DILLON CONSULTING

SASKATCHEWAN URBAN MUNICIPALITIES ASSOCIATION

Review of Municipal Fire Services Compensation for Motor Vehicle Collision Responses

Final Report

November 2017 – 16-4541

November 9, 2017

Saskatchewan Urban Municipalities Association
200 2222 13th Avenue
Regina, Saskatchewan
S4P 3M7

Attention: Sean McKenzie
Senior Policy Advisor

Review of Municipal Fire Services Compensation for Motor Vehicle Collision Responses

Dear Mr. McKenzie,

Dillon Consulting Limited (Dillon) is pleased to provide this final report summarizing the key findings from our data collection and research to provide evidence-based support for the actual costs incurred by municipal fire services in the province of Saskatchewan when responding to motor vehicle collisions (MVCs).

It has been a pleasure to work with you on this project. We hope this report meets the needs of the Saskatchewan Urban Municipalities Association (SUMA) and assists with your endeavor to address the challenges of equitable compensation for responding to MVCs on provincial roadways. If we can provide any further assistance, please let me know.

Sincerely,

DILLON CONSULTING LIMITED

Suzanne Charbonneau-Dent, P.Eng
Project Manager, Associate

RSS:clm

Our file: 16-4541

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1.0 Introduction

In May 2016, the Saskatchewan Urban Municipalities Association (SUMA) retained Dillon Consulting Limited (Dillon) to provide evidence-based research and assessment of the actual costs incurred by municipal fire departments in Saskatchewan in responding to motor vehicle collisions (MVCs). The research was designed to substantiate the findings of the related June 2015 Fire Service Motor Vehicle Collision Attendance Rates Business Case and to assist in lobbying for policy and rate changes.

Compensation for emergency response to MVCs on provincially owned and operated highways is provided by the Saskatchewan Government Insurance (SGI). SGI has two compensation rates, one for *productive calls* and one for *non-productive calls*. In current practice, calls are deemed *productive* at the discretion of SGI, and often it is a specific portion of the call i.e., when combating a vehicle fire or using the Jaws of Life. Currently, these rates are $887 per hour (*productive*) and $533 per hour (*non-productive*) respectively. Clarity on the definition of these two call types is a key issue with the current compensation model.

In 2015, SUMA, along with the Saskatchewan Association of Rural Municipalities (SARM), Saskatchewan Association of Fire Chiefs (SAFC) and the Saskatchewan Volunteer Firefighters Association (SVFA) undertook a business case called *Fire Service Motor Vehicle Collision Attendance Rates*. This business case outlined the current SGI funding model for fire service attendance at MVCs and proposed a new compensation rate of $1,200 per hour. The business case also proposed clear and consistent definitions for *productive calls* and *non-productive calls*.

Based on discussions with SUMA, Dillon approached the study in two phases. Phase 1 of the study was designed to seek input from municipal fire departments within Saskatchewan and identify willing participants for further study and consultation in Phase 2. It included a province-wide survey to gather information about departments who respond to MVCs on provincial highways. Phase 2 of the project was a targeted stakeholder analysis. Based on an assessment of the survey results from Phase 1, Dillon and SUMA selected a group of 25 departments, which represented a cross-section of full-time, composite and volunteer departments across the province. This group was requested to provide additional data, such as standard deployment procedures, historic MVC calls and operating costs. In addition, to detailed research on MVCs in the province of Saskatchewan, the project considered practices across Canada and included a provincial review of remuneration rates for emergency response on provincial highways.

The following sections highlight the key findings from Phase 1 and Phase 2 of the review of municipal fire services compensation for MVC responses.

2.0 Phase 1: Department Surveys

At the outset of the project it was determined that an online survey would be designed and delivered to municipal fire departments across Saskatchewan. The survey had 25 questions that asked department locations, composition, and whether or not they respond to MVCs on provincial highways. The survey then asked specific questions regarding standard operating procedures, whether or not the department used a blocker apparatus and firefighter deployment. These questions led into compensation related questions, asking the department if they had access to the financial costs of responding to MVCs on provincial highways. The survey was launched on December 5, 2016 using the online survey platform *SurveyMonkey.* A web link was distributed through SUMA's mailing list to the individual departments. The survey received 158 department responses.

The following sections highlight some of the department responses. **Appendix A** includes the full survey summary report as well as the complete list of survey questions.

2.1 Summary of Survey Results

Of the 158 responses to the online survey, there were 149 unique department responses (some departments had multiple survey responses or incomplete response attempts).

Table 1: Department Responses

Data Response	Frequency
Unique Departments	149
Skipped	5
No Response	5

Of the respondents, 47% (equalling 72 responses) were either Acting Fire Chief or Fire Chief of their department. Fire Chiefs have an in-depth understanding of their organizations, and as such the majority of these responses provided information used to determine the key stakeholders in the working group.

Table 2: Position within Your Organization

Position	Frequency
Acting Administrator	3
Acting Fire Chief	3
Administrator/ Admin Support	35
Chief Administrative Officer	10
Chairman of the Board	1
Fire Chief	69

Position	Frequency
Deputy Fire Chief	10
EMO	1
Finance Manager	1
Secretary/ Treasurer	15
Mayor	1
Clerk	2

The majority of responding departments (131) indicated that they do respond to MVCs on provincially owned or operated roads/highways. Those departments that indicated they do not respond to MVCs on provincially owned highways did not carry forward through the remainder of the survey.

Table 3: Does your department respond to MVCs on provincially owned or operated roads/ highways?

Selected Response	Frequency
Yes	131
No	14
Skipped	13

Of the overall department responses to the survey, three were full-time departments, six were composite departments, and 122 were volunteer departments.

Table 4: Department Structure

Selected Response	Frequency
Full-time Fire Department – consisting primarily of full-time/ career firefighters	3
Composite Fire Department – including a combination of full-time/ part-time/ volunteer firefighters	6
Volunteer Fire Department – all volunteer firefighters	122
Skipped	27

The previous tables illustrate some of the response details to the survey. As previously mentioned, more information and all survey results can be found in **Appendix A.**

2.2 Targeted Stakeholder Group

The final question of the survey asked respondents if they would be willing to participate in further consultation and data collection relating to MVC responses, as well as the information they provided in

the survey. A group of 89 responding departments indicated that they would be willing to participate in further consultation.

Table 5: Would you be willing to participate in further consultation and data collection relating to MVC responses and the information you have provided within this survey?

Selected Response	Frequency
Yes	89
No	32

Using the 89 departments that indicated they would participate in further consultation as a starting point, Dillon worked with SUMA, using the broad survey results as a tool, to reduce the number of participants to a select group of 25 for further consultation, including detailed data requests and analysis within Phase 2. The selection process ensured a cross-section of full-time, composite and volunteer departments. Other selection criteria included the quality of and availability of information provided in the survey, proximity to provincial highways and distribution within the province. **Table 6** shows the list of selected departments, which include three full-time, six composite and 16 volunteer departments.

