

## Report to Community and Protective Services Committee

**To:** Chair and Members,  
Community and Protective Services Committee

**From:** Cheryl Smith, Deputy City Manager, Neighbourhood and  
Community-Wide Services

**Subject:** London Fire Department Emergency Tanker Repair

**Date:** March 21, 2023

## Recommendation

That, on the recommendation of the Deputy City Manager, Neighbourhood and Community-Wide Services, the following report, in accordance with Section 14.2 of the Procurement of Goods and Services Policy, the London Fire Department Emergency Tanker Repair **BE RECEIVED** for information.

## Executive Summary

This report updates Council on the emergency repair of a London Fire Department tanker to manage interruptions to level of service and ensure the vehicle passes its annual Ministry of Transportation certification inspection.

## Linkage to the Corporate Strategic Plan

The London Fire Department Emergency Tanker Repair report is aligned with the following strategic area of focus and outcome from the City of London Strategic Plan 2019-2023:

- Strengthening our Community – Londoners have access to the services and supports that promote well-being, health, and safety in their neighbourhoods and across the city.

## Analysis

### 1.0 Background Information

#### 1.1 Context

The London Fire Department (“LFD”) relies on having spare vehicles available to replace front-line vehicles that require maintenance. Without an adequate number of spare vehicles, the level of service is impacted. The LFD works to mitigate this type of situation by having all apparatus regularly serviced by the LFD Mechanical Division and by placing large apparatus on a lifecycle schedule that is in the process of being reduced to fifteen years.

The LFD has two front-line tanker vehicles and one spare. These vehicles are used for water support in non-hydrant areas as well as for blocking roads following an incident, providing a safe work area for on-scene responders and others involved in the incident. If a tanker must be taken out of service for any reason, the spare will be moved to front-line until the original vehicle can be put back on the road.

## 2.0 Discussion and Considerations

### 2.1 Severity of Issue Leading to Emergency Tanker Repair

During a snowstorm in December, one of the LFD's front-line tankers, Tanker 11, was involved in a highway accident where it sustained damage while blocking another incident scene. It was towed to Carrier Emergency Vehicles in Brantford, Ontario for repairs, where it was given a full assessment. The work required to fix the damage caused by the accident was completed through insurance. Prior to this issue, from a previous vehicle assessment, it was discovered that the tanker required a frame rail replacement due to significant frame corrosion and impending failure. Replacing this frame rail was required to bring the tanker up to a condition whereby it will pass its next Ministry of Transportation ("MOT") certification inspection to be safe for use. Conducting this frame rail replacement at the same time the accident work was being done limits the time the vehicle will be out of service.

Tanker 11 was purchased in 2012 and is scheduled for lifecycle replacement on the front line in 2026, at which time this vehicle will become a spare. There is a potential of maintaining this vehicle as a spare until 2032. Replacing the corroded frame rail as soon as possible will allow the LFD to put this tanker back into service for several more years than if it were to be decommissioned, thereby providing return on investment.

Following the Tanker 11 accident in December, the spare tanker was moved to front-line service to replace the damaged vehicle and provide continuance of service levels. This left the LFD with no spare tankers in case another one had to be pulled out of service for any reason. To address this urgent timeline, it was imperative that the LFD proceed with the frame rail replacement while the tanker was having the accident-related damage repaired.

Prior to the accident, work was underway to schedule the frame rail replacement in order for the vehicle to pass the 2023 MOT inspection. The Acting Fire Chief, supported by the Deputy City Manager, directed staff to move forward the repair at the same time the vehicle was out of service. This will enable the vehicle to be back in service in a timely manner, ensuring public safety. Therefore, as per Section 14.2 of the Procurement of Goods and Services Policy (see below), the Deputy City Manager, Neighbourhood and Community-Wide Services provided approval to have this repair completed while the tanker was in for accident-related repairs. Work on this vehicle will continue, with the anticipated back-in-service date being the end of June 2023.

#### Section 14.2 of the Procurement of Goods & Services Policy

##### Procurement in Emergencies

For the purposes of this section, "Emergency" means an event or occurrence that the City Manager or Deputy City Manager deem as an immediate threat to:

- Public health;
- The maintenance of essential City services; or
- The welfare and protection of persons, property, or the environment; and the event or occurrence necessitates the immediate need for goods or services to mitigate the emergency and time does not permit for a competitive procurement process.

In the event of an Emergency, the City Manager or Deputy City Manager and their respective delegates, Fire Chief or a Deputy Fire Chief, or Chief Building Official or Deputy Chief Building Official, are authorized to enter into a purchase agreement without the requirement for a formal competitive process.

A list of pre-qualified suppliers will be used to select the suppliers, whenever possible.

Where the procurement cost to mitigate the Emergency is anticipated to exceed \$50,000, there must be a notification sent (e-mail contact is acceptable) to the Manager of Purchasing and Supply (or delegate). The steps taken to mitigate the Emergency must always be clearly documented regardless of amount and where the aggregate costs for a single supplier are in excess of \$50,000, the emergency procurement shall be reported by the responsible Deputy City Manager to Committee and City Council (including the source of financing) at the next scheduled meeting following the event.

## **2.2 Details of Expense**

The costs to repair the damage received during the accident in December are covered by insurance and were separate from this emergency expense. The frame rail replacement came to \$72,186.11 CAD (excluding HST) and a Purchase Order was issued to Carrier Emergency Vehicles for this work.

## **3.0 Next Steps**

The LFD will continue to have all vehicles regularly inspected and serviced by its Mechanical Division. There are a few front-line vehicles in the fleet expected to need significant maintenance before their current lifecycle is complete. Plans are being made to mitigate these expenses.

The 10-year Fire Master Plan provides an overall vision, direction, and guidance for Council to make decisions about service improvements and enhancements through fire hall locations, fleet lifecycle replacement, and any other elements that affect the delivery of fire services to match the growing needs of the community. As part of the implementation of this Plan, the LFD is beginning the process of decreasing the current lifecycle of all front-line fire department vehicles from twenty years to fifteen years.

Actions to gradually reduce this lifecycle are underway that will assist in avoiding future potential fleet shortages. Considering this, a multi-year capital asset management plan is being developed to address immediate vehicle needs within the upcoming 2024-2027 Multi-Year Budget and beyond. This plan will lay out replacement years and estimated costs of emergency and non-emergency vehicles in the LFD's fleet.

## **4.0 Financial Impact/Considerations**

Funding to address this emergency repair was accommodated within the Fire operating budget.

## **Conclusion**

Emergency frame rail replacement for a tanker vehicle as per Section 14.2 of the Procurement of Goods and Services Policy was required to manage the impact to service levels and to maintain essential City services.

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**Submitted by:** Richard Hayes, Acting Fire Chief

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