighters always try to site themselves up hill of the incident.
- This prevents flammable and or toxic liquids from running downhill towards firefighters and there equipment & endangering the fire fighters.

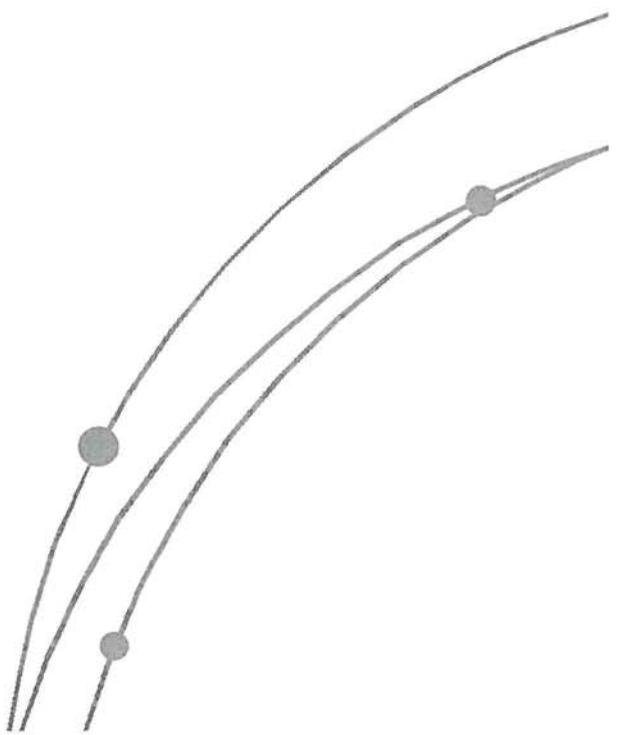


UPWIND

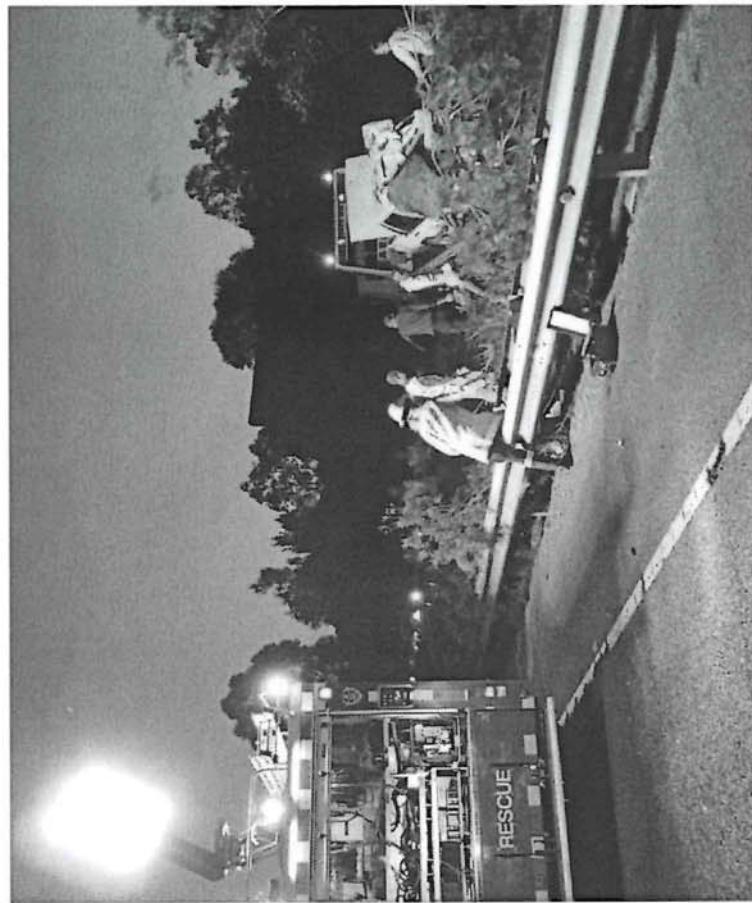
- Fire fighters will also park upwind to prevent toxic gasses and smoke from contaminating the firefighters and their equipment.



RESOURCES



EXTENDED DURATION & LIGHTING



- Protracted incidents will possibly need lighting sooner or later it is easiest to think of this early as setting up lighting can be a lengthy task.
- Fire & Rescue appliances carry an extensive range of lighting on them for this purpose.

