	<b>Operations Directive 3.2 – Incident Control</b>
	<b>SOP 3.2.11 – Strike Team / Task Force Resources</b>

## Introduction

1. The formation and deployment of Strike Teams (ST) and Task Forces (TF) or mobilisation of additional resources increases the efficiency of incident operations while reducing the incident management workload at significant incidents.

The correct and appropriate formation of resources enables the Incident Management Team (IMT) to implement incident strategies and tactics while maintaining an effective span of control over resourcing at the incident.

This procedure explains the process required and applies to all incidents where requests for resources are made above the initial and standard subsequent response.

The establishment of Strike Teams or Task Force may be at the request of an IMT or by a region following advice of predicted adverse weather conditions or other triggers as determined appropriate by DFES Operations.

Local Governments (LG) who form a local ST/TF are requested to advise the DFES Metropolitan / Regional Duty Coordinator (MDC/RDC). This will ensure operational oversight in the region is maintained.

2. **Definitions.** The following definitions are specific to the use of ST/TF:

<b>Additional Resources</b>	Due to the immediacy of additional resource requirements, individual resources responded during the escalation phase shall be mobilised based on the nearest, most appropriate resource identified.
<b>Incident Escalation Phase</b>	<p>The time from incident notification until the establishment of a functional IMT, during which time and/or upon advice from the Incident Controller (IC) should deploy direct from station to the incident.</p> <p>Incident escalation generally requires an immediate deployment of multiple individual and/or strike team resources during the initial attack of an incident which is often time critical.</p> <p><a href="#">Annex A – Incident Escalation Phases</a></p>
<b>Requesting Region</b>	The Metropolitan/Regional Operations Centre (MOC/ROC) requesting the supporting resources.
<b>Resource Management Phase</b>	The time between establishing an IMT until incident conclusion, which may include demobilisation. Resources deployed during this phase may not be on a “nearest to the Incident” basis as Regional and State Coordination functions will be in effect which considers the need for operational coverage and the potential or actual incidents.
<b>Strike Teams (ST)</b>	<p>A set number of resources of the same type that have an established minimum number of personnel supported by a minimum of one (1) management resource (Team Leader).</p> <p>ST’s are made up of resources of the same type such as: appliances, crew, earth moving machinery, etc.</p>
<b>Supporting Region</b>	The MOC/ROC which is supplying the resources.

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<b>Task Forces (TF)</b>	A combination of resources that can be assembled for a specific purpose and have a leader, common communications system and may incorporate a mixture of different resource types.
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## Procedures

3. **General.** The IMT is to identify the nature and expected duration of the resourcing required and include this information as a part of their request to the MOC/ROC. Strike Teams and Task Force requests are not to be confused with Additional Resources.

Requests to Country Regions for Strike Teams / Task Forces must follow the regions Regional Deployment Plan.

4. **Additional Resources.** Due to the escalation or the early appreciation of an incident, the IMT may request additional resources to support combat of the incident. These are in addition to the initial resources already mobilised.

Because of the immediacy of the resource requirement, individual resources should deploy to the incident under the direction of DFES ComCen or Local Government.

5. **Strike Team / Task Force Formation.** When a decision is made to form a ST or a TF, a Team Leader (TL) will be appointed. The TL will be employed to manage the team in accordance with [AFAC Crew Leader, Strike Team Leader and Task Force Leader Aide Memoir](#) standards. The TL shall be responsible for the welfare of the team for the operational period for which they are allocated. The TL must ensure that a credit card or similar process is available to enable the welfare requirements of the team be met. The following table provides examples of recommended ST/TF resources:

<b>URBAN</b>	1 x AO/DO 3 x PUMPS 3 x Light Tankers 1 x 2.4/3.4
<b>RUI # 1</b>	1 x CESM/AO/DO 3 x 2.4/3.4/4.4 2 x HSR/3.4U 1 x 12.2 BWT
<b>RUI # 2</b>	1 x AO/DO 3 x PUMPS 3 x Light Tankers 1 x 12.2 BWT
<b>RURAL</b>	1 x CESM/AO/DO 3 x 2.4/3.4/4.4 3 x LT 1 x 12.2 BWT
<b>NATURAL HAZARDS</b>	1 x CESM/AO/DO 6 x General Rescue Vehicles
<b>INCIDENT SUPPORT</b>	1 x CESM/AO/DO 2 x ICV 3 x 12.2 BWT

Where possible, the TL may request an operational volunteer to assist with the ST/TF.

