

If calling please ask for:  
Kim Arnott

Telephone:  
8204 3959 or 0429 094 736

Reference: ESS-21-2216



Mr Justin Hanson MLC  
SA Parliament  
Via email [justinhanson.office@parliament.sa.gov.au](mailto:justinhanson.office@parliament.sa.gov.au)

99 Wakefield Street  
Adelaide SA 5000

GPO BOX 98  
Adelaide SA 5001

Tel +61 8 8204 3600  
Fax +61 8 8204 3838

[www.mfs.sa.gov.au](http://www.mfs.sa.gov.au)

ABN 26 897 550 904

Dear Mr Hanson

I refer to your application made to the South Australian Metropolitan Fire Service (MFS) on 11 May, 2021 under the Freedom of Information Act 1991 (FOI Act).

*"Please provide a copy of all reports/documents similar to the Northern and Southern Metropolitan Zone Metropolitan Services response to the 30 year plan for greater Adelaide. I am seeking documents similar or the same as the MFS response to the 30 year plan which covers areas outside of the Northern and Southern zones."*

In accordance with the requirements of Premier and Cabinet Circular PC045, details of your FOI application, and the documents to which you are given access, may be published in the agency's disclosure log. A copy of PC045 can be found at: <https://www.dpc.sa.gov.au/resources-and-publications/premier-and-cabinet-circulars>

A search of files has been conducted and two (2) documents were located that fall within the scope of your application. The documents are identified in the attached schedule.  
In respect of the two documents, I have determined as follows:

#### **Document 1**

I have released this document in full.

#### **Document 2**

I have determined to exempt this document from release for the following reasons:

##### Internal working documents - Clause 9(1)(a)(i)

Pursuant to Clause 9(1)(a)(i) and (ii) of Schedule 1 of the FOI Act, this document is a live internal working document still in draft format and is yet to be presented to and approved by the MFS Strategic Operations Committee (SOC) to inform MFS decision making. This document contains opinions and recommendations for deliberation that have not yet been endorsed as an official MFS position or response.



**Government  
of South Australia**

Although elements (1)(a)(i) and (ii) of Schedule 1 Clause 9 have been satisfied, in applying this clause, I am also obliged to consider the public interest for and against the release of information.

Factors in favour of release include:

- The public interest in fulfilling the objects of the FOI Act, and promoting openness and accountability within government.
- Promoting public participation in government

Factors against release include:

- Ensuring efficient and effective conduct of government functions.

On balance, I consider the public interest is not served in the release of the information as the content of document 2 is preliminary and draft in nature. The document does not yet represent the thinking processes behind the agency's decision-making as no decision has yet been made. It would be premature to release this information and may impact on the ability of the MFS to deliberate unencumbered. I consider this factor against disclosure to carry more weight than the factors for disclosure. Once an official position or decision has been made it could then be considered appropriate for release.

### **Appeal Rights**

If you are dissatisfied with this determination you are entitled to apply for an internal review, in accordance with section 29 of the FOI Act. To make an internal review application, please either write a letter or send an [Application for Review of Determination](#) to the Principal Officer of this agency, Chief Officer Michael Morgan, within 30 (calendar) days after you receive this letter. Should you submit an application for an Internal Review, please include an application fee of \$36.75.

Should you have any enquiries in relation to this matter, please do not hesitate to contact me on (08) 8204 3959 or 0429 094 736.

Yours sincerely



Kim Arnott  
**Accredited Freedom of Information Officer**

June 2021

Encl: Document schedule  
Document 1

ESS-21-2216

## SCHEDULE OF DOCUMENTS

Doc No	Description	Determination
1	Regional Operations Risk Review 2013 - 2015	Released in full
2	DRAFT Rural Fire and Urban Interface Strategic Plan 2019-2025	Exempt under Internal working documents - Clause 9(1)(a)(i),(ii).

# Regional Operations Risk Review 2013 - 2015



## BACKGROUND

Projected targets for population growth and regional development including shifts in Industry employment and a greater volume of traffic using Transport Corridors throughout Regional Areas provide the MFS with a variety of challenges that will affect resource allocation:

### Risk Factors

- Identifying growth areas served by the MFS.
- Aligning the MFS Strategic Plan with the State Strategic Plan's targets for population growth.
- Identifying the population growth's impact to MFS Services in Regional areas
- Identifying MFS resource requirements to achieve appropriate response time requirements as indicated in the MFS Strategic Plan 07-12
- Identifying resource requirements to protect people and property from exposure to hazards and fire
- Identifying resource requirements to protect the regions environmental assets
- Identifying resource requirements to deliver community service products to an expanding area
- Identifying resource requirements which would offer infrastructure and asset protection service as dictated by the target growth.
- Identify and protect places of heritage and cultural significance
- Identifying resource requirements to protect the region's strategic freight transport, storage and processing infrastructure
- Identifying needs as dictated by potential population growth to provide safe, healthy, accessible and appealing environments
- Protecting assets, and providing for the expansion of export related and value-adding industries at key junctions
- Applying and following defined legislative requirements
- Designing, applying and following 'best-practice' procedures and/or policies
- Developing innovative and industry leading plans for future development

Developing plans and policies that are structured to obtain targets for Climate Change

- Aligning the MFS's direction with the South Australian Strategic Plan which guides all government agencies actions and priorities.
  - Growing prosperity
  - Improving wellbeing
  - Attaining Sustainability
  - Fostering Creativity and Innovation
  - Building communities
  - Expanding Opportunities and Sustainability



## Resilience

The MFS uses a risk based assessment to forecast emergency incident requirements. This assessment assists to build the response criteria for a specified risk to successfully mitigate any possible emergency that the community may be confronted with.