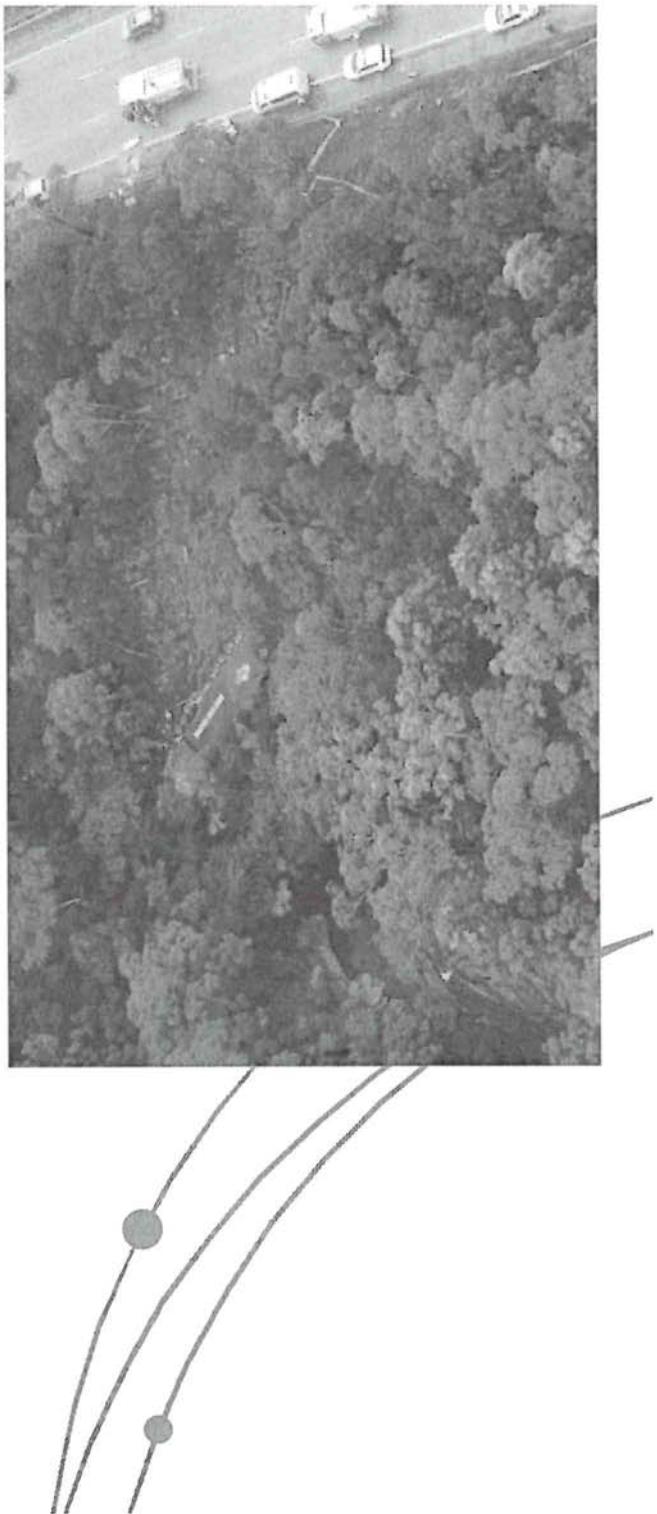
FIRE AIR 1



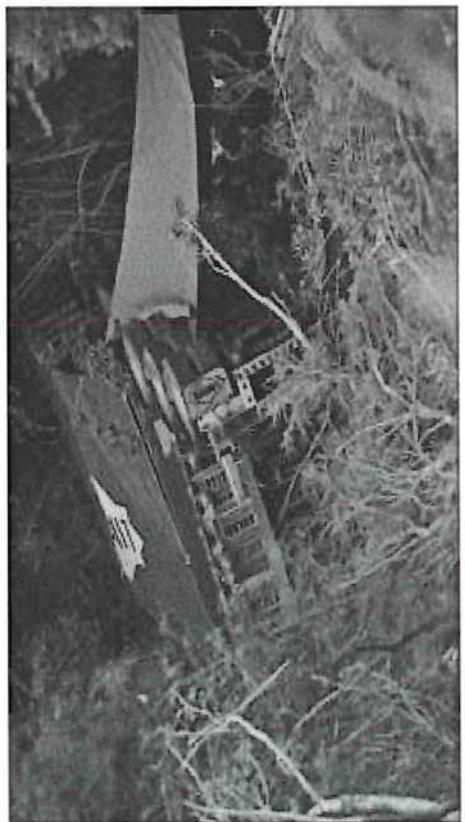
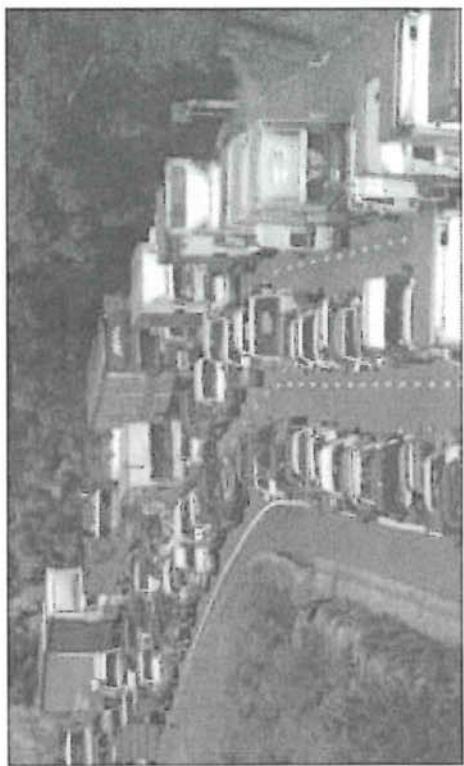
- NSWFB has access to FIRE AIR 1 for major incidents where it is required, this can be used for a range of tasks including the transportation of crew and gear to a crash site.

LINFOX 2009

- NSWFB used FIRE AIR 1 at the 2009 Linfox accident to lower crew and 90% of its Equipment into the crash site. The terrain and hazards that emergency services were confronted with required it to be called for early for this task.
- FIRE AIR 1 was an essential part of the operations.



Linfox 2009



RESCUE

- Rescue appliances when arriving at an incident need to park in a position that can access the rescue scene easily.
- Rescue equipment can be operated from the appliance using on-board generators, pumps and power sources. (Preferred for rapid rescue situations)
- We can also operate this equipment from an isolated location working independent from the rescue appliance using portable power sources.

RESCUE RESOURCES

- Rescue resources are located at the following locations:
- Berowra 075 Primary Heavy Rescue & Pumper Rescue.
- Gordon 037 Primary Pumper Rescue.
- Gosford 304 Primary Heavy Rescue & Pump Rescue
- Rescue appliances are also located at Numerous other stations If required elsewhere.
- All regular Fire appliances also carry various rescue Equipment compliments.



