

STATEMENT OF WITNESS

Prepared by: Legal Services Unit

Date: 28 November 2011

Name of Witness: John Frederick William GRESTY AFSM

Address of Witness: South Eastern Regional Headquarters
32 Tansey Street, Beenleigh QLD 4207

Occupation: Fire Officer

Position: Director - Regional Operations, South Eastern Region

I, John Frederick William Gresty, Director - Regional Operations, South Eastern Region, Queensland Fire and Rescue Service ("QFRS"), Department of Community Safety, state:

1. I provided a written statement to the Queensland Floods Commission of Inquiry ("the Commission") dated 7 May 2011, and have also given testimony at the Commission hearings on 12 May 2011.
2. I have received a requirement from the Commission to provide a statement (Reference No. 1775604).

Question 5: Response to Items 4(a) to 4(e)

Item 4(a): *On the morning of 10 January 2011, Ipswich station officer, Mr. Mark Stephenson, said he called the Acting Assistant Commissioner, South Eastern Region, to request more staff including level 2 swift water rescue technician ('SWT'). Mr Stephenson says that you agreed to provide him with one additional SWT;*

3. As per my evidence to the Commission at the hearing on 12 May 2011 (transcript page 1863), I do not specially recall taking this call from Mr Stephenson. Given that Mr Stephenson's request for an additional resource was actioned, coupled with telephone records indicating that a call occurred between Ipswich Station and my mobile telephone at the relevant time, I have no issue in accepting that I may have received the call.

This is page 1 of a statement comprising 11 page/s.

Witness (John Frederick William Gresty):

JF/Solicitor/Commissioner for
Declarations:

Item 4(b): QFRS's telephone records show that a call was made from the Ipswich station to your mobile phone at 8.50am. The duration of the call was 1 minute and 53 seconds;

4. This matter has been addressed in my evidence at paragraph [3] of this statement.

Item 4(c): QFRS advise that you don't specifically recall receiving a telephone call from Mr. Stephenson;

5. This matter has been addressed in my evidence at paragraph [3] of this statement

Item 4(d): You say that on the morning of 10 January 2011, you arrived at the Regional Operation Co-ordination Centre and proceeded to evaluate the current situation in consultation with the Duty Manager Operations, Acting Chief Superintendent and Regional Manager of Rural Operations. You directed that:

i) All three specialist technical rescue appliances in the region be manned with SWTs

6. I agree.

ii) Additional SWTs be recalled for duty; and

7. I agree

iii) Additional emergency response vehicle be brought up for duty.

8. I agree.

Item 4(e): On 10 January 2011, the permanent station with specialist technical rescue vehicle was staffed as follows:

i) Ipswich fire station had a full complement of six staff (to crew one fire-fighting appliance and one rescue truck) including one SWT;

9. I agree.

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Witness (Lord Frederick William Gresty):

JP/Solicitor/Commissioner for
Declarations:

ii) Beonleigh fire station had a full complement of six staff (to crew one fire-fighting appliance and one rescue truck) including one SWT; and

10. I agree.

iii) Robina fire station had a full complement of six staff (to crew one fire-fighting appliance and one rescue truck) including two SWTs.

11. I agree.

Question 6: Does a formal protocol exist between outlining the procedure for station officers and/or other operational staff to request more staff and/or appliances?

12. There is a formal protocol for requesting assistance in circumstances where an officer in charge is attending an incident and this is addressed further in paragraph [14-15] of this statement. When not attending to an incident there is no formal protocol for station officers to request further staff or resources and it is the expectation that station officers contact either the Duty Management Officer ("DMO") or their Area Commander in the first instance. If either of those positions are off duty, as neither of those positions are rostered 24/7, the request would be made through the Fire Communications Centre "Firecom" to an on-call Senior Officer.

Question 7: Is the procedure for requesting more staff and/or appliances different in an emergency situation?

13. The planning and pre-positioning of qualified staff and appliances is not necessarily considered to be part of an emergency situation, therefore the expectation under these circumstances is that a station officer in charge would use the process identified in paragraph [12].

14. With respect to an active emergency i.e. the call out of a fire appliance to an incident, there is a formal protocol called the Greater Alarm Response System ("GARS").

15. The GARS system provides standardised and scalable responses to various types of emergency incidents. In addition to the documented standard responses an officer in charge is able to "Special Call" any specific additional resources required. The GARS protocol is attached and marked "JFG-1".

This is page 3 of a statement comprising 11 page/s.

Witness (John Frederick William Gresty):

JP/Solicitor/C
Declarations:

Question 8: Is the South-Eastern Region's procedure for station officer and/or operational staff to request more staff and/or appliances (whether documented as a formal protocol or not) identical to the procedure of the South-Western region? If not, please provide details.

16. The GARS protocol is standard across all regions of the QFRS with regional variations built in to compensate for differing resourcing levels. I am not aware of any additional local procedures that may (or may not) exist in the South-Western Region.

Question 9: Are station officers and/or operational staff provided with training and/or made aware of the procedure for requesting more staff and/or appliances?

17. Training in relation to the GARS protocol is provided. This training commences at basic recruit grade training and is carried through into all levels of promotional training and formal examinations.

18. As outlined in paragraph [12] of this statement, requests for additional appliances or resources in circumstances where a station officer is not attending an incident should follow the normal chain of command. The QFRS has a strong command, control and management structure and staff members are informed from basic recruit grade training that they are required (as normal business practice) to follow the chain of command for requests of any type including requests for additional staff or resources.

Question 10: If not already answered above, do you recall having a telephone conversation with Mr Stephenson on the morning of 10 January 2011? If yes, please provide details of the conversation?

19. I have addressed this matter in paragraph [3] of this statement.

Question 11: If you do not recall having a telephone conversation with Mr Stephenson on the morning of 10 January 2011?

20. While I don't specifically recall receiving a voice message from Mr Stephenson, I do not deny that I may have received a call (or a voicemail message) from Mr Stephenson on the day in question and reiterate my evidence in this regard as per paragraph [3] of this statement.

This is page 4 of a statement comprising 11 page/s.

Witness (John Frederick William Gresty):

JP/Solicitor/Commissioner for
Declarations

Question 12: Did you at anytime on 10 January 2011 speak with Mr Stephenson? If yes, when? What was discussed?

21. Notwithstanding the possibility that I spoke to Mr Stephenson by phone earlier in the day, the only other interaction that I recall is a brief meeting at the Gatton ICC sometime after 19:00 on Monday 10 January 2011. I greeted Mr Stephenson upon my arrival but did not engage in any discussion.

Question 13: Please provide a complete copy of QFRS's telephone records for yourself, Mr Hemphrey and Mr Beasley for 10 January 2011.

22. A copy of the requested telephone records are attached and marked "JFG-2".

Question 14: From the QFRS submission it would appear that at 8.30am on 10 January 2011, you initiated and made the decision (in consultation with other members of senior management) to recall SWT's including Mr Phil Paff and Mr Nathan Chadwick to duty. Is this correct?

23. I made a decision (as the Acting Assistant Commissioner) to recall Swift Water Rescue Technicians but did not specifically request that Mr Phil Paff or Mr Nathan Chadwick be recalled.

Question 14(a)(i) If correct, what information did you have to make your decision? Where did you obtain this information?

24. On the morning of 10 January 2011, I met with the DMO for South Eastern Region Gordon Hemphrey, the Acting Director of Regional Operations (Peter Dawson) and the Director of Regional Operations (Ewan Cayzer).

25. I was briefed by the DMO regarding the current operational situation where he advised that the Region was experiencing several areas of generalised flooding and that the forecasts indicated continuing rain for the Western part of the region. I was also advised the Gold Coast had clear weather conditions and I note that there were no forecasted, warnings or other intelligence that would have suggested the severe weather event that unfolded later in the day.

26. I had also received a telephone call from the Assistant Commissioner South-Western Region (Tom Dawson) who highlighted that QFRS units from Toowoomba may have difficulty with responding to incidents in South Eastern Region due to land slides which had damaged the Toowoomba range highway.

27. These factors were the basis of my decision to direct the recalling of additional swift water rescue resources.

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Witness (John Frederick William Gresty):

JP/Solicitor
Declaration

Question 14(a)(ii) When were Mr Paff and Mr Chadwick contacted? What was discussed?

28. As the Acting Assistant Commissioner, I communicated my direction to recall additional swift water technicians to the DMO (Gordon Hemphrey) who then (I am advised) made contact with the relevant stations to action the direction. I do not have any personal knowledge of the times that each officer was contacted. As I was not part of any of the conversations I am unable to confirm the content of those discussions.

Question 14(a)(iii): What time did Mr Paff and Mr Chadwick report to duty at their assigned station?

29. 14(a)(iii) I have searched the Operational Management System ("OMS") and it reveals that Mr Paff commenced duty at 09:00 hours and Mr Chadwick commenced duty at 10:30. A copy of those records are attached and marked "JFG-3"

Question 14(b) If not correct, who was responsible for initiating the process of recalling staff? Where any decision to recall staff in response to request made by station officer? If yes, who were these station officers? What was discussed?

30. 14(b) Decisions to recall staff were made based on prevailing conditions and operational requirements and not in response to calls from Station Officers

Question 15: Further, at 08:30am, operational decision were made in relation to the movement of rescue vehicle 645M from Ipswich to Gatton; fire appliance 635K from Beenleigh to Ipswich; and rescue vehicle 640M from Robina to Beenleigh (Please refer attachment 1 of QFRS's submission):

Question 15(a): When was vehicle 645M directed from Ipswich to Gatton relative to incidents at 10.15am and 10.47am?

31. My direction with respect to the vehicle to standby at Gatton was for two SWR technicians to be recalled to duty to staff 645Y, which is a spare vehicle that is brought up for duty for the purpose of swift water rescue

32. Vehicle movements data extracted from Fire communications ESCAD data are attached providing specific time of activities. Due to incoming calls for assistance involving Swift water neither 645M or 645Y actually arrived at Gatton to standby. Both vehicles actively attended incidents in the central and western localities of the region from the time they left their station until later in the evening of the 10th

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January when they returned to Gatton from the Murphy's Creek area. The vehicle movement's data extracted from ESCAD in relation to 645M and 645Y is attached and marked "JFG-4".

Question 15(b): Was vehicle 645Y directed to move from Ipswich to Gatton? If so, when was the direction given relative to responding to the incident at 10.49?

33. Those matters are addressed in paragraph [31] of this statement.

Question 15(c): Further, at 08:30am, operational decisions were made in relation to the movement of rescue vehicle 645M from Ipswich to Gatton; fire appliance 635K from Beenleigh to Ipswich; and rescue vehicle 640M from Robina to Beenleigh (please refer attachment 1 to QFRS's submission)

34. 15(c) I was not directly involved in making the telephone call to direct 635K to move to Ipswich. My interpretation of the Firecom records indicate that the vehicle was still in station at Beenleigh when it was dispatched to the old Rosevale Road incident at 10.18. A copy of those records is attached and marked "JFG-4"

Question 15(d): Why was vehicle 645M used for the incident at 10.49am at Undullah when it had supposedly been directed to Gatton at 8.30am?

35. 15(d) The QFRS Computer Aided Dispatch System (ESCAD) selects the closest appropriate resource for an incident type to be responded. In the case of the Undullah incident at 10:19AM, 645M would have been available (i.e. not responding to another emergency incident) and as such would have been selected by the dispatch system and sent to the incident.

Question 15(e) Did vehicle 645M actually get to Gatton? If so, when?

36. 645M did get to Gatton however it attended an incident at Murphy's Creek commencing at 13:32 hours and was engaged in that area of operation until the early evening of 10 January 2011, at which time the vehicle returned to the Gatton Fire Station which was being established as the Incident Control Centre ("ICC").

Question 16: You have previously provided evidence that the Duty Manager Operations request assistance from the Brisbane Duty Manager Operations for two additional rescue vehicles to be supplied, including one vehicle from Cannon Hill to Toowoomba (which was utilised in the Helidon area due to difficulty traversing the Toowoomba ranges) and a second vehicle from Roma street in Brisbane.

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Witness (~~John Frederick~~ William Gresty):

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Declarations:

Question 16(a) What were the call signs for these two rescue vehicles?

37. Vehicle call signs are Cannon Hill - 850 L, Roma Street - 502 L.

Question 16(b) Were the two rescue vehicles manned?

38. I am advised that 850L was crewed by [REDACTED] both of whom are, Level 2 swift water rescue technicians.

39. I am advised that 502L was crewed by [REDACTED] both of whom are Level 2, swift water rescue technicians.

Question 16(c) Why were these two rescue vehicles requested?

40. These vehicles would have been requested to provide support coverage as the vehicles already in the area were being engaged at incidents. This process of moving up vehicles to provide coverage is a standard practice often achieved by utilising resources from within the region. Where a region requires support from another region, those resources are provided when available.

Question 16(d) When were those two vehicles requested?

41. I have no personal knowledge of the time the request was made from the Duty Manager Operations (DMO) (Gordon Hemphrey).

Question 16(e) What station did the Roma street vehicle report to?

42. A search of the QFRS OMS data reveals that Roma Street vehicle 502L moved up to Ipswich fire station at 1520 hours after being engaged in attending incidents within Brisbane Region. Those records are attached and marked "JFG-4".

Question 16(f) What time did these two rescue vehicles arrive at their destination?

43. Records indicate 502 L arrived at Ipswich at 1605. See Attached and marked "JFG-4".

44. Records indicate 850 L was engaged in responding to incidents within South Eastern Region arriving at Gatton Fire station at 1934 hours where the crew were utilised on Gatton 91 in the Grantham Area. See Attached and marked "JFG-4".

This is page 8 of a statement comprising 11 page/s.

Witness (John [REDACTED] William Gresty):

JP/Solicitor/Commissioner for
Declarations [REDACTED]

Question 16(g) Please outline all incidents that these two rescue vehicles were called to attend (and provide a copy of documentation details these attendances).

45. Incidents attended by 850 L are detailed in the document attached and marked "JFG-4".

46. Records indicate that 502L moved up to and stood by at Ipswich Fire station. There is no record of 502 L attending any incidents in South Eastern Region on 10 January. Attached and marked "JFG-4" is a record detailing those movements.

Question 17: Were there any other rescue vehicles which were called to duty?

47. Records indicate that 640K, normally located at Robina rescue station was sent forward to Gatton at 2017 hours arriving at 2157 hours. Attached and marked "JFG-4".

Question 18: Irrespective of who initiated the process of recalling staff and/or appliances:

Question 18(a)(i) Was that decision communicated to station officers and/or operational staff? If no, why not?

48. I am advised that the Regional Technical Rescue Coordinator, Scott Beasley contacted the designated technical rescue stations, Ipswich, Beenleigh and Robina to keep them informed. This is reflected in the telephone records (See "JFG-2").

Question 18(a)(ii) Did anyone contact Mr Stephenson regarding the recall of Mr Paff and Mr Chadwick? What time was Mr Stephenson contacted regarding Mr Paff and Mr Chadwick? What was discussed?

49. I have been advised (by Scott Beasley) that Mr Paff was contacted by Mr Stephenson directly and as such there would be no need to contact him on that matter.

50. With respect to Mr Chadwick, Mr Beasley advises that he rang Ipswich station at 10:41 hours after contacting Mr Chadwick at 10:39 hours. I have no information that would confirm that Mr Stephenson was personally spoken to however I consider this unlikely as response records indicate that the vehicle that Mr Stephenson was crewing was attending an incident. (See phone records at "JFG-2").

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Witness (John Frederick William Gresty):

JP/Solicitor/Commissioner of
Declarations:

Question 18(b) Were any other SWT's contacted (other than Mr Paff and Mr Chadwick)? If so, who? Did those other staff report to duty and, if so, where are they stationed? When did they report to duty?

51. Mr Beasley advised me that he contacted off duty swift water rescue technicians some of who were due to come on to night shift to advise of the situation and determine if any were available to start duty early. This process commenced at approximately 1355 hours. Refer to the attached telephone records of Mr Beasley at "JFG-2".
52. I am advised that some of SWT's were available and reported for duty. The "OMS" records of [REDACTED] and [REDACTED] showing commencement time on "JFG-5" and vehicle crewed on "JFG-6".
53. The other two staff recalled to duty were Brad Hindmarsh and [REDACTED]. From the absence of data, it appears that neither of these firefighters or their respective Officers in charge made the required entry into the OMS and as such a definitive commencement time or vehicle crewed is not available. Time sheets indicate that overtime (i.e. recall to duty) hours were worked prior to midnight on January 10 so they were on duty. See attached "JFG-7".

Question 19: Was consideration given to the allocation of staff over and above the full complement of staff outlined in paragraph 4(e) above?

Question 19(a) If no, why not? In what circumstances would QFRS allocate staff over and above the full complement?

54. Other than those recalled to duty (as mentioned earlier in this statement) no further consideration was given to calling any further staff. The staffing model is designed to deal with most incidents when taking into account that resources from other regions can be accessed during peak times.
55. I also reiterate that the intelligence and weather warnings on the morning of 10 January 2011 did not suggest that such an extreme weather event would be experienced.
56. Sharing of resources between regions is a regular occurrence and deployments often occur between regions to provide additional staff to respond to major incidents.

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Witness (John Frederick William Gresty):

JP/Solicitor/Commissioner for
Declarations:

Question 19(b) If no, why not? In what circumstances would QFRS allocate staff over and above the full complement?

57. Those matters are dealt with in paragraphs [52 to 54] of this statement.


Question 19(c) Is there a formal criterion that QFRS use in deciding staff allocation over and above the full complement?

58. I am unaware of any formal criterion in deciding over full compliment staffing in general terms. With respect specifically to Swift Water Rescue, South Eastern Region has a Swift Water Operational Plan which provides guidance in this matter. Beyond the guidance provided, decisions are made by applying a dynamic risk management approach and will be based on the information available of individual circumstances associated to each incident. The South Eastern Region Swift Water Rescue Operational Plan has been reviewed in preparation for the 2011/12 wet season (now version 1.2) Attached and marked "JFG-8".


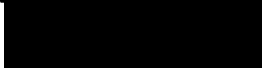
Question 19(d) Were any off-duty staff put on standby for 10 January 2011? If so, why were they put on standby? Who was put on standby?

59. (d) I am not aware of any staff being put on standby on 10 January 2011.

I make this statement of my own free will believing its contents to be true and correct.

Justices Act 1886
I acknowledge by virtue of Section 110A(6C)(c)(i)(ii) of the Justices Act 1886 that:
(1) This written statement by me dated today and contained in the pages numbered 1 to 11 is true to the best of my knowledge and belief; and
(2) I make it knowing that, if it were admitted as evidence, I may be liable to prosecution for stating anything that I know is false.
.....  Signature
Signed at Brisbane this 28th day of November 2011

This is page 11 of a statement comprising 11 page/s.

Witness (John Frederick William Gresty): 	-JP/Solicitor/Commissioner for Declarations: 
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JFG-1

QFRS Operational Guides		
Guide 1	Level 1 Incident Tactical Command	
Guide 2	Management of Level 2 & 3 Incidents	
Guide 3	Control and Coordination Centres	
Guide 4	Air Attack Guidelines	
Guide 5	Breathing Apparatus Safety Teams	
Guide 6	Pre-Incident Planning	
Guide 7	Incident Debriefing	
Guide 8	Exercise Management	
Guide 9	Greater Alarm Response System (v1.0)	✓

Operational Guides have been developed to provide staff with further information and clarification on operational systems and processes.

They are designed to "bridge" the information gap between training documentation and the QFRS Operations Doctrine.

Further Operational Guides will be developed as they are required.

For further information contact the State Operations Directorate ([REDACTED])

Key Points
<ul style="list-style-type: none">• Provides increased operational performance delivery.• Enhanced operational focus for the Incident Controller.• Provides two response systems for the entire state.• The core firefighting component for each alarm level (that is the number of pumpers or rural fire brigades) usually corresponds to double the alarm level number.• The Incident Controller may request the attendance of one additional pumper at an incident without activating the next level of alarm response.• One of the most important issues for an Incident Controller to consider when using GARS is the designation of staging areas.