The riding capacity of appliances varies from 4 to 5 staff. To maximise response capacity and make better use of available staff all appliances to be fitted with 3 rear seats.

Further for isolated stations it is recommended that a spare appliance be sited at those stations so as to transport, act as a spare in the case of breakdown and be a support vehicle when the sole appliance is at an incident.

## Appliance Types

- (1) **GP Pumper** - General Firefighting\*, Hazmat, 1500 litre water capacity.
  - Require 2 HP hose reels, large capacity pump and hard plumbed monitor, stowage for SCBA, & HAZMAT equipment
- (2) **Pump/Rescue** - General firefighting, Heavy Rescue, Lighting, 1500 litre water capacity.
  - Require 2 HP hose reels, large capacity pump and hard plumbed monitor, improved lighting system, stowage for RCR equipment ,SCBA & HAZMAT equipment
- (3) **Medium Urban Pumper** - General Firefighting\*, Rural (on road adj to urban areas), 1500 litres water, RIV/Rescue, Lighting.
  - Require 2 HP hose reels, stowage for HAZAMAT equipment and stowage for SCBA if possible.)
- (3a) **Medium Urban Pumper 4x4** - General Firefighting, Rural (off road), 1500 litres water, RIV/Rescue, Lighting.
  - Requires 2 HP hose reels, stowage for SCBA if possible.)
- (4) **Water Carrier 4x4** - Water cartage, (dam) water transfer (small capacity pump), limited firefighting capability, and (self protection). Minimum 5,000litre capacity.
- (5) **ROSA 4x4** - Rural Operational Support Appliance (off road),small pump, hose reel, 1000 litre water capacity, Towing capability, max three (3) tonne (support trailers.)
- (6) **TAP / SKYJET** Aerial Rescue & Firefighting, General Firefighting.
- (7) **Hook Lift** Equipment transport to fireground utilising the POD system LC = 21 tonnes
- (8) **BRONTO / Aerial Rescue & Firefighting appliance**
- (9X) **REMOTE STATION SPARE** – Either 1, 2, 3, 5 type appliances

**Note:**

**General firefighting**

Covers domestic dwellings, heavy and light industry, commercial premises, government buildings, hospitals and the fire protection requirements of RCR, using HP hose lines, large capacity hose lines, fixed monitors and the use of SCBA.

**Hazmat incidents**

Can result from domestic premises, heavy and light industry, road and rail transport, hospitals etc, requiring the use of SCBA, Chemical Protection suits or Gas Tight Chemical Protection Suits, portable decontamination shower and other equipment required in this role.

**Lighting**

A lighting system is required to provide illumination over a wide area at Country incidents, where street lighting is not available. A flexible system is required for vehicle mounting and portable use, via stands. (Equipment of the type carried on the new Pump/Rescue may be suitable).

**Population figures**

Are based on the Australian Bureau of Statistics 1991 Census.

**Appliances**

- All vehicles and separate engine/pump configurations to be diesel powered.
- Types 1, 2, 3 & 3a appliances, foam production to be via in line inductors, storage space required for 6 x 20 litre foam drums.
- Some appliances may require RPP type foam systems, dependent on station.
- Type 3 and 3a appliances will use the same pump/body configuration.
- TAP appliance same basic configuration as Type 1.
- Bronto appliance combined ladder / hydraulic platform

## Regional Operations

### Far North & Eyre Regional Command

#### Port Lincoln

Population: 15,000.

Port Lincoln is a regional hub and popular tourist venue and as a consequence has a large transient population. It is a sea port, and boasts the largest Tuna fishing fleet in Australia with a value of \$500,000,000, (half a billion dollars). The grain terminal, stores and ships all grain produced on Eyre Peninsula. The transport corridor runs 24 hours, 7 days per week during the harvesting season.

A pipeline carries fuel from tankers at the wharf to both Caltex and Shell storage depots with the MFS recently accepting a role in the mitigation of oil spills in Boston Bay, in conjunction with the Department of Road Transport, Marine Safety Section.

Port Lincoln is a town surrounded from north east through west to south east by highly flammable native vegetation and is considered a major bushfire risk. Port Lincoln MFS has the responsibility for Heavy Rescue at the Port Lincoln Airport and will also be called upon to transport foam in the event of an incident.