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6. **Assembly.** ST/TF members will be advised of the location of the assembly area. A comprehensive SMEAC brief including detail on expected type and duration of operations, welfare and demobilisation arrangements will be made available prior to departure to the incident. Before departure ST/TF members will ensure their next-of-kin details are up to date.

The ST/TF will assemble at an assembly area or IMT location, complete an Operational Prestart before mobilising to assigned sector, and remain under the direction of the team leader until the team concludes operations.

7. **Team Naming Convention.** To assist with incident records and tracking of resources, the naming of the Strike Team or Task Force will be in accordance with the following format:

STATE/REGION/TYPE/SEQUENTIAL NUMBER.

Examples:

- *Strike Team Metropolitan North East 001;*
- *Strike Team Midwest Gascoyne 003;*
- *Task Force Great Southern 006;*
- *Task Force Metropolitan 002;*
- *Task Force Western Australia 602.*

The team numbering will follow chronologically for each team established. For interstate deployments the first number will be 6 (first number WA postcode).

8. **Team Leader Identification.** The ST/TF Leader will be identifiable by tabard with the appropriate identification. The ST/TF Leader will operate from a separate vehicle and will assume the call sign of Strike Team/ Task Force Leader followed by the Team name. The ST/TF Leaders' vehicle will be identifiable through a vehicle magnet where available.

Call sign examples:

- *Strike Team Leader Metropolitan North East 001;*
- *Strike Team Leader Midwest Gascoyne 003;*
- *Strike Team Leader Great Southern 006;*
- *Task Force Leader Metropolitan 002;*
- *Task Force Leader Western Australia 602,*

9. **Strike Team/Task Force Communications.** The T/L will establish communications with team members prior to arrival and upon departure from the incident. Incident communications will be strictly in accordance with the communications plan for the incident.

10. **Travelling.** Any problems including breakdowns en-route will be managed by the TL, who will make contact with the affected crew. The TL will then contact the ComCen/MOC/ROC who will then arrange for assistance by the agency responsible.

Should a responding ST/TF encounter an emergency incident and no other emergency services are present, a suitably qualified officer will assume the role of the Incident Controller and will notify ComCen/MOC/ROC of their actions. The crews will render assistance to within their operational

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scope until such time as a local response arrives. At this time, the incident will be handed over and the ST/TF will continue on to the initial incident.

If a ST/TF vehicle is involved in a Motor Vehicle Accident (MVA), the TL will notify the ComCen/MOC/ROC, with the crew involved rendering assistance as required. If only minor damage has occurred, particulars must be exchanged before the ST/TF resumes their journey. If an injury requiring medical treatment or substantial damage has occurred, the crew and the appliance are to remain on site.

If the TL is involved in an accident and unable to continue their duties, the next most senior officer or experienced member will contact the appropriate MOC/ROC to advise of the situation and seek direction. The TL will request local assistance and if instructed, and able to do so, resume the journey with the remaining ST/TF appliances.

**11. Convoy Driving Briefing.** It is important convoy driving is conducted in a safe and orderly manner. Briefing of team crews should include:

- Departure time;
- Destination;
- Estimated time of arrival;
- Route to be taken;
- Stopping points and length of stops;
- Driver change overs;
- Team welfare (food/accommodation);
- Fuel;
- Order of vehicle procession;
- Convoy communication channel; and
- Road conditions i.e. fire call/normal road.