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Enquiries should be addressed to The Commissioner QFRS, GPO Box 1425 Brisbane 4001

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QUEENSLAND FIRE AND RESCUE SERVICE Relevancy Matrix						
	Urban Fire		Rural Fire			
	Full-time	Part-time	Class 4 Brigade	Class 3 Brigade	Class 2 Brigade	Class 1 Brigade
Applicable	✓	✓	✓	✓	✓	✓
Not Applicable						
May Apply*						

* This document may apply to some Rural brigades. Check with your Senior Officer for additional information.

Prepared by:

Contributors:

Authorised by:

Superintendent
Executive Manager, State Operations Directorate

Acknowledgement: The Queensland Fire and Rescue Service would like to acknowledge the New South Wales Fire Brigades and Metropolitan Fire and Emergency Services Board (Melbourne) in the development of this information.

FOREWORD

Progressive fire services across the world continue to review their operating standards and procedures with a view of improving operational response to the community.

The introduction of the QFRS Operations Doctrine has provided a solid foundation of operational procedures for QFRS personnel that attend an ever growing and diverse range of incidents.

Effective response to emergency incidents must include:

- a rapid dispatch of resources;
- an appropriate weight of attack for the type of emergency;
- notification of relevant offices and authorities;
- appropriate capabilities and equipment to safely resolve the emergency; and
- an appropriate level of incident management relevant to the type and size of the emergency and the resources committed.

One fundamental basis to effective response is to ensure that the organisation has appropriate mobilisation protocols that provide sufficient resources, both in terms of physical resources and a management structure that is appropriate with the scale, intensity and duration of the incident.

QFRS is now adopting a system of response resource mobilisation known as the Greater Alarm Response System or GARS.

GARS is a proven system of response that has worked for many years for fire services overseas and also interstate. GARS will bring a structured and coordinated mobilisation of resources that is designed to match an escalating incident with front line firefighting resources, specialist support and appropriate levels of incident management.

In recognition of the diversity of the state of Queensland, the QFRS GARS approach introduces two models to accommodate and be flexible to the needs of south east Queensland and regional Queensland.

It is extremely important that all QFRS personnel are familiar with the various alarm levels and the relevant protocols contained in this guide. GARS will enhance QFRS operational response and ensure that an appropriate level of physical and human resources are responded to an emergency incident. In doing so, there will be overall improvement in the safety for operational personnel, the effectiveness of operational response and in the delivery of service to the communities of Queensland.



Iain S MacKenzie AFSM
Deputy Commissioner

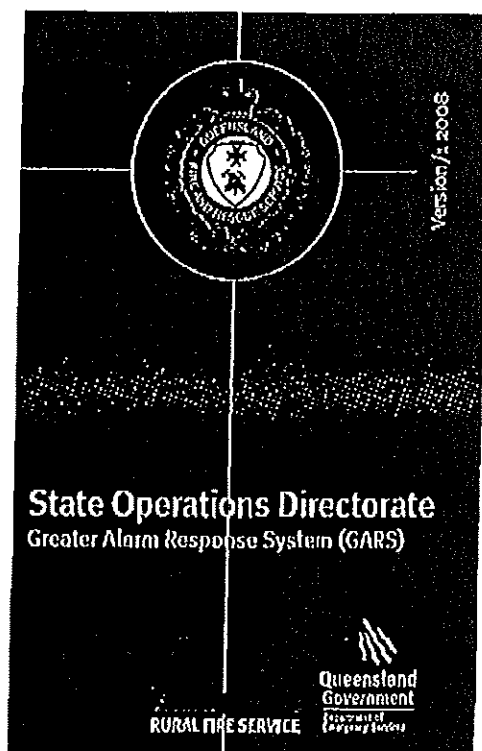
PURPOSE

This guide will provide assistance to QFRS personnel in understanding the introduction of the Greater Alarm Response System (GARS) across the state.

The guide will highlight how GARS works and its relationship with the QFRS Incident Management Levels and the Wildfire Alert System. The two QFRS GARS models (South East Queensland model and Regional Queensland model) will be explained as a local application of available resources.

The detail for the use of GARS is discussed including requesting specialist resources, calling additional resources enroute, calling-off despatched resources, the relationship with Fire Communications Centres and considerations for staging resources.

By using GARS, the Incident Controller (or QFRS Commander) will employ a sufficient weight of initial attack and any ongoing operations by resourcing appropriately at incidents. Furthermore, effective resourcing will maintain a suitable span of control that will ensure that as an incident increases in size (and the subsequent increase in numbers of front line firefighting resources); there must be a matching response of specialist support appliances and personnel as well as an appropriate incident management structure. This will increase the overall safety of all personnel and members of the community during the course of the response.



QFRS GARS Pocket Guide

The pocket guide has been developed to provide a quick reference for the different alarm levels for the South East Queensland and Regional models.

GREATER ALARM RESPONSE LEVELS

A significant part of GARS is the alarm response levels. The level of response is termed the Alarm Response Level and is designed to match the size of the incident. An alarm response level is broken into a number of components:

- Core firefighting component - i.e. the number of Pumpers or Rural Fire Brigades
- Specialist combat resources - i.e. Aerial and Rescues
- Specialist support resources - i.e. Hazmat units and Incident Control Vehicles
- Incident Management and Command Structure

As the size or complexity of the incident escalates there is a corresponding increase in the alarm level. This ensures that the infrastructure that is required to resolve an incident of a particular magnitude is responded as a predetermined response and not on an *ad hoc* basis.

Benefits of using GARS

The introduction and effective use of GARS will enhance the operational performance of QFRS and provides a number of benefits to the organisation's response including:

- The structured system can facilitate resources from one region to be sent to a neighbouring region for a large protracted incident. For example, a large incident in the South East Region that is designated at a certain alarm level may initiate early activation of specialist resources from Brisbane Region.
- GARS will cater for inter-regional needs using a model that uses state-wide resources, rather than a regional-centric perspective.
- The provision of an automatic response of an appropriately sized Incident Management Team (IMT) to support the Incident Controller.
- Supporting the concept of an appropriate sized "weight of attack" with specialised support vehicles and IMT.
- Readily adaptable into the Statewide Notification Incident Protocols as outlined in Standing Order (SO-Q-OM-4.3).
- Allowing the Incident Controller to simplify the requesting of all the appropriate support mechanisms and resources.
- Reduction in radio traffic and improved message reports from the incident ground. Currently radio traffic is now taken up with requests for ancillary services rather than a detailed description of the incident.

GARS Tables

South East Queensland Model

<p style="text-align: center;">QERS South East Queensland Model Brisbane Region and South East Region</p>						
Incident Type	1 st Alarm	2 nd Alarm	3 rd Alarm	4 th Alarm	5 th Alarm	6 th Alarm or Higher
Structure Fire	First Alarm Response is as per Regional Mobilisation Protocols	4 x Pumps 1 x Control Vehicle 1 x Command Officer	6 x Pumps 1 x Control Vehicle 1 x Aerial 1 x BA Hazmat 1 x Scientific Officer 2 x Command Officers	8 x Pumps 1 x Control Vehicle 1 x Rescue 1 x Aerial 1 x BA Hazmat 1 x Scientific Officer 3 x Command Officers	10 x Pumps 1 x Control Vehicle 1 x Rescue 2 x Aerial 1 x BA Hazmat 1 x Scientific Officer 4 x Command Officers	2 x Additional Pumps per alarm
Non-Structure Fire (e.g. wildfire, vehicle)	4 x Pumps or 4 x RFB 1 x Control Vehicle 1 x Command Officer	6 x Pumps or 6 x RFB 1 x Control Vehicle 2 x Command Officers	8 x Pumps or 8 x RFB 1 x Control Vehicle (or ICC) 3 x Command Officers RECC - Watching Brief State Air Desk Notified	10 x Pumps or 10 x RFB 1 x Control Vehicle (or ICC) 4 x Command Officers RFCC - Watching Brief SOCC - Watching Brief State Air Desk Notified	2 x Additional Pumps or Brigades per alarm	
Rescue	3 x Pumps + 1 x Rescue 1 x Control Vehicle 1 x Command Officer	4 x Pumps + 2 x Rescue 1 x Control Vehicle 2 x Command Officers	6 x Pumps + 2 x Rescue 1 x Control Vehicle 3 x Command Officers RECC - Watching Brief	8 x Pumps + 2 x Rescue 1 x Control Vehicle (or ICC) 4 x Command Officers RFCC - Watching Brief SOCC - Watching Brief	2 x Additional Pumps per alarm	
Hazmat	3 x Pumps + 1 x BA Hazmat 1 x Control Vehicle 1 x Scientific Officer 1 x Command Officer	5 x Pumps + 1 x BA Hazmat 1 x Control Vehicle 1 x Scientific Officer 2 x Command Officers	6 x Pumps + 2 x BA Hazmat 1 x Control Vehicle 1 x Decon Unit 1 x Scientific Officer 3 x Command Officers	8 x Pumps + 2 x BA Hazmat 1 x Control Vehicle (or ICC) 1 x Decon Unit 2 x Scientific Officers 4 x Command Officers	2 x Additional Pumps per alarm	

Regional Queensland Model

QFRS Regional Queensland Model (South-West Region, Central Region, North Coast Region, Northern Region and Far Northern Region)						
Incident Type	1 st Alarm	2 nd Alarm	3 rd Alarm	4 th Alarm	5 th Alarm	6 th Alarm or Higher
Structure Fire	First Alarm Response is as per Regional Mobilisation Protocols	4 x Pumps 1 x Command Officer	6 x Pumps 1 x Control Vehicle 1 x Scientific Officer 1 x Command Officer	8 x Pumps 1 x Control Vehicle 1 x Aerial 1 x BA Hazmat 1 x Scientific Officer 2 x Command Officers	10 x Pumps 1 x Control Vehicle 1 x Aerial 1 x BA Hazmat 1 x Scientific Officer 3 x Command Officers	2 x Additional Pumps per alarm
Non-Structure Fire (e.g. wildfire, vehicle)		4 x Pumps or 4 x RFB 1 x Command Officer	6 x Pumps or 6 x RFB 1 x Control Vehicle 1 x Command Officer	8 x Pumps & RFB 1 x Control Vehicle (or ICC) 2 x Command Officers RFCC - Watching Brief State Air Desk - Notified	10 x Pumps or 10 x RFB 1 x Control Vehicle (or ICC) 3 x Command Officers RFCC - Watching Brief SOCC - Watching Brief State Air Desk - Notified	2 x Additional Pumps or Brigades per alarm
Rescue		3 x Pumps + 1 x Rescue 1 x Command Officer	5 x Pumps + 1 x Rescue 1 x Command Officer	7 x Pumps + 1 x Rescue 1 x Control Vehicle 2 x Command Officers RFCC - Watching Brief SOCC - Watching Brief	8 x Pumps + 2 x Rescue 1 x Control Vehicle (or ICC) 3 x Command Officers RFCC - Watching Brief SOCC - Watching Brief	2 x Additional Pumps per alarm
Hazmat		3 x Pumps + 1 x BA Hazmat 1 x Scientific Officer 1 x Command Officer	5 x Pumps + 1 x BA Hazmat 1 x Control Vehicle 1 x Scientific Officer 1 x Command Officer	7 x Pumps + 1 x BA Hazmat 1 x Control Vehicle 1 x Scientific Officer 2 x Command Officers	9 x Pumps + 1 x BA Hazmat 1 x Control Vehicle (or ICC) 2 x Scientific Officer 3 x Command Officers RFCC - Watching Brief SOCC - Watching Brief	2 x Additional Pumps per alarm

GARS Tables Explanatory Notes

The following notes have been prepared to assist in explaining the information contained within the tables and the application of the alarm levels:

1. The First Alarm for any incident will be based on the regional mobilisation protocols.
2. The number of command staff has been calculated as a guide to the number required to safely and effectively manage an incident.
3. For wildfire / bushfire incidents, temporary changes to a First Alarm response will change depending on the current regional "Wildfire Alert Level" and reflect the Regional Wildfire Plan.
4. Where possible, the command personnel should be in addition to the first responding crews.
5. Command officers generally relate to "Senior Officers" where possible. Where this is not possible, the number of designated command officers may be made up by appropriately trained staff.
6. "Rescue" is a generic term for an emergency tender, command rescue (CR) or specialist rescue resource.
7. "BA/Hazmat Vehicle" refers to the Regional BA Hazmat resource. The capability of this resource may differ from region to region.
8. The initial "appliance" response to non-structure fire incidents can be either urban pumpers, Rural Fire Brigades (RFB) or a combination of both. RFB's are used as opposed to appliances as there are various numbers of resources available for different brigades.
9. Depending on the regional resources available, a "Control Vehicle" should be a specialist vehicle with some associated communication equipment for the management of the incident. In some circumstances, the command vehicle may be a Senior Officer's Emergency Response Vehicle (ERV) with suitable equipment.
10. GARS is a mobilisation process for the initial and subsequent request for resources in relatively short time frame and is not applicable during campaign and long duration incidents.

It is acknowledged that in some rural and remote areas there will be a gradual uptake of the system and that full implementation across all areas of the state may take some time.

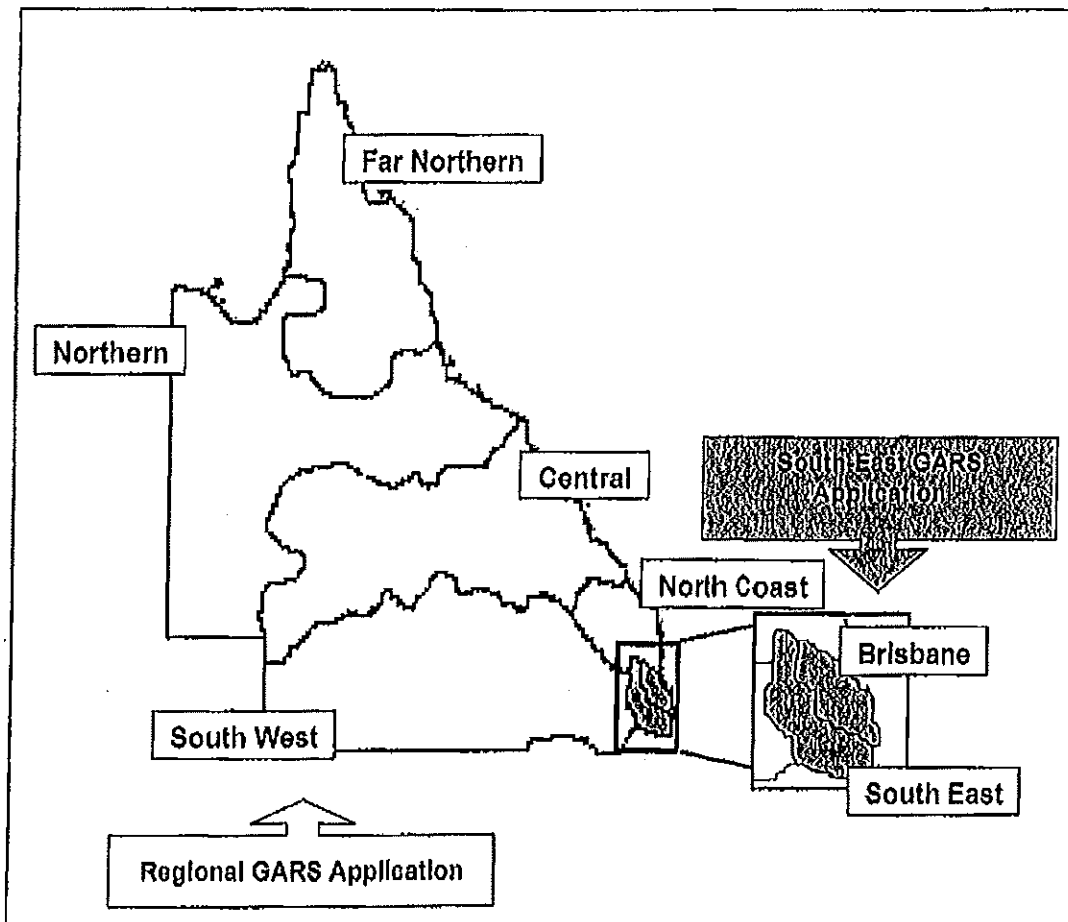
GARS MODELS FOR QFRS

The basis of the GARS model is for the Incident Controller to request a certain alarm level that will respond a predetermined mix of core firefighting resources, specialist support resources and command officers.

Because the system is dependant upon the available resources in the region, the decision was made to develop two models to reflect the increased number of resources (both human and operational) available in the south east corner of the state.

The South East Corner model will be applied to the Brisbane and South East Region, whilst the Regional Model will apply to the remainder of the State.

Whilst the number of core firefighting resources will be the same for each alarm level, the South East Corner model will have a slightly greater amount of support resources and command officers for some alarm levels.



- Supporting the incorporation of specialised day work staff into the IMT structures, e.g., the system will support the response of day work staff from community safety that bring expertise to the incident in the form of specialised knowledge of fire systems and building safety systems.
- Potential to act as a trigger to initiate the Regional Fire Coordination Centre (RFCC) and the State Operations Coordination Centre (SOCC) and to consider re-scheduling all regional training and placing Community Safety and Regional Training staff on standby (but to continue functional roles). Currently there is no predetermined level that triggers the opening of such coordination centres.

GARS and Incident Management Levels

From the initial response of local resources, escalation of the incident may require a scaling up of the Incident Management System. This may be the result of the intensifying complexity, increased application of resources and a predicted protracted incident - or a combination of all factors.

At all stages of the escalation of the management structure, communications and control measures must maintain their effectiveness and have a seamless operational continuity for all personnel.

The QFRS Operations Doctrine, Incident Management System details the levels of incident management, their definitions and the manner in which they escalate.

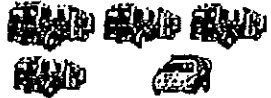


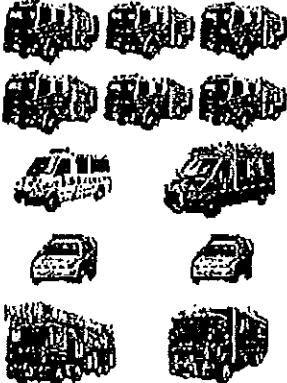

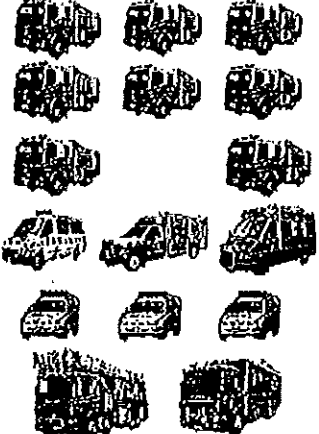
However, there is no direct correlation between alarm levels and incident management levels. A first alarm level maybe used for a number of level one incidents, this does not mean a third alarm is an appropriate response for a level three incident.

GARS and Wildfire Alert Levels

Wildfire Alert Levels are based on the Fire Danger Ratings (FDR) aligned to the Macarthur Forest Fire Danger Meter Mark 5 and Grassland Meter MK 4. The range from *Low* to *Extreme* FDR's is the primary basis for developing and determining a Wildfire Alert Level which is a pre-emptive response to wildfire management in the Region.

As with incident levels, the Wildfire Alert Levels are not directly connected to GARS. With the example of Wildfire Alert Level One is normal business within a Region and is not relevant to a First Alarm (nor relevant to a Level One Incident).

Model Resourcing Comparison for Structure Fire Response

Structure Fire	Regional Queensland Model	South East Queensland Model
1 st Alarm	First Alarm Response is as per Regional Mobilisation Protocols.	
2 nd Alarm		
3 rd Alarm		
4 th Alarm		

Structure Fire	Regional Queensland Model	South East Queensland Model
5 th Alarm		
6 th Alarm or Higher Two additional pumpers per successive alarm		

USING GARS

The core firefighting component for each alarm level (that is the number of pumpers or rural fire brigades) usually corresponds to double the alarm level number.



