



Michael Rudd [REDACTED]

07/07/2017 11:01 AM

To Consultation/DTF@DTF
cc
bcc
Subject Fire Services Reform Submission -
Michael Rudd

1 attachment



FRV Sub.pdf

Good Morning,

Please find the attached submission for the select committee into Fire Services Reform in Victoria.

Kind Regards

Michael Rudd

Dear Assistant Clerk Committees

INQUIRY INTO THE FIREFIGHTERS' PRESUMPTIVE RIGHTS

COMPENSATION AND FIRE SERVICES LEGISLATION AMENDMENT

(REFORM) BILL 2017

My name is Michael Rudd and I am a Level 3 Firefighter working in a reliever position at Shepparton Fire Station.

As a career firefighter based at Shepparton Fire station I am employed by Country Fire Authority and have been for two and a half years, although in this period of time I have worked at many locations throughout outer metro Melbourne which include Point Cook, South Morang, Greenvale, Craigieburn, Caroline Springs, Hoppers Crossing, Eltham, Melton, Dandenong & Craigieburn. I have also worked at regional locations including Bendigo, Shepparton & Geelong City.

My qualifications to date are as listed below, although I have many more to complete including specialist qualifications such as an Aerial Pumper Increment, Heavy Hazmat Increment and ground observer's qualification.

These 3 qualifications above are a must have at Shepparton as we house a Heavy Pumper, Aerial Pumper, Heavy HAZMAT (Hazardous Materials Response Truck), 3.4C Tanker, 2.4C Tanker and a Forward Command Vehicle (Used for Ground Observing). Although our heavy pumper and 3.4C tanker are mainly used for the Greater Shepparton area, the Aerial Pumper and Heavy HAZMAT are state based resources and can be called to service any part of Victoria.

My current qualifications are:

- COURSE IN FIRE RESCUE EMERGENCY MEDICAL RESPONSE FIRST RESPONDER
- ENDORSE DRIVE & OPERATE HEAVY SCANIA 2009
- ENDORSE DRIVE & OPERATE 3.4C TANKER
- WILDFIRE FIREFIGHTER
- WILDFIRE-LOW STRUCTURE FIREFIGHTER
- WILDFIRE STRUCTURE FIREFIGHTER
- STRUCTURE - WILDFIRE FIREFIGHTER
- CREW LEADER – WILDFIRE
- CREW LEADER – STRUCTURE
-

I currently live in Whittlesea and commute to Shepparton each shift. Previous to starting my firefighting career I volunteered at CFA for 6 Years. 5 and a half of these years were spent at Kinglake West Fire Brigade where I served as a Firefighter, Lieutenant and training officer. I transferred to Whittlesea Fire Brigade at the end of 2014 and remained there until the end of July 2015.

My Awards & Commendations Include:

- Chief Officers Unit Citation For Courage
- National Emergency Medal – Victorian Fires 2009
- 5 Year Service Award

I am writing this submission in support of the proposed reform of the fire services for the following reasons:

As a career firefighter at integrated stations we have a 90 second response time from the time we receive a call. Appliances from integrated stations will travel into surrounding brigade areas to attend calls as staff trucks are able to travel further within 6.5 minutes to meet the 8 minute response Service Delivery Standard(SDS).

The 8 minute on scene time is set for a class 2 medium urban hazard which incorporates significant urban areas, primarily residential areas involving commercial centres, clusters of industrial and/or institutional.

Majority of outer urban areas (CFA integrated station response areas) are hazard class 2.

Quite often for CFA staffed appliances this will see us travel into neighbouring volunteer CFA areas for all types of calls including but not limited to:

- Structure fires (ie: House, Shed, Factories),
- Non-structure fires (ie: Bin, Car, Fence)
- Incidents (Gas Leak, Lock in & out, Washaway, Powerlines Sparking)
- Rescues (Road Accident, Industrial, Trench)
- Alarms (Detector Activation, Sprinkler Activation)
- Grass & Scrub Fires (Grass Fires, Bushfires, Undefined Fires)

The career truck when responded into volunteer CFA areas can and is usually the only staff truck responded along with the primary CFA brigade and support volunteer brigade.

As these outer metro areas grow local volunteer CFA brigades are experiencing an increase in the amount of calls they attend. Volunteers have a 4 minute response and a 4 minute travel window to arrive on scene within the 8 minute SDS.

As I was a volunteer prior to becoming a career firefighter I understand the constraints these members are under to not only respond to calls but maintain the skills and competencies necessary to respond to all types of emergencies in these outer metro areas.

