# SOUTHERN BORDER FIRE CO-ORDINATION ASSOCIATION

## GUIDELINES FOR CO-OPERATION BETWEEN VICTORIAN AND SOUTH AUSTRALIAN ORGANSATIONS ON FIRE SUPPRESSION IN THE SOUTHERN BORDER AREA (SOUTH OF NARACOORTE)

**Contents:**

## 1.0 BACKGROUND

**This Document forms a series of guidelines for co-operation between Victorian and South Australian organisations on fire suppression in the Southern Border Area (South of Naracoorte)**.

The co-ordination of fire detection and suppression activities within the South Australia/ Victoria southern border is achieved through the Southern Border Fire Co-ordination Association, a body formed by representatives of organisations with fire suppression responsibilities and capabilities, and organisations with statutory support responsibilities in the area. This need was recognised following the 1979 Caroline fire.

It is the function of the SBFCA committee representatives to arrange for the exchange of annually updated agency lists of contacts of key fire organisation personnel and contacts, including telephone, facsimile and radio communication details.

These guidelines relate specifically to fires in the area of interest of the Victoria/South Australia border zone, south of Naracoorte, as outlined in Appendix 6.4 (Areas A, B, C, D, E, F) and are not in any way intended to undermine, negate or interfere with any existing standing agreements, relationships or statutory responsibilities.

## 2.0 Organisations involved with these procedures

The organisations listed below are involved in implementation of these procedures:

| VICTORIA | SOUTH AUSTRALIA |
|---|---|
| Country Fire Authority of Vic (CFA) | SA Country Fire Service (CFS) |
| Dept Sustainability & Environment (DSE) | Forestry SA |
| | Dept of Environment and Heritage |
| Forest Industry Brigades, Including: | Auspine* |
| Midway Afforestation | Green Triangle Forest Products (GTFP)* |
| | Hardwood Management |
| Hancock Victorian Plantations | |
| Auspine Ltd | |
| Treecorp | |
| Great Southern Plantations | |
| Integrated Tree Cropping (ITC) | * denotes plantations in both states |

The Victorian Police and the South Australian Police both play an important role as Co-ordinators of the State Disaster Plan in their respective states.

In these procedures, "Control Agency" refers to the Organisation with the statutory responsibility for fire fighting in the area in which the fire occurs.

## 3.0 Legal Aspects

CFS workers Compensation cover South Australian CFS personnel operating in Victoria. Plantation organisations and Land Management authorities with CFS registered brigades have similar arrangements with their own workers compensation coverage.

CFA employees and volunteers operating in South Australia are covered by Victorian Workcover Authority (employees) and the provisions of the CFA Act Sections 93B(2) and 110(1)(g) (volunteers). DSE staff and employees are covered by the Victorian Workcover Authority whist operating in South Australia.

The Country Fires Act (1989) Section 63 makes provision for Victorian fire fighters to exercise the powers of a CFS officer. The Country Fire Authority Act (1958) Section 30 makes similar provision for South Australian fire-fighters in Victoria.

Section 23AA of the Country Fire Authority Act (1958), establishes the legal basis for the operation of Forest Industry Brigades in Victoria. The legislation is currently being reviewed to remove a number of anomalies.

## 4.0 Agreed Operational Guidelines

### 4.1 Scope of the Guidelines

These guidelines apply in the area of mutual interest either side of the Victoria/South Australia border (as previously defined), for application at all levels of the organisations involved, from a small fire to a large fire, or multiple fire situation.

### 4.2 Detection

Fire towers with appropriate communications will enable direct reporting of fires across the border.

When conducting aerial reconnaissance near the border, any smoke detected within the response zones is to be notified to the relevant organisations.

### 4.3 Reporting of Fires

Fires occurring within the area of mutual interest will be reported as indicated on the map denoting "Fire Notification Zones". All fires should be reported during that part of the declared fire season common to all areas within the notification zones. Outside this period, known significant fires (whether burn-offs or wildfires) should be reported when fire restrictions apply in any part of notification zones. Refer to the attached map shown in Appendix 6.4

Responsibility for notification of other parties rests with the organisation initiating the call. A body receiving notification may be requested to advise other parties concerned.