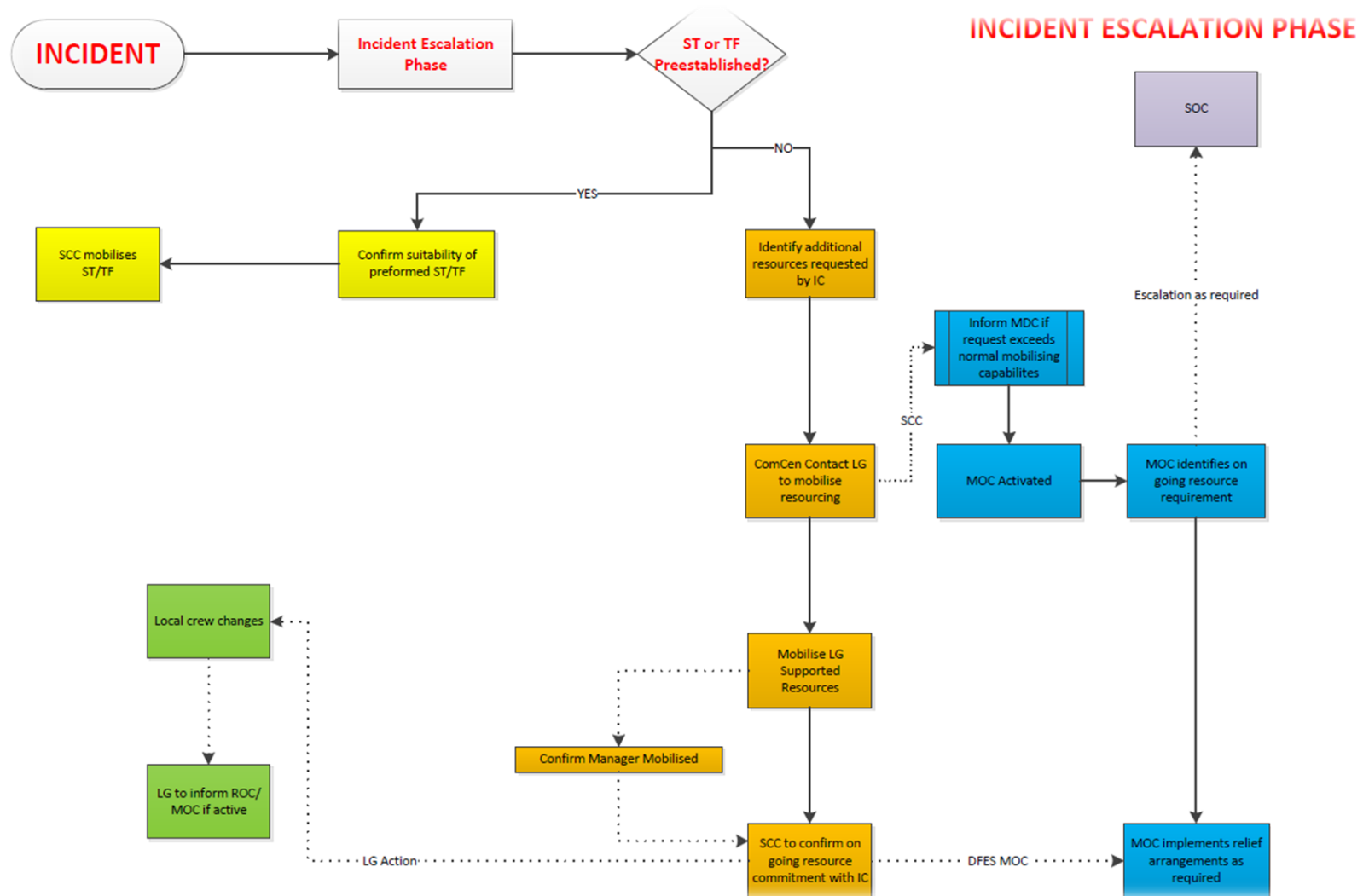
The TL and all drivers are responsible for ensuring convoy driving is conducted in a safe and expedient manner. The vehicles should be adequately spaced to enable other road users to overtake them safely if the designated speed limit cannot be maintained.

**12. Relief.** Where a relief crew is required to replace a deployed team, the following principles are to be followed;

- Requests for relief crews should allow a sufficient lead in time to enable those relieving resources to prepare for incident operations;
- Due consideration need be given to travel time to the incident site, particularly if there is some distance to travel;
- Volunteer relief crews will be coordinated by the Incident Management Team in consultation with the ROC/MOC and where necessary liaise with the LG CBFCO.
- CFRS relief crews will be coordinated by the Incident Management Team in consultation with the ROC/MOC and/or the Communications Centre Supervisor.

To ensure effective tracking of resources, changeovers will be conducted through the T-Card and where established, WebEOC – IRMS systems.

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**SOP 3.2.11 INCIDENT ESCALATION PHASES**
**ANNEX A**

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