**Note:** Consideration must be given to the isolation of Port Lincoln and the Risks within the MFS area in relationship to other available MFS resources, (Whyalla MFS 3.5hrs response time)

***Appliances 549 (2), 543 (6), 5414 (5), 5417 (7) 541 (1)***

(Appropriate Required response first alarm)

#### **Risks**

#### **Appliance Types Available**

##### **A class risks**

1,2,5,6

Including

- Grain Terminal
- Lincoln Hotel
- Fuel storage Facilities
- Hospital
- Special, (Sea Port)/Marina
- Airport
- Prison

##### **B class risks**

1,2,5,6

Including

- Industrial
- Commercial
- Govt Buildings
- Aged Care Facilities
- Commercial Fleet



## Regional Operations Risk Review 2013-2015

<b>C class risks</b>	1,2,5,6
Including	
<ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	
<b>Rural Risk</b> (or CFS)	1,2,5,7 (or CFS)
<b>Tourism</b> (refer risk)	1,2,5
<b>Road Crash Rescue</b>	
<ul style="list-style-type: none"><li>• MFS area</li><li>• Transport Corridor</li><li>• Non-MFS area     directory)</li></ul>	1,2,5 1,2,5,7 1,2,5 (Road crash rescue
<b>Additional Resources required:</b>	
<ul style="list-style-type: none"><li>• MUP 4X4 (3a) for Rural Risk</li><li>• Bronto (8)</li></ul>	

**An aerial capability (6) or (8) appliance must be maintained at Port Lincoln MFS due to the risks within the township of Port Lincoln and surrounding areas. Important to note that in the future Port Lincoln MFS may be responding to the Port Lincoln airport and prison**

**541 is an appliance from the Regional spare fleet which has been allocated to Port Lincoln MFS with its main function being to back up CFS if they require an appliance for asset protection outside of MFS area, this allows 549 with heavy rescue capability to remain in MFS area.**

**541 can also be used to boost systems or supply water to the Telescopic Aerial Pumper if required**

## Whyalla

Population: 23,000.

Whyalla is a large industrial city, with a transient population which is based on tourism, industry and commerce. The MFS is responsible for a very large area, north, south and west of the city. This is made up of a large rural risk, isolated domestic properties and a large petro/chemical/LPG facility located north of the city, together with the Onesteel works adjacent to the town. Whyalla MFS also responds to the Iron Duke mine. The appliances listed below are required to service these responsibilities in the present and foreseeable future. The MFS also has the responsibility for Heavy Rescue at the Whyalla Airport and would be called upon to provide foam in the event of an incident.

**Appliances 528 (3), 523 (6), 529 (2), 5214 (5), 5242 (4) 521 (1)**

(Appropriate Required response first alarm)

Risks	Appliance Types Available
<b>A class risks</b> Including <ul style="list-style-type: none"> <li>Fuel storage Facilities Port Bonython</li> <li>One Steel</li> <li>Hospital</li> <li>Special, (Sea Port)</li> </ul>	1,2,3,5,6
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>Heavy Industrial</li> <li>Commercial</li> <li>Govt Buildings</li> <li>Aged Care Facilities</li> </ul>	1,2,3,5,6
<b>C class risks</b> Including <ul style="list-style-type: none"> <li>Domestic</li> <li>Light Industrial</li> </ul>	1,2,3,5,6
<b>Rural Risk</b> (or CFS)	1,2,3,4,5
<b>Tourism</b> (refer risk)	1,2,3,5
<b>Road Crash Rescue</b> <ul style="list-style-type: none"> <li>MFS area</li> <li>Transport Corridor</li> <li>Non-MFS area directory)</li> </ul>	1,2,3,5 1,2,3,5 1,2,5 (Road crash rescue)
<b>Additional Resources required:</b> <ul style="list-style-type: none"> <li>Aerial Bronto (8) A, B risk</li> </ul>	

Given that skyjets (6) at Regional stations are being phased out towards the end of 2015 it is imperative that during future planning, consideration is given to maintaining Whyalla MFS aerial resource capability with a type (6) or (8) appliance

521 (1) is an appliance from the Regional spare fleet which has been allocated to Whyalla MFS as an additional resource to protect the township of Whyalla and surrounding area and should be a permanent resource.

## Port Augusta

Population: 17,000.

Port Augusta is a regional hub, with a large transient population. It is known as the crossroad of Australia, as road and rail transport passes through from each side of the country. National Highway One travels directly through the centre of Port Augusta and is linked by a road bridge. This road is travelled daily by approximately 18,000 vehicles. Approximately 3600 of these are heavy and over dimensional. Approximately 14,400 local vehicles use the bridge daily.

This has the potential for RCR, HAZMAT incidents having a huge impost on National Highway One. If Highway One is blocked there is no immediate alternative route available to heavy transport. There are large railway workshops in the town, which can present a range of problems. The MFS area of responsibility for Heavy Rescue ranges north on the Woomera Road, and south towards Lincoln Gap. Port Augusta MFS have a good working relationship with the Stirling North CFS and as a result are regularly requested to assist at Wildfire incidents.

MFS has the responsibility for Heavy Rescue at the Pt Augusta Airport and would be called upon to provide foam in the event of an incident.