URBAN SEARCH AND RESCUE

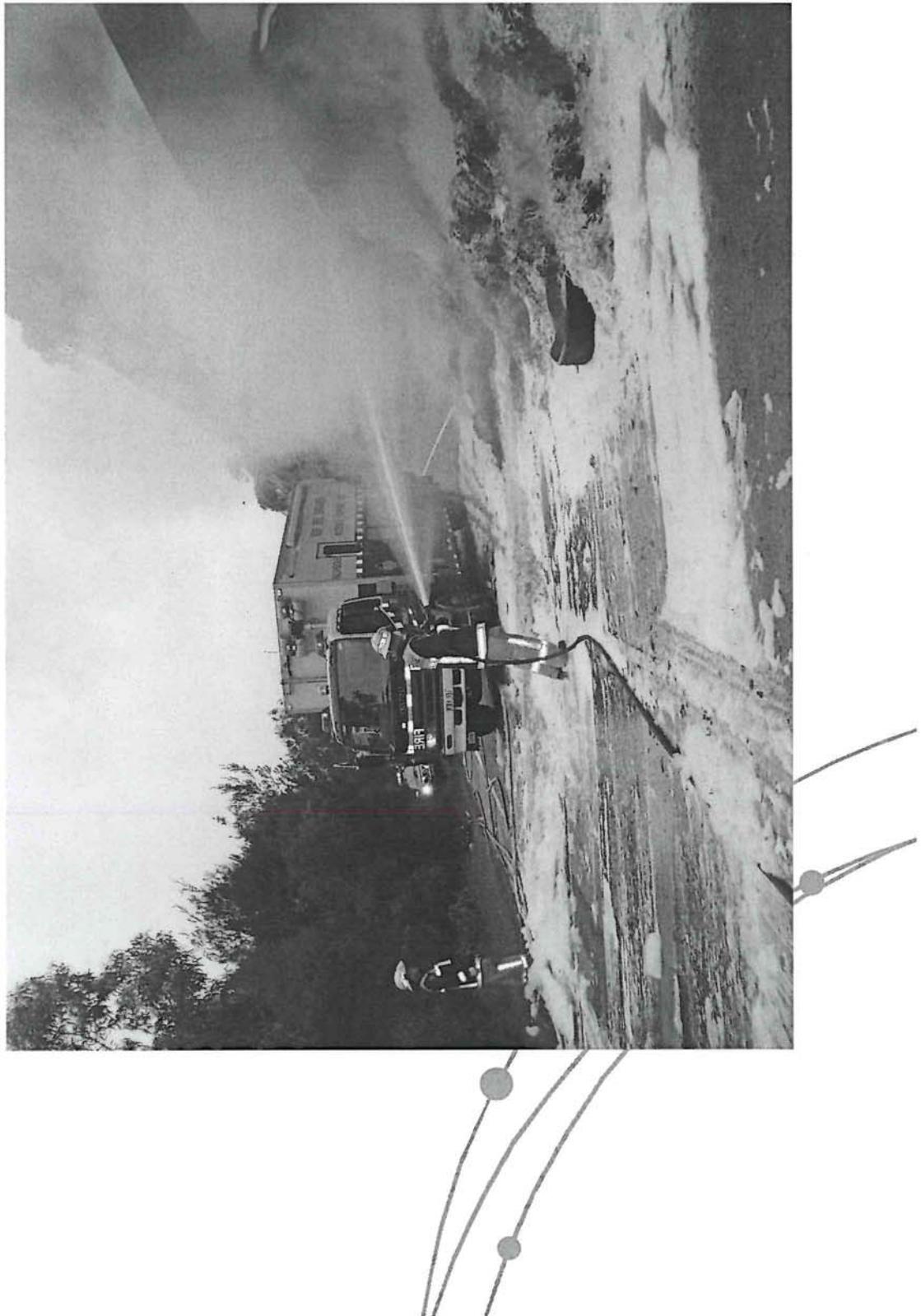


NSWFB FS 18 Glebe - Centenary Celebrations
Fire Photography, Sydney, Australia

© Kyle Pantec

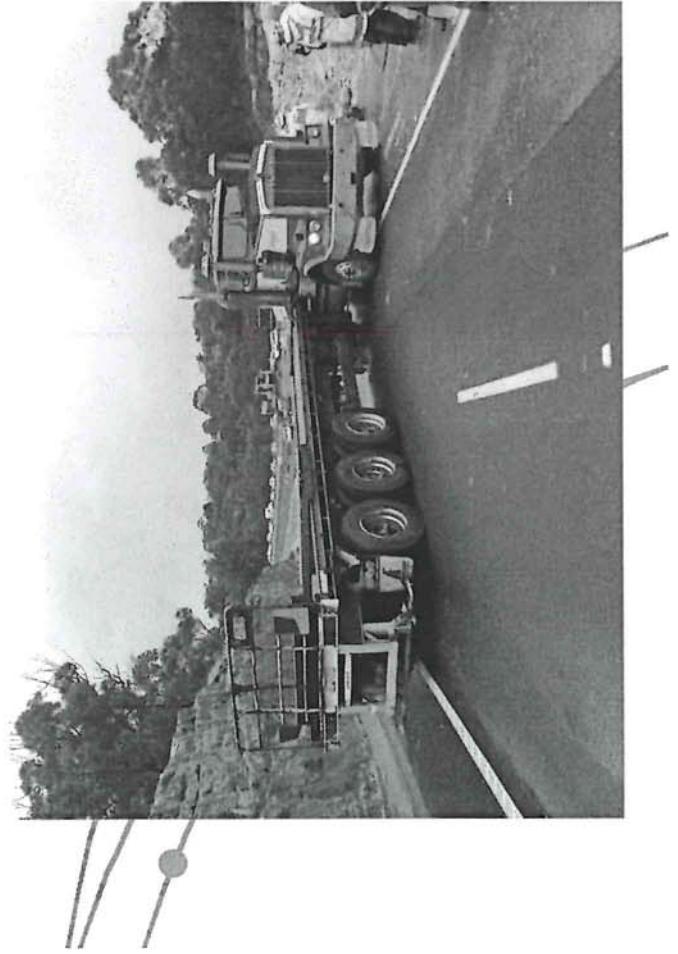
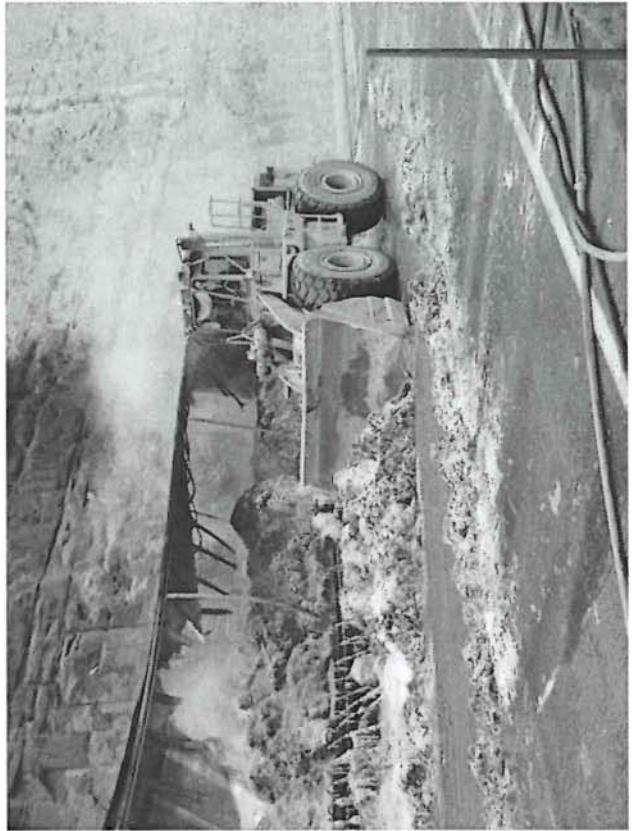
HAZMAT

(HAZARDOUS MATERIALS)