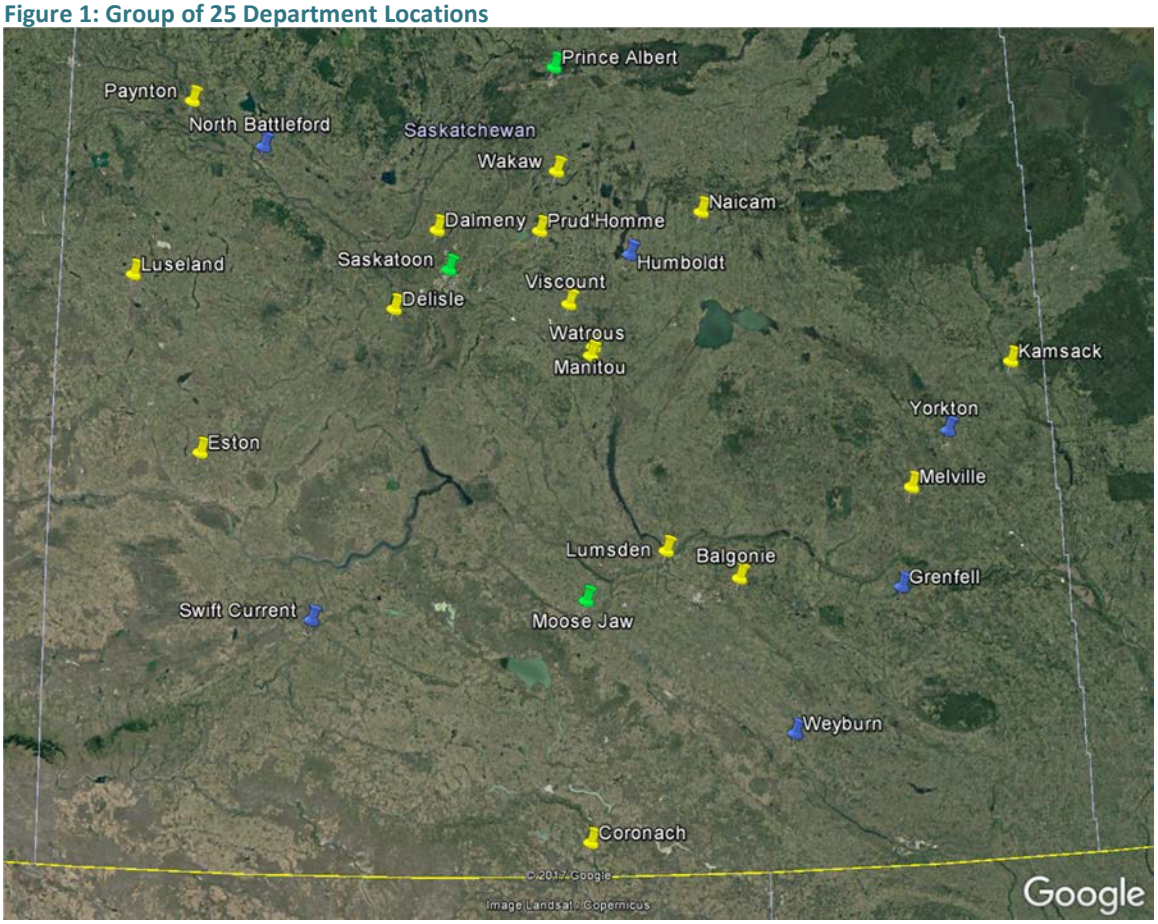
Table 6: Group of 25 Targeted Departments

Department	Department Structure
Balgonie Fire Department	Volunteer Fire Department
North Battleford Fire Department	Composite Fire Department
Weyburn Fire Department	Composite Fire Department
Coronach Fire Department	Volunteer Fire Department
Dalmeny Fire Rescue	Volunteer Fire Department
Delisle and District Fire Department	Volunteer Fire Department
Eston and District Volunteer Fire Department	Volunteer Fire Department
Grenfell Fire Department	Composite Fire Department
Humboldt Fire Department	Composite Fire Department
Lumsden Fire Department	Volunteer Fire Department
Luseland Volunteer Fire Department	Volunteer Fire Department
Manitou Fire Rescue	Volunteer Fire Department
Melville Fire and Rescue	Volunteer Fire Department
Moose Jaw Fire Department	Full-time Fire Department
Naicam Fire Department	Volunteer Fire Department
Paynton and District Volunteer Fire Department	Volunteer Fire Department
Prince Albert Fire Department	Full-time Fire Department

Department	Department Structure
Prud'homme Fire and Rescue	Volunteer Fire Department
Saskatoon Fire Department	Full-time Fire Department
Swift Current Fire Department	Composite Fire Department
Town of Kamsack Fire Rescue	Volunteer Fire Department
Viscount Volunteer Fire Department	Volunteer Fire Department
Wakaw/ RM of HooDoo Fire and Rescue	Volunteer Fire Department
Watrous Fire Department/ Watrous Rural Fire Protection Association	Volunteer Fire Department
Yorkton Fire Protective Services	Composite Fire Department

Figure 1 shows the geographic locations of the 25 departments selected for further consultation. Green pins represent full-time departments, blue pins represent composite departments and yellow pins represent volunteer departments. As shown, the group selected are geographically distributed across the province.

Figure 1: Group of 25 Department Locations



3.0 Phase 2: Targeted Analysis

Phase 2 of the study included a more detailed analysis of operating guidelines/procedures, apparatus and staff resource deployment, and costs associated with responding to MVCs on provincial roadways. The 25 departments, representing a cross-section of fire services across the province were contacted and asked to provide:

1) Operating procedures and guidelines;
2) 2014 to 2016 Emergency Response Data;
3) Financial Compensation (hourly rates, operating costs, etc.); and
4) What their department considers to be a fair and reasonable compensation rate for response to MVC calls.

Appendix B includes the formal request for information which was sent to all 25 departments within the working group. There were **21 out of 25** departments who responded with information on department responses to MVCs. The responding departments are listed below. **Table 7** shows the responses received by department structure.

- Balgonie Fire Department
- Dalmeny Fire Department
- Delisle Fire Department
- Eston Fire Department
- Grenfell Fire Department
- Humboldt Fire Department
- Kamsack Fire Department
- Lumsden Fire Department
- Luseland Fire Department
- Manitou Fire and Rescue
- Melville Fire Department
- Moose Jaw Fire Department
- Naicam Fire Department
- North Battleford Fire Department
- Paynton Fire Department
- Prince Albert Fire Department
- Saskatoon Fire Department
- Swift Current Fire Department
- Watrous Fire Department
- Weyburn Fire Department
- Yorkton Fire Department

Table 7: Working Group Response by Department Structure

Department Structure	Response
Full-time Department	3 of 3
Composite Department	6 of 6
Volunteer Department	12 of 16

3.1 Operating Procedures and Guidelines

The initial survey in Phase 1 asked responding departments if they had standard operating procedures or guidelines. The departments who responded that they had this information available were selected to provide their department's Standard Operating Procedures (SOPs) or Standard Operating Guidelines

(SOGs) to identify their department's current practices for deploying fire suppression staff and apparatus to MVCs on provincial highways/roadways. This information was used for two purposes; first, to provide support for the number of trucks and staff deployed to an MVC and second, to identify consistent best practices for deployed response across the province.