With the increase in calls these brigades are experiencing it is now harder for volunteer members to get time away from work, family or personal commitments to respond.

We are finding as career firefighters we are responding on a regular basis to volunteer brigade areas and they are unable to respond their appliances to back us up, this makes every call potentially a hazard to us.

A crew of 4 (standard for CFA career appliances) allows 2 members to undertake internal firefighting operations in breathing apparatus, a pump operator and the officer to be the incident controller.

If the crew of 4 is the only responding crew and undertakes BA operations this leaves nobody else coming to become the second BA crew and rescue crew in case something goes wrong.

The reform of the fire service will ensure a second career truck is responded to the initial call. This allows the first responding career appliance to undertake internal firefighting operations initially knowing a second truck is coming with an adequate number of competently trained operators.

The reform of the fire services will still see the volunteer brigades paged as normal and if a volunteer truck arrives with competently trained crew then they will be utilised and the second career truck returned if not needed.

We need fire service reform to allow atleast 7 competent firefighters on scene within 8 minutes to allow us to do our job safely.

A response of at least 7 career firefighters on scene within 8 minutes of receiving a call is a world class service.

At the present time we have a fully career service (MFB) servicing the inner metro area of Melbourne and CFA integrated stations covering the outer metro divided by a line on a map set back in 1958. We (MFB & CFA career staff) do the same job but under different banners, procedures and structures and quite often can have an adverse effect on emergency response.

This is demonstrated when CFA career staff and MFB career staff attend the same call but operate on different radios & radio channels (both dispatch and fireground). Agencies have different appliances, which makes navigating around foreign trucks a time consuming and potentially dangerous task.

CFA run an older dispatch process where brigade responses are manually selected depending on the location rather than an automated system that selects the 3 closest trucks to the incident.

The response area boundaries that govern our turnouts are set by geographical features on a map (ie: roads, rivers, municipal boundaries), these response boundaries were set back when outer metro areas were farms and rural properties and quite often the 3 responding appliances are not the closest.

Fire service reform will bring continuity to responses right across the inner metro, outer metro and regional centres ensuring the 3 closest trucks by distance are responded.

We have the ability to provide a world class service if we allow the reform of the fire services to progress, it is our mission statement to protect life and property and it should be our number one priority to deliver the best service we can to the community.

The 35 CFA integrated station response areas are no longer “country areas of Victoria”. These areas are cities and sprawling outer suburbs, all of which fall into the hazard class 2 and require a fire truck on scene within 8 minutes to meet the CFA Service Delivery Standard.

These 35 response areas are the only areas to be changed to FRV and there will be no effect on CFA volunteer primary call responses. Career staff support arrangements into some volunteer areas may change but as primary responses will not change under the fire service reform there will not be any adverse effect on volunteer surge capacity or bushfire response.

The only volunteers that will see direct change are the volunteers at the 35 integrated CFA brigades. These volunteers have already been informed that co-location with FRV career staff is an option otherwise they are able to move to a neighbouring brigade close by. These volunteers have been informed by the CFA chief officer that they will be supported in what ever direction they choose to take

By allowing fire services reform we will enable continuity and consistency in response and in all aspects of training across Melbourne metro, outer metro & regional centres.

This continuity and consistency in our everyday training will allow all firefighters to work seamlessly with each other and other agencies out on the fireground. Consistent training turns into consistency in response to any sort of incident regardless of where we are in Victoria, which will only improve our service to the Victorian people.

If specialist training is unified throughout the state, we will be able to operate as one agency with large numbers of competently trained people able to respond quickly. This is a vital asset to the Victorian people as FRV can support agencies such as SES, VICPOL & coast guard to assist in specialist rescue such as but not limited to High Angle, Steep Angle, Low Angle, Trench and Swift Water.

Road Accident Rescue (RAR) capability can be vastly increased across outer metro and the regional centres. MFB already provide RAR to the MFB district but the CFA district is covered by a combination of CFA Career Rescues (Dandenong, Geelong City & Melton) SES & CFA Volunteer. CFA heavy pumpers already carry hydraulic forcible entry gear capable of gaining entry to cars to check for fire extension and to extinguish hot spots.

CFA career firefighters already attend road accidents where there is entrapment, we have the tools on the appliance but must wait for a heavy rescue vehicle response which at times can be an extensive wait.

To reform the fire service and allow all career firefighters to be trained in Road Accident Rescue will allow Ambulance Victoria earlier access to the patient. This can only improve survival chances and is efficient and effective use of the resources already on scene.

