

File Number:	RA-BFC-019
Date:	10-Jan-19
Officer:	Michele Rogers



File Note

BFAC Item Number:	Item 7.4
Date:	10-Jan-19
Subject:	Bush Fire Brigade Incident Control Vehicle

1.0 Background

The Bush Fire Brigade (BFB) have an Incident Control Vehicle (ICV) which was originally donated by a mining company. The donation was arranged through a former member, Mr Sean Delaney. Since acquiring the vehicle, the BFB have made approximately \$9000 in improvements to the same, principally paid for from community donations. While the City did not contribute to the upgrades it has maintained the vehicle.

The ICV was formally a minibus, which was fitted with communication equipment so it can operate as an incident control point. However, over time the need for the ICV has diminished. This is largely due to advances in communication and the introduction of more advanced incident control point management by the Department of Fire and Emergency Services. The ICV is no longer required by the BFB and is consuming space in the building.

Fire Support Vehicle (FSV1) was formally owned and operated by the City to be used by its Community Emergency Services Manager (CESM). When the vehicle was due for replacement the City donated FSV1 to the BFB for their operational use. It was gifted on the condition the vehicle be made available during fire season to facilitate fire break assessments. The vehicle continues to be owned and maintained by the City. The changing needs of the BFB require an investment of funds into FSV1 which includes the purchase and installation of a command pod to carry equipment required to support the operational needs of the BFB. The command pod will be a duplication of the one used by the CESM (Chief Bush Fire Control Officer). The rationale for its acquisition is the command pod will provide both a redundancy for the existing vehicle and opportunity to have forward command points when you have multiple fire fronts in the City.

2.0 Issues

- (i) Can the ISV be sold, and the funds raised be provided to the BFB so they can undertake the necessary upgrades to FSV1?
- (ii) Can FSV1 be placed on the replacement schedule for the coming financial year?
- (iii) Can the usage of FSV1 be restricted to BFB business only?
- (iv) Can the BFB purchase a fit for purpose pod to support their operational needs?

3.0 Analysis

The ICV is not able to meet the operational needs of the BFB. It is consuming space within the BFB building and consuming funds for its ongoing maintenance. The estimate annual cost for maintaining a diesel minibus is approximately \$2400. Presently, there is no cost for value in keeping the vehicle. The estimated value of the vehicle is under \$10,000. The BFB want to use the funds from the sale to purchase a command pod. They will make up the purchase shortfall from BFB funds.

FSV1, is just over three and half years old. However, its odometer reading of over 90,000 km means the vehicle is approaching its optimum sale time (5 years and 100,000 km). The CESM has a Ford Ranger with a fit for purpose operation pod. The vehicle is also just over three years old and is approaching 100,000 km. The vehicle can be moved to the BFB fleet where the mileage will not track out as quickly, thereby increasing its optimum sale time and a new one purchased for the CESM. Neither vehicle is listed for replacement. The estimated cost of purchasing a new vehicle is approximately \$50,000, less trade-in for FSV1. This price is an estimate only and is based on current market values. Therefore, it may vary dependent on natural market variations for both the sale price obtained for FSV1 and the cost of acquiring a new vehicle at the time of their sale / purchase.

4.0 Conclusion and Recommendations

The ICV is presently a liability to the City and is not providing operational assistance to the BFB it is therefore recommended the vehicle be sold and the items therefrom recovered for sale with all funds being made as a donation to the BFB trust fund. It is also recommended that council note the use of the funds will be to offset the cost of the BFB purchasing a fit for purpose operational pod, estimated cost of \$20,000 with the BFB making up the purchase shortfall from their trust fund.

FSV1 is rapidly approaching its optimum sale time. It is recommended the replacement of the vehicle be reviewed.



Michele Rogers
Manager Community Safety Services

Figures



Figure 1. Incident Control Vehicle.



Figure 2. Fire Support Vehicle 1.



Figure 3. Command POD.