All responding departments have provided some details on standard response procedures. However, not all respondents had formal procedures. **Table 8** shows the number of formal operating procedures which were provided by responding departments.

Table 8: Operating Procedures

Standard Operating Procedures	Responses
Formal or standardized procedure	15
No formal procedure	6

Of the responding departments, most indicated within their formal procedure the number of apparatus which were to be deployed to each MVC. Most of the SOPs deploy one rescue truck and one engine truck. Additionally, the command or utility vehicle, often the Chief's car, will be deployed to the emergency scene. **Table 9** illustrates the number of trucks deployed to MVCs as indicated in each department's SOP or SOG.

Table 9: Number of Trucks Deployed by Department

Department	Rescue Truck	Engine Truck	Command/ Utility
Balgonie Fire Department	No formal procedure provided		
Dalmeny Fire Department	2	1	1
Delisle Fire Department	1	1	1
Eston Fire Department		2	1
Grenfell Fire Department		1	1
Humboldt Fire Department	1	1	2
Kamsack Fire Department	No formal procedure provided		
Lumsden Fire Department	1	1	
Luseland Fire Department	No formal procedure provided		
Manitou Fire and Rescue	No formal procedure provided		
Melville Fire Department	1	1	1
Moose Jaw Fire Department	No formal procedure provided		
Naicam Fire Department	1	1	1
North Battleford Fire Department	1	1	
Paynton Fire Department	1	1	

Department	Rescue Truck	Engine Truck	Command/ Utility
Prince Albert Fire Department	1	1	1
Saskatoon Fire Department	No formal procedure provided		
Swift Current Fire Department	No formal procedure provided		
Watrous Fire Department	1	1	
Weyburn Fire Department	1	1	
Yorkton Fire Department	No formal procedure provided		

Within most of the SOPs, departments also indicated the number of staff to be deployed to each MVC. Most of the SOPs stated a minimum staffing and a maximum staffing. The majority of the responses were in the range of six to eight staff deployed, with the group average of 6.4. **Table 10** shows the staffing requirements as highlighted in the SOPs received. The information is not listed for all departments because in some cases there is either no formal procedure or their SOP did not specify minimum or maximum staffing.

Table 10: Staffing Procedures

Department	Minimum Staffing	Maximum Staffing
Balgonie Fire Department	No formal standard provided	
Dalmeny Fire Department	8	17
Delisle Fire Department	8	
Eston Fire Department	4	
Grenfell Fire Department	6	7
Humboldt Fire Department	10	14
Kamsack Fire Department	No formal standard provided	
Lumsden Fire Department	No staffing provided	
Luseland Fire Department	No formal standard provided	
Manitou Fire and Rescue	No formal standard provided	
Melville Fire Department	6	9
Moose Jaw Fire Department	No formal standard provided	
Naicam Fire Department	8	
North Battleford Fire Department	4	6
Paynton Fire Department	4	6
Prince Albert Fire Department	No staffing provided	
Saskatoon Fire Department	No staffing provided	
Swift Current Fire Department	No staffing provided	
Watrous Fire Department	6	8

Department	Minimum Staffing	Maximum Staffing
Weyburn Fire Department	No staffing provided	
Yorkton Fire Department	No formal standard provided	

3.1.1 Blocker Apparatus

In the results of the broader survey, 68 departments replied yes to the question "When responding to an MVC does your department's Standard Operating Guideline/ Procedure require a "Blocker Apparatus" for scene safety?".

Most formal SOPs provided by responding departments indicate that the fire department should provide blocker status. **Table 11** shows procedure notes from formal SOPs provided by responding departments.

Table 11: Notes on Blocker Apparatus

Department	Procedure Notes
Dalmeny Fire and Rescue	"All trucks to provide blocking or to fend-off of the apparatus"
Delisle Fire Department	"Apparatus should be parked so that it blocks the scene and ongoing traffic from all directions. Unit # 10 [Pumper] should be deployed and used for the purposes of blockings for all MVAs [Motor Vehicle Accidents]"
Eston Fire Department	No mention of blocking procedures within SOP.
Grenfell Fire Department	No mention of blocking procedures within SOP.
Humboldt Fire Department	"Driver Operator will position the apparatus in a way that will provide the best protection for the crew during fire suppression activities."
Lumsden Fire Department	"The driver operator will position the apparatus in a way that will provide the best protection for the crew during rescue and operation activities."
Melville Fire Department	No mention of blocking procedures within SOP.
Naicam Fire Department	"During the rescue procedures, the firefighters may have to conduct traffic control until the vehicle is moved to prevent any further injuries or accidents."
North Battleford Fire Department	No mention of blocking procedures within SOP.
Paynton Fire Department	"Spot the pumper truck upwind and uphill, if possible."
Prince Albert Fire Department	"When staging, first arriving units are positioned in such a manner as to protect the scene and the rescuers."
Saskatoon Fire Department	"Apparatus Drivers will: Position apparatus appropriately at incidents."
Swift Current Fire Department	"Due to the danger of oncoming traffic at motor vehicle accidents, the engine or truck should be parked so as to provide a barrier for personnel. This is normally referred to as the "fend off position" and has the apparatus at a 30° angle directing traffic around the scene."

Department	Procedure Notes
Watrous Fire Department	"Create a safe scene by blocking and controlling traffic using the various methods 1) Appropriate placement of all necessary apparatus to form a deflector away from the emergency scene."
Weyburn Fire Department	No mention of blocking procedures within SOP.

3.2 2014 to 2016 Emergency Response Data

Dillon also requested copies of emergency response calls to MVCs on provincial highways/ roadways over the three-year period from 2014 to 2016. Through this data, Dillon was seeking information regarding individual department's actual number of staff resources, and the actual number of apparatus deployed, as well as the total time commitment to each historic MVC incident. The findings extracted from the emergency response data are summarized below.

3.2.1 Average Number of Calls per Year

From the respondents' data, Dillon was able to determine the individual workload to MVCs on provincially owned highways. **Figure 2** shows the average number of calls per department. Based on the department responses, the average number of calls that reporting fire departments respond to is **17** MVCs on provincial roadways each year. The average number of calls gives both the fire departments and SGI an indication of relative costs incurred per year. It should be noted that some of the call data provided by responding fire departments was incompatible and excluded from the analysis.

