

<b>GLOUCESTER TOWNSHIP FIRE DISTRICTS #2 AND #4</b>						
SHARED SERVICES PROGRAM						
JOINT OPERATIONAL GUIDELINE						
TITLE:	<b>INCIDENT RESPONSE/RESPONSE PRIORITIES</b>				NEW	REVISED
					X	
ORDER #:	J.O.G. 23-002	Initial Issue Date:	8/1/2023	Revised Issue Date:		
Approved by: Fire District #2 Chief Michael Millisky Fire District #2 Chairman George Genzel		Date: 7/12/2023	Approved by: Fire District #4 Chief Joseph Cipriano Fire District #4 Chrmn David Vannoni		Date:	
POLICY REVIEW SCHEDULE:	3 MONTHS	6 MONTHS	1 YEAR	2 YEARS	OTHER	
			X		And As Needed	
Related Policies	Camden County Fire Chiefs and Fire Officer's Assn of NJ SOG 2-08 Emergency and Non-Emergency Vehicle Response					
Applicable Laws	New Jersey Motor Vehicle Law, Title 39, Chapter 4					
Replaces	N/A					

**1. Purpose**

- A. The mission is to protect the lives and property of those individuals requiring our service. This mission must be balanced against the safety of the firefighters and the need to be able to act on arrival. Response priorities are to be established based on known or reported conditions. Response priorities can vary based on reports. The Incident Commander, company officer and driver are expected to assess each response and assign a priority. All decisions must be made based on the departmental risk versus gain concept.
- B. This joint operational guideline establishes response procedures in furtherance of safety and efficiency.

**2. Scope**

2.1 This joint operational guideline applies to the operation of all District apparatus and vehicles by all fire suppression members of a fire company authorized to operate within the districts, all career firefighters employed by the districts and any other fire suppression personnel approved to temporarily function as a member of a fire company or unit operating under the authority of the districts.

2.2 All fire suppression personnel including Incident Commanders, fire officers and acting fire officers are responsible for ensuring compliance with the procedures described in this document. All non-supervisory fire suppression personnel are also responsible to adhere to the procedures described in this policy.

### 3. Definitions

**Speed** - The term “speed”, when is used in this operating guideline, is a relative term to identify rates of response based on various incident response factors.

**Emergency Speed** – All warning lights will be in operation at all times with audible warning devices used as necessary to request the right of way.

**Reduced Speed** - No warning lights or audible warning devices are to be used. Driver will not request or attempt to gain the right of way. Apparatus will travel with normal flow of traffic.

**Approach Speed** - A reduced rate of travel with warning lights in operation and audible warning devices used as necessary.

#### 4. Guideline Procedure:

4.1 All District apparatus drivers will endeavor to deliver the apparatus or vehicle and any members aboard safely to the incident scene. All drivers will exercise due regard for the safety of all others including fire suppression personnel on or in the District apparatus or vehicle that they are operating, other motorists, pedestrians and any others who may come in contact with the apparatus or vehicle they are operating.

4.2 Apparatus drivers will coordinate with the apparatus officer to determine the route and and appropriate response priority for an incident.

4.3 The factors to be considered when determining response priority may include, but not necessarily be limited to, weather conditions, traffic congestion and the location of the incident.

4.4 The following incident types will generally warrant an emergency priority by the first responding apparatus unless modifying orders or reports are received:

- Fires
- Rescues
- Motor Vehicle crashes with injury
- Life Threatening Medical Incidents (first responder)
- Interior Fumes
- Emergency Assignments

4.5 The following incident types will generally warrant a reduced priority unless modifying orders or reports are received:

- Investigations

- Alarm Systems with no follow up with the exception of High Target Hazards.
- Wires
- Highway Hazard
- CO Detector activation with no symptoms
- Service Assignments
- Cover Assignments

4.6 Response priority should be assessed at all times. For instance, companies responding at emergency speed to a car fire would go to reduced speed on a police report of an overheated vehicle.

4.7 The amount of apparatus responding at emergency speed should also be continually assessed throughout the response. If an engine is responding at emergency speed to a reported dumpster fire with no exposures, that company may transition to reduced speed if another engine signs on and is closer to the incident.

4.8 The content of this Joint Operational Guideline is based on the potential of the incident to affect life and property. This guideline can not address every possible scenario. Regardless of the priority used, District apparatus and vehicle drivers bear the ultimate responsibility for delivering the apparatus and crew in a safe manner. Fire officers are responsible for monitoring the actions of drivers and ensuring compliance with all applicable state laws and safety guidelines. Use of warning devices does not guarantee a safe response. Prudent driver actions and officer guidance are required to ensure a safe response.