In particular, first priority reports across the border shall be:

- A fire occurring in ForestrySA area or Dept for Environment and Heritage area is to be reported to the Vic DSE for reports north of the Casterton Road, and to Hancock Victorian Plantations and Vic DSE for reports south of the Casterton Road. A fire occurring in Vic DSE or Hancock Victorian Plantations area is to be

reported to ForestrySA (except zones E & F). This report should take place between adjacent districts.

- A fire occurring in CFS area is to be reported to CFA and vice versa (except zones E & F). This report should take place at CFS Group and CFA Group Level. It is desirable that this also occurs at CFS Regional Office to CFA Regional Office and vice versa.

- Green Triangle Products, Auspine, Treecorp, Midway and Hardwood Management - as per "Fire Notification Zones" map.

### 4.4 Initial Attack

When a wildfire is reported, and responsibility for control is confirmed, a first responder arriving at the fire may mount an initial attack. The first responder must make contact with the Control Agency. The Senior Officer from the Control Agency on the fireground should assume control as soon as practicable.

If responsibility is unconfirmed or contact has not been made with the Control Agency then the first responder should mount initial attack according to its normal practice until such time as responsibility is clearly established.

At the initial stages of any fire that occurs within the area of mutual interest (as previously defined), the Senior Officer of the supporting organisation shall make contact as soon as possible with the Senior Officer of the "Control Agency" **at the fire**, to determine:

- the allocation of tasks
- whether additional resources are required, and
- make provision for communications to liaise and co-ordinate information and action between organisations (radio, mobile or satellite phone).

### 4.5 Incident Management Support and Liaison

Once responsibility for control has been determined, further action by other organisations must be subject to arrangements with the Incident Controller of the fire. It is essential that there is early co-ordinated planning and control of operations.

All wildfires will be managed in accordance with the procedures as described in the Australian Inter-Agency Management System (Incident Control System). Refer to Appendix 6.1 for the AIIMS structure chart and Appendix 6.2 for a Glossary of Terms.

The "Control Agency" shall establish an Incident Control Centre for all fires that are expected to escalate in size and/or first attack is expected to fail, and advise other organisations of the control centre location.

Pre-planned Incident Control Centre's will be used for all fires where FDI exceeds 35 (Vic) and where FDI exceeds 50 (SA).

An Operations Point (Vic) or Forward Operations Point (SA) will be established concurrently at the fire where Operations will be managed.

A Staging Area will be established following consultation between the

Operations Officer and the Incident Controller. This will be used for staging of resources prior to deployment and provide initial briefings.

The Incident Controller must ensure that an IMT structure chart is prepared as early as possible, and communicated to other agencies, and ensure that the chain of command at the fireground is clearly understood. This will be revised and redistributed as the incident escalates.

All supporting organisations (CFS, CFA, DSE) must have a Senior Officer equipped with radio at the Forward Operations Point (SA) or Operations Point (Vic) at the fire. It is essential that communications be maintained at all times between these officers and the Control Agency, and are incorporated into the communications plan for the incident.

Resources going interstate will operate under the Incident Controller for the incident, but will remain under the direction of their respective Commanders/ Strike Team Leaders.

Supporting organisations (CFS, CFA, DSE) from interstate should also provide a liaison officer to work at the Incident Control Centre as part of the incident management team. This person needs to have the authority to be able to make commitments. It is essential that contact be made between the next senior levels (of each equivalent Organisation either side of the border), to discuss action at the fire front at an early stage and at regular intervals during the fire.

Where a Forward Operations Point (SA) or Operations Point (Vic) is to be established it must be at a location to ensure phone, facsimile and radio communications are fully functional to allow map and other information to be transmitted to/ from the Incident Control Centre. Each of the fire control agencies have access to mobile van facilities that can serve this function.

Map references are to be based on the National Mapping 1:100,000 Series Maps and should include Map sheet name when passing Grid references between Organisations. Different map grids in place between the two states, means that care is needed in notifying agencies of fire locations. When providing grid references, the map datum needs to be identified, eg WGS84 or WGS69, as well as the version and edition of the map.

### 4.6 Communications Planning

Radio and telephone communications will be managed in accordance with a communications plan which will be prepared as a matter of urgency during the early phases of first attack. The communications plan **MUST** be adhered to by all organisations involved in the incident.