***Appliances 518 (3), 519 (2), 5114 (5),***

(Appropriate Required response first alarm)

Risks	Appliance Types Available
<b>A class risks</b> Including <ul style="list-style-type: none"><li>• Power Station</li><li>• Prison</li><li>• Hospital</li><li>• Special, (Sea Port) / Rail Head</li></ul>	2,3,5
<b>B class risks</b> Including <ul style="list-style-type: none"><li>• Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Aged Care Facilities</li><li>• Commercial Fleet</li></ul>	2,3,5

## Regional Operations Risk Review 2013-2015

<b>C class risks</b>	2,3,5
Including	
• Domestic	
• Light Industrial	
<b>Rural Risk</b> (or CFS)	2,3,5
<b>Tourism</b> (refer risk)	2,3,5
<b>Road Crash Rescue</b>	
• MFS area	2,3,5
• Transport Corridor	2,3,5
• Non-MFS area	2 (Road crash rescue directory)
<b>Additional Resources required:</b>	
• Type (6) or (8) A, B, C & Transport Corridor Risks	

Due to the potential risks within Port Augusta Township and surrounding areas and taking into consideration the transport corridor both road and rail a type (6) or (8) appliance should be considered when planning for future resourcing at Port Augusta MFS

### Port Pirie

Population: 17.074.

Port Pirie is a regional hub with a large transient population. It has one of the world's largest lead smelting works (NYRSTAR), together with a sea port for the shipment of grain from the grain terminal. Road and rail corridors pass the town. MFS has the responsibility for Heavy Rescue in the MFS gazetted area and at the Port Pirie Airport, and would be called upon to provide emergency service in the event of an incident.

Competitive and efficient Transport, Water, Health, Justice, Emergency services, Education and training, Arts and culture and Energy infrastructure are crucial to enable the expansion of S.A.'s mining, defence and tourism industries. Protecting buildings on these assets and providing for the expansion of export related and value adding industries in key regional locations is imperative to enable capitalisation on investment and to provide certainty for industry and the community.

***Appliances 501 (1), 502 (3), 509 (2), 5014 (5)***

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> (confirmed fire) Including <ul style="list-style-type: none"> <li>• Grain Terminal</li> <li>• Nyrstar Smelter</li> <li>• Hospital</li> <li>• Special, (Sea Port)</li> </ul>	1,2,3,5
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>Industrial                             <ul style="list-style-type: none"> <li>▪ Commercial</li> <li>▪ Govt Buildings</li> <li>▪ Aged Care Facilities</li> </ul> </li> </ul>	1,2,3,5
<b>C class risks</b> Including Domestic Light Industrial	1,2,3,5
<b>Rural Risk</b> (or CFS)	1,2,3,5
<b>Tourism</b> (refer risk)	1,2,3,5
<b>Road Crash</b> <ul style="list-style-type: none"> <li>• MFS area</li> <li>• Transport Corridor</li> <li>• Non-MFS area</li> </ul>	1,2,3,5 1,2,3,5 1,2 (Road crash rescue directory)
<b>Additional Resources required:</b> <ul style="list-style-type: none"> <li>• GP Pumper (1)</li> <li>• Pump Rescue (2) Transport Corridor</li> <li>• Type (6) or (8) A,B,C Risks</li> </ul>	

**Appliance 502 (1) will be relocated to Mount Gambier on a trial basis for a period of six months and replaced by a type (3) appliance**

**Due to the potential risks within Port Pirie Township and surrounding areas and taking into consideration the transport corridor both road and rail a type (6) or (8) aerial and a type (1) appliance should be considered when planning for future resourcing at Port Pirie MFS**

## Yorke & Mid North Regional Command

### The Copper Coast

Population for the three towns within the Copper Coast is 12,800, (copper coast council website). This figure exponentially grows during the 'holiday seasons', particularly Wallaroo and Moonta.

The Copper coast MFS area is capable of 'self support' due to the close proximity of each MFS station providing the appropriate MFS resources are strategically located throughout the area.

### Kadina

Population: - 4,900.

Kadina is the largest of the three towns which comprise the copper triangle, it has a transient population, due to tourism and the services offered to the local community.

It is also the centre of a large agricultural area.

#### ***Appliances Available 661 (1),***

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b>	1
Including <ul style="list-style-type: none"><li>• Special, (Fuel Storage and distribution)</li></ul>	
<b>B class risks</b>	1
Including <ul style="list-style-type: none"><li>• Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Hospital / Aged Care</li></ul>	
<b>C class risks</b>	1
Including <ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	
<b>Rural Risk</b>	1
(or CFS)	
<b>Tourism</b> (refer risk)	1

### Road Crash Rescue

- MFS area 1
- Transport Corridor 1
- Non-MFS area (Road crash rescue directory)

### Additional Resources required

- Pump Rescue (2)
- Replace the GP Pumper (1) with a Pump Rescue (2) to enable MFS support to other local MFS areas or receive support from other local areas.

## Wallaroo

Population: - 3,700.