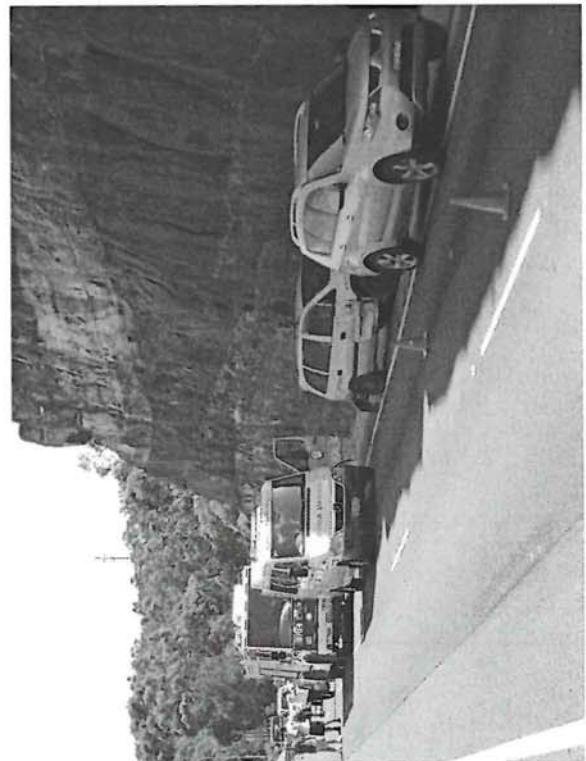
Location Updates

- Emergency responders including Fire & Rescue appliances need up to date location information on the where-about of an incident as soon as practically possible.



F3 Safety

- Fire Fighters need a area to operate there equipment safely without the danger of traffic possibly hitting one of the crew.
- This in mind we may need to close lanes of the freeway to ensure that this happens.
- We also may need a large area to set up our equipment.



THANKYOU



Bruce Covey - F3 Freeway Heavy Vehicle Seminar

From: Marcus Baker
To: Meers, Gary
Date: 28/06/2009 4:07 PM
Subject: F3 Freeway Heavy Vehicle Seminar
CC: Covey, Bruce
Attachments: AGENDA_1.doc

Hi Gary,

Yesterday I attended a seminar at 75 Station Berowra that Station Officer Bruce Covey and his crew facilitated. It was attended by approx 50 personnel from other varying agencies. I have attached a list of speakers for your information so you can see the spread of agencies that attended. It was a hugely successful initiative of which I can advise of another time but for now I will get down to the purpose of my e-mail to you.

I think you would be aware of the problems that have occurred out of heavy vehicle incidents on the F3, both as far as it effects NSWFB operations and then the cascading effects of having to close the freeway for any period of time.

An interesting tactic that the crews at 75 Stn have developed is that in the instance of a truck on fire, the crews at 75 station primarily protect the wheels of a truck and then attack the fire. This is so that when the fire is extinguished the truck can be readily towed away and there is no need for a crane. This dramatically cuts down the time that the freeway has to be closed. Another initiative that they want to explore is if the truck load is just smouldering, have it towed to a safe location off the freeway under the protection of pumper, where the crews can then can pull the load apart and extinguish the fire in safety, without causing delays on the freeway.

The RTA have done some modelling on the cost to the economy of closing any main freeway similar to the F3 where alternate routes are unavailable and it comes to \$2,000 per minute per lane. This is just the cost to the economy, when you think of the inconvenience to the community at large you can understand the need for quick action and to get the freeway open.

Bruce Covey is going to assist Robbie Stephens, who made a great presentation for the NSWFB on the day, to prepare a paper on the way they approach incidents on the F3.

Would it be possible Gary, for you to have one of your officers at LLC contact Bruce and assist Robbie prepare his paper?? Hopefully LLC may be able to publish Robbins paper once completed, maybe Robbie could present it to EMAC??

Happy to discuss further if required but would appreciate any assistance that can be afforded Bruce and Robbie.

Regards

Marcus

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Kate Dennis - F3 Freeway Heavy Vehicle Inter Agency seminar

From: Marcus Baker
To: Bell, Melissah
Date: 29/06/2009 4:03 PM
Subject: F3 Freeway Heavy Vehicle Inter Agency seminar
CC: Buckley, Norman; Cooper, Alan; Covey, Bruce; Dennis, Kate

Hi Melissah,

On Saturday just gone 75 Station Berowra organised an inter agency seminar specifically about dealing with heavy vehicle incidents on the F3 freeway.

Some of the main issues engaged were;

- call centre issues of determining precise location to respond emergency crews to
- access to location
- inter agency communication/liaison
- information to media from different agencies varies
- safety of all emergency personnel on incident ground
- initiating contra flow and use of "cut over points"
- ramifications on closure of freeway and cascading effects.

The seminar was attended by in excess of 50 persons from varying agencies and would make a great intranet story.

Station Officer Bruce Covey was the main organiser and would have some great material for a story as well as some photographs.

Could you please contact Bruce at 75 Station and maybe construct a story for the intranet??

Happy to discuss if required.

Regards

Marcus

(13)

Kate Dennis - Fwd: Multi-agency seminar re heavy vehicle accidents on the F3

From: Kate Dennis
To: Melissah Bell
Date: 30/06/2009 7:43 AM
Subject: Fwd: Multi-agency seminar re heavy vehicle accidents on the F3
CC: Tammy Ingold
Attachments: Multi-agency seminar re heavy vehicle accidents on the F3

Background. FYI we decided no media as it could be difficult to stay on message

Kate Dennis
Assistant Director Public Affairs
NSW Fire Brigades
Level 8, 227 Elizabeth Street
SYDNEY NSW 2000
tel: 02 9265 2804
mbl:
kate.dennis@fire.nsw.gov.au

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Today is: Thursday, July 15, 2010 - Platoon:   IMT - Current: DELTA, Secondary: BRAVO
NSWFB INTRANET

Main Menu



[Interagency seminar addresses F3 emergency response](#)

Posted on Jul 01, 2009 - 12:07 PM



More than 50 people from emergency services and government departments joined 75 Berowra for an interagency seminar on Saturday 27 June to discuss ways of responding to heavy vehicle incidents on the F3 Freeway.



The seminar was set up in response to the growing number of heavy vehicle incidents and traffic problems caused by heavy vehicles on the F3 Freeway – in particular, the area south of the Gosford interchange.

Some of the main issues focused on call centre operations and determining precise locations to respond emergency crews to access a location.

The seminar also addressed interagency communication/liaison; information to media from different agencies, safety of all emergency personnel on an incident ground; initiating contra flow and use of "cut over points" with ramifications on closure of freeway and cascading effects.

Firefighter Robbie Stephenson presented to the group, discussing new initiatives that have been developed in regards to heavy vehicle fires on the F3 Freeway.

The event proved to be a useful tool for emergency services and other stakeholders in sharing information to help to restore the freeway to its normal operation as quickly as possible, after an emergency incident.