The Incident Controller will be responsible for ensuring a Communications Plan is prepared and implemented. The Controller must ensure the plan is communicated and understood down the chain of command to all fire fighters at the fireground.

Appendix 3 provides details of default communications plans to be adopted in first attack. These plans will be revised by the Incident Management Team in response to the escalation of the incident.

## 4.7 Air Operations

Different management structures are in place in relation to aircraft in Victoria and South Australia, and this guideline aims to ensure that sound operational procedures are implemented for joint operations.

The following guidelines aims to provide distinction in terms of request and dispatch arrangements between fires occurring within the nominal mutual response zone, and fires occurring outside that zone.

### 4.7.1 Request And Dispatch Arrangements

#### 4.7.1.1 South Australia

In South Australia two fire bombers are located on standby at the Mt Gambier airport on Very High fire danger days where the forecast forest FDI at Mt Gambier exceeds 35. The Forestry SA Duty Officer activates this fire bomber in the first instance on an automatic dispatch basis to any fires within the automatic dispatch zone, which includes a nominal distance into Victoria. Following activation of the aircraft, The ForestrySA Duty Officer provides advice to the CFS Duty Officer. The procedure for north of Naracoorte is via a statewide request to CFS Regional HQ for aircraft resources.

An Air Attack Supervisor (AAS) will be placed on standby whilst the aircraft is on standby in Mt Gambier. On receipt of a call for firebombing operations the CFS Duty Officer will activate the AAS. Where bombing operations continue beyond first attack the Incident Management Team (IMT) shall activate the role of Air Operations Manager to co-ordinate all aircraft operations (Refer SOP 11.2, 11.9 & R5-2).

The fire bomber is available to operate in Victoria as required to a nominal distance of 5kms within Zone D as part of mutual support arrangements. Where fires are detected in this mutual response zone in Victoria, the CFS Duty Officer shall notify either the DSE District Fire Co-ordinator, Heywood or CFA Region 4 Regional Duty Officer, (dependent upon the considered land status involved), that the aircraft has been dispatched to Victoria. The reason for this notification is a safety requirement so that any Victorian based aircraft in the area are made aware of the presence of a South Australian Aircraft. Upon notification of the response of the South Australian Aircraft, the relevant officer (DSE District Fire Co-ordinator, Heywood or CFA Region 4 Regional Duty Officer) shall notify any Victorian based aircraft in the area and the Victorian State Aircraft Unit.

Should bombing operations beyond a first load be required, the incident controller shall request authorisation and approval through the DSE District Fire Co-ordinator, Heywood or CFA Region 4 Regional Duty Officer to the Sate Air Desk, if on the Victorian side of the border. Details required are the Name of the pre-registered pilot and the name of the accredited/qualified AAS as well as the registration and call sign of the SA aircraft.

For aircraft usage outside of the nominal mutual response zone then a formal request from the control agency, DSE or CFA via the state aircraft unit to CFS HQ is required.

#### 4.7.1.2 Victoria

In Victoria all firebombing aircraft (fixed wing and rotary) are managed by the State Aircraft Unit as agreed between the DSE and CFA and are considered a statewide resource. Aircraft are located across the state to meet Standards of Cover commitments. Adjacent to the southern border zone the nearest fire bomber is located at the Portland airport on an ongoing basis for a defined contract period during the summer months.

Dispatch of aircraft by DSE Heywood or CFA Region 4, Casterton is via a request ultimately to the State Air Desk, which has day-to-day co-ordination responsibilities for Victorian aircraft resources.

An AAS will be placed on standby where the FDI exceeds 35, and will be co-located with the fire bomber where FDI exceeds 50. The Dartmoor retardant base, and Casterton foam base are operational on days where FDI exceeds 35. Two firebombers are expected to be available in the SW in 2003/4 being located at Portland and Hamilton, and will be relocated upon request to either Casterton or Dartmoor airbases as required. Statewide priorities may not always accommodate this request.

The aircraft is available to operate in South Australia as required to a nominal distance of 5 kilometres within Zone A&C, under mutual response arrangements.

Requests for the dispatch of Victorian aircraft should be directed to the DSE District Fire Co-ordinator, Heywood or CFA Region 4 Regional Duty Officer, with dispatch ultimately via the State Air Desk (Vic).