Wallaroo has a large grain terminal, which exports much of the grain, via its seaport. Wallaroo has grown significantly in the past 10 years with further growth in the short to mid term expected. The Copper triangle's area population rose faster than any other Regional Centre from 2001 to 2006. In recent years the tourism industry in this area has grown with the completion and commissioning of the Wallaroo Marina Apartments, the Sea-link Ferry service and the Marina and its associated facilities.

### ***Appliances 671(1)***

(Appropriate Required response first alarm)

Risks	Appliance Types Available
<b>A class risks</b>	1
Including <ul style="list-style-type: none"> <li>• Grain Terminal</li> <li>• Special sea port</li> <li>• High Rise</li> </ul>	
<b>B class risks</b>	1
Including <ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial</li> <li>• Govt Buildings</li> <li>• Hospital / Aged Care</li> </ul>	
<b>C class risks</b>	1
Including <ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	
<b>Rural Risk</b>	1
(or CFS)	



## Regional Operations Risk Review 2013-2015

**Tourism** 1  
(refer risk)

### **Road Crash Rescue**

- MFS area 1
- Transport Corridor 1
- Non-MFS area (Road crash rescue directory)

### **Additional Resources required**

- Type (6) or (8) A, B, C risks
- Replace the GP Pumper (1) with a TAP / Sky Jet (6) to enable MFS support to other local MFS areas or receive support from other local areas.

## **Moonta**

Population: 4,200.

Moonta has a transient population, mainly during the holiday season. It was the centre of a copper mining industry in the last century. Recreational fishing is very popular at the adjacent areas of Moonta Bay and Port Hughes.

### ***Appliances 681(3), 6814 (5)***

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risk</b> Including <ul style="list-style-type: none"> <li>• Hospital / Aged Care</li> </ul>	3,5
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial</li> <li>• Govt Building</li> </ul>	3,5
<b>C class risks</b> Including <ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	3,5
<b>Rural Risk</b> (or CFS)	3,5
<b>Tourism</b> (refer risk)	3,5
<b>Road Crash Rescue</b> <ul style="list-style-type: none"> <li>• MFS area 3,5</li> <li>• Transport Corridor 3,5</li> <li>• Non-MFS area (Road crash rescue directory)</li> </ul>	

**Additional Resources required**

- Pump Rescue (2) Tourism / Transport Corridor
- Replace the MUP (3) with a Pump Rescue (2) to enable MFS support to other local MFS areas or receive support from other local areas.

**Note:**

Kadina is used extensively for MFS and CFS support outside of the Copper Coast area. Therefore a (2) at Moonta would supply sustainability for MFS resourcing in the area.

The (5) type appliance is useful in the area for personnel transport, but could probably be better used if located at Kadina due to historical data aligned to availability in each station.

**Victor Harbor**

Population: - 14,093.

Victor Harbor is a premier tourist destination, resulting in a large transient population, particularly during the holiday periods. Boating and recreational fishing are very popular. The transportation corridor carries heavy traffic during weekends, public holidays and other holiday periods.

The domestic risks are continually increasing as the area is a favourite retirement venue for the metropolitan area.

**Note:**

The population and associated emergency service risks in this area have aggressively grown over the past decade. The population figure exponentially grows during the 'holiday seasons' and during specific events such as 'Schoolies' to above 30,000.

Considering the isolation of Victor Harbor in relationship to other available MFS resources, it would be suitable to consider a support vehicle for this area in particular reference to a required emergency response to Granite Island given that the load carrying capacity for the jetty joining the island to the mainland is 4.5 tonnes and the major MFS risk on the island is for rescue.

Therefore an appropriate support vehicle to gain access and transport equipment and personnel is paramount.

***Appliances 711 (1), 719 (2)***

(Appropriate Required response first alarm)

**Risks**

**Appliance Types Available**

**A class risks**

1,2

Including

- Grain Terminal
- Special sea port
- High Rise
- Special Risk Sea Port (amateur Fishing)

## Regional Operations Risk Review 2013-2015

<b>B class risks</b>	1,2
Including	
<ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial</li> <li>• Govt Buildings</li> <li>• Hospital / Aged Care</li> </ul>	
<b>C class risks</b>	1,2
Including	
<ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	
<b>Rural Risk</b>	1,2
(or CFS)	
<ul style="list-style-type: none"> <li>• Granite Island</li> <li>• (refer notes)</li> </ul>	nil
<b>Tourism</b>	1,2
(refer risk)	
<b>Road Crash Rescue</b>	
<ul style="list-style-type: none"> <li>• MFS area</li> <li>• Transport Corridor</li> <li>• Non-MFS area</li> </ul>	1,2 1,2(5 optional) 2,(Road crash rescue directory)

### Additional Resources required

- Type (6) or (8) A, B, C risks
- (5), Priority in the short term is a suitable support vehicle for a granite island response (5) (with GVM capacity of under 4.5 tonnes)

## Peterborough

**Population: - 2,300.**

**Peterborough is a regional hub and has a transient population, mainly centred on tourism, it is adjacent to a rail and road transport corridor and has an abattoir, hospital, significant aged care facilities and heritage buildings. The Peterborough Lateral of the Moomba – Adelaide high pressure natural gas pipeline passes through the town and the main street is a road train corridor between Sydney and Perth.**

