



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: November 26, 2008
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Meeting Date: December 16, 2008

TO: Vancouver City Council

FROM: General Manager of Engineering,
General Manager of Fire and Rescue Services

SUBJECT: Fleet Additions - Fire and Rescue Services

RECOMMENDATION

- A. THAT, Council approve the allocation of \$184,000 from the Truck and Equipment Plant Account to add an arson investigation vehicle, a forklift, a utility vehicle, and a cube van to the Vancouver Fire and Rescue Services fleet.
- B. THAT, the capital costs be repaid to the Truck and Equipment Plant account through annual charges of \$24,300, funding to be added to Vancouver Fire and Rescue Services Operating Budget without offset.
- C. THAT, the annual maintenance and operating costs of approximately \$26,600 be provided through an addition to the Vancouver Fire and Rescue Services Operating Budget subject to annual budget review, without offset.

COUNCIL POLICY

Council approves expenditures from Reserves, including the Truck and Equipment Plant Account.

Council approves all increases in service levels, including the addition of vehicles and equipment to the fleet.

PURPOSE

The purpose of this report is to seek Council approval to add four (4) units to the Vancouver Fire and Rescue Services (VFRS) fleet.

BACKGROUND

In response to recommendations from a 2004 Truck & Equipment Rental Audit done by the Internal Audit Group there is an initiative underway by the Equipment Services Branch (EQS) to review all units that have been already replaced (duplicates) but not decommissioned for various reasons. The review is based on the operational need for the units. When a review indicates that fleet additions are appropriate, staff will seek approval from Council for these additions.

DISCUSSION

Arson Investigator Vehicle

In 1983, the Vancouver Police Department (VPD) permanently assigned a detective to work full time as an Arson Investigator with members of the VFRS Fire Investigation Branch. At that time an agreement between the VPD and VFRS was established requiring VFRS to supply the Arson Investigator vehicle.

Currently, the Arson Investigator is utilizing a 1995 Crown Victoria that was scheduled for decommissioning and replacement in 2004. The unit has already been replaced and is therefore a duplicate and unauthorized unit. The unit is 13 years old and is well past its economic life.

The Crown Victoria does not provide adequate volume for Arson Investigator equipment and supplies. Recommended items like tools and particulate masks are not carried in their vehicle due to insufficient space. The Crown Victoria also does not provide compartmentalized storage so that contaminated clothing can be isolated from the passenger compartment. During an arson investigation, the investigator can go through several sets of coveralls and gloves which become contaminated, and when put in the trunk of the vehicle, cause contamination of the air inside the vehicle.

A pickup truck is recommended for Arson Investigator operations as it provides sufficient cargo payload and volume, and separates contaminated cargo from passenger areas. The Arson Investigator also works with a partner and is required to carry investigators, witnesses and suspects. For these reasons, a crew cab pick-up is recommended.

VFRS Stores Forklift

VFRS' Fleet Shop services fire apparatus, vehicles, and equipment and is supported by a Stores operation that processes approximately \$300,000 worth of parts annually. A forklift is essential to operations so that Fleet Maintenance and Stores staff can transport palletized items, parts, and equipment around the garage, and storage areas. This piece of equipment reduces the risk of injury to staff and resulting WorkSafe BC claims when moving heavy

components on the job. The forklift also saves time for moving large quantities of parts around the stores site thus improving staff productivity.

VFRS Stores operation used to have a 1978 electric forklift that was a donation to the department. That unit was well beyond its service life and needed replacement batteries at an approximate cost of \$5,800.00 so it was decommissioned in October 2007. Since then, VFRS has been borrowing a forklift from the Heavy Urban Search and Rescue (HUSAR) team. However, this is not viable in the long term as the forklift is located 200 m away at the HUSAR warehouse, so transporting the forklift to the VFRS Fleet Shop is inconvenient and time consuming. The HUSAR warehouse will also be moving to a location approximately 500 m away, which will make transportation more time consuming.