EXAMPLE: A non-structure fire second alarm responds four pumpers or four rural fire brigades or a combination of both; similarly a structure fire fourth alarm responds eight pumpers and so on.

If for any reason the Incident Controller is unsure of the exact details of the response breakdown, they should request the alarm level on the basis of the number of core firefighting components required to combat the incident. This way, the Incident Controller can be confident that an appropriate number of specialist support vehicles as well as an appropriate sized incident management structure will also be responded.

In addition to the details of the alarm levels, it is important to be aware of these governing protocols that will apply to the new system of responding resources to an incident.

Special Calling Resources

If necessary the Incident Controller may request resources that are not part of the standard alarm - this is known as Special Calling.

Special Calling - One Additional Pumper

The Incident Controller may request the attendance of one additional pumper at an incident without activating the next level of alarm response.



EXAMPLE: The Incident Controller at a third alarm factory fire, where there are sufficient firefighting resources in attendance to control the situation, may simply require the attendance of an additional pumper to assist relay pumping. The Incident Controller can simply Special Call the additional pumper, rather than activating the next complete level of response and transmit a fourth alarm.

It should be noted that Special Calling a single pumper should only occur once during an incident. This is to avoid resource levels climbing incrementally without a corresponding increase in incident management and support resources.

Special Calling - Specialist Resources

In some situations the standard alarm may not provide all of the Specialist Resources required. In such cases the required Specialist Resources should be included as part of the assistance message.

Calling Off Unnecessary Appliances

Alarm levels are based on generic incident types of structure fire, non-structure fire, rescue and hazmat.

There may be some circumstances whereby the Incident Controller may not require the exact type and number of support appliances detailed for the particular alarm level requested. When this occurs, the Incident Controller may transmit as part of the assistance message that a specific resource in the alarm response is not required.

Calling For Assistance En-Route

As per normal QFRS procedures, Officers can still call for assistance en-route should conditions indicate the response needs to be upgraded.



EXAMPLE: An Officer observing large volumes of smoke visible en-route to a factory fire might transmit a message for a higher alarm to be responded than has already been assigned by Firecom.

A request for the response of additional alarms does not have to follow in numerical sequence.



EXAMPLE: The Incident Controller may decide to escalate the response level from the initial first alarm response straight to a fifth alarm or a second alarm direct to a fourth alarm.

Alarm levels may be escalated to what ever level the Incident Controller believes is appropriate to adequately bring the situation under control regardless of the incidents current alarm level.

Firecom Escalating Alarm Levels

Personnel from the Fire Communications Centre may escalate the level of alarm response before an assistance message is received if information suggests the incident will not be handled with the first alarm.

This may occur when the Fire Communication Centre receives a large number of triple '000' calls from the community concerning an incident. The information from these calls must be consistent and indicate to the communication personnel that the incident requires an escalation of the alarm level.

Staging Areas

One of the most important issues for an Incident Controller to consider when using GARS is the designation of staging areas.

Incident Controllers should be aware that some of the additional appliances that arrive on scene in response to higher alarm levels may not necessarily be deployed at the incident immediately. In some instances these appliances may not be deployed at all due to the incident being brought under control without the need for further assistance.

Incident Controllers must establish a staging area as soon as possible for the holding of incoming appliances to prevent unnecessary congestion at the incident, which could hinder operations and compromise safety.

A staging area is set up for incidents of extended duration and size or where congestion could occur. This is an area designated for backup, supplies, personnel, equipment etc, to be stored and kept on standby in case of need. This can also be a location that is used to position vehicles that may be required for incidents such as high-rise incidents that have no facilities but allows the incident control zone to be kept clear of non-required vehicles but allow crews to move into the incident control zone for operations.

Staging Area Officer - appointed by the Operations Officer, approved by the Incident Controller and will be identified by the appropriate tabard. The Staging Area Officer is responsible for managing all resources within a staging area for a specific incident or event. To maintain the effective application of resources at an incident, the Operations Officer will have resources (personnel and/or equipment) staged at a central location managed by a Staging Area Officer.

Generally, once the Incident Controller has requested the staging of appliances, the Officer on the first attending appliance at the staging area will undertake these duties.

FREQUENTLY ASKED QUESTIONS

1. Why are we implementing a system that was developed overseas?

Whilst these types of predetermined levels of response had their origins in overseas fire services, GARS models are now being used by most Australian Fire Services including:

- Melbourne Metropolitan Fire Brigade (MFB),
- New South Wales Fire Brigade (NSWFB),
- Western Australia (FESA),
- Tasmania,
- ACT and
- South Australia (SAMFS).

In fact, the system is not new in Australia with MFB using this type of system for in excess of 20 years.

2. What is wrong with the current system of requesting resources e.g. make pumps four etc.

Whilst this system has served QFRS well, this new system will reduce the responsibilities and pressure on the Incident Controller.

By simply nominating the alarm level, the IC can be confident that not only will they receive the appropriate number of core firefighting resources, but also the appropriate mix of support and specialist resources to assist bringing the incident under control.

In addition, these additional resources will be responded in the first instance, rather than an incremental build up of resources.

3. There is a lot of information contained in the relative matrix. How am I expected to remember all of this when I am deciding on an alarm level?

There are pocket guides and dash stickers available to refer to, but your decision should be made primarily on the number of core firefighting resources (pumps or rural fire brigades) required.

Remember that the alarm level responds double that corresponding number of resources. For example, a 2nd alarm responds four pumpers, 3rd alarm responds six pumpers etc.

If you require one extra appliance rather than responding the next alarm, you can "special call" one additional appliance or one additional rural fire brigade.

4. How does the Wild Fire Alert Level effect GARS?

The regional Wild Fire Alert Level is not related to GARS. If there is a very high fire danger rating for a particular day, the region may increase the level of 1st Alarm response or the initial response, but this does not affect the GARS matrix or its use.

5. I work in an auxiliary station in a regional centre and I have never attended a fire where I can get 8 or 10 pumps so where do I stand?

If you have never had a job at your location where you have required this amount of pumps then you probably won't have any need in the future as well.

Remember that the vast majority of incidents that QFRS attend (no matter where you are in the state) do not progress past a first, second or third alarm.

However, be aware that if you do attend a very significant event at your location (e.g. train derailment) then it is likely that you may have to request a higher alarm level; bearing in mind that you will have to wait a much longer period of time than if you were working in a larger town.

6. Why are there two GARS models

Because GARS responds a predetermined mix of resources to an incident, it is very much dependant upon the available resources in the region.

Due to the fact that there is a greater amount of resources (both human and operational) there will be two models; a South East Queensland Model (Brisbane and South East Region) and a regional model for the rest of the State.

7. What if a Telescopic Aerial Pumper (TAP) is responded as a pumper within an initial alarm response and then I require the attendance of an aerial appliance?

The Incident Controller has a couple of options to consider:

1. Special call an aerial appliance to respond; or
2. Special call an additional pumper to "release" the TAP for re-deployment to meet this requirement.

Note: for response purposes any resource that has a multi-function capability will be treated within the meaning of its initial response, i.e., a TAP responded as a pumper will be considered a pumper irrespective of what function it is actually performing.

JFG-2

Phone Records for 10 January of John Gresty, Gordon Hemphrey and Scott Beasley.

Phone Numbers for Reference

Page 1&2.

John Gresty A/ Assistant Commissioner [REDACTED]

Page 3.

John Gresty A/ Assistant Commissioner Landline [REDACTED]

[REDACTED] (Gresty was only in this office until approximately 4.30pm)

Page 4.

Gordon Hemphrey A/ Duty Manager Operations (DMO)

Mobile Telephone [REDACTED]

Page 5,6 & 7.

Station Officer Scott Beasley (Technical Rescue Coordinator)

Mobile Telephone [REDACTED]

Reference

Ipswich Fire Station [REDACTED]



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Item MobileNet National Direct Dialed Calls - Itemised *continued*

Mobile: c/s. John Giesby (Det. Region Operations) JG Page 1/2

MobileNet National Direct Dialed calls *continued*

	Date	Time	Origin	Number	Rate	Min:Sec	Incl GST \$
	MobileNet		<i>continued</i>				
18438	06 Jan	07:50 am	Mt Cotton Sh			1:08	0.36
18439	06 Jan	07:52 am	VI Cotton Sh			6:24	1.02
18440	06 Jan	08:01 am	Loganholme			0:25	0.14
18441	06 Jan	08:02 am	Loganholme			0:21	0.11
18442	06 Jan	08:03 am	Logan BP			2:26	0.38
18443	06 Jan	08:06 am	Beenleigh			2:17	0.37
18444	06 Jan	08:09 am	Beenleigh			5:06	0.81
18445	06 Jan	08:15 am	Beenleigh			3:33	0.10
18446	06 Jan	08:35 am	Stapleton			2:19	0.74
18447	06 Jan	09:27 am	Beenleigh S			0:59	0.32
18448	06 Jan	09:28 am	Stapleton			2:13	0.10
18449	06 Jan	10:25 am	Beenleigh S			0:34	0.09
18450	06 Jan	10:27 am	NW Warren PK			0:28	0.07
18451	06 Jan	11:01 am	NW Warren PK			1:20	0.22
18452	06 Jan	11:53 am	Beenleigh S			0:15	0.04
18453	06 Jan	12:11 pm	Beenleigh S			0:41	0.10
18454	06 Jan	01:42 pm	Beenleigh S			0:39	0.10
18455	06 Jan	04:03 pm	Beenleigh S			5:37	0.90
18456	06 Jan	04:10 pm	Beenleigh S			3:09	0.50
18457	06 Jan	04:50 pm	Stapleton			1:51	0.30
18458	06 Jan	05:29 pm	Loganholme			3:44	0.60
18459	06 Jan	05:35 pm	Brisbane			0:37	0.10
18460	06 Jan	05:44 pm	Sheldon			4:55	1.57
18461	07 Jan	07:00 am	Alex Hills			18:47	6.01
18462	07 Jan	08:19 am	Beenleigh S			1:16	0.11
18463	07 Jan	08:50 am	Beenleigh S			4:54	0.77
18464	07 Jan	11:05 am	Carina			1:58	0.63
18465	07 Jan	12:30 pm	Beoval			1:44	0.10
18466	07 Jan	12:41 pm	Beoval			0:15	0.04
18467	07 Jan	01:26 pm	Ipswich			0:59	0.11
18468	07 Jan	03:22 pm	Ipswich			0:43	0.22
18469	07 Jan	05:18 pm	Cleveland S			0:58	0.15
18470	08 Jan	10:41 am	Alex Hills			0:06	0.03
18471	08 Jan	10:42 am	Cleveland S			0:04	0.04
18472	08 Jan	10:42 am	Alex Hills			0:04	0.01
18473	08 Jan	12:34 pm	Alex Hills			1:53	0.10
18474	08 Jan	12:39 pm	Alex Hills			4:01	0.11
18475	08 Jan	01:29 pm	Alex Hills			3:34	0.09
18476	08 Jan	01:56 pm	Alex Hills			2:13	0.10
18477	08 Jan	02:00 pm	Alex Hills			0:31	0.16
18478	08 Jan	04:38 pm	Alex Hills			1:01	0.17
18479	09 Jan	12:42 pm	Alex Hills			4:23	0.10
18480	10 Jan	08:29 am	Alex Hills			6:16	Supervisor Firecom office.
18481	10 Jan	07:45 am	Stapleton			7:53	Rural Ops Area Director Ipswich
18482	10 Jan	08:04 am	Beenleigh S			4:46	Area Director Ipswich.



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(2)
A/C SER.
No Mobile

Item MobileNet National Direct Dialed Calls - Itemised *continued*

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MobileNet National Direct Dialed calls *continued*

Item	Date	Time	Origin	Number	Rate	Min:Sec	Incl GST \$
18483	10 Jan	12:44 pm	Slapton			1:20 A/A Iswich	0.22
18484	10 Jan	12:51 pm	Beenleigh S			1:33 A/C South West Region	
18485	10 Jan	02:14 pm	Beenleigh S			5:57 A/A Iswich	0.95
18486	10 Jan	03:19 pm	Beenleigh S			2:06 A/Deputy Commissioner	
18487	10 Jan	03:30 pm	Beenleigh S			5:03 Area Director Galton	
18488	10 Jan	03:58 pm	Beenleigh			2:49 A/Deputy Commissioner	
18489	10 Jan	04:12 pm	Parkinson			0:00 Roc coord.	0.02
18490	10 Jan	05:36 pm	Galton			0:00 Area Director Galton	
18491	10 Jan	05:37 pm	Galton			0:05	0.02
18492	10 Jan	05:38 pm	Galton			0:03 Area Director Galton	
18493	10 Jan	06:13 pm	Galton			3:34 Duty Officer Roc. B/Sleigh	
18494	10 Jan	06:41 pm	Galton			5:22	1.71
18495	10 Jan	06:52 pm	Galton			0:07	0.04
18496	10 Jan	07:42 pm	Galton			8:24 Supt. Director Das.	1.02
18497	10 Jan	07:55 pm	Galton			1:01	0.33
18498	10 Jan	08:20 pm	Galton			0:21	0.06
18499	10 Jan	09:20 pm	Galton			3:35 A/C SER.	0.11
18500	10 Jan	10:10 pm	Galton			0:02	0.00
18501	10 Jan	10:20 pm	Galton			0:54	0.14
18502	11 Jan	05:49 am	Harristown			0:05	0.10
18503	11 Jan	06:07 am	For/ba Spt			0:23	0.10
18504	11 Jan	06:25 am	Mt Lofy			0:07	0.10
18505	11 Jan	06:31 am	Mt Lofy			1:31	1.48
18506	11 Jan	06:38 am	Mt Lofy			2:05	0.67
18507	11 Jan	07:39 am	Galton			0:05	0.10
18508	11 Jan	07:40 am	Galton			0:39	0.10
18509	11 Jan	07:46 am	Galton			2:25	0.39
18510	11 Jan	08:13 am	Galton			6:49	1.09
18511	11 Jan	08:25 am	Galton			4:42	1.50
18512	11 Jan	08:42 am	Galton			2:51	0.82
18513	11 Jan	09:39 am	Galton			1:23	0.22
18514	11 Jan	10:00 am	Galton			0:04	0.02
18515	11 Jan	10:01 am	Galton			0:34	0.16
18516	11 Jan	11:48 am	Galton			2:18	0.73
18517	11 Jan	11:48 am	Galton			1:31	0.10
18518	11 Jan	11:59 am	Galton			3:21	0.11
18519	11 Jan	12:04 pm	Galton			9:26	0.09
18520	11 Jan	12:22 pm	Galton			0:38	0.10
18521	11 Jan	12:26 pm	Galton			0:25	0.07
18522	11 Jan	12:27 pm	Galton			1:35	0.25
18523	11 Jan	12:54 pm	Galton			0:03	0.01
18524	11 Jan	12:54 pm	Galton			1:52	0.60
18525	11 Jan	01:48 pm	Galton			0:06	0.10
18526	11 Jan	01:49 pm	Galton			0:04	0.10
18527	11 Jan	03:06 pm	Galton			1:09	0.18

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Item CustomNet Spectrum Local Calls - Itemised *continued*

*Office of A.C. SER
Landline - RHO Bleigh*

Local calls *continued*

Date	Time	Place	Number	Rate	MinSec	Incl GST \$
39209	20 Jan	09:01 am	[Redacted]	N Economy	' 5'	0.10
			Total for [Redacted]			\$1.98
			Total for Local			\$1.98
			Total for RHO BEENLEIGH			\$1.98
			Total for QFRA REGION 6 AREA 2			\$1.98

* Appearing next to a call charge, indicates calls made under a Flexi-Plan.

Please refer to the Discount Summary section of this bill to obtain further information on your discount

Item CustomNet Spectrum Miscellaneous Calls - Itemised

QFRA REGION 6 AREA 2
RHO BEENLEIGH

Calls To Mobiles

Date	Time	Place	Number	Rate	MinSec	Incl GST \$
			CustomNet 07 3287 8512			
39252	23 Dec	12:32 pm	[Redacted]	N Peak	8.54	2.56
39248	23 Dec	02:05 pm	[Redacted]	N Peak	9.28	1.71
39251	04 Jan	09:18 am	[Redacted]	N Peak	0.29	0.08
39253	04 Jan	10:24 am	[Redacted]	N Peak	29.51	8.53
39246	04 Jan	02:37 pm	[Redacted]	N Peak	0.07	0.02
39241	04 Jan	02:38 pm	[Redacted]	N Peak	2.55	0.53
39237	04 Jan	02:49 pm	[Redacted]	N Peak	9.05	1.64
39231	05 Jan	08:07 am	[Redacted]	N Peak	2.14	0.40
39235	05 Jan	08:32 am	[Redacted]	N Peak	2.38	0.48
39255	06 Jan	08:42 am	[Redacted]	N Peak	13.15	3.80
39236	06 Jan	09:34 am	[Redacted]	N Peak	2.21	0.43
39228	06 Jan	10:46 am	[Redacted]	N Peak	6.11	1.77
39229	06 Jan	04:39 pm	[Redacted]	N Peak	0.06	0.01
39244	06 Jan	04:46 pm	[Redacted]	N Peak	0.04	0.01
39242	10 Jan	11:57 am	[Redacted]	N Peak	0.24	0.08
39236	10 Jan	02:04 pm	[Redacted]	N Peak	8.21	2.37
39247	10 Jan	02:59 pm	[Redacted]	N Peak	3.50	1.00
39230	10 Jan	08:43 pm	[Redacted]	N Peak	0.59	0.17
39225	10 Jan	08:58 pm	[Redacted]	N Off Peak	0.05	0.01
39226	10 Jan	08:58 pm	[Redacted]	N Off Peak	0.05	0.01
39227	10 Jan	08:59 pm	[Redacted]	N Off Peak	0.05	0.01
39224	10 Jan	09:00 pm	[Redacted]	N Off Peak	10.00	2.80
39232	11 Jan	10:51 am	[Redacted]	N Peak	0.07	0.02
39239	13 Jan	08:21 am	[Redacted]	N Peak	0.07	0.02
39233	13 Jan	08:23 am	[Redacted]	N Peak	0.16	0.05
39234	13 Jan	08:25 am	[Redacted]	N Peak	0.31	0.09
39249	13 Jan	09:49 am	[Redacted]	N Peak	0.18	0.05

*A/C FNR
SER Tech Rescue Covered
A/C SW Region 0.70
Incid Control Callout 0.59
Actual A/C SER 0.02
Incid Control Callout
ICC Callout 0.01
Actual A/C SER 8.1*



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Item MobileNet National Direct Dialed Calls - Itemised *continued*

Mobile: G. Humphrey (Reg. Fire Investigator Board)

OPERATING FROM ROC RMA B'leigh.