For distances beyond the nominal 5 kilometre mutual response zone, this would then require a formal State level request for resource assistance between the CFS HQ and State Air Desk (Vic).

Procedures for aircraft management and operations are set out in the State Aircraft Unit Aviation Manual.

### 4.7.2 Operational Principles For Joint Aircraft Operations (Beyond First Attack)

All air operations will be managed under AIIMS-ICS. If operations extend beyond first attack an incident management team will be set up. The relevant incident controller must take “active control” of all aircraft resources.

All firebombing operations are to be supervised by an accredited Air Attack Supervisor. This is to ensure safe and efficient fire bombing operations. It is acknowledged that during the first attack phase that there may be a transition period where the fire bomber has on site contact with, and supervision by, the

Operations Officer until an AAS can assume direct supervision of the firebombing operation. The AAS is at all times ultimately responsible for advice to the pilot regards load placement.

All aircraft operations are to be managed by an accredited Aircraft Officer who will be responsible for management of aircraft support functions including airbase management. Should the incident escalate an Air Operations Manager may be appointed.

The Control Agency will maintain and provide details relating to aircraft communications as follows:

- Approximate location of the fire
- Fire bomber and CTAF Frequency in use
- Air Attack Supervisor and radio contact details
- Operations Officer and radio contact details
- Call signs of all aircraft engaged on the incident

On arrival at the fire the AAS will establish radio communications with the Operations Officer and other aircraft. Fire Common Traffic Advisory Frequency (F-CTAF) aeronautical frequencies will be used for communication between aircraft in the fire area. The primary F-CTAF will be 132.55 Mhz and secondary F-CTAF 135.55 Mhz in Victoria, and similarly the primary F-CTAF in SA will be 132.55 Mhz.

Once the AAS from the “home” state is on the scene that person will assume management of all firebombing operations. The “visiting” AAS will either perform a sub-ordinate AAS role over the fire as directed, return to the airbase where the operation is being managed from and perform a liaison role, or return to their nominated home base.

For operations in South Australia the initial contact between the incoming Victorian AAS and the ICC will be CFS Ch 2 (Vic Ch 193). Once contact with the Operations Officer is made a command channel (CFS Ch 5, 10,11 or 18) will be allocated.

For operations in Victoria the initial contact between the incoming SA AAS and the ICC will be on an Incident Channel (IC) Ch 143, Ch 144 or Ch 147 depending on the response zone where the fire is located. Fireground channels will be allocated for direct communication with ground crews and sector commanders.

### 4.7.3 MANAGEMENT PRINCIPLES

Aircraft used across borders will be utilised on the understanding that they may be recalled at any time for priority suppression action in their home state.

Safety is the paramount consideration in all aircraft operations.

Payment for aircraft made available to assist in fire operations beyond initial attack across borders will be the responsibility of the requesting agency.

Accounts for SA aircraft used in Victoria are to be sent to the State Aircraft

Unit, PO Box 500 East Melbourne 3002.

Accounts for Vic aircraft used in South Australia are sent to CFS Region 5, PO Box 8, Narracoorte,5271.

Pilots potentially involved in cross-border operations are to participate in air operations pre-summer briefings to ensure they are fully aware of requirements in operations in the adjoining state. All pilots proposed to be used must be signed off by their Chief Pilot as being fully competent and capable and that they have a full working knowledge of the Victorian Cockpit Handbook and Pilot Handbook.

AAS and Fire bomber radios will be pre-programmed with the relevant operational channels for cross-border operations.

Fire bomber Call signs to be used for "visiting" aircraft are to based upon the State postcode prefix eg; the Portland fire bomber will be known as Bomber 352, and the Mt Gambier bombers will be Bomber 5-4 and Bomber 5-5

Liaison for discussion of aircraft commitment whilst an incident is underway will be between the CFS Region 5, Naracoorte and DSE District Fire Co-ordinator, Heywood, or Regional Duty Officer CFA Region 4. Liaison officers should be requested once an IMT has been established.

