Fire Department Pilot Project

Fire Department 12 month Emergency Response and Vehicle Fleet Evaluation

With the purchase of Engine II - the Fire Department is proposing to embark on a pilot project to determine the maximum effectiveness and efficient use of our fleet of Fire Department vehicles in a one year real world evaluation of our emergency response capabilities while responding to the financial concerns of the community.

Purchasing one new apparatus at a competitive price creates a series of potential changes to our operations. An improvement in the versatility of our emergency apparatus and a reduction of capital costs is anticipated. The Fire Department will be maintaining the current number of four major firefighting apparatus.

The capital cost savings are achieved by combining rescue vehicle duties into the new, larger Pumper enabling the current level of service to be maintained or improved without the need to replace the aging rapid attack rescue truck. An additional capital cost savings can be realized by retaining our current 17 year old pumper Engine 1 as a pumper/tender to eliminate the replacement of the third water tender. The Pilot Project sets the apparatus fleet at 1 primary Pumper; 1 secondary Pumper/Tender; 2 Water Tenders and, 1 Utility Vehicle.

The cost benefit of this early acquisition of the new Engine II is that over the next several years, only one major apparatus purchase is needed rather than three vehicles by 2016 and; by combining and assigning fire suppression and rescue duties into one vehicle rather than two single purpose vehicles, the estimated savings could be as much as $500,000 over the projected usable life span of those three vehicles.

The pilot project ensures Engine 1 is retained as a secondary Pumper/Tender to provide a fully equipped firefighting apparatus in the event the primary Pumper is engaged in an emergency and a second fire call is received; as well as providing a backup for a second Emergency Medical Aid - First Responder call or during regular maintenance and repairs of the primary Pumper.

With the development of the Dry Hydrant project the fire department will shift away from shuttling water by Tenders and move towards a relay pumping operation for fire suppression. Although a relay pumping operation increases the available water for firefighting; the two water tenders and the pumper/tender will still be required to deliver firefighting water to incidents that are more remote or distant from the Dry Hydrant locations.

The utility I pickup is for the Fire Chiefs use or Duty Officer during emergencies and for daily and routine transportation needs of the fire department, reducing wear and tear on the larger more expensive vehicles.

During the term of this Pilot Projects evaluation period - Rapid Attack will be kept and maintained in a "safe and ready for immediate use" state so that in the event a significant event occurs Rapid Attack could be called to service by the Incident Commander should he or she deem it necessary in order to reduce or prevent human suffering and property loss.

With the Truck Replacement Committees recommendations being accepted - I look forward to reporting the results of this Pilot Project by June 2014.

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Fire Chief

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