The event was attended by members from the following organisations:

- NSWFB
- NSWRF
- NSW Police (Kuringai LAC) (Crash Investigation unit)
(Traffic Management unit)
- NSW Ambulance
- RTA (TMC) (Emergency Patrol) (policy)
- SES
- MAA (Motor accidents authority)
- Energy Australia
- Australian College Road Safety
- Local govt road safety officers

I would like to thank all the agencies who attended on the day and for their support, in particular Chief Supt Marcus Baker, Supt Tom Cooper, Insp Rob Harley and SO Bruce Covey.

Story by FF Robbie Stephenson

[View the photo album.](#)

To submit a story of your own, contact your [Public Affairs Officer](#)

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- ComSafe
- NSWFB Championships
- Media Releases

Who's Online



We have 225 guests and 0 members online

You are an anonymous user.

User's Login



Username

Password

Login

Power user account.

All content remains the property of the NSW Fire Brigades.
The NSW Fire Brigades does not necessarily share the views of individual content posters.

F3 HVS

More than 50 people from Multiple Emergency services & Government joined 75 Station Berowra for an interagency seminar on Saturday 27th June to discuss ways of responding to heavy vehicle incidents on the F3 freeway.

This Seminar was in response to the growing number of heavy vehicle incidents and traffic problems caused by heavy vehicles on the F3 Freeway in particular the area south of the Gosford interchange.

This seminar was organised as a tool to be used between emergency services and other stakeholders to share information between one another to help to restore the freeway to its normal operation as quickly as possible.

During the seminar some of the main issues focussed on call centre problems and determining precise locations to respond emergency crews to access to location.

The seminar also addressed interagency communication/liaison; information to media from different agencies, safety of all emergency personnel on incident ground; initiating contra flow and use of "cut over points" ramifications on closure of freeway and cascading effects.

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NSWRFS

NSW Police (Kuringai LAC) (Crash Investigation unit)
(Traffic Management unit)

NSW Ambulance

RTA (TMC) (Emergency Patrol) (policy)

SES

MAA (Motor accidents authority)

Energy Australia

Australian College Road Safety

Local Govt road safety officers

I would like to thank all the agencies who attended on the day and for their support in particular Chief Supt Marcus Baker, Supt Tom Cooper, Insp Rob Harley and SO Bruce Covey.

Story By FF Robbie Stephenson.

COMMISH'S CORNER

Friday 3 July 2009 Number 467

The Rumour Mill No (02) 9265 2627

CURRENT NATIONAL SECURITY ALERT LEVEL: MEDIUM

Launch of our new Safety Strategy

On Monday morning about 40 uniformed and non-uniformed staff gathered in the Head Office conference room to mark the launch of our new Safety Strategy 2009 – 2012. The document sets out seven over-arching strategies that we will pursue to ensure that we minimise risks to health and safety and ensure that all firefighters and support staff can be confident that everything that can be done is being done to keep them as safe as possible. Safety of course is a shared responsibility, and none of us should ever cut corners. For example failing to wear a seat belt, gloves, flash hood or SCBA on the way to or at a fire is not just a breach of policy, it's stupid. I ask everybody to read the strategy and commit at all levels to making safety the guiding principle in everything we do.

Farewell to Bob Hibberd

Hundreds of people turned out to farewell the much-loved and much respected Bob Hibberd, Communications Service Coordinator at his funeral on Monday 15 June. His father, "Big Bob" was a long serving Station Officer (who taught me to drive appliances at Motor School) and "young Bob" was a dedicated member of the NSWFB for 25 years. Some of his key achievements include visiting and working on every NSWFB fire station across the state and his tireless efforts during Firefighter Championships. Rest in peace Bob, your contribution will leave a great legacy and your friendship will long be remembered.

Letter of thanks from Minister for Emergency Services

Earlier this week I received a letter from the Minister for Emergency Services, Steve Whan, thanking all NSWFB staff for their work during May's devastating floods in northern NSW. The letter acknowledges the hard work and professionalism of all emergency services personnel, who responded to more than 3 400 calls for assistance during the floods. It has been a busy year for firefighters in northern NSW with the floods in May the second to hit the area this year and I thank everyone for the ongoing commitment and dedication to assist these communities.

Heading overseas

Recently I was asked by the Royal United Services Institute based in Whitehall, London, to speak at the International Joint Command Conference. RUSI is interested in the work I did in negotiating adoption of a National Emergency Coordination Framework, particularly my discussions with Police agencies about adoption of ICS. While in the UK I will be visiting the London Fire Brigade and other fire services. I will then travel to the USA where I will be meeting with the Fire Department of New York regarding counter terrorism issues, New Orleans Fire Department and Office of Emergency Management concerning their experiences of Hurricane Katrina, and finally I will be visiting Los Angeles City Fire Department and Los Angeles City Office of Emergency Management. While in LA I have been asked to facilitate a three hour workshop and presentation for 60 senior fire officers from Southern California on the approach to bushfire control by urban fire services in Australia, and specifically the NSWFB. During my time away DC John Benson will be Acting Commissioner.

Station visits

I recently visited Newcastle and spoke to firefighters and support staff from 260 Newcastle, 260 Hazmat, the Area Command and Zone Command office, Newcastle Communications, 320 Hamilton, 486 Waratah and 357 Lambton. This week I visited the BA / Hazmat Training Centre at Alexandria to speak to instructors and support staff.

New Station Officers graduate

Last week, 20 Leading Firefighters successfully completed the SOPP and were promoted to the rank

16

of Station Officer. Congratulations to our new Station Officers; it is pleasing to see such experienced and skilled officers coming up through the ranks.

IPP concludes

Tonight I will congratulate 15 Station Officers who have successfully completed the IPP. As vacancies occur they will be progressively promoted to the rank of Inspector.

New Class 3 pumper for Tamworth

Minister for Emergency Services, Steve Whan, visited Tamworth Fire Station on Wednesday 1 July to officially hand over a new \$578,000 Class 3 pumper. He met F platoon firefighters and handed the engine keys over to Station Officer Kurt Bals. The Minister also presented Deputy Captain Alastair Rayner with a National Medal in recognition of his 15 years of service to the NSWFB. The dedication and support of our retained firefighters is crucial to ensuring the safety of many communities in NSW so I would like to thank Deputy Captain Rayner for his many years of service.