**Peterborough MFS is responsible for light and heavy rescue on the adjacent Barrier Highway.**

### ***Appliances 559 (2)***

(Appropriate Required response first alarm)

Risks	Appliance Types Available
<b>A class risks</b> Including <ul style="list-style-type: none"> <li>• Abattoir</li> </ul>	2

<b>B class risks</b>	2
Including	
<ul style="list-style-type: none"><li>• Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Aged Care Facilities</li></ul>	
<b>C class risks</b>	2
Including	
<ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	
<b>Rural Risk</b> (or CFS)	2
<b>Tourism</b> (refer risk)	2
<b>Railway Corridor</b>	2
<b>Road Crash Rescue</b>	
<ul style="list-style-type: none"><li>• MFS area</li><li>• Transport Corridor</li><li>• Non-MFS area</li></ul>	2 2 2 (Road crash rescue directory)

**Additional Resources required**

- Heavy reliance is placed upon the local CFS to offer support for a safe working environment for MFS personnel. Historically this is unachievable in relationship to necessary skill sets.
- Rosa 4x4 (5) is considered to be placed at this station to offer immediate SCBA support to a Pump Rescue (2) (559) response (RIM).

## **Riverland and Central Regional Command**

### **Berri**

**Population:** - 7,200.

Berri is a regional hub, with a large transient population, particularly during the fruit harvesting season. It is also the base of most Government services in the Riverland. The Berri Estates Winery is near the town and is one of the largest wineries in the Southern Hemisphere. The new bridge over the Murray has resulted in a large increase in the volume of freight vehicles passing through the town.

MFS has the responsibility for Heavy Rescue at the Renmark Airport and would be called upon to provide foam in the event of an incident.

**Note:** Berri MFS responds to large industrial sites within Glossop CFS area at the request of C.F.S.

## Regional Operations Risk Review 2013-2015

### **Appliances 601 (1) 609 (2) 6014 (5)**

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> (confirmed fire) Including <ul style="list-style-type: none"> <li>• Winery</li> <li>• Regional Hospital</li> <li>• Industrial</li> <li>• Pumping Station</li> <li>• Special (Riverland high pressure gas main)</li> <li>• Government Buildings (TAFE)</li> </ul>	1,2,5
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial</li> <li>• Govt Buildings</li> <li>• Aged Care Facilities</li> </ul>	1,2,5
<b>C class risks</b> Including <ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	1,2,5
<b>Rural Risk</b> (or CFS)	1,5
<b>Tourism</b> <ul style="list-style-type: none"> <li>• River Port Houseboats</li> </ul>	1,2,5 1,2,5
<b>Road Crash Rescue</b> <ul style="list-style-type: none"> <li>• MFS area</li> <li>• Transport Corridor</li> <li>• Non-MFS area</li> </ul>	1,2,5 1,2,5 Memo of Understanding

### **Renmark**

**Population: - 7,810.**

**Renmark is a busy town with a large transient population, largely tourism based. There are two large wineries in the town. The town has large isolated properties, which have limited water available, together with a significant risk along the river banks, in the form of parks and native vegetation.**

### **Appliances 618 (3a), 6142 (4), 6114 (5)**

(Appropriate Required response first alarm)

## Regional Operations Risk Review 2013-2015

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> Including <ul style="list-style-type: none"> <li>• Wineries</li> <li>• Almondco</li> <li>• Origin Energy Riverland Depot</li> <li>• Special - (Dry Dock for Murray Princess Paddle Boat (1 to 2 months per year))</li> </ul>	3(a),4,5
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial (Renmark Hotel 2 storeys)</li> <li>• Govt Buildings</li> <li>• Hospital / Aged Care Facilities</li> <li>• Entertainment Centres</li> </ul>	3(a),5
<b>C class risks</b> Including <ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	3(a),5
<b>Rural Risk</b> (or CFS)	3(a),4,5
<b>Tourism</b> <ul style="list-style-type: none"> <li>• River Port Houseboats</li> </ul>	3(a),5 3(a),5
<b>Road Crash Rescue</b> <ul style="list-style-type: none"> <li>• MFS area</li> <li>• Transport Corridor</li> <li>• Non-MFS area</li> </ul>	3(a),5 3(a),4,5 (Road crash rescue directory)

Renmark MFS has an appliance from the Regional spare fleet which has been allocated as an unstowed Regional Spare

### **Additional Resources Required**

- Pump Rescue (2) A, B, C, Transport Corridor

### **Loxton**

**Population:** - 7,600.

Loxton is a regional hub, with a large transient population, particularly at fruit harvesting time. The town has large isolated properties, which have limited water available, together with a significant risk along the river banks, in the form of parks and native vegetation. A transport corridor runs through the centre of the town, since the opening of the Berri Bridge, the volume of traffic has increased significantly.