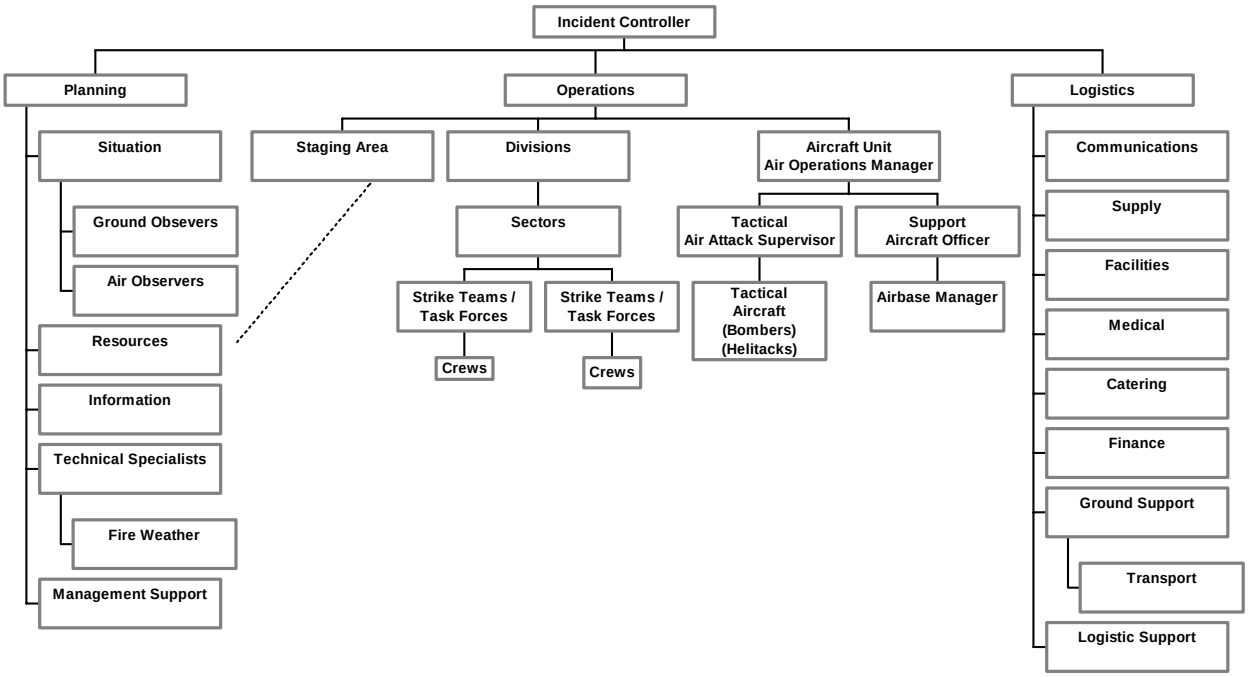
## 5. Document Review

These guidelines will be reviewed annually by CFS, CFA and DSE for presentation to the November meeting of the Southern Border Fire Co-ordination Association.

## 6. Appendix

**6.1 AIIMS structure chart**
**6.2 Glossary of Terms**
**6.3 Communications Information**
**6.4 Map showing Border Response Zones**
**6.5 Pre-Planned Incident Control Centres**
**6.6 Default Communications Plans for Border Zones**