New look female firefighter uniform

All female firefighters are encouraged to order from the new female dress uniform selection, which has been redesigned to improve practicality, comfort and presentation. The new dress uniform has a skirt, belt and court shoes available. The female dress trousers and shirt have also been redesigned for improved comfort and fit. Further information on ordering and more background to the project will be posted on the intranet shortly. Special thanks to Senior Firefighter Claire Atherden and the working group which identified the best way to update the uniform.

Interagency seminar addresses F3 emergency response

More than fifty people from emergency services and government departments joined 75 Berowra for an interagency seminar on Saturday 27 June to explore ways of responding to heavy vehicle incidents on the F3 Freeway north of Sydney. The event was a successful forum for sharing information and expertise aimed at restoring the freeway to normal operations following emergency incidents. Well done 75.

Round 3 of 2009 Firefighter Championships

I enjoyed the chance to meet the 23 teams and guests at Unanderra last weekend for round three of the 2009 NSWFB Firefighter Championships. 279 Dorrigo were the overall winners, with 302 Glen Innes, 405 Nowra and Kootingal RFS in second, third and fourth place. I look forward to round four of the Championships in Cootamundra on 12-13 September.

ARRO Harbour Challenge 2009 coming to Sydney

The Australasia Road Rescue Organisation's Harbour Challenge and Symposium is being held at Australian Technology Park, Redfern 10-12 July. Sessions will cover topics including the MVA car simulator, advances in hybrid vehicle technology, hydraulic fault finding and industrial and domestic rescue. Representing NSWFB in the Challenge are teams from 75 Berowra and 405 Nowra. For those unable to attend who wish to see all the action, live web streaming will be available at the Harbour Challenge website. As a co-host agency along with NSWSES, the NSWFB's learning and Development and Rescue sections have been very busy preparing for the event, which I know will be very successful for all involved and make a significant contribution to excellence in rescue services in Australia, New Zealand and Hong Kong through the participants it attracts.

“5 in 5” – five ways to fire up your health

The NSWFB encourages all staff to maintain a healthy lifestyle. To help all of us in this endeavour, the Health and Fitness Team have launched a new health and fitness initiative called “5-in-5”. The initiative focuses on one aspect of healthy living for each day of the working week. The health tips are aimed at all NSWFB employees and will be up-dated regularly, providing you with an easy and interactive way to access up-to-date and highly relevant health and fitness information. The “5-in-5” initiative is designed to compliment the education and training provided across the state by our Health and Fitness staff and Peer Fitness Leaders. Further information about this new initiative is

available on the intranet or on the [FireFit website](#).

Amendments to Act

In mid June amendments to the *State Emergency and Rescue Management Act 1989* were passed to allow for the appointment of a State Emergency Recovery Controller and other purposes.

Strategic Reporting System (SRS) goes live

A new [Strategic Reporting System \(SRS\)](#) was launched on Wednesday 1 July to replace the existing functionality in the old SPRINT Business Intelligence (BI) system. The new system will allow employees to carry out research and analysis using information on the intranet.

Churchill Fellowships

Congratulations to FFs Grant Harper of 472 Turvey Park, Anthony Hatch of 102 Regentville and NSWFB consultant Dr Caron Jander who have been successful in their applications for the award of Churchill Fellowships. FF Harper will travel to the United States to research and develop an automated, rapid multi-media national emergency incident and notification system, while FF Hatch has received a fellowship to help improve Australia's emergency services' large animal technical rescue capabilities by visiting fire departments and other rescue agencies in the United States and United Kingdom. Dr Jander, a NSWFB consultant and occupational environmental physician will study improvements in international health protection standards for jockeys in the United Kingdom, Ireland, France and Germany. Although Dr Jander's research does not relate to firefighting, her award highlights the high calibre of consultants and staff employed by the NSWFB. All members of the NSWFB are encouraged to apply for Churchill Fellowships which provide an opportunity and provision of financial support, for Australian citizens to travel overseas and conduct research, study or investigation of any project or issue that is considered of significance to the broader Australian community. Applications for 2010 will be accepted from 1 November 2009 until 28 February 2010. For more information visit the [Churchill Fellowship website](#) or contact Supt Ian Krimmer on (02) 9265 2811.

Fuel leak at Shell oil refinery

At 1939 hrs on Thursday 25 June, crews from 27 Parramatta, 19 Silverwater, 65 Rydalmere and 30 Lidcombe responded to a ruptured fuel tank at the Shell Oil refinery along the Parramatta River in Rosehill. Firefighters arrived to find a B-Double fuel tanker had clipped one of the entry gates, tearing a hole in two compartments of the tanker and spilling approximately 6 000 litres of ethanol into the drainage system of the refinery. Crews immediately laid a foam blanket over the fuel to eliminate all sources of ignition. Firefighters commenced the long and arduous task of containing the fuel to the affected area, working with refinery experts and the Department of Environment and Climate Change to ensure the fuel did not enter waterways and neighbouring properties. Crews worked throughout the night to stop the leak with the support of HAZMAT, senior officers and numerous crews from across the metro area. The stop was finally sent at 0857 hrs the following day and the remaining fuel was decanted into another tanker and the product recovered from internal drains for re-processing. The incident was safely handed over to the refinery after atmospheric monitoring proved all levels were within the safe limits.

House fire in Wagga Wagga

On the morning of Saturday 20 June, the pumper and HAZMAT tanker from 472 Turvey Park and 480 Wagga Wagga pumper responded to a house fire in Wagga Wagga. On route, crews from 472 Turvey Park observed large plumes of smoke issuing from the blaze and upon arrival crews were confronted with a single level brick and tile dwelling fully involved in fire. Quick actions by the crews prevented the fire spreading to adjoining properties. Four people had escaped the house and one was treated by ambulance paramedics for smoke inhalation.

Retired firefighter relives his glory days at Fairfield unit fire

At 0051 hrs on Saturday 27 June firefighters from 73 Fairfield, 49 Cabramatta, 85 Chester Hill, 55 Guildford and 27 Parramatta responded to reports of a unit fire in Fairfield. On arrival, firefighters

found a barbecue on a third-storey balcony well alight and the cylinder under threat from intense flames and heat. Crews were about to commence an offensive fire attack with a line of 38mm from the internal hydrant, when a neighbour of the occupants, retired NSWFB SO Dave Gardner, entered the premises, tapped the crew on the shoulder and said "Hey boys, how about using the internal fire hose reel?" Crews took the retired SOs' advice and quickly contained and extinguished the fire. While Dave suffered mild smoke inhalation, the 78 year-old, famous for his joke-telling, relived some of the excitement of his former firefighting days and kept the crews entertained with his stories prior to the arrival of paramedics.