**Appliances 628 (3a) 621(1)**

## Regional Operations Risk Review 2013-2015

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> (confirmed fire) Including <ul style="list-style-type: none"><li>• Winery</li><li>• Wheat Silos</li><li>• Industrial</li><li>• Fuel Storage</li></ul>	3(a),1
<b>B class risks</b> Including <ul style="list-style-type: none"><li>• Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Hospital / Aged Care Facilities</li></ul>	3(a),1
<b>C class risks</b> Including <ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	3(a),1
<b>Rural Risk</b> (or CFS)	3(a),1
<b>Tourism</b> <ul style="list-style-type: none"><li>• River Port Houseboats</li></ul>	3(a),1 3(a),1
<b>Road Crash Rescue</b> <ul style="list-style-type: none"><li>• MFS area</li><li>• Transport Corridor</li><li>• Non-MFS area</li></ul>	3(a),1 3(a),1 (Road crash rescue directory)

621(1) is an appliance from the Regional spare fleet which has been allocated to Loxton MFS as an additional resource to protect the township of Loxton and surrounding area and is shown in SACAD as a permanent resource.

### **Tanunda**

**Population: - 4,500.**

**Tanunda is the wine capital of the Barossa Valley, and has a large transient population. There are many wineries in the vicinity of the township and adjacent areas, together with restaurants and other tourist attractions. The Barossa Valley is a large important area of our states infrastructure. The townships of Tanunda and Nuriootpa are almost joined with further projected growth in this area, of business and domestic premises.**

**The combined population for this area is almost 9,000.**

**In 2006 the Barossa produced 92,351 tonnes of grape, with a farm gate value of \$89.8M. This transposes into a multi-billion dollar industry for the state.**



**Appliances 631 (1)**

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> (confirmed fire) Including <ul style="list-style-type: none"> <li>• Wineries</li> <li>• Commercial</li> </ul>	1
<b>B class risks</b> Including <ul style="list-style-type: none"> <li>• Industrial</li> <li>• Commercial</li> <li>• Govt Buildings</li> <li>• Hospital / Aged Care Facilities</li> </ul>	1
<b>C class risks</b> Including <ul style="list-style-type: none"> <li>• Domestic</li> <li>• Light Industrial</li> </ul>	1
<b>Rural Risk</b> (or CFS)	1
<b>Tourism</b> (refer risk)	1
<b>Railway</b>	1
<b>Road Crash Rescue</b> <ul style="list-style-type: none"> <li>• MFS area</li> <li>• Transport Corridor</li> <li>• Non-MFS area</li> </ul>	1 1 (Road crash rescue directory)

Tanunda MFS has an appliance from the Regional spare which has been allocated as an unstowed vehicle.

**Additional Resources Required**

- Pump Rescue (2) Transport Corridor

**Kapunda**

Population: - 3,500.

Kapunda is predominantly a dormitory town, with some tourism. It has a hay processing plant, which employs a significant number of townspeople, exporting their produce to various parts of the world.

**Appliances 641 (1),**

(Appropriate Required response first alarm)

## Regional Operations Risk Review 2013-2015

### Risks

#### A class risk

Including

- Commercial

#### Appliance Types Available

#### B class risks

Including

- Industrial
- Commercial
- Govt Buildings
- Hospital / Aged Care
- Hay Processing Plant

1

#### C class risks

Including

- Domestic
- Light Industrial

1

#### Rural Risk

(or CFS)

1

#### Tourism

(refer risk)

1

#### Road Crash Rescue

- MFS area
- Transport Corridor
- Non-MFS area

1

1

(Road crash rescue directory)

**Additional Resources not required**

## Southern Operations

### Limestone Coast Regional Command

#### Mount Gambier

Population: - 26,000

Mt Gambier is a regional hub, which has a large transient population and is a centre for Government services, transport, commerce, shopping and medical / aged care services.

A major reliance of the economy rests on the local timber industry which includes 6 large timber mills in the SAMFS area. The appliances listed below will provide an enhanced capability over current equipment to cater for present and foreseeable needs.

SAMFS has the responsibility for Heavy Rescue at the Mt Gambier Airport and would be called upon to provide foam in the event of an incident.

**NOTE:** Consideration must be given to the isolation of Mount Gambier and the Risks within the MFS area in relationship to other available MFS resources (Murray Bridge MFS 4.5 hours response time)

#### ***Appliances 701 (1), 709 (2), 703 (6), 7014 (5))***

(Appropriate Required response first alarm)

<b>Risks</b>	<b>Appliance Types Available</b>
<b>A class risks</b> (confirmed fire) Including <ul style="list-style-type: none"><li>• Timber Processing</li><li>• Hospital</li><li>• Special, Major Water Supply</li><li>• Hi Rise Apartment Block (5 storeys)</li></ul>	1,2,5,6
<b>B class risks</b> Including <ul style="list-style-type: none"><li>• Heavy Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Aged Care Facilities</li></ul>	1,2,5,6
<b>C class risks</b> Including <ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	1,2,5,6
<b>Rural Risk</b> (or CFS)	1,2,5
<b>Tourism</b>	1,2,5

(refer risk)

#### **Road Crash Rescue**

- MFS area 1,2,5
- Transport Corridor 1,2,5
- Non-MFS area 2 (Road crash rescue directory)