MobileNet National Direct Dialed calls *continued*

	Date	Time	Origin	Number	Rate	Min:Sec	Incl GST \$
	MobileNet		<i>continued</i>				
7258	09 Jan	06:36 pm	Up Coon W			3:30	1.13
7259	10 Jan	07:27 am	Stapylon			0:42 2	0.22
7260	10 Jan	07:30 am	Ormeau Nth			1:33 Firecom SER.	0.49
7261	10 Jan	07:32 am	Ormeau			1:30 Actia AC SER.	0.24
7262	10 Jan	08:31 am	Beenleigh S			0:39 Firecom SER.	0.21
7263	10 Jan	08:49 am	Beenleigh S			1:07 SER. Tech. Rescue Board.	
7264	10 Jan	10:33 am	Beenleigh S			0:44 Firecom SER.	0.23
7265	10 Jan	01:01 pm	Beenleigh S			1:52 SER. Tech. Rescue Board.	
7266	10 Jan	01:49 pm	Beenleigh S			1:53 SER. Tech. Rescue Board.	
7267	10 Jan	01:52 pm	Stapylon			0:27 Al Director Callbox	
7268	10 Jan	02:40 pm	Beenleigh S			1:34 Al Director Callbox	
7269	10 Jan	03:05 pm	Beenleigh S			0:55 Firecom SER.	0.30
7270	10 Jan	03:09 pm	MassageDank			0:17 DMD Brisbane	0.04
7271	10 Jan	03:37 pm	Beenleigh S			0:26 Firecom SER.	0.14
7272	10 Jan	03:41 pm	Beenleigh S			1:24	0.45
7273	10 Jan	03:48 pm	Beenleigh S			1:24	0.45
7274	10 Jan	03:54 pm	Beenleigh			1:22	0.44
7275	10 Jan	05:00 pm	Beenleigh S			4:31	1.44
7276	10 Jan	05:16 pm	Beenleigh S			0:33	0.19
7277	10 Jan	05:50 pm	Beenleigh S			0:39	0.19
7278	10 Jan	07:28 pm	Beenleigh S			0:11	0.06
7279	10 Jan	07:28 pm	Beenleigh S			0:59	0.32
7280	10 Jan	07:38 pm	Beenleigh S			0:26	0.14
7281	10 Jan	07:46 pm	Beenleigh S			3:17	1.05
7282	10 Jan	08:51 pm	Beenleigh S			2:16	0.72
7283	10 Jan	09:00 pm	Beenleigh S			0:17	0.05
7284	10 Jan	10:57 pm	Coon Wirs			2:38	0.84
7285	11 Jan	05:53 am	Coonora Nth			3:18	0.63
7286	11 Jan	06:41 am	Beenleigh S			2:28	0.79
7287	11 Jan	06:51 am	Beenleigh			3:35	0.67
7288	11 Jan	06:55 am	Beenleigh S			2:25	0.77
7289	11 Jan	07:05 am	Beenleigh S			0:45	0.24
7290	11 Jan	07:09 am	Beenleigh S			0:32	0.17
7291	11 Jan	07:14 am	Beenleigh S			2:46	0.89
7292	11 Jan	07:18 am	Beenleigh			0:25	0.13
7293	11 Jan	07:26 am	Beenleigh			3:27	0.10
7294	11 Jan	07:37 am	Beenleigh			0:59	0.32
7295	11 Jan	07:58 am	Beenleigh			1:02	0.10
7296	11 Jan	08:02 am	Beenleigh			1:52	0.60
7297	11 Jan	08:34 am	Beenleigh S			0:21	0.09
7298	11 Jan	08:36 am	Beenleigh S			1:03	0.35
7299	11 Jan	08:49 am	Beenleigh S			0:46	0.11
7300	11 Jan	09:01 am	Beenleigh S			0:23	0.13
7301	11 Jan	09:21 am	Beenleigh S			0:55	0.29
7302	11 Jan	09:34 am	Beenleigh S			0:52	0.28

Scott Beasley Phone Records. 10.1.11.

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305	10 Jan 08:51	Surfers Par		
306	10 Jan 09:13	Surfers Par	0:55	0.29
307	10 Jan 09:27	Surfers E	1:34	0.50
308	10 Jan 10:30	Surfers P	5:39	1.81
309	10 Jan 10:37	Surfers E	1:25	0.10
310	10 Jan 10:39	Surfers E	0:43	0.12
311	10 Jan 10:40	Surfers P	0:17	0.09
312	10 Jan 10:41	Surfers P	0:55	0.29
313	10 Jan 11:45	Surfers E	1:21	0.22
314	10 Jan 11:47	Surfers E	0:14	0.07
315	10 Jan 12:16	Surfers P	0:29	0.16
316	10 Jan 12:18	Surfers P	1:08	0.10
317	10 Jan 13:44	Surfers Par	0:50	0.26
318	10 Jan 13:51	Surfers P	1:04	0.17
319	10 Jan 13:55	Surfers E	0:38	0.21
320	10 Jan 13:58	Surfers P	1:03	0.16
321	10 Jan 14:00	Surfers P	0:47	0.13
322	10 Jan 14:01	Surfers P	1:16	0.10
323	10 Jan 14:19	Surfers P	0:36	0.19
324	10 Jan 14:21	Surfers P	0:34	0.09
325	10 Jan 14:42	Surfers Pa	0:53	0.14
326	10 Jan 14:44	Surfers Pa	2:42	0.10
327	10 Jan 15:08	Surfers Es	0:57	0.10
328	10 Jan 15:10	Surfers Est O	0:15	0.04
329	10 Jan 15:11	Surfers Es	0:05	0.03
330	10 Jan 15:11	Surfers Es	1:42	0.27
331	10 Jan 15:14	Chevron I	1:09	0.10
332	10 Jan 15:36	Ernest	0:16	0.04
333	10 Jan 15:43	Oxenford	2:10	0.70
334	10 Jan 15:46	Ormeau	0:18	0.09
335	10 Jan 15:46	Ormeau	1:14	0.40
336	10 Jan 16:08	Beenlegh	1:52	0.30
337	10 Jan 16:10	Beenlegh	0:58	0.31
338	10 Jan 16:18	Beenlegh	0:17	0.04
339	10 Jan 16:19	Beenleigh S O	1:10	0.37
340	10 Jan 16:35	Beenlegh	0:02	0.02
341	10 Jan 16:36	Beenlegh	0:37	0.19
342	10 Jan 16:43	Beenlegh	0:23	0.06
343	10 Jan 16:48	Beenlegh	3:14	0.52
344	10 Jan 16:54	Beenlegh	0:08	0.02
345	10 Jan 16:54	Beenlegh	0:17	0.09
346	10 Jan 16:56	Beenlegh	1:25	0.46
347	10 Jan 17:03	Beenlegh	2:43	0.87
348	10 Jan 17:18	Beenlegh	1:01	0.16
349	10 Jan 17:20	Beenlegh	0:29	0.15
350	10 Jan 17:28	Beenleigh S O	1:13	0.20
351	10 Jan 17:32	Beenlegh	3:04	0.98
352	10 Jan 17:40	Beenlegh	2:19	0.37
353	10 Jan 17:44	Beenlegh	0:07	0.02
354	10 Jan 17:44	Beenlegh	0:27	0.14

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355	10 Jan 18:08	Beenleigh S	0:12	0.07
356	10 Jan 18:10	Beenleigh S	0:07	0.02
357	10 Jan 18:11	Beenleigh S	0:07	0.01
358	10 Jan 18:11	Beenleigh S	0:04	0.03
359	10 Jan 18:15	Beenleigh S	0:07	0.01
360	10 Jan 18:16	Beenleigh S	2:12	0.36
361	10 Jan 18:20	Beenleigh S 04	5:44	0.91
362	10 Jan 18:32	Beenleigh S	1:21	0.43
363	10 Jan 18:37	Beenleigh S	0:28	0.15
364	10 Jan 18:41	Beenleigh S	0:05	0.02
365	10 Jan 18:42	Beenleigh S	0:57	0.15
366	10 Jan 18:45	Beenleigh S	0:05	0.10
367	10 Jan 18:47	Beenleigh S	1:50	0.29
368	10 Jan 18:53	MessageBar	0:12	0.07
369	10 Jan 19:00	MessageBar	0:20	0.10
370	10 Jan 19:01	Beenleigh S	0:30	0.08
371	10 Jan 19:07	Beenleigh S	0:05	0.03
372	10 Jan 19:21	Beenleigh S 54	5:26	1.74
373	10 Jan 19:28	Beenleigh S	1:05	0.35
374	10 Jan 19:38	Beenleigh S	0:43	0.22
375	10 Jan 19:48	Beenleigh S	1:21	0.22
376	10 Jan 19:53	Beenleigh S	2:17	0.37
377	10 Jan 19:57	Beenleigh S	0:17	0.09
378	10 Jan 19:59	Beenleigh S	1:54	0.60
379	10 Jan 20:02	Beenleigh S	1:44	0.28
380	10 Jan 20:06	Beenleigh S	0:23	0.12
381	10 Jan 20:10	Beenleigh S	1:02	0.34
382	10 Jan 20:14	Beenleigh S	1:17	0.41
383	10 Jan 20:18	Beenleigh S 55	0:36	0.19
384	10 Jan 20:19	Beenleigh S	2:03	0.65
385	10 Jan 21:01	Beenleigh S	0:13	0.07
386	10 Jan 21:02	Beenleigh S	0:14	0.04
387	10 Jan 21:03	Beenleigh S	0:03	0.02
388	10 Jan 21:03	Beenleigh S	1:12	0.38
389	10 Jan 21:05	Beenleigh S	0:38	0.20
390	10 Jan 21:15	Beenleigh S	0:11	0.06
391	10 Jan 21:17	Beenleigh S	0:07	0.04
392	10 Jan 21:17	Beenleigh S	0:01	0.00
393	10 Jan 21:18	Beenleigh S	0:08	0.05
394	10 Jan 21:18	Beenleigh S 040	0:16	0.08
395	10 Jan 21:20	Beenleigh S	0:46	0.25
396	10 Jan 21:21	Beenleigh S	0:38	0.20
397	10 Jan 21:22	Beenleigh S	1:12	0.19
398	10 Jan 21:25	MessageBar	1:49	0.58
399	10 Jan 21:30	Beenleigh S	2:15	0.72
400	10 Jan 21:37	Beenleigh S	0:03	0.02
401	10 Jan 21:38	Beenleigh S	0:19	0.10
402	10 Jan 21:39	Beenleigh S	1:31	0.49
403	10 Jan 21:48	Beenleigh S	0:04	0.02
404	10 Jan 21:53	Beenleigh S	1:27	0.23

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405	10 Jan 21:55	Beenleigh	0:28	0.15
406	10 Jan 21:57	Beenleigh	1:25	0.45
407	10 Jan 22:00	Beenleigh	0:56	0.30
408	10 Jan 22:26	Oxenford	0:07	0.04
409	10 Jan 22:28	Helensvale	0:04	0.02

"JHG-3"

Crew Sheet / Operation Management (Q169) 1-11-03
 Operations Management System

Primary Management Details
 Personnel Details
 January 2011

Position: JHG-3
 Job Number: 0000
 Date: 2011/01/01
 Shift: 0700-1900
 Type of assignment: Permanent
 Number of crew: 0000
 Difference: 0.00
 Difference: 0.00

Calendar View
 January 2011

Day	Start	End	Work	Off	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT	OT
01/01/11	0700	1900	ON																	
01/02/11	0700	1900	ON																	
01/03/11	0700	1900	ON																	
01/04/11	0700	1900	ON																	
01/05/11	0700	1900	ON																	
01/06/11	0700	1900	ON																	
01/07/11	0700	1900	ON																	
01/08/11	0700	1900	ON																	
01/09/11	0700	1900	ON																	
01/10/11	0700	1900	ON																	
01/11/11	0700	1900	ON																	
01/12/11	0700	1900	ON																	

Legend:
 ON: On Duty
 OFF: Off Duty
 OT: Overtime
 ON: On Duty
 OFF: Off Duty
 OT: Overtime

Legend:
 ON: On Duty
 OFF: Off Duty
 OT: Overtime

Legend:
 ON: On Duty
 OFF: Off Duty
 OT: Overtime

Legend:
 ON: On Duty
 OFF: Off Duty
 OT: Overtime

"JFG-3"

CEX
Operations Management System
January 2011

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Calendar View
January 2011

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Date	Day	Operational Hours	Operational Zones
2011-01-01	Sat	07:00 - 17:00	24 hours
2011-01-02	Sun	07:00 - 17:00	24 hours
2011-01-03	Mon	07:00 - 17:00	24 hours
2011-01-04	Tue	07:00 - 17:00	24 hours
2011-01-05	Wed	07:00 - 17:00	24 hours
2011-01-06	Thu	07:00 - 17:00	24 hours
2011-01-07	Fri	07:00 - 17:00	24 hours
2011-01-08	Sat	07:00 - 17:00	24 hours
2011-01-09	Sun	07:00 - 17:00	24 hours
2011-01-10	Mon	07:00 - 17:00	24 hours
2011-01-11	Tue	07:00 - 17:00	24 hours
2011-01-12	Wed	07:00 - 17:00	24 hours
2011-01-13	Thu	07:00 - 17:00	24 hours
2011-01-14	Fri	07:00 - 17:00	24 hours
2011-01-15	Sat	07:00 - 17:00	24 hours
2011-01-16	Sun	07:00 - 17:00	24 hours
2011-01-17	Mon	07:00 - 17:00	24 hours
2011-01-18	Tue	07:00 - 17:00	24 hours
2011-01-19	Wed	07:00 - 17:00	24 hours
2011-01-20	Thu	07:00 - 17:00	24 hours
2011-01-21	Fri	07:00 - 17:00	24 hours
2011-01-22	Sat	07:00 - 17:00	24 hours
2011-01-23	Sun	07:00 - 17:00	24 hours
2011-01-24	Mon	07:00 - 17:00	24 hours
2011-01-25	Tue	07:00 - 17:00	24 hours
2011-01-26	Wed	07:00 - 17:00	24 hours
2011-01-27	Thu	07:00 - 17:00	24 hours
2011-01-28	Fri	07:00 - 17:00	24 hours
2011-01-29	Sat	07:00 - 17:00	24 hours
2011-01-30	Sun	07:00 - 17:00	24 hours
2011-01-31	Mon	07:00 - 17:00	24 hours

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

Personal Details
Name: JFG-3
Type of assignment: Permanent
Reporting Date: 2011-01-01
Operational Hours: 24 hours
Operational Zones: 24 hours

JFG 4"

1 of 7

Date/Time	Activity	Location	Comment	Dispatcher
1/10/2011 18:40	Station	Gatton FS		6SARJAM
1/10/2011 18:40	Unit Comment		[IAS] Arrived at Standby - Vehicle is At Station/Post.	6SARJAM
1/10/2011 18:40	Unit Comment		[ISB] TO STN 77	6SARJAM
1/10/2011 18:40	Enroute To Post	Gatton FS		6SARJAM
1/10/2011 18:29	Unit Comment		[IK6] Vehicle is in quarters at Station/Post.	6MARROS
1/10/2011 18:29	Station	Beenleigh FS		6MARROS
1/10/2011 18:29	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 635K was not the last vehicle on the incident.	6MARROS
1/10/2011 18:29	Available	Clarendon Rd (NO. 12)	Unit Cleared From Incident QF6-11-002976	6MARROS
1/10/2011 18:29	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002976	6MARROS
1/10/2011 18:29	Action Code K40 Executed	Gatton FS	[K40] Vehicle Not Required.	6MARROS
1/10/2011 18:29	Dispatched	Clarendon Rd (NO. 12)	Response Number (01102011-000166)	6MARROS
1/10/2011 17:55	Station	Gatton FS		6SARJAM
1/10/2011 17:55	Unit Comment		[IAS] Arrived at Standby - Vehicle is At Station/Post.	6SARJAM
1/10/2011 17:55	Unit Comment		[ISB] TO STN 77	6SARJAM
1/10/2011 17:55	Enroute To Post	Gatton FS		6SARJAM
1/10/2011 16:44	Unit Comment		[IAL] CURRENTLY 600M WESTBOUND ON WARREGO HIGHWAY - TRYING TO ACCESS GATTON ROAD TECH HAVE CLOSED THE ROAD - SO FLETHOER QPS HERE ASAP - MOVE THE BLOCKAGE FURTHER DOWN THE ROAD TO ALLOW THE TRUCK DRIVERS TO ACCESS ROUNDABOUT.	6VICMCG
1/10/2011 16:15	Unit Comment		[IAL] STAY AT GATTON - ADVISED BY CAMERON	6VICMCG
1/10/2011 16:12	Unit Comment		[IBB] Brigade Business - Local Area RETURN TO IPSWICH - ADVISED BY CAMERON	6VICMCG
1/10/2011 16:12	Local Area	Ipswich FS		6VICMCG
1/10/2011 15:18	ReAssign Vehicle	5 Karbul Cr		6EMMSTR
1/10/2011 15:18	Action Code NR Executed		[NR] Unit Assigned to Incident.	6EMMSTR
1/10/2011 15:18	Dispatched	5 Karbul Cr	Response Number (01102011-0000135)	6EMMSTR
1/10/2011 15:03	Unit Comment		[IK6] Vehicle is in quarters at Station/Post.	6VICMCG
1/10/2011 15:03	Station	Beenleigh FS		6VICMCG
1/10/2011 14:50	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 635K was not the last vehicle on the incident.	6VICMCG
1/10/2011 14:50	Available	35 Diana St	Unit Cleared From Incident QF6-11-002820	6VICMCG
1/10/2011 14:50	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002820	6VICMCG
1/10/2011 14:50	Action Code K40 Executed	PACIFIC HWY	[K40] Vehicle Not Required.	6VICMCG
1/10/2011 14:40	Resp	35 Diana St	Responding From = BRIGADE DRIFIRE STATION AND CEMETERY ACCS [ITO] Vehicle Responding.	6VICMCG
1/10/2011 14:38	Action Code WB Executed	ACCES		6EMMSTR
1/10/2011 14:35	Dispatched	35 Diana St	[INVB] TURNED OUT BY PHONE Response Number (01102011-0000139)	6VICMCG
1/10/2011 14:32	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 635K was not the last vehicle on the incident.	6EMMSTR
1/10/2011 14:32	Available	0 Warrego Hwy (TYCO WATER)	Unit Cleared From Incident QF6-11-002806	6EMMSTR
1/10/2011 14:32	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002806	6EMMSTR
1/10/2011 14:26	Dispatched	0 Warrego Hwy (TYCO WATER)	Response Number (01102011-0000124)	6EMMSTR
1/10/2011 14:24	Station			6VICMCG
1/10/2011 14:24	Unit Comment		[IK6] Vehicle is in quarters at Station/Post.	6VICMCG
1/10/2011 14:18	Unit Comment		[IBB] Brigade Business - Local Area.	6VICMCG
1/10/2011 14:18	Local Area	Beenleigh FS		6VICMCG
1/10/2011 13:49	Available	10 McCormack Dr	Unit Cleared From Incident QF6-11-002741	6EMMSTR
1/10/2011 13:49	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002741	6EMMSTR
1/10/2011 13:49	Action Code K40 Executed	LOGAN HWY/LOGAN HWY ON RAMP	[K40] Vehicle Not Required.	6EMMSTR
1/10/2011 13:49	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 635K was not the last vehicle on the incident.	6EMMSTR
1/10/2011 13:48	Resp	10 McCormack Dr	Responding From = CENTENARY HWY/LOGAN HWY ON RAMP [ITO] Vehicle Responding.	6VICMCG
1/10/2011 13:43	Dispatched	10 McCormack Dr	Response Number (01102011-0000112)	6VICMCG
1/10/2011 13:21	Action Code K4 Executed	0 - 0 Undul'ah Rd (XST RICE ROAD, 725 ON VHF. CHANNEL 1)	[K4] Vehicle leaving scene, available.	6CAMSPA
1/10/2011 13:21	Available		Unit Cleared From Incident QF6-11-002658	6CAMSPA
1/10/2011 13:21	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002658	6CAMSPA
1/10/2011 11:33	At Scene	0 - 0 Undul'ah Rd		6CAMSPA
1/10/2011 11:27	Action Code WB Executed	RIPLEY RD	[INVB] LARGE AMOUNT OF WATER RIPLEY RD CROSSING ASSESSING THE SITUATION	6EMMSTR
1/10/2011 10:52	Resp	0 - 0 Undul'ah Rd (XST RICE ROAD)	Responding From = TESSMAN ST/BRIAN ST [ITO] Vehicle Responding. ASKED TO SPELL STREET	6VICMCG
1/10/2011 10:50	Dispatched	0 - 0 Undul'ah Rd (XST RICE ROAD)	Response Number (01102011-0000102)	6VICMCG
1/10/2011 10:49	Available	0 - 0 Old Rosevale Rd (1 PERSON STUCK IN VEHICLE)	Unit Cleared From Incident QF6-11-002630	6CAMSPA
1/10/2011 10:49	Cancel Vehicle Ass'g		Unit Cleared From Incident QF6-11-002630	6CAMSPA
1/10/2011 10:49	Action Code K40 Executed	IPSWICH HWY/SERVICE CROSSOVER	[K40] Vehicle Not Required.	6CAMSPA
1/10/2011 10:49	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 635K was not the last vehicle on the incident.	6CAMSPA
1/10/2011 10:44	Action Code YB Executed	LOGAN HWY ON RAMP/LOGAN HWY	[INVB] REQUEST 645M TO TURN ON RADIO	6VICMCG
1/10/2011 10:21	Resp	0 - 0 Old Rosevale Rd (1 PERSON STUCK IN VEHICLE)	Responding From = Logan's FS [ITO] Vehicle Responding	6VICMCG
1/10/2011 10:18	Action Code NR Executed		[NR] Unit Assigned to Incident.	6EMMSTR
1/10/2011 10:18	Dispatched	0 - 0 Old Rosevale Rd (1 PERSON STUCK IN VEHICLE)	Response Number (01102011-0000160)	6EMMSTR