RUMOURS

Rumour: Is it true that a proposal has been put to Treasury for a Newcastle Comms Centre, and if so, what are the details of that proposal?

Response: The replacement of the current Newcastle Communication Centre is a key component of the FireCAD Upgrade Project, as identified in the NSWFB Total Asset Management Plan. Two options are being considered - to lease or build.

Rumour: What happens to old NSWFB equipment such as generators, power saws, chainsaws, cordage equipment etc when they come up for renewal? Is it true that some members have the privilege of claiming this for their own private use? Has a suggestion been considered for this equipment to be auctioned to NSWFB private members with profits to go back to the organisation? If not, why not?

Response: Disposal of the equipment mentioned is to be carried out in accordance with *Public Sector Management (Goods and Services) Regulations* and the NSWFB's *In Orders 2007/06 - Disposal Policy*, and should be referred to the Manager Rescue Section for approval. The disposal method is by arrangement with Supply Services for sale by way of public auction, with members of the NSWFB able to bid as members of the public. Having an 'internal' auction of these goods does not ensure good probity, nor does it maximise the potential return on the goods. Proceeds from the disposal of surplus equipment come back to the NSWFB.

Rumour: Is it true that the current recruitment campaign has been cancelled because it has run out of money? If this is true, when will recruit classes recommence? And if they don't recommence, what happens to the applicants who have finished assessment and are waiting for letters of offer?

Response: The Recruitment Unit is progressing current campaign applicants for projected Permanent Firefighter vacancies and projected recruit classes up to July 2010. The number of people we recruit and the timing is always subject to our staffing needs and is reviewed regularly. We have not "run out of money." We anticipate that an announcement will be made towards the end of this year in relation to the next recruitment campaign. That recruitment process would commence in early 2010 and would provide for recruit classes beyond July 2010.

Rumour: Is it true that operational firefighters, particularly in regional areas, have in some instances gone up to five years without any in service training at a NSWFB facility at all?

Response: Regional training centres offer regular training in skills maintenance and skills acquisition throughout the year. Both permanent and retained firefighters can attend any of the scheduled training sessions with the approval of their zone. Learning and Development are currently undertaking an audit of all operational personnel and will prioritise the attendance of any personnel (permanent and retained) who have yet to attend Level 1 Compartment Fire Behaviour Training.

COMMISH'S CORNER

Commissioner's email: Commissioner@fire.nsw.gov.au

Cora Sarmiento, Commissioner's PA: 9265 2930

Commish's Corner Rumour Mill: 9265 2627

To contribute a story to the Intranet, please contact the Public Affairs and Communications

Strategy Unit: 9265 2907

NEW SOUTH WALES FIRE BRIGADES

MEMORANDUM



Berowra Fire Station

To: Lessons learned
From: 75 Stn Berowra
CC:
Subject: Operational changes to Freeway incidents.
File:
Date: 22 July 2009

Issue.

Based on post-incident analysis gathered from experience, operational debriefs and diagnostic observations pertaining to heavy vehicle (HV) accidents on the F3 Freeway this report aims to highlight mitigation strategies to lessen the associated impact on the community. It follows an increasing number of HV incidents which has lead to major social, economic and political ramifications. This is due not only to the physical shutdown of the F3 but also relates to the substantial media interest that is attracted by long delays on Sydney's only northern arterial motorway.

I Robbie Stephenson and the crew here at 75stn Berowra wish to highlight and put into practice some of the operational fire fighting techniques that we have developed.

Economy
Media
Political
Socio-political repercussions
Economic down turn

The F3 Freeway is one of the busiest and only route North of Sydney, With this in mind any delays due to incidents have an astronomical impact on the community, business and government alike.

Background.

The area from Wahroonga and Mt white has been a huge problem over the past 2 to 3 years regarding heavy vehicle incidents.

We here at 75stn Berowra "A" Platoon have through trial and experimentation developed some new ways to deal with heavy vehicle incidents especially those involving fire.

We have compared these findings that we have come across with the results of other incidents where these new practices have not been used and the findings are a much more desirable outcome.

If the F3 Freeway is closed for 10 hours due to an incident the losses in monetary value are huge, figures stated by the RTA at a recent F3 Freeway Heavy Vehicle Seminar that I organised with SO Covey here at Berowra Fire Station were:

Stats

Closure of lanes of traffic in normal traffic conditions for 1 minute:

1 Lane : \$2000.00

2 lanes: \$4000.00

3lanes: \$6000.00

These figures can be much more in peak times.

And they do not take into consideration any disruption to the opposite flow of traffic.

10 hours 3 lanes total closure protracted incident: \$3,600,000 / 3.6million dollar loss.

Most protracted incidents are due to the fact that heavy vehicle recovery services are required to be bought in to remove the incident from the freeway and freeway cleaning equipment to be put into operation.

With this in mind we have developed a operational practice that can drastically reduce the times that it can take to remove these heavy vehicles from the freeway thus reducing the total economic loss to the state.

Outcome:

We here at 075 Stn have come to the conclusion that the way in which we think about our operational guidelines in regards to Heavy vehicle Fires on Freeways in particular those on the F3 Freeway.

Save Life Still is the main priority here and this does not change with any practices we have been using.

The main thing that we have changed is the thinking that if the truck is alight and culturally we as firefighters are taught and is drummed into us to save the load.

If half the load is alight to save the remainder of the load as an exposure.

We have realized that the true exposure is actually the huge loss to the state by closing the freeway down for extended periods of time while we try to extinguish a load worth only a very little in the end.

Issue.

Based on post-incident analysis gathered from experience, operational debriefs and diagnostic observations pertaining to Heavy Vehicle (HV) accidents on the F3 Freeway this report aims to highlight mitigation strategies to lessen the associated impact on the community. It follows an increasing number of HV incidents which has lead to major social, economic and political ramifications. This is due not only to the physical shutdown of the F3 but also relates to the substantial media interest that is attracted by long delays on Sydney's only northern arterial motorway.

I Robbie Stephenson stationed at 75stn Berowra wish to highlight and put into practice some of the operational fire fighting techniques that have been developed.

The F3 Freeway is one of the busiest and the only route North of Sydney, With this in mind any delays due to incidents have an astronomical impact on the community, business and government alike.

Background.

The area from Wahroonga and Mt white has been a huge problem over the past 2 to 3 years regarding heavy vehicle incidents.

Myself and with the assistance of the crew at 75stn Berowra "A" Platoon have through trial and experimentation developed some new ways to deal with heavy vehicle incidents especially those involving fire.