Figure 2: Average Number of Calls per Year by Department

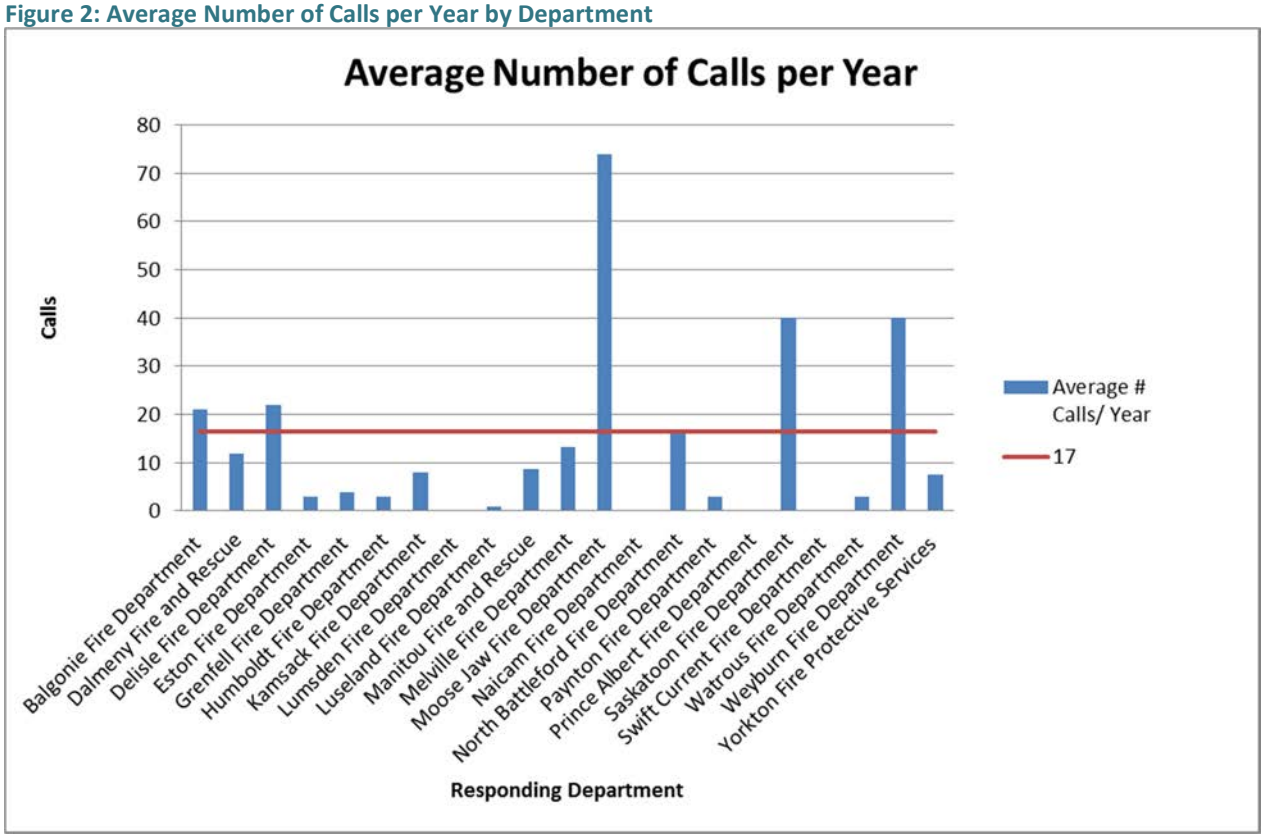


Table 12 shows the average number of calls by department structure. On average, full-time departments respond to significantly more provincial roadway MVCs per year than composite and volunteer fire departments, and composite departments respond to more provincial roadway MVCs per year than volunteer departments. This is reflective of industry trends, as full-time fire departments typically have significantly higher total call volumes than composite fire departments and volunteer fire departments. As well, composite fire departments typically have higher total call volumes than volunteer departments.

Table 12: Average Number of Calls by Department Structure

Department Structure	Average Annual Number of Calls
Full-time Department	57.0
Composite Department	14.3
Volunteer Department	9.5

3.2.2 Average Number of Trucks per Call

Another indication of the cost incurred by fire departments when responding to MVCs is the number of trucks which are deployed to an incident. For the purposes of understanding the responses to MVCs on provincial highways, Dillon examined the average number of trucks which were deployed to MVCs.

Figure 3 shows the average per responding department as well as the overall average, **1.89**. Not all respondents provided the number of apparatus deployed per call.