Date/Time	Activity	Location	Comment	Dispatcher
1/10/2011 22:20	At Scene	HARRIS ST & ANZAC AV	[A1] Vehicle At Scene,	6MARROS
1/10/2011 22:20	Resp	HARRIS ST & ANZAC AV [CONTROL POINT]	Responding From = DITCHMANS RD [TO] Vehicle Responding.	6MARROS
1/10/2011 22:20	Dispatched	HARRIS ST & ANZAC AV [CONTROL POINT]	Response Number (01102011-0000056)	6MARROS
1/10/2011 22:19	Local Area			6MARROS
1/10/2011 22:19	Unit Comment		[1BB] Brigade Business - Local Area TAKEN UP WITH RESIDENTS. HEADING TO HARRIS ST.	6MARROS
1/10/2011 19:03	Station	Gatton FS		6SARJAM
1/10/2011 19:03	Unit Comment		[AS] Arrived at Standby - Vehicle is At Station/Post/LAT BTN 77	6SARJAM
1/10/2011 18:21	Unit Comment		[ISB] TO STN 77	6SARJAM
1/10/2011 18:21	Enroute To Post	Gatton FS		6SARJAM
1/10/2011 18:21	Action Code K4 Executed	10 McCormack Dr	[K4] Vehicle leaving scene, available.	6SARJAM
1/10/2011 18:21	Available		Unit Cleared From Incident OF6-11-002741	6SARJAM
1/10/2011 18:20	Action Code WB Executed	10 McCormack Dr	[W8] 678A MOBILE TO GATTON TO TAKE UP WITH INSP CAULEY	6SARJAM
1/10/2011 18:14	Action Code WB Executed	10 McCormack Dr	[W8] HEADING TO MURPHY'S CREEK HOTEL, MURPHY'S CREEK RE STAGWIG POINT	6MARROS
1/10/2011 18:54	Action Code WB Executed	10 McCormack Dr	[W8] 677E GOING TO DIANE CRES.	6EMMSTR
1/10/2011 15:53	Action Code WB Executed	10 McCormack Dr	[W8] 100 POSTMANS RIDGE RD. HOUSE IS GONE ALL RES ACCOUNTED FOR. 168 POSTMANS RIDGE RD. HOUSE GONE POSSIBLE 5 PERSON MISSING. 678A IN PROCESS OF COLLECTING PERSONS.	6EMMSTR
1/10/2011 15:44	Action Code WB Executed	10 McCormack Dr	[W8] POSTMANS RIDGE AND MURPHY'S CREEK RD	6EMMSTR
1/10/2011 15:39	Action Code WB Executed	10 McCormack Dr	[W8] 168 - HOUSE TOTALLY DESTROYED NOTHING LEFT, NO OCCUPANTS	6VICMCG
1/10/2011 15:37	Action Code WB Executed	10 McCormack Dr	[W8] 677E - 2 SWIFTWATER TECHNICIANS ON BOARD	6VICMCG
1/10/2011 15:36	Action Code WB Executed	10 McCormack Dr	[W8] AT NO 168 HOUSE TOTAL DESTROYED, 1 PERS HANGING TO TREE, REQ AERIAL SPT	6EMMSTR
1/10/2011 16:29	Action Code WB Executed	10 McCormack Dr	[W8] 645Y 678A PROCEEDING TO APPROX 100 POSTMANS RIDGE ROAD, REPORT OF HOUSE WASHED AWAY, POSSIBLE 6 PERSONS INSIDE, 678E PROCEEDING TO 13-26 DIANE CRES TO HOUSE THAT HAS BEEN WASHED AWAY - 4-6 PERSONS COULD BE INSIDE	6VICMCG
1/10/2011 16:09	Action Code WB Executed	10 McCormack Dr	[W8] 672A WEST BOUND WARREGO HIGHWAY AT MCDONALDS ALLOW PEOPLE TO GO TO GATTON, 100 CARS STUCK SEND THEM BACK THE OTHER WAY	6VICMCG
1/10/2011 15:03	Action Code WB Executed	10 McCormack Dr	[W8] 4 PERSONS RESCUED FROM 369 POSTMANS RIDGE ROAD, THEY ARE SAFE, ALL OUT OF WATER AT THIS STAGE	6VICMCG
1/10/2011 14:55	Action Code WB Executed	10 McCormack Dr	[W8] WARREGO HIGHWAY, INUNDATED WITH WATER, 676Y EVACUATING PEOPLE- OPS URGENCY	6VICMCG
1/10/2011 14:48	Primary Vehicle Status Change		Primary Vehicle Status set	6VICMCG
1/10/2011 14:48	Action Code CV Executed		[CV] Control Vehicle -	6VICMCG
1/10/2011 14:39	At Scene	10 McCormack Dr	[K2] Vehicle At Scene - Incident in evidence. HOUSES INUNDATED - BRIDGE IMPASSIBLE, STUCK ON MURPHY'S CREEK DRIVE, SWIMMERS IN WATER, RESCUING PEOPLE FROM HOUSES	6VICMCG
1/10/2011 14:32	Resp	10 McCormack Dr	Responding From = POSTMANS RIDGE RD/UNNAMED POSTMANS RIDGE RD	6CAMSPA
1/10/2011 14:32	Dispatched	10 McCormack Dr	Response Number (01102011-0000127)	6CAMSPA
1/10/2011 14:32	ReAssign Vehicle	CHANNEL 17	ReAssign Reason: Re-assign Cluster/Unit	6CAMSPA
1/10/2011 14:14	Action Code WB Executed	GOOS RD	[W8] RIGTH AT HELIDON SPA, PROCEED 6 KM POSTMAN RIDGE, FIREFIGHTER IN PERSON CAR AT THE SUB STATION ON THE CORNER	6VICMCG
1/10/2011 14:13	Action Code WB Executed	GOOS RD	[W8] 676Y ALSO REQ FOR THE INCIDENTS	6CAMSPA
1/10/2011 14:13	Action Code WB Executed	GOOS RD	[W8] 3KM MARK ON GATTON BY PASS, RESPOND SES TUG BOAT	6VICMCG
1/10/2011 14:12	Action Code WB Executed	WARREGO HWY	[W8] HAVE 78 RTN TO THE HWY WILL DEAL BOTH MURPHY'S CREEK JOB AS ONE	6CAMSPA
1/10/2011 13:56	Action Code WB Executed	WARREGO HWY	[W8] HOW FAR IS 678A FROM THE LOCATION OF THE INCIDENT...	6EMMSTR
1/10/2011 13:35	Resp	0 Murphys Creek Rd [-ODIN ST]	Responding From = WARWICK RD	6CAMSPA
1/10/2011 13:35	Dispatched	0 Murphys Creek Rd [-ODIN ST]	Response Number (01102011-0000109)	6CAMSPA
1/10/2011 13:12	Action Code K4 Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[K4] Vehicle leaving scene, available.	6VICMCG
1/10/2011 13:12	Available		Unit Cleared From Incident OF6-11-002658	6VICMCG
1/10/2011 13:12	Cancel Vehicle Assig		Unit Cleared From Incident OF6-11-002658	6VICMCG
1/10/2011 13:12	Action Code WB Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[W8] MADE UP, 643M K4	6VICMCG
1/10/2011 13:02	Action Code ST Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[IS1] No further assistance required from responding units.	6CAMSPA
1/10/2011 13:02	Action Code WB Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[W8] ALL PERSONEL RESCUED ALL SWIFT WATER PERSONEL OUT OF THE WATER 6TOP DELAYED 20MIN	6CAMSPA
1/10/2011 12:55	Action Code WB Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[W8] 643A IS LOCKED AND PARKED ON THE SOUTERN SIDE OF THE CREEK AND IN THE PROCESS OF RETRIEVING CREW TO THE NORTHERN SIDE	6CAMSPA
1/10/2011 12:32	Action Code WB Executed	0 - 0 Undulsh Rd [XST RICE ROAD, 725 ON VHF, CHANNEL 1]	[W8] SITREP - SWIFTWATER TECHNI, NORTH SIDE CAUSEWAY, ROAD WASHED AWAY, TECHNICIAN WORKING TO RESCUE 643A CREW/ TO BRING BACK INTO THE NORTHERN SIDE OF RIPLEY ROAD,	6VICMCG

1/10/2011 12:13	Action Code WB Executed	0 - 0 Undullah Rd [XST RICE ROAD, 725 ON VHF CHANNEL 1]	[WB] SWIFT WATER TECH ARE UNABLE TO PROCEED ANY FURTHER AND ARE HEADING BACK TO RIPLEY RD.	6EMMSTR
1/10/2011 11:35	Action Code WB Executed	0 - 0 Undullah Rd [XST RICE ROAD, 725 ON VHF CHANNEL 1]	[WB] SO PAFY - ADVISED OF INCIDENT	6VICMCG
1/10/2011 11:33	At Scene	0 - 0 Undullah Rd		6CAMSPA
1/10/2011 11:33	Primary Vehicle Status Change		Primary Vehicle Status set	6VICMCG
1/10/2011 11:33	Action Code CV Executed		[CV] Control Vehicle -	6VICMCG
1/10/2011 11:32	Action Code WB Executed	RIPLEY RD	[WB] LIAISED WITH 643A 1 OF THE CREEKS, ROAD WASHED AWAY, 643A REVERSING TO CREEK CROSSING, 3 TECHNICIANS WILL WAIDE THROUGH THE CREEK AND PROCEED FROM THAT LOCATION. 645M CONTROL VEH, UNDULLAH ROAD CONTROL, 643A SWIFT WATER COMMAND	6VICMCG
1/10/2011 11:29	Action Code WB Executed	RIPLEY RD	[WB] TAKEN UP WITH 635K LIASING	6EMMSTR
1/10/2011 10:54	Resp	0 - 0 Undullah Rd [XST RICE ROAD]	Responding From = 0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1] [TO] Vehicle Responding.	6VICMCG
1/10/2011 10:54	Dispatched	0 - 0 Undullah Rd [XST RICE ROAD]	Response Number (01102011-0000103)	6VICMCG
1/10/2011 10:54	Available		Unit Cleared From Incident OF6-11-002630	6VICMCG
1/10/2011 10:54	Cancel Vehicle Ass'g		Unit Cleared From Incident OF6-11-002630	6VICMCG
1/10/2011 10:54	Action Code K4 Executed	0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1]	[K4] Vehicle leaving scene, available.	6VICMCG
1/10/2011 10:54	Action Code WB Executed	0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1]	[WB] 671A RECOVERED, ALL PERSONS SAFE ON GROUND.	6VICMCG
1/10/2011 10:53	Action Code WB Executed	0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1]	[WB] DELAYED 6-10MIN	6CAMSPA
1/10/2011 10:48	Action Code WB Executed	0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1]	[WB] SWIFT WATER TECH ASSESSED WILL GUIDE 671A OUT	6CAMSPA
1/10/2011 10:46	Action Code WB Executed	0 - 0 Old Rosevale Rd [FIREGROUND CHANNEL 1]	[WB] 2 LEVEL 2 IN WATER WAIDING	6VICMCG
1/10/2011 10:39	Primary Vehicle Status Change		Primary Vehicle Status set	6VICMCG
1/10/2011 10:39	Action Code CV Executed		[CV] Control Vehicle -	6VICMCG
1/10/2011 10:39	At Scene	0 - 0 Old Rosevale Rd	[K8] Vehicle At Scene - Checking with QFRS Officer in Charge. CONTROL VEH, OLD ROADVALE ROAD CONTROL, STEVENSON INCIDENT CONTROLLER RESCUE SECTOR SO PAFY	6VICMCG
1/10/2011 10:19	Action Code WB Executed	WARWICK RD CUNNINGHAM HAY ON RAMP	[WB] NOTIFY 643A INFORM THEY WILL COMING THROUGH THEIR INCIDENT	6VICMCG
1/10/2011 10:17	Resp	0 - 0 Old Rosevale Rd [1 PERSON STUCK IN VEHICLE]	Responding From = WARWICK ROMEADOW ST [TO] Vehicle Responding.	6VICMCG
1/10/2011 10:15	Dispatched	0 - 0 Old Rosevale Rd [1 PERSON STUCK IN VEHICLE]	Response Number (01102011-0000099)	6VICMCG
1/10/2011 9:56	Unit Comment		[BB] Brigade Business - Local Area.	6EMMSTR
1/10/2011 9:56	Local Area	Ipswich FS		6EMMSTR
1/10/2011 9:56	Available	0 - 0 Lowood Patrick Estate Rd [PONTINGS BRIDGE]		6CAMSPA
1/10/2011 9:53	Resp	0 - 0 Lowood Patrick Estate Rd [PONTINGS BRIDGE]	Responding From = Ipswich FS [TO] Vehicle Responding.	6EMMSTR
1/10/2011 9:50	Dispatched	0 - 0 Lowood Patrick Estate Rd [PONTINGS BRIDGE]	Response Number (01102011-0000093)	6VICMCG

645Y					
Date/Time	Activity	Location	Comment	Dispatcher	
1/10/2011 16:28	Action Code WB Executed	0 Od'n St [-MURPHYS CREEK SCHOOL RD-SPLIT]	[IWB] MURPHYS CREEK PUB - 1 PERSON NEEDED GAS FOR ASSISTANCE	6VICMCG	
1/10/2011 16:12	At Scene	0 Od'n St	[IK2] Vehicle At Scene - Incident In Evidence	6VICMCG	
1/10/2011 16:12	Action Code WB Executed	LOBB ST	[IWB] REQUIRE GAS - 1 FEMALE CASUALTY	6VICMCG	
1/10/2011 15:56	Resp	0 Od'n St [-MURPHYS CREEK SCHOOL RD-SPLIT]	Responding From = LOBB ST [ITO] Vehicle Responding	6EMMSTR	
1/10/2011 15:54	Action Code NR Executed		[INR] Unit Assigned to Incident	6EMVSTR	
1/10/2011 15:53	Dispatched	0 Od'n St [-MURPHYS CREEK SCHOOL RD-SPLIT]	Response Number (01102011-0000140)	6EMMSTR	
1/10/2011 15:53	ReAssign Vehicle	100 Postmans Ridge Rd	ReAssign Reason: Re-assign Closer Unit	6EMVSTR	
1/10/2011 15:32	Resp	100 Postmans Ridge Rd	Responding From = LOBB ST [ITO] Vehicle Responding	6EMMSTR	
1/10/2011 15:31	Dispatched	100 Postmans Ridge Rd	Response Number (01102011-0000137)	6CAMSPA	
1/10/2011 15:31	ReAssign Vehicle	13 - 23 DIANA CR	ReAssign Reason: Re-assign Closer Unit	6CAMSPA	
1/10/2011 15:05	Resp	13 - 23 DIANA CR	Responding From = LOBB ST	6CAMSPA	
1/10/2011 15:05	Dispatched	13 - 23 DIANA CR	Response Number (01102011-0000134)	6CAMSPA	
1/10/2011 15:05	ReAssign Vehicle	10 McCormack Dr	ReAssign Reason: Re-assign Closer Unit	6CAMSPA	
1/10/2011 14:34	Action Code WB Executed	LOBB ST	[IWB] SWAMMER IN THE WATER	6VICMCG	
1/10/2011 14:37	Action Code WB Executed	LOBB ST	[IWB] EVACUATING PEOPLE FROM HOUSES	6VICMCG	
1/10/2011 14:33	Action Code WB Executed	LOBB ST	[IWB] CONTACT SENIOR OFFICER, CONTROL POINT NEEDED IN NEXT 20 MINUTES	6VICMCG	
1/10/2011 13:55	Resp	10 McCormack Dr	Responding From = LOBB ST	6CAMSPA	
1/10/2011 13:48	ReAssign Vehicle	-ODIN ST	ReAssign Reason: Re-assign Closer Unit	6CAMSPA	
1/10/2011 13:48	Dispatched	10 McCormack Dr	Response Number (01102011-0000114)	6CAMSPA	
1/10/2011 13:36	Resp	0 Murphys Creek Rd [-ODIN ST]	Responding From = LOBB ST [ITO] Vehicle Responding	6VICMCG	
1/10/2011 13:36	ReAssign Vehicle	XST RICE ROAD, 725 ON VIF, CHANNEL 1	ReAssign Reason: Re-assign Closer Unit	6VICMCG	
1/10/2011 13:36	Dispatched	0 Murphys Creek Rd [-ODIN ST]	Response Number (01102011-0000110)	6VICMCG	
1/10/2011 12:40	Resp	0 - 0 Unduloh Rd [XST RICE ROAD, 725 ON VIF, CHANNEL 1]	Responding From = Ipswich FS [ITO] Vehicle Responding K30	6VICMCG	
1/10/2011 12:40	Dispatched	0 - 0 Unduloh Rd [XST RICE ROAD, 725 ON VIF, CHANNEL 1]	Response Number (01102011-0000105)	6VICMCG	
1/10/2011 12:40	Remove OOS	Ipswich FS		6VICMCG	
1/10/2011 12:40	Station	Ipswich FS		6VICMCG	
1/10/2011 8:57	Out Of Service	Ipswich FS	Mechanical Failure	6VICMCG	
1/10/2011 8:57	Remove OOS	Ipswich FS		6VICMCG	
1/10/2011 8:57	Station	Ipswich FS		6VICMCG	