Training in all aspects of our profession should be consistent and accurate from recruits onwards including all specialist responses, allowing fire services reform will ensure a uniform approach is taken by all career staff creating a better overall service to the to the people of Victoria.

The establishment of an independent fire district review board will mean that as Victoria grows the fire service is upgraded as the area requires.

The “Victoria in Future” publication shows estimated growth over the next 20 years. It is shown that 4 of the 5 largest urban growth areas and 4 out of the 5 top regional growth areas incorporate CFA integrated and CFA volunteer response areas.

The top 4 urban areas are:

- Wyndham – 195,000 people
- Casey – 176,000 people
- Melton – 153,000 people
- Whittlesea – 153,000 people

The top 4 rural areas are:

- Greater Geelong – 81,000 people
- Mitchell – 46,000
- Greater Bendigo – 43,000
- Ballarat – 42,000

Up until now fire districts between metropolitan Melbourne and country Victoria have been set in legislation. But brigade responses within CFA area generally come down to a brigade captain or OIC manually submitting changes and allowing different responses for different areas dictated by lines in the sand. Politics has come into play in some areas and certain parts of Victoria are not getting the fire service they need and deserve.

By establishing an independent fire district review board the transition between a volunteer and career service will be smoother. It will no longer be played out politically at a local level rather it will be decided at a state level and based on area growth and predicted growth in future. This will ensure the best possible service is being provided and will allow the fire service to grow with the community as it is required.

Below are examples from my experiences which demonstrates the failures of the current structure:

An instance which highlights the failures in the system occurred whilst I was stationed at South Morang Fire Station on C shift. At 15:35hrs we were paged to a structure fire – stove fire at number [REDACTED] (Epping Volunteer CFA Primary response area). As a structure fire is a C response South Morang Brigade, Epping Brigade & Wollert Brigade were paged leaving South Morang Pumper as the only staff appliance responding.

As we passed Epping CFA Station the doors were up but only 1 member was in attendance and not able to respond with 1 member on the truck. Wollert brigade failed to respond all together and as we arrived on scene we had no other appliances responding to a potential going structure fire. A CFASAFE report was completed and is attached for your reference.

This was one of many instances that occurred whilst at South Morang, unfortunately this instance is the only one I have saved evidence from. It is a common occurrence when we support into volunteer areas right around outer metro Melbourne and regional centres across Victoria.

I attach the following documents:

- CFASAFE – Hazard Summary Report #: 19056 – Structure Fire 7 Hector Place Epping
- CFA's Service Delivery Standards (SDS)
- Victoria in Future Publication

Yours sincerely,

Full Name: Michael William Rudd - 7004429

Contact details:

Work: Shepparton Fire Station – 268 Maude Street Shepparton, 3630, Victoria
[REDACTED]



Hazard Summary Report [Ref: 19056]

Date Printed: Thursday, 6 July 2017



Michael Rudd

FIREFIGHTER (RELIEVER)

Reported By:

Name: Michael Rudd

ID Number: [REDACTED]

Person Type: Employee

Position Title: FIREFIGHTER (RELIEVER) Email: [REDACTED]

Business Unit: North East Region

Person Workplace: SHEPPARTON

(3069417)

Work Phone:



Hazard Summary Report [Ref: 19056]

Date Printed: Thursday, 6 July 2017

Details

Internal Reference Number:
Status: Cancelled
Date Noticed: Monday, 5 December 2016
Time Noticed: 3:35 PM
Date Logged: Monday, 5 December 2016
Time Logged: 4:41 PM
Assigned To: Pete Dedman
HSR notified: Steve Martin

Risk Assessment

Inherent Rate:
Residual Rate:

Description

Responded to a reported stove on fire (structure fire) Epping
Brigade failed to respond. Given the location and the density of
the housing BA crews may have required backup which did not
come.

Classification

What could occur as a result: Other & multiple injury types
What is the likely cause: Fire Unspecified
Environmental Impact: No

Hazard Location

The Hazard is located: SOUTH MORANG (14370 - F/B)
Location Category: Fireground
Location Details: Reported stove on fire - 7 Hector Place Epping

Work/activity Being Performed

Work/Activity Category: Structural Incident

Notification

Manager/Supervisor: Bernie Frawley, 5/12/2016 4:28 PM
Other Internal Person: Gavin Wright, 5/12/2016 4:28 PM
External Person: , 5/12/2016 4:28 PM

Actions taken to remove the Hazard

Completed a CFA safe report to highlight the need for 7
competent structural firefighters at a structural fire incident.

Actions recommended

Where career firefighters are responded to a structural
firefighting incident a second career firefighting appliance should
be responded to ensure a second BA crew is present if
firefighters have to enact a rescue.