Figure 3: Average Number of Apparatus Deployed per Call

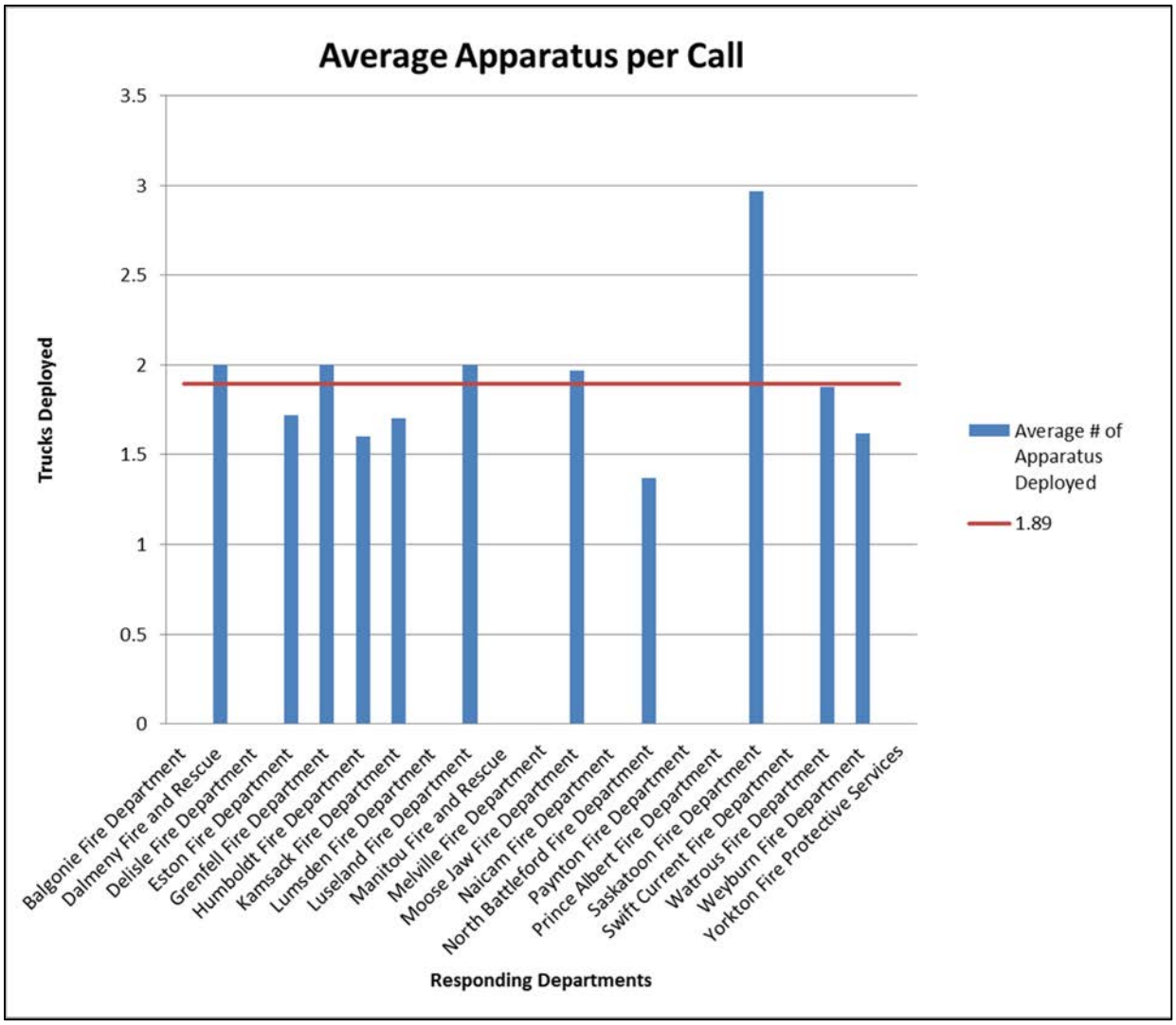


Table 13 shows the average trucks deployed to each call by department structure. On average, volunteer and composite departments deploy slightly fewer apparatus to respond to an MVC on provincial highways; however, the response is fairly comparable in the range of two trucks.

Table 13: Average Trucks per Call by Department Structure

Department Structure	Average Trucks per Call
Full-time Department	2.5
Composite Department	1.6
Volunteer Department	1.9

3.2.3 Number of Responding Personnel

The SOPs shown in **Section 3.1** illustrate the intended deployment protocol for each municipality; however, due to resources and staffing, deployment can vary from call to call and from department to department. **Figure 4** depicts the average number of firefighters deployed per call by department. The average number of firefighters which are deployed to an MVC on provincial highways is **7.5**.

Figure 4: Average Number of Firefighters Deployed per Call

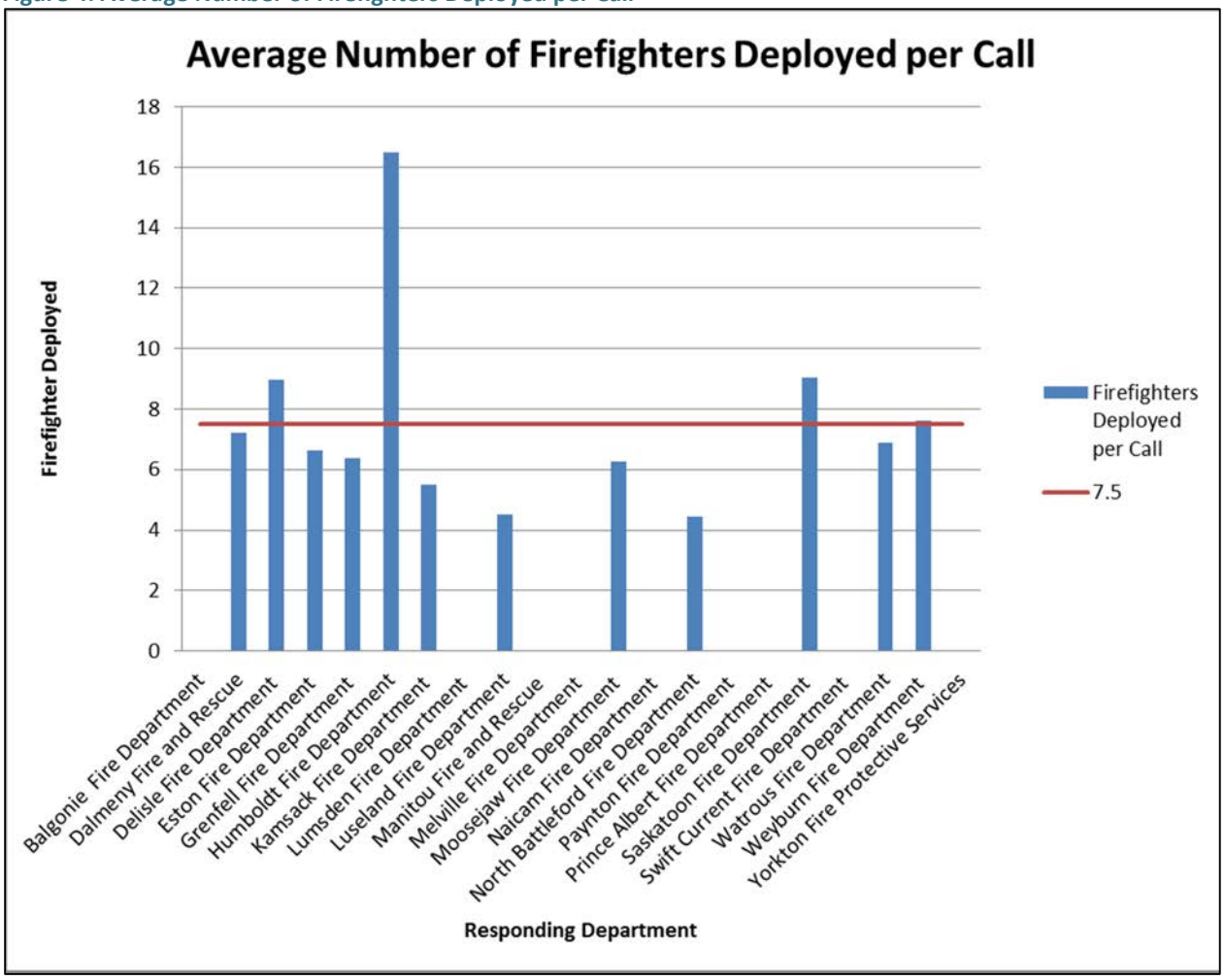


Table 14 shows the average number of firefighters deployed per call by department structure. On average, full-time and volunteer fire departments deploy slightly fewer firefighters to MVCs on provincially owned highways. Again, the numbers are reasonably comparable with a range approximately **7 to 9** firefighters per call on average.

Table 14: Average Number of Firefighters per Call by Department Structure

Department Structure	Average Number of Firefighters per Call
Full-time Department	7.7
Composite Department	8.7
Volunteer Department	6.6

3.2.4 Average Cost Incurred per Call

Response data provided was utilized to calculate average costs per call per department. The call costs were calculated by applying the hourly firefighter compensation rates and hourly apparatus operation rates provided by the respective departments to the historic call details (i.e. number of staff responding, number and type of apparatus responding and the duration of the call). While the costs per call vary, the average cost per MVC call is estimated as **$1,551.31.** This is summarized in **Figure 5**. Note all responding departments provided costing information or historic call data. This average call cost does not include the cost of consumables.