Date/Time	Activity	Location	Comment	Dispatcher
1/10/2011 19:48	Station			6LINDAV
1/10/2011 19:48	Unit Comment		[IK5] Vehicle Is In quarters at Station/Post.	6LINDAV
1/10/2011 19:29	Local Area			6MARROS
1/10/2011 19:29	Unit Comment		[IBB] Brigade Business - Local Area IPSWICH	6MARROS
1/10/2011 16:05	Station	Ipswich FS		6VICMCG
1/10/2011 16:05	Unit Comment		[IAS] Arrived at Standby - Vehicle Is At Station/Post.	6VICMCG
1/10/2011 16:38	Enroute To Post	Ipswich FS		6VICMCG
1/10/2011 15:38	Unit Comment		[ISB] 45	6VICMCG
1/10/2011 15:20	Move Up	Ipswich FS		6KIMPEA
1/10/2011 15:20	Assign To Post	Ipswich FS		6KIMPEA
1/10/2011 15:11	Unit Comment		[IAL] PADDINGTON 30 MINS	6MARPHI
1/10/2011 15:01	Local Area			6KIMPEA
1/10/2011 15:01	Unit Comment		[IBB] Brigade Business - Local Area, REFUEL ASHGROVE AREA	6KIMPEA
1/10/2011 15:00	Station	Roma Street FS		6KIMPEA
1/10/2011 15:00	Assign To Post	Roma Street FS		6KIMPEA
1/10/2011 15:00	Cancel Move Up			6KIMPEA
1/10/2011 14:53	Available		Unit Cleared From Incident OFSN-11-032817	6AMAHUG
1/10/2011 14:53	Action Code K4 Executed	GRESHAM & ROYAL (WOODS EARLY EDUCATION CENTRE AND PRESCHOOL)	[IK4] Vehicle leaving scene, available.	6AMAHUG
1/10/2011 14:43	At Scene	629 Waterworks Rd	[IK8] Vehicle At Scene - Checking with OFRS Officer in Charge.	6KIMPEA
1/10/2011 14:37	Resp	629 Waterworks Rd	Responding From = HJESGRAVE RD/BELGRAVE ST [ITO] Vehicle Responding.	6DARTOT
1/10/2011 14:33	Dispatched	629 Waterworks Rd	Response Number (01102011-0000369)	6SUSJAM
1/10/2011 14:32	Local Area			6KIMPEA
1/10/2011 14:32	Unit Comment		[IBB] Brigade Business - Local Area DRIVER TRAINING WEST END 30MINS	6KIMPEA
1/10/2011 13:12	Station	Burpengary FS		6TRAMCG
1/10/2011 12:02	Enroute To Post	Burpengary FS		6DARTOT
1/10/2011 12:02	Unit Comment		[ISB] NOW MANNED BY C SHIFT CREW, 511Y MANNED BY NIGHTSHIFT AND RETURNED TO 2 STATION	6DARTOT
1/10/2011 11:43	Move Up	Burpengary FS		6DARTOT
1/10/2011 11:43	Assign To Post	Burpengary FS		6DARTOT
1/10/2011 11:42	Action Code K4 Executed	639 MOUNT MEE RD (PATIENT TRAPPED IN HOUSE)	[IK4] Vehicle leaving scene, available.	6DARTOT
1/10/2011 11:42	Available		Unit Cleared From Incident QFSN-11-002598	6DARTOT
1/10/2011 11:42	Cancel Vehicle Assig		Unit Cleared From Incident QFSN-11-002588	6DARTOT
1/10/2011 11:02	At Scene	639 MOUNT MEE RD	[IK8] Vehicle At Scene - Checking with OFRS Officer in Charge.	6DARTOT
1/10/2011 10:28	Action Code YB Executed	BRUCE HWY	[IWB] CONFIRMED ON TURNOUT	6AMAHUG
1/10/2011 10:15	Resp	639 MOUNT MEE RD (PATIENT TRAPPED IN HOUSE)	Responding From = STONY CREEK RD & DAGUILAR HWY (CALL FM OPS VIA WOODFORD FS) [ITO] Vehicle Responding.	6DARTOT
1/10/2011 10:14	Dispatched	639 MOUNT MEE RD (PATIENT TRAPPED IN HOUSE)	Response Number (01102011-0000055)	6DARTOT
1/10/2011 10:13	Action Code K40 Executed	STONY CREEK RD & DAGUILAR HWY (CALL FM OPS VIA WOODFORD FS)	[IK40] Vehicle Not Required.	6MARPHI
1/10/2011 10:13	Cancel Vehicle		Unable to post a Disposition Code. Vehicle 602L was not the last vehicle on the incident.	6MARPHI
1/10/2011 10:13	Available	65 MEWETT ST (SREGIS CANNING LODGE)	Unit Cleared From Incident QFSN-11-002625	6MARPHI
1/10/2011 10:13	Cancel Vehicle Assig		Unit Cleared From Incident QFSN-11-002625	6MARPHI
1/10/2011 10:13	Dispatched	65 MEWETT ST (SREGIS CANNING LODGE)	Response Number (01102011-0000156)	6MARPHI
1/10/2011 10:13	Available		Unit Cleared From Incident QFSN-11-002285	6MARPHI
1/10/2011 10:13	Action Code K4 Executed	STONY CREEK RD & DAGUILAR HWY (CALL FM OPS VIA WOODFORD FS)	[IK4] Vehicle leaving scene, available.	6MARPHI
1/10/2011 7:11	At Scene	STONY CREEK RD & DAGUILAR HWY	[IAI] Vehicle At Scene.	6MARPHI
1/10/2011 7:11	Resp	STONY CREEK RD & DAGUILAR HWY (CALL FM OPS VIA WOODFORD FS)	Responding From = UNRAVED WOODFORD RD/KROPP RD [ITO] Vehicle Responding.	6MARPHI
1/10/2011 7:08	Dispatched	STONY CREEK RD & DAGUILAR HWY (CALL FM OPS VIA WOODFORD FS)	Response Number (01102011-0000046)	6MARPHI
1/10/2011 5:41	Unit Comment		[IBB] Brigade Business - Local Area AT WOODFORD POLICE STN CONTROL WITH 601T	6JULMCB
1/10/2011 5:41	Local Area			6JULMCB
1/10/2011 5:41	Station	Woodford FS		6JULMCB
1/10/2011 5:11	Move Up	Woodford FS		6JULMCB
1/10/2011 5:11	Assign To Post	Woodford FS		6JULMCB

Dispatch Time	Activity	Location	850L	Dispatcher
1/10/2011 15:36	Unit Comment	[JAL] CJ14 AT GATTON.		6MARR0S
1/10/2011 15:43	Local Area			6MARR0S
1/10/2011 15:46	Unit Comment	[189] Brigade Business - Local Area IN GRANTHAM, SEPERATED FROM VEH. S/O MILLS. HAVE COMMAND VEH GATTON 91. GRANTHAM CONTROL S.O MILLS.		6MARR0S
1/10/2011 15:34	Station	Gatton FS		6MARR0S
1/10/2011 15:09	Move Up	Gatton FS		6MARR0S
1/10/2011 15:09	Assign To Post	Gatton FS		6MARR0S
1/10/2011 15:08	Unit Comment	[158] 77		6MARR0S
1/10/2011 15:08	Enroute To Post	Acacia Ridge FS		6MARR0S
1/10/2011 15:08	Enroute To Post	Acacia Ridge FS		6MARR0S
1/10/2011 15:07	Assign To Post	Acacia Ridge FS		6MARR0S
1/10/2011 15:06	Unit Comment	[158] 77		6MARR0S
1/10/2011 15:06	Enroute To Post	Acacia Ridge FS		6MARR0S
1/10/2011 15:05	Available			6MARR0S
1/10/2011 15:05	Cancel Vehicle Assign			6CAMSPA
1/10/2011 15:05	Action Code K4 Executed	0 WARREGO HWY (TYCO WATER.)		6CAMSPA
1/10/2011 15:05	Available			6CAMSPA
1/10/2011 15:03	Cancel Vehicle Assign			6MARR0S
1/10/2011 15:05	Action Code K4 Executed	0 WARREGO HWY (TYCO WATER.)		6MARR0S
1/10/2011 15:03	At Scene			6MARR0S
1/10/2011 15:03	Action Code WB Executed	0 Warrego Hwy		6VICMCG
1/10/2011 15:05	Action Code WB Executed	WARREGO HWY		6CAMSPA
1/10/2011 15:05	Action Code WB Executed	MOUNTAIN VIEW DRIVE/UNNAMED MINDEN RD		6VICMCG
1/10/2011 15:04	Action Code WB Executed	WARREGO HWY		6VICMCG
1/10/2011 14:32	Resp	0 Warrego Hwy (TYCO WATER.)		6VICMCG
1/10/2011 14:30	Dispatched	0 Warrego Hwy (TYCO WATER.)		6VICMCG
1/10/2011 14:28	Available	Swanbank Rd (SWANBANK ROAD SWANBANK SUBSTATION)		6VICMCG
1/10/2011 14:28	Cancel Vehicle Assign			6VICMCG
1/10/2011 14:28	Action Code K40 Executed	PSWICH HWY ON RAMP/PSWICH RD		6VICMCG
1/10/2011 14:28	Cancel Vehicle			6VICMCG
1/10/2011 14:19	Resp	Swanbank Rd (SWANBANK ROAD SWANBANK SUBSTATION)		6VICMCG
1/10/2011 14:15	Dispatched	Swanbank Rd (SWANBANK ROAD SWANBANK SUBSTATION)		SKUMPEA
1/10/2011 13:45	Move Up	Acacia Ridge FS		6CAMSPA
1/10/2011 13:45	Assign To Post	Acacia Ridge FS		6VICMCG
1/10/2011 13:33	Station	Special Operations		6VICMCG
1/10/2011 13:15	Cancel Move Up			6VICMCG
1/10/2011 13:15	Assign To Post	Special Operations		6VICMCG
1/10/2011 11:23	Station	QCESA - Whyte Island		6VICMCG
1/10/2011 10:58	Move Up	QCESA - Whyte Island		6VICMCG
1/10/2011 10:58	Assign To Post	QCESA - Whyte Island		6VICMCG

640K					
Date/Time	Activity	Location	Comment	Dispatcher	
1/10/2011 21:57	Station	Galton FS		5SARJAM	
1/10/2011 21:57	Unit Comment		[AS] Arrived at Standby - Vehicle is At Station/Post.	5SARJAM	
1/10/2011 20:17	Unit Comment		[ISB] 77	6MARROS	
1/10/2011 20:17	Enroute To Post	Galton FS		6MARROS	
1/10/2011 19:50	Station	Helensvale FS		6MARROS	
1/10/2011 19:50	Unit Comment		[AS] Arrived at Standby - Vehicle is At Station/Post 35	6MARROS	
1/10/2011 18:48	Unit Comment		[SB] Brigade Business - Local Area.	6THOMAH	
1/10/2011 18:48	Enroute To Post	Helensvale FS		6THOMAH	
1/10/2011 18:00	Late Vehicle		End of shift warning		
1/10/2011 15:49	Unit Comment		[KS] Vehicle is in quarters at Station/Post.	6VICMCG	
1/10/2011 15:49	Station	Robina FS		6VICMCG	
1/10/2011 15:32	Availab's		Unit Cleared From Incident QF6-11-002717	6EMMSTR	
1/10/2011 15:32	Cancel Vehicle Assig		Unit Cleared From Incident QF6-11-002717	6EMMSTR	
1/10/2011 15:32	Action Code K4 Executed	Hythe St & Marine Pde (SLSC MIAMI BEACH)	[K4] Vehicle leaving scene, available.	6EMMSTR	
1/10/2011 13:26	Action Code WB Executed	Hythe St & Marine Pde (SLSC MIAMI BEACH)	[WB] IN ACTION PERPERATION OF VERT RESCUE ROPES, 640K MAINLY SWIFT WATER TRUCK REQ 640A TO BRING THE MIKE ON A TURKOUT	6CAMSPA	
1/10/2011 13:19	Action Code WB Executed	Hythe St & Marine Pde (SLSC MIAMI BEACH)	[WB] 1 MALE PATIENT AT THE BASE OF THE TIP OF MIAMI HEADLINE FALLEN PART OR MUCH OF HRE WAY AWAITIN G OAS DFOR VERT RESCUE 632L FOR STRETCHER . 632A RELOCATING AT TOP OF THE HILL, KNOWN AS MIAMI CONTORL . SO LOAMAHIC SO ROBERTS OPS, LEVEL ONE VERT RESCU	6EMMSTR	
1/10/2011 13:17	At Scene	Hythe St & Marine Pde	[KB] Vehicle At Scene - Checking with CFRS Officer in Charge.	6EMMSTR	
1/10/2011 13:07	Action Code WB Executed	Robina FS	[WB] RELOCATING AS DRIECTED BY 633A - NORTH BURLLEIGH SIDE OF HEADLANDS , SOUTH SIDE OVER	6VICMCG	
1/10/2011 12:58	Resp	Hythe St & Marine Pde (SLSC MIAMI BEACH)	Responding From = Robina FS [TO] Vehicle Respeading	6VICMCG	
1/10/2011 12:54	Dispatched	Hythe St & Marine Pde (SLSC MIAMI BEACH)	Response Number (01102011-0000253)	6VICMCG	
1/10/2011 11:59	Station			6VICMCG	
1/10/2011 11:59	Unit Comment		[KS] Vehicle is in quarters at Station/Post.	6VICMCG	
1/10/2011 11:01	Unit Comment		[AL] TECHNICIANS ON SITE 40 STATION	6VICMCG	
1/10/2011 11:00	Unit Comment		[BB] Brigade Business - Local Area AREA OFFICE	6VICMCG	
1/10/2011 11:00	Local Area			6VICMCG	
1/10/2011 8:05	Unit Comment		[AH] Vehicle is in quarters at Station/Post.	6VICMCG	
1/10/2011 8:05	Station	Robina FS		6VICMCG	
1/10/2011 8:05	Start Shift Record	BAMBARRA STEPPER ST		6VICMCG	
1/10/2011 8:05	Action Code OTFS Executed	BAMBARRA STEPPER ST		6VICMCG	

"JFG-5"

Roster Calendar of Mr Paul Beck // Operations Management (QFRS)... <http://bneoma02:7001/oms/flow/k...c54EE20AC-1947-A34B-716C...>

Date	Day	Details	Type	Extra Information	Shift	OrgUnit	Start	End
04/Jan/11	Tue	Assignment	Off Duty		A	SE 140 Robina		
		Extra Time	PAIDOT - CALLBACK .S.S.SE		D	SE 140 Robina	08:00	18:00
		Assignment	Off Duty		A	SE 140 Robina		
05/Jan/11	Wed	Assignment	Off Duty		A	SE 140 Robina		
		Extra Time	PAIDOT - CALLBACK .S.S.SS		D	SE 140 Robina	08:00	18:00
		Assignment	Off Duty		A	SE 140 Robina		
06/Jan/11	Thu	Type	Extra Information					
		Absence	UC				08:00	18:00
07/Jan/11	Fri	Type	Extra Information					
		Assignment	Day Duty		A	SE 140 Robina	08:00	18:00
08/Jan/11	Sat	Type	Extra Information					
		Assignment	Night Duty		A	SE 140 Robina	18:00	08:00
09/Jan/11	Sun	Type	Extra Information					
		Assignment	Night Duty		A	SE 140 Robina	18:00	08:00
10/Jan/11	Mon	Type	Extra Information					
		Assignment	Off Duty		A	SE 140 Robina		
		Extra Time	PAIDOT - CALLBACK .O		B	SE 140 Robina	18:00	08:00
11/Jan/11	Tue	Type	Extra Information					
		Assignment	Off Duty		A	SE 140 Robina		
		Extra Time	PAIDOT - CALLBACK .O		B	SE 140 Robina	18:00	08:00
12/Jan/11	Wed	Type	Extra Information					
		Assignment	Off Duty		A	SE 140 Robina		
13/Jan/11	Thu	Type	Extra Information					
		Assignment	Off Duty		A	SE 140 Robina		
14/Jan/11	Fri	Type	Extra Information					
		Absence	AN				08:00	00:00
15/Jan/11	Sat	Type	Extra Information					
		Absence	AN				00:00	00:00
16/Jan/11	Sun	Type	Extra Information					
		Absence	AN				00:00	00:00
17/Jan/11	Mon	Type	Extra Information					
		Absence	AN				00:00	00:00
18/Jan/11	Tue	Type	Extra Information					
		Absence	AN				00:00	00:00

"JFG" 1)

Date	Day	Details		Shift	OrgUnit	Start	End
		Type	Extra Information				
04/Jan/11	Tue	Assignment	Day Duty	20	SEICC1 SE - South East ICC 1 (Galton)	07:00	19:00
05/Jan/11	Wed	Assignment	Day Duty	20	SEICC1 SE - South East ICC 1 (Galton)	07:00	19:00
06/Jan/11	Thu	Assignment	Night Duty	D	SE140 Robina	18:00	08:00
07/Jan/11	Fri	Assignment	Night Duty	D	SE140 Robina	18:00	08:00
08/Jan/11	Sat	Assignment	Off Duty	D	SE140 Robina		
09/Jan/11	Sun	Assignment	Off Duty	D	SE140 Robina		
10/Jan/11	Mon	Assignment	Off Duty	D	SE140 Robina		
		Extra Time	PAIDOT - CALLBACK .R.R.CT	B	SE140 Robina	18:00	08:00
11/Jan/11	Tue	Assignment	Off Duty	D	SE140 Robina		
12/Jan/11	Wed	Assignment	Day Duty	D	SE140 Robina	08:00	18:00
13/Jan/11	Thu	Assignment	Day Duty	D	SE140 Robina	08:00	18:00
14/Jan/11	Fri	Assignment	Night Duty	D	SE140 Robina	18:00	08:00
15/Jan/11	Sat	Assignment	Night Duty	D	SE140 Robina	18:00	08:00
16/Jan/11	Sun	Assignment	Off Duty	D	SE140 Robina		
17/Jan/11	Mon	Assignment	Off Duty	D	SE140 Robina		
18/Jan/11	Tue	Assignment	Off Duty	D	SE140 Robina		
19/Jan/11	Wed	Assignment	Off Duty	D	SE140 Robina		

"JFG-6"

Operations Management System

Produced 24/Nov/2011 11:53:30 by rplkett

loaded:24/Nov/2011 11:53

Vehicle Crew Sheet

18:00
10-01-2011

B - B Shift 10/14 Roster 10/Jan/2011 18:00 11/Jan/2011 08:00

SE140 Robina

Permanent Station

Robina - Alpha		Complete	18:00 to 08:00	640A
GYORY, Mr Peter	OIC	18:00 - 08:00	L-FF	
OIC - Officer In Charge		18:00 - 08:00		
PAYNE, Mr Richard	FF	18:00 - 08:00	S-FF 3	
FF - Firefighter		18:00 - 08:00		
SMYTH, Mr Robert	FF	18:00 - 08:00	S-FF 5	
FF - Firefighter		18:00 - 08:00		
TULLY, Mr Mark	FF [Driver]	18:00 - 08:00	S-FF	
FF - Firefighter [Driver]		18:00 - 08:00		

Robina - Bravo		Complete	18:00 to 08:00	640K
BECK, Mr Paul	OIC	18:00 - 08:00	SO3	
OIC - Officer In Charge		18:00 - 08:00		
DAYWAN, Mr Monty	FF [Driver]	18:00 - 08:00	S-FF 3	
FF - Firefighter [Driver]		18:00 - 08:00		

Robina - Mike		Complete	18:00 to 08:00	640M
EVERNDEN, Mr Bruce	OIC	18:00 - 08:00	SO3	
OIC - Officer In Charge		18:00 - 08:00		
OLDHAM, Ms Jane	FF [Driver]	18:00 - 08:00	S-FF	
FF - Firefighter [Driver]		18:00 - 08:00		

B10 - B Shift 10/14 Roster (0700-1700) 10/Jan/2011 17:00 11/Jan/2011 07:00

SE845 Ipswich

Permanent Station

Crew 5	Planned Crew	17:00 to 07:00	No Callsign	
Crew 6	Planned Crew	17:00 to 07:00	No Callsign	
Ipswich - Alpha		Complete	17:00 to 07:00	645A
ALBACK, Mr Andrew	FF [Driver]	17:00 - 07:00	S-FF 4	
FF - Firefighter [Driver]		17:00 - 07:00		
APPLEBY, Mr Randall	FF	17:00 - 21:15	S-FF 4	
FF - Firefighter		17:00 - 21:15		

'JFCG-7'

QUEENSLAND FIRE AND RESCUE SERVICE - STAFF TU SHEET

Ver - E-SSa ###

Hours Worked		Region:	Area No:	Station Name:	Shift:	Employee Id:	Surname:	Given Name:														
Fortnight		1. LEAVE	C.W.C.	Ipswich	A	009797		Alan														
22 Jan 11																						
Day	Date	Roster	Code	Hours	Actual Hrs																	
Sun	06-Jan	14:00			O																	
Mon	07-Jan	OFF			O																	
Tue	08-Jan	OFF			O																	
Wed	09-Jan	OFF			O																	
Thu	10-Jan	OFF			O																	
Fri	11-Jan	OFF			O																	
Sat	12-Jan	OFF			O																	
Sun	13-Jan	OFF			O																	
Mon	14-Jan	OFF			O																	
Tue	15-Jan	OFF			O																	
Wed	16-Jan	OFF			O																	
Thu	17-Jan	OFF			O																	
Fri	18-Jan	OFF			O																	
Sat	19-Jan	OFF			O																	
Sun	20-Jan	OFF			O																	
Mon	21-Jan	OFF			O																	
Tue	22-Jan	OFF			O																	
TOTALS				24:00		451	452	453	066	066	069	128		258						210d	10	
CODES				OFF CODE		S	R	T	F	W	Z	E	X	N	A	1	O	P				
Office Use				Time & 1/2		Double																