## Appendix 6.1 AIIMS structure chart



**Appendix 6.2**

# SOUTHERN BORDER FIRE CO-ORDINATION ASSOCIATION

## GLOSSARY OF TERMS – OCTOBER 2003

| Term | Definition |
|---|---|
| Aerial Detection | The spotting, locating and reporting of fires from aircraft |
| Aerial Observer | A person specifically assigned to spot, locate and report fires from an aircraft and to observe and describe conditions at a fire scene |
| Air Attack | The direct use of aircraft in the suppression of wildfire. |
| Anchor Point | An advantageous location from which a fireline can be constructed. It is used to minimise the possibility of being outflanked by a fire while the line is being constructed. |
| Fire Truck - ForestrySA | A fire fighting vehicle with 2000/3000lt water generally 4 wheel drive used for fire fighting |
| Assembly Point - **SA** | An area where resources are organised and prepared for deployment. Maybe the intersection of two roads |
| Control Agency | The Agency with the legislative responsibility for control of the fire |
| Contained | A fire is contained when its spread has been halted, but it may still be burning freely within the perimeter or fire control lines. |
| Control | The direction of members and resources of an agency in the performance of the agency's role and tasks. Authority to command is established in legislation or by agreement within an agency. Command relates to agencies and operates vertically within an agency. |
| Control Centre - **SA** | A facility where the coordination of the response support to the incident is provided. Also where the Incident Controller is located |
| Control Line (Fireline) | A natural or constructed barrier, or treated fire edge, used in fire suppression and prescribed burning to limit the spread of fire. |
| Controlled | The time at which the complete perimeter of a fire is secured and no breakaway is expected. |
| Co-ordination | The bringing together of agencies and elements to ensure effective response to an incident or emergency. It is primarily concerned with the systematic acquisition and application of resources (agency, manpower, and equipment) in accordance with the requirements imposed by the emergency or emergencies. Coordination relates primarily to resources and operates:<br>vertically, within an agency, as a function of the authority to command;<br>horizontally, across agencies, as a function of the authority to control. |
| Direct Attack | A method of fire attack where wet or dry firefighting techniques are used. It involves suppression action right on the fire edge which then becomes the fireline. |
| Dry Firefighting | The suppression of a fire without the use of water. This is normally achieved by removing the fuel by the use of hand tools or machinery. |
| Going Fire | Any fire expanding in a certain direction or directions, that is not yet contained |
| Incident Control Centre (ICC) – **VIC** | The location where the Incident Controller, and where established, various members of the Incident Management Team, provide overall direction of response activities in an emergency situation. An Incident Control Centre may replace an Incident Control Point, if it has been established, for the initial control of the incident (CFA). |
| Incident Control Plan | A statement of objectives and strategies to be taken to control or suppress an incident, and approved by the Incident Controller. |
| Incident Controller | The individual responsible for the management of all incident operations. |
| Incident Management Team | Means the group of incident management personnel comprised of the Incident Controller and the personnel responsible for the functions of Operations, Planning and Logistics. |
| Indirect Attack | The use of backburning as a method of suppression to confine the fire within a defined area bounded by existing or prepared control lines. Control lines may be a considerable distance ahead of the fire. |
| Operations Officer | The Officer responsible for directing and supervising all work on the fire |

| | |
|---|---|
| | ground under the direction of the Incident Controller. |
| Operations Point **VIC** Forward Operations Point **SA** | A single point or location in the field at or near the fire where the Operations Officer exercises operational command of firefighting resources on the fire ground. Facilities for communication with sectors are present at the operations point |
| Parallel Attack | A method of suppression in which fireline is constructed approximately parallel to and just far enough from the fire edge to enable firefighters and equipment to work effectively. The line may be shortened by cutting across unburnt fingers. The intervening strip of unburnt fuel is normally burnt out as the control line proceeds, but may be allowed to burn out unassisted where this occurs without undue delay or threat to the line. |
| Pumper | A firefighting vehicle equipped with a large capacity pump, water tank and hose. Generally intended to be operated when stationary, from reticulated or static water supplies. |
| Quick fill Pump | A high volume water pump used for filling tankers, usually from a static water supply such as a Dam or Tank. |
| Regional Emergency Co-ordination Centre (RECC) – **VIC** | A single agency facility where the regional coordination of the response and support to the incident is provided (e.g. Glenelg Shire Municipal Offices). |
| Safe | The stage of fire suppression or prescribed burning when it is considered that no further suppression action or patrols are necessary. |
| Sector | A specific area of a fire, which is under the control of a Sector Commander who is supervising a number of crews. |
| Slip On Unit -**VIC** | A firefighting unit often on a 4 x 4 tray body vehicle with a small water tank (400 litres), a live hose reel, a pump, and an engine combined into a single one-piece assembly that can be slipped onto a Land Cruiser or Patrol sized vehicle. |
| Staging Area | An area where resources are organised and prepared for deployment. It includes the provision of welfare and equipment maintenance Generally a location close to the incident where personnel and equipment are available and briefed |
| State Emergency Co-ordination Centre (SECC) – **VIC** | A single agency facility where the statewide coordination of the response and support to the incident is provided (DSE: East Melbourne; CFA: CFA Headquarters, Burwood). |
| Strike Team | A set number of resources of the same type that have an established minimum number of personnel. Strike Teams always have a leader (usually in a separate vehicle), and have a common communications system. Strike Teams are usually made up of five resources of the same type, such as<br>vehicles<br>crews<br>earth moving machinery. |
| Bulk Water Carrier | A vehicle carrying in excess of 4000lt of water to refill fire fighting vehicles |
| Tanker | A firefighting unit on a 4 x 4 or 4 x 2 chassis with a large water tank (over 2000 litres), a pump, and a number of lengths of hose and a range of equipment to assist with wildfire suppression. |
| Type 1 Incident | A small Simple incident, with little complexity and minimal threat to life and property. The initial response resources are sufficient for containment, usually in the first hour of the incident. The Incident Controller is usually based in the field at an Incident Control Point and often fulfils all functions under the Incident Control System (ICS). |
| Type 2 Incident | A larger and more complex incident than a Type 1 Incident, where an increased potential impact on life and property is possible. The fire is not contained with the initial response resources, span of control is exceeded and sectorisation is required. The incident has the potential to develop further. A formal incident management team is established with all functional areas fulfilled. The Incident Controller is located at the Incident Control Centre. There is an operations point established and the Operations Officer may be located at the Operations Point or at the Incident Control Centre. |