We have compared these findings that we have come across with the results of other incidents where these new practices have not been used and the findings that I am putting forward are a much more desirable outcome.

If the F3 Freeway is closed for 10 hours due to an incident the losses in monetary value are huge, figures stated by the RTA at a recent F3 Freeway Heavy Vehicle Seminar that I organised with SO Covey here at Berowra Fire Station were as follows:

Stats

Closure of lanes of traffic in normal traffic conditions for 1 minute:

1 Lane : \$2000.00

2 lanes: \$4000.00

3lanes: \$6000.00

These figures can be much more in peak times.

They do not take into consideration any disruption to the opposite flow of traffic.

10 hours 3 lanes total closure protracted incident: \$3,600,000 / 3.6million dollar loss.

Most protracted incidents are due to the fact that heavy vehicle recovery services are required to be bought in to remove the incident from the freeway and freeway cleaning equipment to be put into operation.

These recovery services are those which require some time to contact, mobilise and set-up including cranes ect.

With this in mind we have developed a operational practice that can drastically reduce the times that it can take to remove these heavy vehicles from the freeway thus reducing the total economic loss to the state.

Outcome:

We here at 075 Stn have come to the conclusion that the way in which we think about our operational guidelines in regards to Heavy vehicle Fires on Freeways in particular those on the F3 Freeway.

Save Life still is the main priority here and this does not change with any practices we have been using.

The main thing that we have changed is the way that us as firefighters combat these incidents by looking outside the box and not being tunnel visioned by what is in front of us only.

The current way of thinking is that if the truck is alight and culturally we as firefighters are taught and is drummed into us to save the load as the first exposure.

If half the load is alight to save the remainder of the load as an exposure.

We have realized that the true exposure is actually the huge loss to the state by closing the freeway down for extended periods of time while we try to extinguish a load worth only very little in the end.

The evidence that we are putting forward is in relation to the vehicle and the ability to remove it from the freeway as quickly as possible.

This in mind the only way to remove a vehicle with little effort is to have the vehicles Wheels and drive train in the best possible condition to be able to have the Heavy Vehicle Tow trucks tow the wreckage off the freeway as soon as possible.

I Robbie Stephenson wish to put forward the following resolution:

When an appliance arrives at an incident involving a HV and it is involved in fire.

As a first instance if there is no life endangered make as a directive that the firefighters using the resources on the appliance including any types of foam available to protect the wheels of these HV and make them a priority exposure for the duration of the incident. keeping these wheels and drive train protected from fire will reduce the amount of equipment and the time taken to remove these HV down to a more effective timeframe.

8648 QF Robbie Stephenson
075 Berowra A Platoon

New South Wales Fire Brigades

Operations Bulletin 2010/01

Reducing the impact of heavy vehicle fires



Issue

Heavy vehicle fires on motorways, freeways and busy roads cause major disruptions to traffic as lanes or whole roads have to be closed until the vehicle is removed. This has significant costs for the community in terms of lost time, missed connections and appointments, delayed deliveries, etc. It is estimated that travel delays caused by vehicle crashes cost Australians \$1.6 billion in 2003¹.

If the heavy vehicle's wheels and running gear are destroyed by the fire, the vehicle and its load become immobile and cranes and other large machinery are needed to clear the site. This can take many hours.



Figure 1 - Heavy machinery was needed to remove this vehicle

If firefighters can safely protect the wheels and running gear, the vehicle can be towed away, significantly reducing the length of time the road has to be closed.

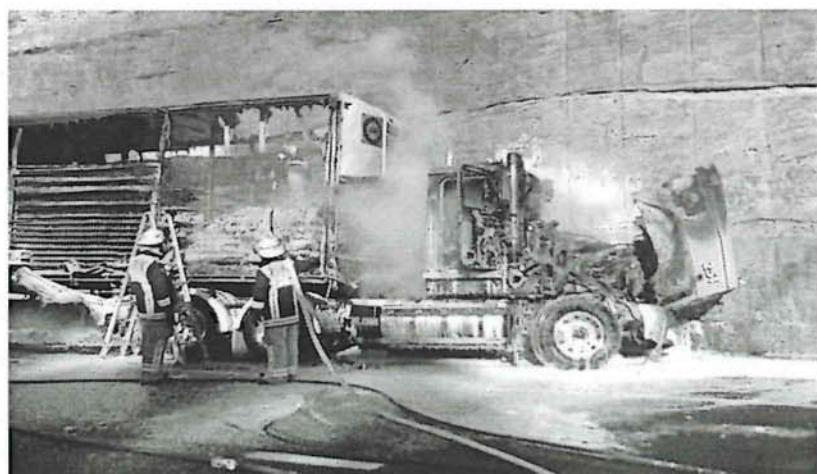


Figure 2 - Firefighters used foam to protect the wheels and running gear, making this an easy tow away

Operations Bulletin 2010/01

Reducing the impact of heavy vehicle fires

Setting objectives

A heavy vehicle fire on a motorway, freeway or other busy road is likely to cause significant disruption to traffic. The cost of traffic disruption may be much higher than the cost of losing the load.

In these circumstances, protecting the wheels and running gear so that the vehicle can be towed away may be a more important objective than protecting the vehicle's load.

Incident Action Plan

The Incident Action Plan for a heavy vehicle fire will depend on:

- achieving safe working conditions for firefighters (SOG 13.2 and SB 2001/15)
- whether lives are at risk
- the nature and extent of the fire
- the nature of the load
- the road conditions.

When developing the Incident Action Plan consider:

- making the protection of the wheels and running gear a priority
- if resources are available, allocating one crew member to protecting the wheels and running gear, and another to fighting the fire
- calling early for additional water supplies and crews.

Tactics for protecting the wheels and running gear

Use the first line of hose to quickly apply a thick Class A or B foam blanket over the wheels and running gear to protect them from fire and heat damage.

Maintain the foam blanket throughout the fire.

Use a second line of hose to fight the fire.

If Class B foam is used, contain the runoff (In Orders 2009/9).

To conserve water, consider using branches set to a low flow rate.

Noted, Station Commander	A	B	C	D	Other
Contact Officers			File Number		Date
SO Bruce Covey or QF Robbie Stephenson, 75 Berowra A, (02) 9456 3536			CHO/06238		11 January 2010

Previous Operations Bulletin: 2009/07 - NSWFB and RFS joint operations radio channels

¹ Computed from Tables 1 and 3, Connelly, Luke B, and Supangan, Richard, 'The economic costs of road traffic crashes: Australia, states and territories', *Accident Analysis and Prevention*, No 38, 2006, pp 1087-1093.