#### **Additional Resources required**

- GP Pumper (1) Changeover for trial period completed Feb 2014
- Bronto (8) see note

**Appliance 701 (3) will be relocated to Port Pirie on a trial basis for a period of six months and replaced by a type (1) appliance**

**Given that skyjets (6) at Regional stations are being phased out towards the end of 2015 it is imperative that during future planning, consideration is given to maintaining Mount Gambier MFS aerial resource capability with a type (6) or (8) appliance**

**Consideration should be given for a (1) to replace the (3) on a permanent basis providing a greater pumping capacity. Mt Gambier has to rely on the CFS for back up and support and the local brigades have minimal BA qualified FFs.**

### **Murray Bridge**

**Population: - 17,000**

**Murray Bridge is a river port, frequently visited by house boats and recreational boaters.**

**It is also a regional hub which has large shopping centres, a large transient population; the town is adjacent to a rail and road transport corridor which links Adelaide to the Eastern seaboard.**

#### **Note:**

**SAPOL have just recently (2 weeks ago) opened their new Regional Police station to cater for the Murray Mallee region and shift their command structure.**

**In anticipation of Yatala Prison being relocated to Murray Bridge the MFS has purchased land in order to build a new station if required. The new station has a high possibility of being staffed by 24/7 permanent, full time MFS crews where allocation of appropriate Appliances will be paramount**

#### **Appliances 721 (1), 722 (1)**

**(Appropriate Required response first alarm)**

#### **Risks**

#### **Appliance Types Available**

**A class risks (confirmed fire)**

**1**

**Including**

- Grain Terminal
- Fuel storage Facilities
- Hospital
- Special, (Sea Port)/Marina

## Regional Operations Risk Review 2013-2015

<b>B class risks</b>	1
Including	
<ul style="list-style-type: none"><li>• Industrial</li><li>• Commercial</li><li>• Govt Buildings</li><li>• Hospital / Aged Care Facilities</li></ul>	
<b>C class risks</b>	1
Including	
<ul style="list-style-type: none"><li>• Domestic</li><li>• Light Industrial</li></ul>	
<b>Rural Risk</b> (or CFS)	1
<b>Tourism</b>	1
<ul style="list-style-type: none"><li>• River Port Houseboats</li></ul>	1
<b>Road Crash Rescue</b>	
<ul style="list-style-type: none"><li>• MFS area</li><li>• Transport Corridor</li></ul>	1 1
<ul style="list-style-type: none"><li>• Non-MFS area</li></ul>	(Road crash rescue directory)
<b>Additional Resources required</b>	
<ul style="list-style-type: none"><li>• Pump Rescue (2) Transport Corridor</li><li>• Type (6) / (8) Potential future A &amp; B developments i.e. prison</li></ul>	
<b>Regional Operations summary see Regional Resource Sheet attached</b>	

## Regional Operations (summary) 2013

<b>Far North &amp; Eyre Command Resources Available</b>	No	Appliance	Type
	1	GP Pumper	(1)
	4	Pump Rescue	(2)
	1	Medium Urban Pumper	(3)
	2	Medium Urban Pumper 4x4	(3a)
	1	Water Carrier 4x4	(4)
	3	ROSA 4x4	(5)
	2	TAP/Sky Jet	(6)
	1	Hook Lift /Bulk Water Carrier	(7)

<b>Far North &amp; Eyre Command Additional Resources Required</b>	No	Appliance	Type
	2	GP Pumper	(1)
	1	Pump Rescue	(2)
	2	TAP/Sky Jet	(6)
	1	Bronto	(8)

<b>Yorke Mid North Command Resources Available</b>	No	Appliance	Type
	3	GP Pumper	(1)
	2	Pump Rescue	(2)
	1	Medium Urban Pumper	(3)
	1	ROSA 4x4	(5)

<b>Yorke Mid North Command Additional Resources Required</b>	No	Appliance	Type
	2	Pump Rescue	(2)
	2	ROSA 4x4	(5)
	2	TAP/Sky Jet	(6)

<b>Riverland &amp; Central Command Resources Available</b>	No	Appliance	Type
	4	GP Pumper	(1)
	2	Medium Urban Pumper 4x4	(3a)

Regional Operations Risk Review 2013-2015

	1	Water Carrier 4x4	(4)
	3	ROSA 4x4	(5)

<b>Riverland &amp; Central Command Additional Resources Required</b>	No	Appliance	Type
	1	GP Pumper	(1)
	2	Pump Rescue	(2)

<b>Limestone Coast Command Resources Available</b>	No	Appliance	Type
	2	GP Pumper	(1)
	1	Pump Rescue	(2)
	1	Medium Urban Pumper	(3)
	1	ROSA 4x4	(5)
	2	TAP/Sky Jet	(6)

<b>Limestone Coast Command Additional Resources Required</b>	No	Appliance	Type
	1	GP Pumper	(1)
	1	Pump Rescue	(2)
	1	TAP/Sky Jet	(6)
	2	Bronto	(8)