Figure 5: Average MVC Call Cost on Provincial Highways

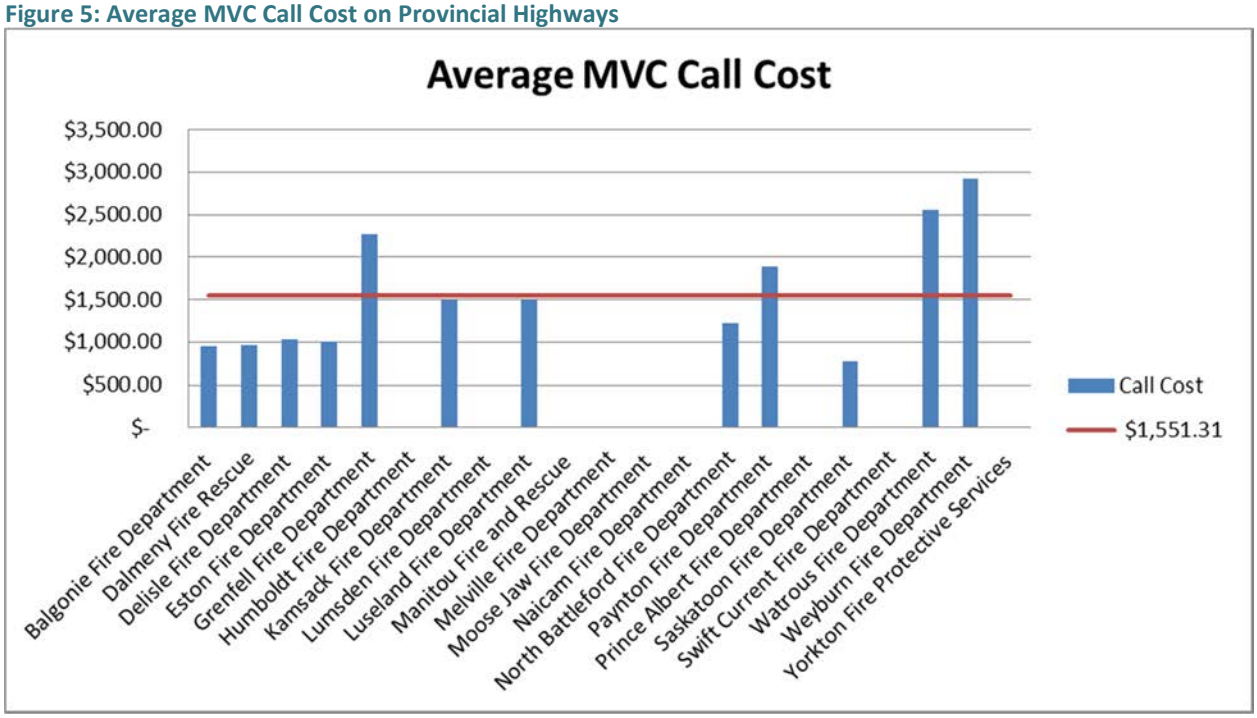


Table 15 shows the average MVC call cost by fire department structure. Full-time departments were calculated to have lower than average costs per MVC call, than both composite and volunteer departments. It is important to note that most full-time and composite departments are required to backfill staff when responding to calls outside of the municipal boundary; these costs do not necessarily reflect the additional burden on these departments. These average call costs do not include the cost of consumables.

Table 15: Average MVC Call Cost by Department Structure

Department Structure	Average MVC Call Cost
Full-time Department	$777.11
Composite Department	$2,144.65
Volunteer Department	$1,425.58

3.2.5 Average Hourly Cost Incurred per Call

Based on the received response data, Dillon was also able to identify the average hourly cost per call at **$1,153.84** (**Figure 6**). While there are some calls which require departments to be on scene for much longer, the average time spent at MVCs by responding departments is **1.58** hours.

Figure 6: Average Hourly Cost per MVC Call

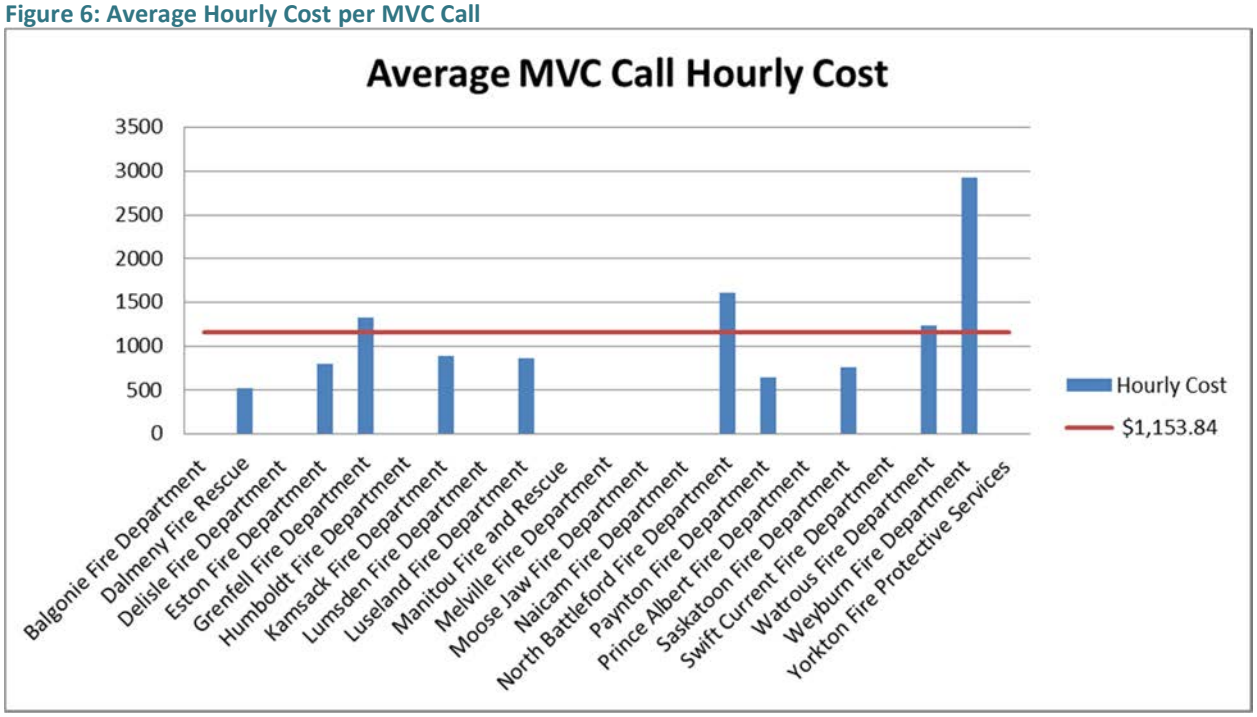


Table 16 indicates the average hourly cost departments incur when responding to MVC calls on provincially owned highways. On average composite departments incur more cost when responding to these MVCs.

Table 16: Average MVC Call Hourly Cost by Department Structure

Department Structure	Average MVC Call Hourly Cost
Full-time Department	$750.17
Composite Department	$1,954.29
Volunteer Department	$820.89

3.3 Financial Compensation

Departments were also asked to provide financial information including:

- Regular hourly rates for firefighters;
- Hourly operating cost for each type of apparatus deployed to an MVC on provincial highways/ roadways;
- Mileage cost for each type of apparatus deployed to an MVC; and
- The 'per unit' cost for any consumable product that the department would utilize at an MVC on provincial highways/roadways.