1. Leave Codes: S/Senior, S/T, S/D, S/O, S/B, S/E, S/L, S/M, S/P, S/W, S/X, S/Y, S/Z, S/AA, S/AB, S/AC, S/AD, S/AE, S/AF, S/AG, S/AH, S/AI, S/AJ, S/AK, S/AL, S/AM, S/AN, S/AO, S/AP, S/AQ, S/AR, S/AS, S/AT, S/AU, S/AV, S/AW, S/AX, S/AY, S/AZ, S/AA, S/AB, S/AC, S/AD, S/AE, S/AF, S/AG, S/AH, S/AI, S/AJ, S/AK, S/AL, S/AM, S/AN, S/AO, S/AP, S/AQ, S/AR, S/AS, S/AT, S/AU, S/AV, S/AW, S/AX, S/AY, S/AZ

2. Overtime Codes: S, R, T, F, W, Z, E, X, N, A, 1, O, P

3. TOIL: See Departmental TOIL Policy and Procedures

4. Public Holidays: 457 7:00 PM - 7:30 PM, 458 Pub Hol 1 time, 459 Pub Hol 1 1/2 time, 456 Public Holiday Overtime (Day Work), 455 Public Holiday Overtime (Night Work)

Relieving: Enter reliever name in the appropriate column below

Miscellaneous: 313 General Training, 128 Motif, 128 Travels, 128 Workshops, 135 On call Vehicle, 137 Travel, (Vehicle Sur eq. - See SGP 2008.1.1)

5. Remarks: (If insufficient space use reverse)

REMARKS: Station Transfer - 44-65 Ven-20600cc (Normal 50Ltr Bopped), Swift Water - Gellan Area - CC:6591111, Swift Water - Gellan Area - CC:6591111, Swift Water - Gellan Area - CC:6591111, Rapid Damage Assessment - Ipswich, CC:6591111, Rapid Damage Assessment - Ipswich, T. Burdettman working - Rapid Damage Ass Ipswich CC:6591111, 50 Motor working - Rapid Damage Ass Ipswich CC:6591111, M. Meier working, M. Meier working

Printed: 23-Jan-11

STATUS: 2ND a, PERM

RANK/PAYPOINT: RANK (TAP)

On-Call Overtimes: SGP1 - 200/200, SGP2 - 200/200, SGP3 - 200/200, SGP4 - 200/200, SGP5 - 200/200, SGP6 - 200/200, SGP7 - 200/200, SGP8 - 200/200, SGP9 - 200/200, SGP10 - 200/200, SGP11 - 200/200, SGP12 - 200/200, SGP13 - 200/200, SGP14 - 200/200, SGP15 - 200/200, SGP16 - 200/200, SGP17 - 200/200, SGP18 - 200/200, SGP19 - 200/200, SGP20 - 200/200, SGP21 - 200/200, SGP22 - 200/200, SGP23 - 200/200, SGP24 - 200/200, SGP25 - 200/200, SGP26 - 200/200, SGP27 - 200/200, SGP28 - 200/200, SGP29 - 200/200, SGP30 - 200/200, SGP31 - 200/200, SGP32 - 200/200, SGP33 - 200/200, SGP34 - 200/200, SGP35 - 200/200, SGP36 - 200/200, SGP37 - 200/200, SGP38 - 200/200, SGP39 - 200/200, SGP40 - 200/200, SGP41 - 200/200, SGP42 - 200/200, SGP43 - 200/200, SGP44 - 200/200, SGP45 - 200/200, SGP46 - 200/200, SGP47 - 200/200, SGP48 - 200/200, SGP49 - 200/200, SGP50 - 200/200, SGP51 - 200/200, SGP52 - 200/200, SGP53 - 200/200, SGP54 - 200/200, SGP55 - 200/200, SGP56 - 200/200, SGP57 - 200/200, SGP58 - 200/200, SGP59 - 200/200, SGP60 - 200/200, SGP61 - 200/200, SGP62 - 200/200, SGP63 - 200/200, SGP64 - 200/200, SGP65 - 200/200, SGP66 - 200/200, SGP67 - 200/200, SGP68 - 200/200, SGP69 - 200/200, SGP70 - 200/200, SGP71 - 200/200, SGP72 - 200/200, SGP73 - 200/200, SGP74 - 200/200, SGP75 - 200/200, SGP76 - 200/200, SGP77 - 200/200, SGP78 - 200/200, SGP79 - 200/200, SGP80 - 200/200, SGP81 - 200/200, SGP82 - 200/200, SGP83 - 200/200, SGP84 - 200/200, SGP85 - 200/200, SGP86 - 200/200, SGP87 - 200/200, SGP88 - 200/200, SGP89 - 200/200, SGP90 - 200/200, SGP91 - 200/200, SGP92 - 200/200, SGP93 - 200/200, SGP94 - 200/200, SGP95 - 200/200, SGP96 - 200/200, SGP97 - 200/200, SGP98 - 200/200, SGP99 - 200/200, SGP100 - 200/200

Signature of Employee: [Redacted] Date: 22 Jan 11

Signature of Supervisor: [Redacted] Date: 23 Jan 11

Check: [] Entered: [] Period: []



QUEENSLAND FIR AND RESCUE SERVICE - STAFF TIMESHEET

Ver - E-M3a ###

H-Johns Worked		Region: SE-R		Area No: Central		Station Name: Beenleigh		Shift: A		Employee Id: 023339		Surname: HINDMARSH		Given Name: Brad	
Fortnight Ending 22 Jan 11		1. LEAVE		2. OVERTIME		3. TOIL		4. PUBLIC HOLIDAYS		5. REMARKS					
Day	Date	Roster Hours	Code	Hrs	Actual Hrs	C	O	OT	OT	OT	TOIL	TOIL	TOIL	TOIL	TOIL Taken
Sun	9-Jan	14:00													
Mon	10-Jan	O:FF													
Tue	11-Jan	O:FF													
Wed	12-Jan	O:FF													
Thur	13-Jan	O:FF													
Fri	14-Jan	10:00													
Sat	15-Jan	10:00													
Sun	16-Jan	O:FF													
Mon	17-Jan	14:00													
Tue	18-Jan	O:FF													
Wed	19-Jan	O:FF													
Thur	20-Jan	O:FF													
Fri	21-Jan	O:FF													
Sat	22-Jan	10:00													
TOTALS		58:00													

1. Leave Codes		2. Overtime Codes		3. TOIL		4. Public Holidays		5. Miscellaneous	
Code	Description	Code	Description	Code	Description	Code	Description	Code	Description
AN Annual	Sick Leave	S Staff Shortage	R Sick Roster	See departmental TOIL policy and procedures	457 Pub Hol 1/2 time	Enter relieving rank in the TO code box and reliving hours in the appropriate date row below	116 External Training	Oil Call Operations	
LS Long Service	CT Carried	F Fires	W Workover		458 Pub Hol 1 time		120 Mail	SOF1 - 2004(59%), 2004(60%), 2004(67.5%)	
UP Unpaid	JIC Unactivated	E Special Leave	Z Community Safety		459 Pub Hol 1 1/2 time		128 Travel W/Shop	SOF2 - 2003(59%), 2004(60%), 2004(67.5%)	
W/C Workover	FL Family	M Maintenance	A Administration		455 Pub Hol Overtime (Shift Work)	Complete remarks	135 On call W/Shop	SOF3 - 2003(59%), 2004(60%), 2004(67.5%)	
SP Special	AD Adoption	I Illness	Q Other				157 Travel		
MT Maternity	Z Shift/Comms's Shift Only	P Peer Support					(Vehicle Size req - See SOP 2004 1.1)		

I certify that the hours, overtime, allowances, all claims and all totals shown above are correct and have not been claimed by any other method		I certify that the above hours shown have been worked, allowances claimed are payable, leave forms have been submitted where necessary and prior approval for the accumulation and necessary of TOIL balances has been given.	
Signature of Employee	Date: 22/01/2011	Signature of Supervisor	Date: 23/01/11

Pay Office	Check	Enter	Period

Full Fortnight

STATUS: PERM

RANK / PAYPOINT

FF-1

Printed: 22-Jan-11

CFRS No 2164

REMARKS

Multiple OT Entry

	Date	OT Code	Time & Half	Double Time	Comment
9-Jan					
10-Jan					SWIFT WATER DEPLOYMENT - CRANTHAM/GAILION 6391122 - travel from home to sta 45 for swifwater deployment - veh size >2600cc
11-Jan					
12-Jan					SWIFT WATER DEPLOYMENT - GRANTRHAMGATTON 6391122 - travel from sta 45 to home from swifwater deployment - veh size >2600cc
13-Jan					USAR DEPLOYMENT IPSWICH - 6691111 - travel from home to sta 45 for swifwater deployment - veh size >2600cc
14-Jan					
15-Jan					USAR DEPLOYMENT IPSWICH - 6691111 - travel from sta 45 to home from swifwater deployment - veh size >2600cc
16-Jan					
17-Jan					
18-Jan					
19-Jan					
20-Jan					
21-Jan					
22-Jan					

Brad HINDMARSH. 023339

Please ensure that this page is printed out, or attached to the original pay sheet

"JFG-8"



Statewide Integrated Operational Planning Process

Making TSWL & Functional Management Simpler & More Consistent

Regional Functional Plan 2011/2012

South Eastern Region

Operations Management Swift Water Rescue Operational Plan

Version 1.2 (2011/2012)

CONTENT

1.	<i>Statement of purpose</i>	<i>Page 3</i>
2.	<i>Objectives</i>	<i>Page 3</i>
3.	<i>Linkages to QFRS operations strategies</i>	<i>Page 4</i>
4.	<i>Pre incident planning</i>	<i>Page 5</i>
5.	<i>Severe weather alert levels</i>	<i>Page 6</i>
6.	<i>Characteristics of severe weather alert levels</i>	<i>Page 7</i>
7.	<i>Seasonal weather conditions</i>	<i>Page 9</i>
8.	<i>Operational appliances</i>	<i>Page 10</i>
9.	<i>Equipment</i>	<i>Page 12</i>
10.	<i>Emergency response</i>	<i>Page 12</i>
11.	<i>Feedback</i>	<i>Page 13</i>



South Eastern Region Swift Water Rescue Operational Plan

1. STATEMENT OF PURPOSE

The Queensland Fire and Rescue Service (QFRS), South Eastern Region (SER) Swift Water Rescue (SWR) Operational Plan details the regional operational capability, planning and response arrangements to support swift water and flood related emergency incidents within QFRS South Eastern Region.

2. OBJECTIVES

To provide all QFRS South Eastern Region personnel details of regional operations capability on planning, preparations and response arrangements relevant to potential swift water and flood related emergency incidents, and supporting *"Situational Awareness is everyone's responsibility"*;

- Swift water rescue regional planning arrangements;
- Regional appliance and equipment resourcing model;
- Risk monitoring and alert levels;
- QFRS Incident Management System supporting All Hazards Emergency Management strategies, including pre-emptive arrangements for whole of region coordination for swift water and flood related emergency incident response;
- Command and Control structure for "All Hazards Emergency Management".

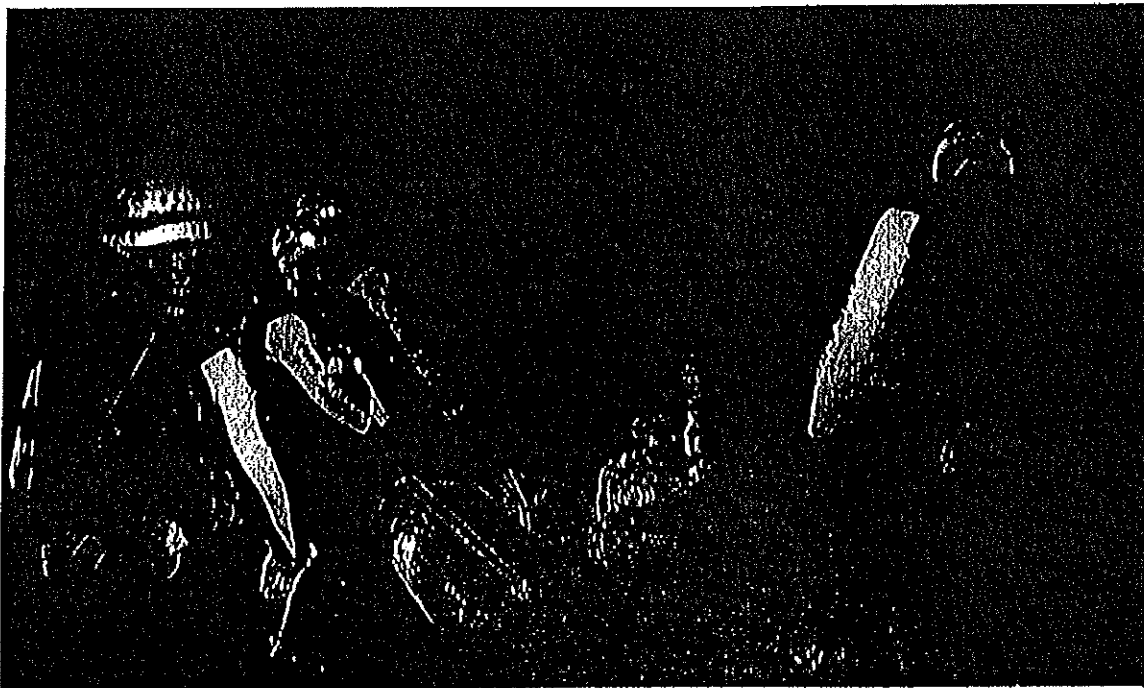
3. LINKAGE TO QFRS OPERATIONS STRATEGIES

3.1 QFRS Divisional Plan 2011 – 2015

Vision: In partnership with the community, create a safer Queensland by providing world-class professional Fire and Rescue Services;

Role: We save lives, protect property and improve community safety and resilience;

Objective: To provide Fire and Rescue Services in partnership with the community for a safer Queensland.



3.2 SER Assistant Commissioner's Priorities 2011 – 2012

Operations Management

- Continuing to build regional operations capability;
- Reinforcing that situational awareness is everyone's responsibility;
- Strengthening relationships with local community stakeholders;
- Station Officers-in-Charge (Stations/Brigades) to continue to enhance their local knowledge and risks identified;
- Station Officers-in-Charge (Stations/Brigades) to develop and review Local Action Plans (LAPS) relevant to specific swift water and flooding risk areas;
- All QFRS regional personnel to perform within a structured command and control system;
- All QFRS regional personnel to utilise the QFRS Incident Management System (Incident Action Plans well documented) in the operational performance of their duties; and
- All regional Commanders and station Officers-in-Charge (Stations/Brigades) to implement and monitor appliance crew safety and fatigue management arrangements.



4. PRE INCIDENT PLANNING

- 4.1 QFRS South Eastern Region operational officers and firefighters to participate in required core skills SWR training and development, and programmed core skills competency maintenance activities. SER operational officers and firefighters to undertake SWR incident response activities commensurate to the level of qualifications gained and core skills maintained.

QFRS provides three levels of SWR training and development, and core skills competency maintenance activities aligned with the following:

- SWR Awareness (Awareness only and personnel not to undertake SWR);
- SWR Level 1 (Operations personnel qualified to undertake 'DRY' rescues only);
- SWR Level 2 (Operations personnel qualified to perform all facets of SWR).

Only SWR Level 2 qualified personnel are to enter the water to undertake swift water rescue

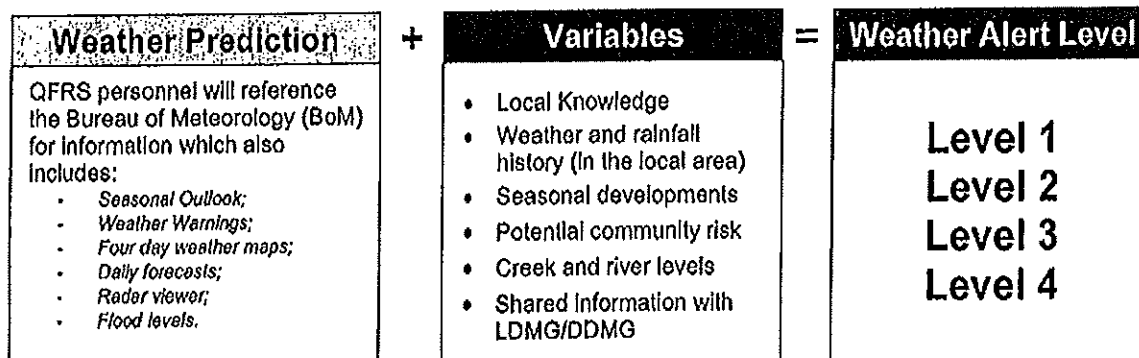
- 4.2 Station Officers-in-Charge (Fire Rescue Stations and Rural Fire Brigades) Identifying potential SWR risk sites based on a history of repeated flooding (e.g. Across roadways; causeways, low level bridges, etc), community recreational areas with potential for swift water emergencies, and specific localities having a recorded history of reoccurring swift water emergencies, and develop and/or annually review **Site Risks Assessments and Local Action Plans (LAPs)**.
- 4.3 SWR L2 Technicians are to assist with the development and annual review of Swift Water Rescue 'Local Action Plans' within each SER Command operations response area.
- 4.4 All SER regional Commanders and station Officers-in-Charge (Stations/Brigades) to regularly monitor at the commencement of duty or during attendance at their station the Bureau of Metrology (BoM) weather information site (linkage available on the SER

Website) on forecasted changes to the weather conditions (E.G. Cyclones, prolonged heavy rainfalls, pending storm activities and potential flooding, etc), and the potential for swift water incidents within the region, command and/or station specific areas.

- 4.5 The SER Duty Manager Operations (DMO) together with the SER Regional Technical Rescue Coordinator will regularly monitor weather conditions for the whole of South Eastern Region utilising the BoM, information accessed from QFRS State Operations Centre (SOC) and other Agencies, and advice provided (as available) from specific regional Commander/s and station Officers-in-Charge (Stations/Brigades) on their local conditions (Note: 4.3 above).
- 4.6 The SER Duty Manager Operations and/or the SER Technical Rescue Coordinator will contact the SER Director Regional Operations and/or the Senior Officer On-Call (outside normal business hours periods) to advise on the following:
- Forecasted weather conditions for the whole and/or specific areas of the South Eastern Region and/or neighbouring regions (including NSW northern rivers area);
 - Recommend on the required Severe Weather Alert Level;
 - Status on SWR regional operations preparations and appliance/crew readiness;
 - Details of specific communications undertaken to inform all relevant local regional Commander/s and specific station Officers-in-Charge (Stations/Brigades) of the forecasted weather conditions, Severe Weather Alert Level, status on SWR operations preparations and appliance/crew readiness;
 - Direction to the station Officers-in-Charge (Stations/Brigades) to review the station Business Continuity Plan and prepare to action as necessary (for those stations that may be directly impacted by the forecasted severe weather conditions); and
 - Recommendations for a further increase in regional SWR operations readiness and location of SWR appliances/crews, whilst ensuring whole of region operations response capability readiness.
- 4.7 The Assistant Commissioner SER to be advised of all/any potential severe weather information, status on SWR regional operations preparations and appliance/crew readiness, and actions initiated to increase regional SWR operations capability and location of SWR appliances/crews.

5. SEVERE WEATHER ALERT LEVELS

- 5.1 The Severe Weather Alert Level (SWAL) allows regions to apply local knowledge to local conditions and to review resources in determining the appropriate SWAL and subsequent activation. The decision process for determining the Severe Weather Alert Level (SWAL) is a combination of:



- 5.2 SER Director Regional Operations to consult with the Assistant Commissioner SER before determining the Severe Weather Alert Level for a particular location within the region and/or for the whole of region.
- 5.3 The Severe Weather Alert Level – Activation Table recommends actions to be taken correlating to the SWAL. This Table provides an Operations Guide to assist regional planning in the event of:
- Forecasted severe weather information received;
 - SWR regional operations preparations and appliance/crew readiness; and
 - Communications necessary with potential impacted stations/brigades, necessary qualified regional personnel, and other community Emergency Services and Local Disaster Management providers.