| | |
|---|---|
| Type 3 Incident | A long term or campaign fire type of incident with major complexity and significant potential to impact on life and property. The incident has developed beyond the type 2 incident and the requirement for resources increase. The amount of staff required in the Incident Management Team increases. The Incident Controller is located at the Incident Control Centre. There is an operations point established and the Operations Officer may be located at the Operations Point or at the Incident Control Centre. |
| Wildfire | An unplanned fire. A generic term, which includes grass fires, forest fires and scrub fires. |

**Appendix 6.3**

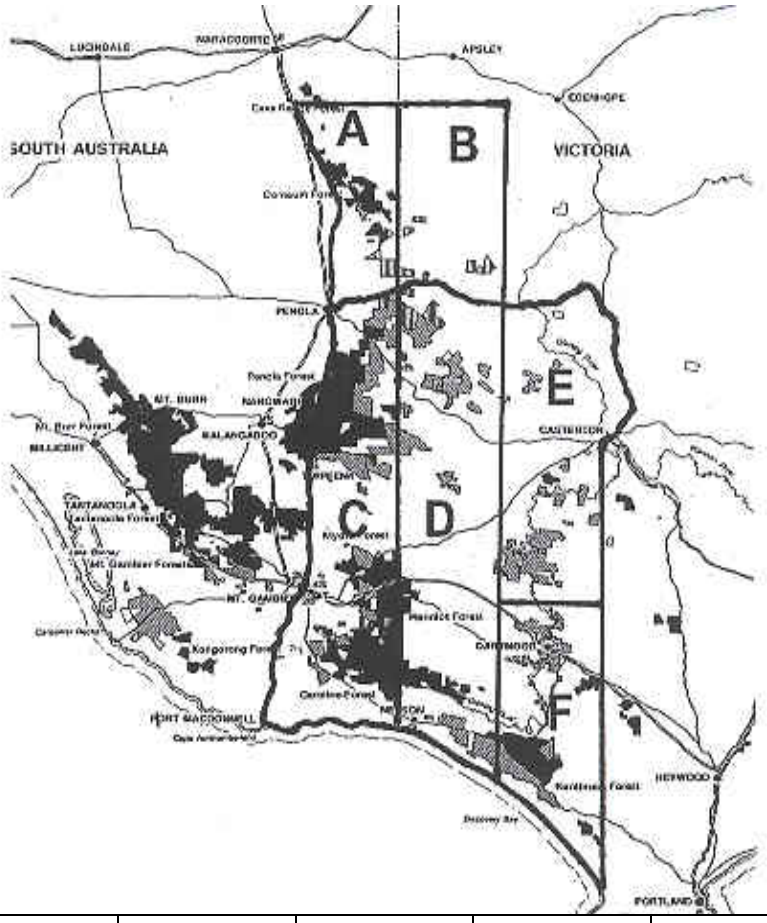
Summary Table of Radio Communications - Initial Radio Communications for First Attack

