

En-route

Any problems en-route, including breakdowns, will be managed by the STL through their supplying Regional contact, who will arrange for assistance to be provided by the District/Team/Zone through which they are travelling.

If the Strike Team comes across an emergency incident, the STL will be the Incident Controller, will notify the emergency services via triple zero and will render assistance as required until local resources arrive when control will be handed over and the Strike Team will resume their journey.

If a service vehicle is involved in an MVA, the STL will manage the incident, will, if necessary, notify the emergency services via triple zero and will render assistance as required. If only minor damage has occurred particulars must be exchanged before the Strike Team resumes their journey. If an injury requiring treatment by a health professional or substantial damage has occured the driver, crew and appliance are to remain. The STL will, as noted above, seek local assistance through their Regional contact and if instructed will resume their journey with the remaining Strike Team appliances.

Driving

• Vehicle Checking Stations

All vehicles over 4.5 tonnes to enter vehicle checking stations (except when responding)

• Drivers log books

Drivers of "Government Vehicles" are exempt from maintaining a "National Drivers Log Book"

Convoy Driving Briefing

- Departure time
- Destination
- Estimated time of arrival
- Route
 - Stopping points and length of stops

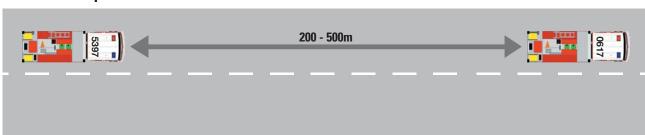
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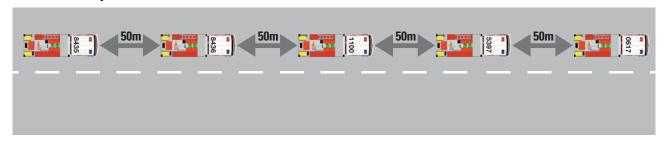
- Driver changeover
- Meals
- Fuel
- Order of vehicles
- Stick to that order
- Communication channel
- Use of lights and sirens
- · Respond or proceed

Spacing of Convoy Vehicles

200-500m on open road



50m in built up or urban areas



5km between strike teams