These hourly rates and vehicle costs were used to determine how much it costs individual departments to respond to MVCs. Through this, there can be a comparison between full-time, composite and volunteer deployment models.

3.3.1 Firefighter Compensation

Figure 7 shows the hourly firefighter compensation rates by department. Five departments (Delisle Fire Department, Eston Fire Department, Grenfell Fire Department, Humboldt Fire Department and Weyburn Fire Department) indicated that they pay a minimum of three hours to responding firefighters. These departments are noted in the figure with an asterisk.

Figure 7: Hourly Firefighter Rates

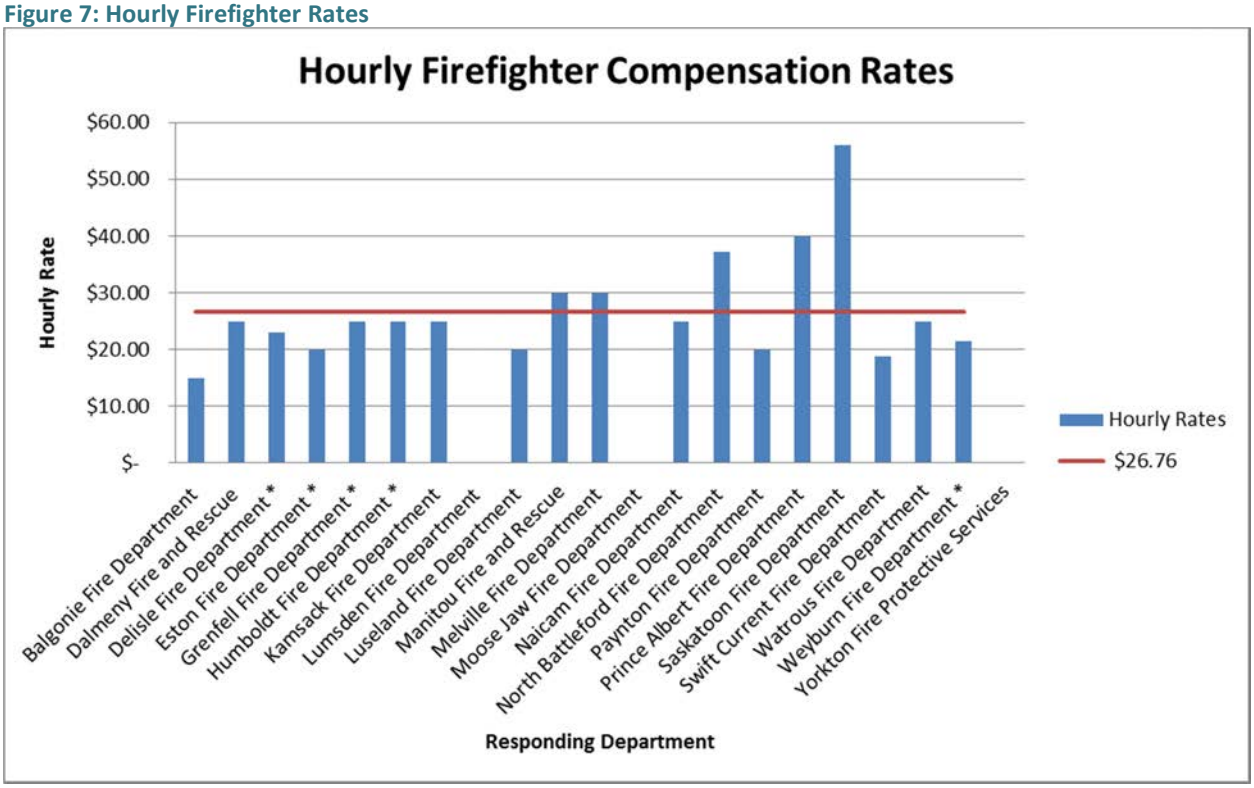


Table 17 shows hourly firefighter compensation rates by department structure. As expected, full-time (career) firefighters are compensated significantly more per hour, than composite and volunteer fire departments.

Table 17: Average Hourly Firefighter Compensation Rates by Department Structure

Department Structure	Firefighter Hourly Compensation at MVC calls
Full-time Department	$48.00
Composite Department	$25.52
Volunteer Department	$23.45

3.3.2 Apparatus Cost

Table 18 shows the apparatus cost per hour for each responding department. The table shows a breakdown of apparatus, including tanker cost and utility or command vehicles. For simplicity, engine and pumpers, as well as utility and command vehicles have been assumed to refer to the same vehicle, because department responses were inconsistent. Also included are communication and mileage costs.

Table 18: Apparatus Cost by Department

Department	Engine/ Pumper	Rescue	Tanker	Utility/ Command	Communication	Mileage	Notes
Balgonie Fire Department		no apparatus cost					
Dalmeny Fire and Rescue	$200.00	$100.00		$50.00			Per hour
Delisle Fire Department							No rates for apparatus
Eston Fire Department	$495.00	$495.00		$165 (per call)			$165.00 per apparatus after first hour
Grenfell Fire Department	$600.00			$300.00	$50.00	$1.00 per kilometre	communications (flat fee) - rest is per hour
Humboldt Fire Department	$900.00	$300.00		$150.00			
Kamsack Fire Department	$750.00	$250.00				$1.75 per kilometre	Engine $500.00 & Rescue $125.00 per hour after first hour
Lumsden Fire Department							

Department	Engine/ Pumper	Rescue	Tanker	Utility/ Command	Communication	Mileage	Notes
Luseland Fire Department	$500.00		$ 400.00	$250.00		Included in hourly	
Manitou Fire and Rescue		$120.00					
Melville Fire Department	$300.00	$300.00		$80.00			Personal Vehicle $30.00 per hour
Moose Jaw Fire Department							
North Battleford Fire Department	$897.00	$897.00				Included in hourly	Per hour
Paynton Fire Department							
Prince Albert Fire Department	$1,050.00	$1,050.00				$0.42 per kilometre	
Saskatoon Fire Department							
Swift Current Fire Department	$427.00	$750.00	$ 448.00				
Naicam Fire Department	$500.00	$300.00	$ 400.00	$200 (per call)			
Watrous Fire Department	$800.00	$300.00					after the first hour the engine is only $300 per hour
Weyburn Fire Department							
Yorkton Fire Protective Services							

3.3.3 Consumable Product Cost

Table 19 shows the unit costs of consumable products by department. Departments were asked to provide costs for consumable products used at MVC calls, such as absorbent material, foam or spill kits. This table was developed using the information provided by responding departments.