SEVERE WEATHER ALERT LEVEL – ACTIVATION TABLE							
ALERT LEVEL	ACTIVATION ACTIVITIES – #						
	QFRS Staff and Agencies	Weight of Initial Attack*	Rural Operations Reporting**	Resources Prepared	RIMT	ROC	SOC
4	Activate relevant staff and notify Agencies	Maximise Initial response	RMRO Liaise with Region DRO and AC	Optimum resources (staged where appropriate)	Standby	Activated	Alert
3	Notify relevant staff and Agencies	Consider Increase in Initial response*	RMRO Liaise with Region DRO	Additional resources verified	Alert	Alert	Watching brief
2	Notify relevant staff	Normal response	RMRO Liaise with DRO	Additional resources identified	Advice	Watching brief	Watching brief
1	NORMAL OPERATIONS BUSINESS						

Severe Weather Alert Level Activation Table and Regional Chart

* Weight of Initial attack: Regions should consider additional appliances based on the determined risk and available resources; # These are the minimum activity requirements. Regions may increase these activity categories (columns) based on local conditions (but may not increase or decrease the Alert Levels 1 to 4)

- 5.4 The decision to elevate or decrease the SWAL will be by the SER Director Regional Operations based on information provided on previous events and rainfall, current local conditions, resources, and local knowledge.

6. CHARACTERISTICS OF SEVERE WEATHER ALERT LEVELS

- 6.1 **SWAL LEVEL 1:** Forecasted weather conditions are such that it does not require an increase in planning and resources other than current regional station crewing arrangements.

SOUTH EASTERN REGION: Normal Operational Business

- 6.2 **SWAL LEVEL 2:** Moderate weather conditions forecasted that may have an impact on a particular location within the region and/or for the whole of region. This should still include normal response protocols with a heightened awareness of weather predictions and the checking of equipment and resources in the region to ensure operational preparedness.

SOUTH EASTERN REGION: The SER DMO will ensure that rostered on-shift SWR L2 staff are located to each rescue station and crew the rescue appliance at those stations (Stn 35 – Beenleigh: 635 Kilo; Stn 40 – Robina: 640 Mike; and Stn 45 – Ipswich: 645 Mike).

- 6.3 **SWAL LEVEL 3:** Information and advice received on forecasted moderate to high weather conditions. This forecasted weather condition may be a location specific moderate to high impact event and/or it may be an event that is following a long period of rain resulting in swollen creeks and waterways. This will require consideration for an increase to initial response capability, and may also require additional resources to be brought up for duty and located to specific stations within the region. All available additional resources brought up for duty and location to be verified.

SOUTH EASTERN REGION: The SER DMO and SER Technical Rescue Coordinator to consult on required resourcing arrangements, and to advise and/or recommend to the SER Director Regional Operations (In addition to SWAL Level 2 activities):

- SER DMO to ensure all 'On duty' operational rescue appliances are crewed by SWR L2 staff at each rescue station (Stn 35 – Beenleigh; Stn 40 – Robina; and Stn 45 – Ipswich).
- Status on operational readiness of additional regional appliances identified and available to support SWR incident response;
- Availability of 'Off duty' SWR L2 staff to crew pre-determined operational appliances, and recommendation on additional SWR operational appliances and crews to be brought up for duty and location at specific stations within the region to support swift water incidents as necessary;
- Advice provided to inform all relevant local regional Commander/s and potential impacted station Officers-in-Charge (Stations/Brigades) of the forecasted weather conditions, Severe Weather Alert Level, status on SWR operations preparations and appliance/crew readiness;
- Advice to station Officers-in-Charge (Stations/Brigades) to review their station Business Continuity Plan and prepare to action as necessary (for those stations that may be directly impacted by the forecasted weather conditions);
- SER DMO to continue monitoring BoM, emergency incident activity, and consult the SER Technical Rescue Coordinator on planning for additional regional resourcing as necessary for the whole of region;
- SER DMO and SER Technical Rescue Coordinator to continually review the potential high weather event giving consideration to a stand down message being applied for the 'Off duty' call back crews being released from operational duties.

- 6.4 **SWAL LEVEL 4:** There is a determined extreme weather event (cyclone) and/or when there is a predicted high impact weather event following a long period of rain resulting in saturated ground and higher than normal levels in creeks, rivers and waterways. Additional planning undertaken and resources will be brought up for duty to support All Hazards Emergency Management and incident response across the whole of region. This may also be the trigger for a request for additional resources from other regions.

SOUTH EASTERN REGION: On approval of the SER Director Regional Operations, the following actions will be initiated (In addition to SWAL Level 3 activities):

- SER ROC to be activated to support operations in accordance with QFRS Incident Management Systems and arrangements. The QFRS State Operations Centre to be notified of the SER ROC activation;
- SER RIMT to be placed on standby and ICC Cache to be prepared for transportation;
- SER DMO and SER Technical Rescue Coordinator to monitor extreme weather conditions for the whole and/or specific areas of the South Eastern Region and/or neighbouring regions (including NSW northern rivers area) impacted;

- Status on SWR regional operations preparations and appliance/crew readiness to be closely monitored;
- SER DMO will ensure (In consultation with the SER Technical Rescue Coordinator) that pre-determined SWR operational appliances crewed by SWR L2 staff are brought up for duty and located to specific stations within the region to support potential swift water and flood related emergency incidents for the whole of region (as per the SER SWR Operational Plan). This crewing level arrangement will be maintained for the duration of the determined extreme weather period.
- Communications undertaken to Inform all relevant local regional Commander/s and possible impacted station Officers-in-Charge (Stations/Brigades) of the forecasted weather conditions, Severe Weather Alert Level, status on SWR operations preparations and appliance/crew readiness and locations;
- Station Officers-in-Charge (Stations/Brigades) to review their station Business Continuity Plan and prepare to action as necessary (for those stations that may be directly impacted by the forecasted weather conditions);
- SER ROC to continue to undertake planning on staff modelling and resource allocation strategies to support a protracted All Hazards Emergency Management major event, maintenance of operations capability for the whole of South Eastern Region, fatigue management, and to determine the regional capacity to support (and/or not support) QFRS SOC requests for staff for Intra-State deployment as required.

NOTE: SER ROC to determine regional staffing capacity to sustain the required number of SWR L2 staff (10/14 roster arrangement) to support an extended swift water and flood related event, and/or to determine the requirement for a request to the QFRS SOC for additional qualified SWR L2 staff and operations support personnel to be provided for the region, as necessary.

7. SEASONAL WEATHER CONDITIONS

- 7.1 Throughout the calendar year weather conditions in South East Region can vary from the annual expected seasonal rain and storm patterns to isolated severe weather events. Unpredictable seasonal weather conditions and adverse weather events can be difficult to plan for, however close monitoring of daily weather patterns by all operational staff is essential in maintaining optimum operational preparedness and response capability for the whole of the region.
- 7.2 Firecom South East undertakes a key role in All Hazards Emergency Management and will be informed and regularly updated on all/any potential extreme weather information, status on SWR regional operations preparations and appliance/crew readiness, and actions initiated to increase regional SWR operations capability and location of SWR appliances/crews.

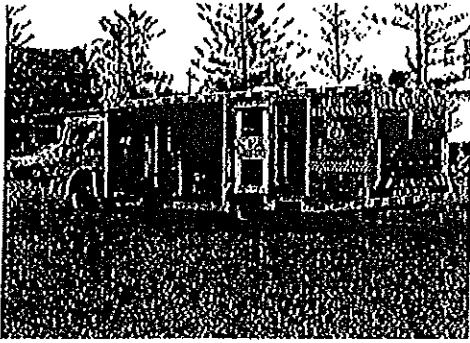
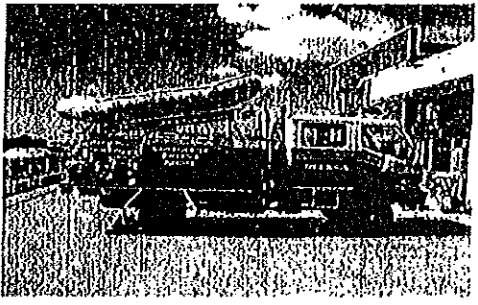
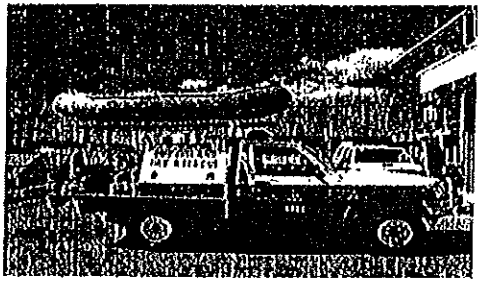

7.3 How do you access the BoM on the SER Regional Website?



Simply by **CLICKING ON THIS ICON** that is located on your computer personal Desktop, available to you when you first open (DCS user name/password) your Station/Business Unit computer, and you will be taken directly to the QFRS South Eastern Region Website.

Situational awareness is everyone's responsibility

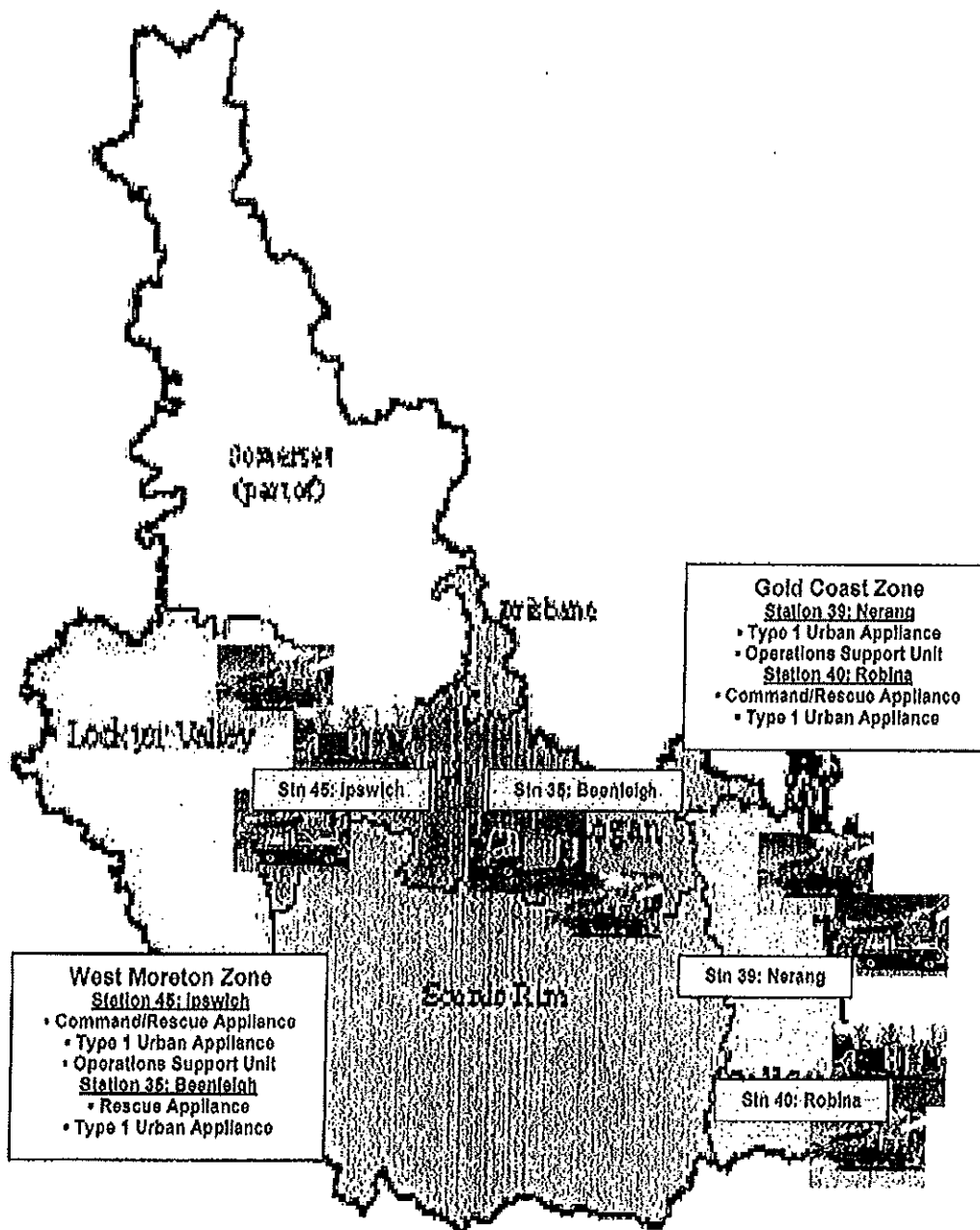
8. OPERATIONAL APPLIANCES

Resource	Capability	Appliance
Command Rescue Appliance	<ul style="list-style-type: none"> - Operations Command and Technical Rescue appliance; - Station Officer/Firefighter; - Full self contained command/communications module; - All radios plus UHF repeaters (spare), cross patch/link facility; Satellite phone, mapping; - Forward command and operations capability including: Firefighting; Breathing apparatus and HAZMAT; Technical Rescue (All disciplines); Road accident rescue; Communications support (UHF; VHF; QAS); - SWR L2 equipment 	
Type 1 Urban Appliance	<ul style="list-style-type: none"> - Twin cab fire appliance; - Four wheel drive capability; - Bushfire/wildfire firefighting; - On board water tank, pump and hose reel; - UHF/VHF radios; - Fitted to carry Inflatable Rescue Boat; - SWR L2 equipment <p><i>Note: Type 1 urban 4x4 appliance available for bushfire, swift water and flood related emergency incidents</i></p>	
Operations Support Unit	<ul style="list-style-type: none"> - Single cab vehicle; - Four wheel drive capability; - Bushfire/wildfire firefighting; - On board water tank, pump and hose reel; - UHF/VHF radios; - Fitted to carry Inflatable Rescue Boat; - SWR L2 equipment <p><i>Note: Operations support 4x4 vehicle available for bushfire, swift water and flood related emergency incidents</i></p>	
Rescue Appliance	<ul style="list-style-type: none"> - Technical Rescue appliance; - Station Officer/Firefighter; - Command/communications module; - All radios plus UHF repeaters (spare), cross patch/link facility; Satellite phone, mapping; - Forward command and operations capability including: Firefighting; Breathing apparatus and HAZMAT; Technical Rescue (All disciplines); Road accident rescue; Communications support (UHF; VHF; QAS); - SWR L2 equipment 	

QFRS SER Operational appliance types available for swift water and

flood related emergency incidents

- 8.1 SER regional operational appliances have been resourced and are available to support swift water and flood related emergency incidents. SER has 'on duty' operational rescue appliances crewed by Technical Rescue L2 staff located at each regional rescue station (Stn 35 – Beenleigh; Stn 40 – Robina; and Stn 45 – Ipswich).
- 8.2 Additional operational appliances may be crewed by available rostered 'on duty' SWR L2 staff, and/or by 'off duty' SWR L2 staff recalled to duty (as approved by the SER Director Regional Operations) to crew such pre-determined operational appliances. Appliance/s and crew may be located to specific stations within the region as required to support potential swift water and flood related emergency incidents for the whole of region.



9. EQUIPMENT

- 9.1 Personal Protective Equipment for SWR L2 Technician will include: Personal Floatation Device (P.F.D.); Wet Suit; Gloves; Booties; Strobe Light; Knife; Helmet; Personal High Angle Kit.
- 9.2 Pre-determined regional operational SWR appliances (appliances/vehicles identified as a part of the SER Swift Water Rescue Operational Plan) will carry the following equipment:

SWIFTWATER RESCUE TRAILER/INTERMEDIATE RESCUE STATION SWR KIT			
ITEM	QUANTITY	ITEM	QUANTITY
I.W.P. CLASS II with Bow line attached	1	Slings Snake eye (60mm orange)	4
PFD's Force 6 c/w knife, strobe and spare carabineer	4	Kootenay Carriageway	1
Level I - Type II PFD's - Adult	4	Flip lines with Carabineers	4
Set of 3 - child PFD's - (Infant, child, small adult)	1	Foot Pump with Yellow Hose	1
Richel Straps 38 mm	2	Hand Pump with Black Hose	1
Throw Bags	4	First Aid Kit	1
Helmets - (future c/w "in helmet" communications system)	4	Loud Hailer	1
High Powered compact search torch (recommend Fenix TK40 or equivalent)	4	Hand Reel with Weighted big shot line (Green)	2
Helmet Lamps Princeton Tech (3 X AAA fitted)	4	Tactical Command Kit TAC - A 4 (Own Inventory)	Bag
Big Shot Line In small yellow bag	1	Brake Fluid 500 Ml.	1
Float lines 100 m (In large blue bags)	2	Hose Inflation Kit (Sub inventory below)	
Float lines 50 m (In small blue bags)	4	Male & Female Blank caps, (Hose Inflation)	1 each
Life Rescue Lines 100 m (In large yellow bags)	3	Air fitting for Schrader valve (Hose Inflation)	1
Life Rescue Lines 50 m (In small yellow bags)	2	Air Regulator & air hose (Hose Inflation)	1
Roll of 25mm Tube Tape	1	Hose Spanner (case 3) (Hose Inflation)	2
Roll of 8mm Black Prussic	1	Wondor Gun	1
Assorted lengths of float rope (In yellow bag)	1	Air Adaptor F/M -- F/M for wondor gun	1
Poly tarp (Blue)	2	I.W.P. repair kit, valve tool, glue, patch	1
Paddles	4 or 6	Aqua pack Waterproof Battery Pouches	4
BIG SHOT Line launcher 2 piece pole & slingshot	2	Chemical Light Sticks - White	50
Fire Hose 64 mm X 30 m coiled	2	Tool Box Metal (Sub Inventory below)	1
B.A. Cylinders	2	Pliers set , normal, needle nose, side cutter	3
Box of assorted slings and prussic	1	Screw Drivers Flat, Phillips	1 Each
Harpoon Fig 8 Defenders	3	Zip Ties	2 Pack
Firefall in line Defenders	2	Big Shot line Orange Coils	2
Pulley P3 Single	1	Sun screen Small tube	1
Pulley P3 Double Pulley	1	Insect repel Roll O. Bushman's Spray	1 Each
Pulley P3 Double Ended	1	Silver tape	1 Roll
Pulley P3 Prussic Minding Pulley	2		
Swivel	1		
Carabineers STEEL	20		
Carabineers ALLOY	40		

10. EMERGENCY INCIDENT RESPONSE

- 10.1 All personnel will operate in accordance with the QFRS Incident Management System supporting All Hazards Emergency Management strategies, including pre-emptive arrangements for whole of region coordination to swift water and flood related emergency incident response.
- 10.2 The SER DMO may request appliance/s and crew/s to be located to specific stations and/or localities within the region to support potential of swift water and/or flood related emergency incident response for a specific station and/or command locality.
- 10.3 All station and/or appliance notification for required appliance movement and/or emergency incident response will be through Firecom South East in accordance with QFRS operations policy and procedures.

- 10.4 Air operations support can be requested through Firecom South East who will follow standard operating procedures and policies in relation to contacting the QFRS State Air Operations Desk on the availability of aircraft support. Operations strategies should be considered in the event that appropriate aircraft support is not available.
- 10.5 Clear instructions need to be provided in relation to requests for air operations support, including type of air support needed and task to be undertaken (E.G. Rescue/Search; Technician Transfer (Number); Equipment Transfer including weight).

11. FEEDBACK ON THE SER SWR OPERATIONAL PLAN

- 11.1 All and/or any feedback on the (SER) Swift Water Rescue (SWR) Operational Plan is encouraged and can be provided to the SER Technical Rescue Coordinator.