| **SOUTH AUSTRALIA** | **CTAF Frequency** | **Air Attack Supervisor** | **Command Channels** | **Fire Ground Channels** |
|---|---|---|---|---|
| | 132.55 | CFS Ch 3, GRN 232, GRN 234<br>Fallback – CFS Ch 2, CFS Ch1 | GRN 226 Mt Gambier CFS Ch 2 (Vic Ch193) | CFS Ch 5,13,16 (Mt Gambier Gp) Vic Ch 198, 214, 215) |
| | | CFS Ch 113,114 (Vic Ch 108,109) | GRN 227 Naracoorte CFS Ch 2 (Vic Ch193) | CFS Ch 10,17,9 (Naracoorte Gp) Vic Ch 195, 216 |
| | | | GRN 231 Wattle Range CFS Ch 2 (Vic Ch193) | CFS Ch 18,12,7 (Wattle Range Gp) Vic Ch 196, 213, 194 |
| | | | GRN 228 Port MacDonnell CFS Ch 2 (Vic Ch193) | CFS Ch 11,19 (Pt MacDonnell Gp) Vic Ch 197, 217 |
| **VICTORIA** | **CTAF Frequency** | **Air Attack Supervisor** | **Command Channels** | **Fire Ground Channels** |
| | 132.55 (primary) 135.55, 126.35, 128.90 | Ch 143<br>Ch 147<br>Ch108, 109 (CFS Ch113, 114) | Ch 143 (Repeater at Jones' Ridge)<br>Ch 147 (Repeater at Casterton)<br>Ch 6 (CFA-4A) (Simplex) | Vic Ch 6,7,8,117,118, 119<br><br>SA Ch 5(CFA=198), 10(CFA=195), 11(CFA=197), 18(CFA=196), |

**The above channels form the basis of default communications plans which are to apply to all organisations involved in the incident.**

**Appendix 6.4**

## Southern Border Fire Co-ordination Association
## Fire Notification Zones – 2003/4




| ZONES | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| Hancock Vic Plantations | | | ✓ | ✓ | ✓ | ✓ |
| Country Fire Authority | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Country Fire Service | ✓ | ✓ | ✓ | ✓ | | |
| ForestrySA | ✓ | ✓ | ✓ | ✓ | | |
| Dept.Sustainability & Environment (DSE) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Hardwood Management | | | ✓ | ✓ | | |
| Green Triangle Forest Products | | | ✓ | ✓ | ✓ | ✓ |
| Auspine | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Treecorp | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Midway Afforestation | | | ✓ | ✓ | ✓ | ✓ |
| Dept Env & Heritage (SA) | ✓ | ✓ | ✓ | ✓ | | |

Note: For Agency contacts, refer to the SBFCA contact sheet

## Appendix 6.5

## Pre-Planned Incident Control Centres for Border Areas

| **Victoria** | | | | |
|---|---|---|---|---|
| **ICC** | **Town** | **Facility** | **Phone** | **Fax** |
| **Type 3 Incidents** | Casterton | Casterton DSE Office | 03 5581 1311 | 03 5581 2151 |
| | Heywood | Heywood DSE Office | 03 5527 0444 | 03 5527 1809 |
| | | | | |
| Type 2 Incidents | Dartmoor | CFA Group HQ | 03 5528 1206 | 03 5528 1 |
| | Casterton | Fire Station / Group HQ* | 03 5581 1647 | 03 5581 1909 |
| | Heywood | Fire Station / Group HQ* | 03 5527 1821 | 03 5527 1799 |

* contingency

| **South Australia** | | | | |
|---|---|---|---|---|
| **Town** | **Facility** | **Alarm Number** | **Phone** | **Fax** |
| Penola Type 2 | CFS Group Control Centre | 08 8737 2777 | 08 8737 2386 | 08 8737 2207 |
| Mt Gambier **Type 3** | CFS Group Control Centre | 08 8725 9600 | 08 8725 1629 | 08 8725 9078 |
| Port MacDonnell Type 2 | CFS Group Control Centre | 08 8725 9600 | 08 8738 2555 | 08 8738 2481 |
| Millicent **Type 3** | CFS Group Control Centre | 08 8733 2000 | 08 8733 2975 | 08 8733 3092 |
| Naracoorte Type 2 | CFS Group Control Centre | 08 8762 1000 | 08 8762 0041 | 08 8762 0036 |

## 6.6 Default Communications Plans for Border Zones

See attached