VFRS Training Site Utility Vehicle

VFRS' Training Site is used for all aspects of training emergency response personnel. The site is approximately 1.5 acres in area and includes a tower crane, burn tower, confined space building, drafting pit, auto-extrication training area, driver training course, HUSAR training grounds and classrooms. A utility vehicle, similar in size to the all-terrain vehicles used by the Park Board, is required to transport various training props and equipment on the site. A utility vehicle was temporarily acquired from the Park Board in 2002 to act as a transport vehicle at the site. That vehicle is no longer operable and further repairs to the vehicle will not be cost effective. Currently, a VFRS van is being used to assist with the movement of the props and equipment. However, this van is also used by training personnel who do training at fire halls around Vancouver and as such, is not always available.

Cube Van

In 1997 a second HazMat vehicle was added to the VFRS fleet to provide greater HazMat response capability within the City of Vancouver (CoV). This vehicle is stationed at Hall 10 on the University Endowment Lands (UEL). It responds to incidents in the CoV, the UEL, and also provides HazMat response assistance to other municipalities.

Due to the amount of equipment that needs to be present at a HazMat scene the VFRS utilize cube vans to transport additional supplies and materials in support of the HazMat trucks. There is one cube van assigned to each HazMat vehicle so that each Hazmat team has complete response capability in the event that the other unit is responding to an incident.

The current Hall 10 cube van was originally loaned to the VFRS for the UEL Fire Extinguisher Servicing program. This unit was retained at the end of the program to fulfill the HazMat vehicle requirements, but needs to be returned to the UEL. This vehicle, a 1991 cube van, has insufficient payload to transport the required equipment and supplies to support the Hazmat truck, therefore a 1.5 ton cube van is recommended.

Operational Review Implications

VFRS is currently undergoing an Operational Review process, which includes a review of the VFRS fleet. The Steering Committee has adopted a method for addressing new and replacement equipment requests during the review process. If, after review by VFRS and EQS staff, it is deemed that the review may impact the equipment usage, the request is brought forward to the Steering Committee with recommendations on how to proceed. These

additions have been reviewed by VFRS and EQS, and staff have concluded that the review will not affect the requirement for these four (4) units. Additionally, the Steering Committee has been made aware of these additions and a copy of this report has been circulated to members.

FINANCIAL IMPLICATIONS

Table 1 lists the cost breakdown of the proposed City-owned units, including the estimated one-time capital costs and annual capital and operating costs. There will be an estimated one-time charge to the Truck and Equipment Plant Account of \$184,000 for these purchases. This will be repaid over the economic lives of the units through annual capital rates totalling \$24,300. The annual operating costs of the units will total \$26,600. The total annual capital and operating costs are estimated to be \$50,900 and will be funded by an addition to the VFRS Operating Budget starting in 2009, subject to annual budget review, and without offset.

Table 1: Anticipated Vehicle Capital and Operating costs for City-owned vehicles

Vehicle	Proposed City-Owned Vehicle Class	Expected Vehicle Life	One-Time Capital Costs	Annual Operating Costs		
				Capital	Operating	Subtotal
Arson Investigator	Truck, Light, Pick-Up	10 years	\$50,000	\$6,400	\$7,400	\$13,800
Forklift	Forklift, Light	10 years	\$37,000	\$4,800	\$8,300	\$13,100
Utility Vehicle	Trail, Vehicle, All Terrain	8 years	\$12,000	\$1,800	\$3,400	\$5,200
Cube Van	Van, 1.5 Ton, Cube body	10 Years	\$85,000	\$11,300	\$7,500	\$18,800
Total			\$184,000	\$24,300	\$26,600	\$50,900

CONCLUSION

To meet the ongoing operational requirements of the VFRS, four (4) additional units are required. Accordingly, we recommend that \$184,000 from the Truck and Equipment Plant Account be used to purchase an arson investigation vehicle, a forklift, a utility vehicle, and a cube van for the Vancouver Fire and Rescue Services fleet. An addition to the VFRS Operating Budget will provide funds for the annual capital and operating expenses of these four (4) units.

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