CFA's Service Delivery Standards (SDS)

CLASS OF HAZARD	RESPONSE TIME DEFINITIONS	VEHICLE RESPONSE TIMES (MIN) *
1 - High Urban **	A structure or series of structures, which present a serious life hazard from fire.	**
2 - Medium Urban	Significant urban areas, primarily residential areas involving commercial centres, clusters of industrial and/or institutional hazards.	8
3 - Low Urban	Encompasses all structural hazards in urban areas not falling into Classes 1 and 2 and includes predominantly residential occupancies and small industries.	10
4 - Rural	Primarily involves natural surroundings in terms of fuel, but also involves isolated dwellings and structures within those areas.	20
5 - Remote Rural	Structural and rural hazards similar to Class 4 and for which the location of the hazard is geographically distant from a fire station.	No times specified
Urban RAR¹	Road Accident Rescue incidents occurring in the Melbourne statistical division ² , plus the municipal districts of Greater Geelong, Greater Bendigo, Ballarat, Latrobe and Greater Shepparton.	20
Rural RAR¹	Road Accident Rescue incidents occurring in that part of Victoria not in the urban zone.	40
Hazmat	Any hazmat incident. ³	No times specified
<p>* CFA measures response time as the interval between the notification of the first brigade and the arrival of the first fire truck on scene, that is Response time = Turnout time + Travel time.</p> <p>** An integrated package has been developed for this hazard class that does not rely exclusively on response times. Adoption of this approach by CFA followed an Authority decision in December 1997 to approve a number of changes to CFA's standards of Service Delivery. These include an increased emphasis on integrated risk management arrangements at high risk sites. In 1998, by direction of the Chief Officer, CFA discontinued the use of Hazard Class 1 as a category for the purpose of response time reporting.</p>		

TURNOUT TIME (MIN)	BRIGADE TURNOUT TIME DEFINITIONS ⁴
1.5	Brigade with more than one career officer / firefighter on duty at the fire station.
4.0	Brigade (fully volunteer or with one career officer on duty) with Emergency Reporting System (ERS), siren, full complement of pagers and incorporating any hazard class 2 locations in their response area.
6.0	Brigade (fully volunteer) with ERS activated siren, or a full compliment of pagers and incorporating any hazard class 3 locations in their response area but no hazard class 2 locations.
10.0	All other brigades incorporating only hazard class 4 and 5 locations in their response areas.

¹ RAR definitions extracted from the Victorian Government publication "Road Rescue Arrangements Victoria" July 2002. This relates to the response of the specialist Road Accident Response appliance to the RAR incident.

² The Melbourne Statistical Division is defined by the Australian Bureau of Statistics as the area bounded by the municipalities of Wyndham, Melton, Hume, Whittlesea, Nillumbik, Yarra Ranges [western part only], Cardinia, Casey and the Mornington Peninsula.

³ This relates to the response of the specialist Hazmat appliance to the Hazmat incident.

⁴ As Approved at Operations Committee Meeting of the Board held 20/02/2002

Approved by the Chief Officer 12/11/2004

Victoria in Future 2016

Population and household projections to 2051

Top 5 Growth 2011 to 2031

Local Government Areas

Largest Growth

METROPOLITAN

WYNDHAM	195,000
CASEY	176,000
MELTON	153,000
WHITTLESEA	153,000
MELBOURNE	130,000

REGIONAL

GREATER GEELONG	81,000
MITCHELL	46,000
GREATER BENDIGO	43,000
BALLARAT	42,000
BAW BAW	24,000

Fastest growth

METROPOLITAN

MELTON	4.4%
MELBOURNE	4.2%
WYNDHAM	3.9%
CARDINIA	3.9%
WHITTLESEA	3.4%

REGIONAL

MITCHELL	4.3%
MOORABOOL	2.4%
BAW BAW	2.3%
GOLDEN PLAINS	2.1%
SURF COAST	2.0%

Victoria in Future 2016 (VIF2016) is the official state government projection of population and households. Projections are used by decision makers across government and in other areas. The results are driven by assumptions concerning demographic and land use trends.

Projections are based on the latest (30 June 2015) population estimates from the Australian Bureau of Statistics (ABS) and incorporate the results of the 2011 Census. For Victoria and major regions, the projections cover the period from 2011 to 2051. For Local Government Areas (LGA) and Victoria in Future Small Areas (VIFSA), the projections extend to 2031.

10.1 Million

Projected Victorian population in 2051

8.0m

Greater Melbourne

2.1m

Victoria's regions