

Background Information

Hazmat/Command vehicle:

- 17 vehicles and their equipment going to Hamilton, Wellington, Invercargill, New Plymouth, Palmerston North, Nelson, Dunedin, Tauranga, Timaru, Gisborne, Wangai, Whangarei, Hastings, Rotorua and two to Auckland. Christchurch already has its vehicle.
- They are being sent out to regions and crews are being trained at a rate of about one a month
- All will be in operation by the time of the Rugby World Cup in 2011
- Each vehicle has two workstations, with a third located in the rear. In a large scale emergency (which would generally involve other agencies) the pods are removed to give access to the rear, so it can be used as a workstation/meeting room/command room.
- Each vehicle comes with six pods that can be carried in the rear of the vehicle which contain the decontamination corridor and its associated equipment and protective clothing
- The hazmats are being strategically located to allow rapid deployment to most parts of the country
- The system will be able to decontaminate up to 40 people an hour

Equipment pods

- There are six pods.
- Three pods contain the decontamination corridor and operating equipment such as water heater, water pumps, waste water bladders, portable generator,
- Three pods contain the splash suits, gas suits, brooms, soaps, gas and radiation detectors, extended duration breathing apparatus, portable high pressure coldwater shower for firefighters wearing protective gear,
- Each pod can carry a weight of around 300kg with the pod itself weighing around 120kg

Onboard technology includes:

- *Radio communication:* Tait TM8250 analogue radio, six units on board, allows communication with multiple agencies throughout the country. Controlled by Omnitronics radio management equipment which provides the ability to monitor multiple channels, staff can talk to separate agencies on separate channels and/or link the different agencies to each other via radio allowing interoperability between agencies; can have up to six channels operating at one time.

The three radio management consoles in each Hazmat/Command vehicle can be operated by different emergency agencies – so could have Police, Fire and Ambulance all working out of the same command unit and managing their communications from the truck

All radio communications are recorded and archived for future use.

- *Incident scene camera:* the vehicle has a camera mounted on an 11 metre hydraulic mast to allow those inside the command vehicle to get a bird's eye view of the incident ground. The camera is operated remotely from inside the vehicle. All digital recording is stored and archived for future reference.
- *Voiceover IP (Internet Protocol) telephone system:* uses both Telecom and Vodafone cellular networks.
- *Data communication:* via Telecom XT network backed up by self aligning satellite data dish providing 1Mb up and 1Mb down transfer to the IPStar satellite. This will provide data communication in rural areas where there is no cellular coverage and provide back up in situations where cell towers or cellular coverage is not possible – possibly as a result of earthquake or other incident.
- *Electronic Incident Action Plan software package:* this software was developed by Melbourne, Queensland and New Zealand fire services. It contains mapping functions, organisation charts and strategic planning tools to help deal with issues such as risk and hazard assessment, resource allocation and other tasks needed for managing a rapidly evolving incident. This software has been designed to be very user-friendly so that it requires minimal training and can be used by firefighters in their day to day business
- *Touchscreen 40 inch monitor:* wall mounted in the rear of the vehicle to support command and control activities and linked to EIAP software
- *External 47 inch monitor:* mounted behind moveable panel on exterior of truck and used to display real-time information on the various agencies' response to the emergency – as shown using the EIAP software.