Table 19: Consumable Product Cost by Department

Department	Absorbent Material	Foam	Brooms/ Miscellaneous	Traffic Cones	Water
Balgonie Volunteer Fire Department					
Dalmeny Fire and Rescue					
Delisle Fire Department	$30.00	$200.00	$95.00 (spill kit)		
Eston Fire Department					
Grenfell Fire Department	$100.00		$150.00	$200.00	
Humboldt Fire Department		$225.00			
Kamsack Fire Department					
Lumsden Fire Department					
Luseland Fire Department		$200.00			
Manitou Fire and Rescue					
Melville Fire Department					
Moose Jaw Fire Department					
North Battleford Fire Department	Bag of Absorbal $20.91 Absorb Pads $155.65	Niagara Foam $455.68 Class “A” Foam $129.54			
Paynton Fire Department					
Prince Albert Fire Department					
Saskatoon Fire Department					
Swift Current Fire Department	$100.00	$200.00			10.00 per cubic metre
Naicam Fire Department					
Watrous Fire Department					
Weyburn Fire Department					
Yorkton Fire Protective Services					

3.4 Fair and Equitable Compensation

As previously mentioned, SGI has two compensation rates, *productive* and *non-productive*. However, as identified in SUMA's Report on *Fire Service Motor Vehicle Collision Attendance Rates*, "*often, SGI adjusters will deem only the specific portion of the call during which Jaws of Life are being used as productive, classifying the remainder of the call time as non-productive."* Most departments that spoke directly to Dillon indicated that they primarily wanted clarity between the *non-productive* and *productive* calls. Fire Chiefs stated that every time they mobilize their fire crews for an MVC they consider it is a *productive call*, and often they have to provide a blocker apparatus for the scene.

This is consistent with the recommendations from the *Fire Service Motor Vehicle Collision Attendance Rates* report that "*A standard, agreed-upon rate for calls, fair application of call classifications, and regular re-visitation of rates to ensure full-cost recovery for fire departments would reduce administrative burden for all involved, and ensure that fire personnel are able to return to the business of fighting fires."* SUMA recommended that *"The call classification system should be amended to better reflect actual costs to municipalities. Non-productive call classifications should be limited to calls in which fire departments are returned home with no services having been performed. Productive call rates should not be adjusted or pro-rated to focus solely on extraction time. A productive call should remain at productive call rates from the moment the fire crew leaves the fire hall until they have cleaned up and returned equipment to service"* (SUMA, 2015, pg. 5-6).

As part of our research, departments were also asked, in their opinion, what do they consider to be a fair and reasonable compensation for the response to MVC calls. Based on these conversations and responses to the request for information, the average rate that would be considered fair and equitable for response to MVCs on provincial highways/ roadways is **$1,332.25** per hour (**Figure 8**). For this exercise responding departments were kept anonymous and no response departments were removed.

Figure 8: Fair and Equitable Compensation

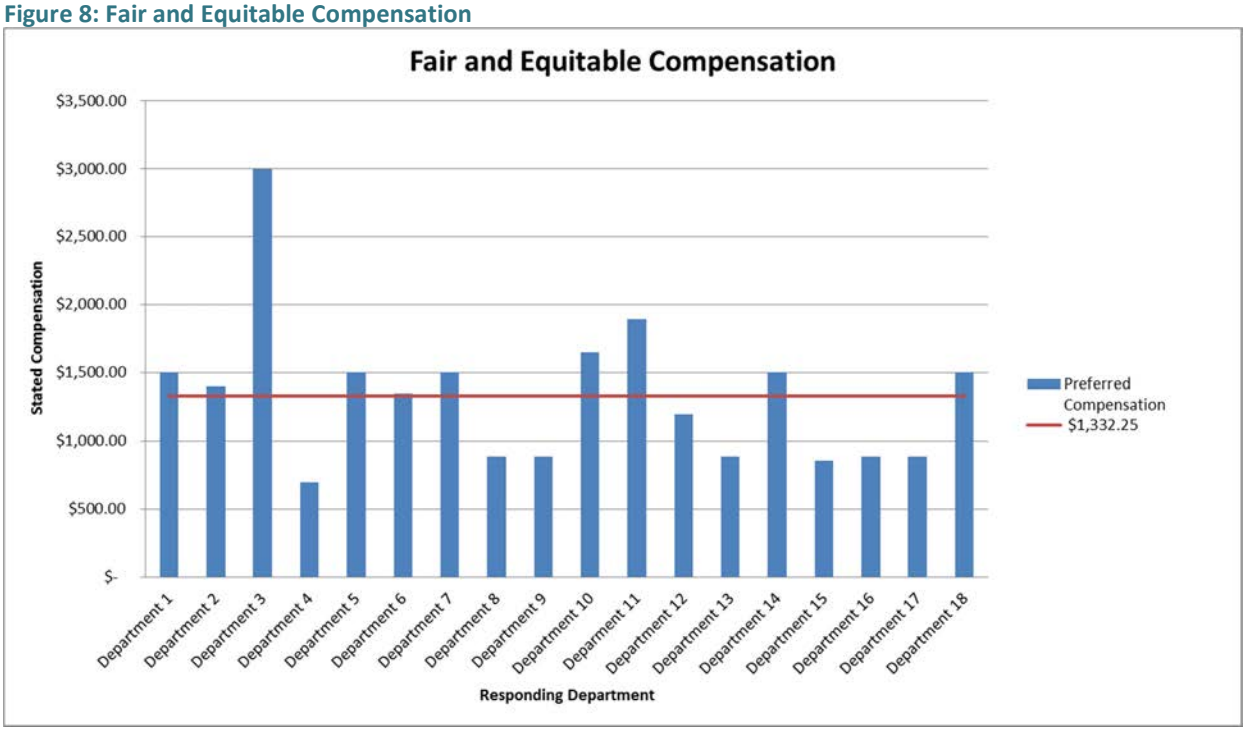


Table 20 shows the average preferred compensation by department structure. Full-time department stated a compensation rate that was much lower, and closer to their average costs per MVC call. Volunteer and composite fire departments stated a higher compensation value, but this reflects the average costs indicated in previous sections.

Table 20: Stated Fair and Equitable Compensation by Department Structure

Department Structure	Fair and Equitable Compensation
Full-time Department	$793.50
Composite Department	$1,810.00
Volunteer Department	$1,213.05

4.0 Provincial Comparison

In order to better understand remuneration rates across the country, a provincial comparison was completed. The provincial information available is provided and described below. **Table 21** provides a high-level overview of the remuneration rates for responses on provincial highways.

Table 21: Provincial Compensation Rates

Province	Remuneration Rates
Manitoba	Basic Response - $806 Complex Response - $1,075 $200 - $250 per hour/ per truck thereafter $150 for each additional hour for a Water Truck $60 flat fee to secure the scene $40 per gallon for firefighting foam
Alberta	$615 per hour per truck (Ladder and Pumper Trucks) $615 per hour per truck (Light and Medium Rescue Vehicles) $185 per hour (Command Vehicles)
Ontario	$450 per truck per hour
Saskatchewan	$533 per hour non-productive call $887 per hour productive call $1,200 per hour recommended (SUMA Business Case)
New Brunswick	There is no provincial compensation rate for MVCs on provincial highways
Nova Scotia	There is no provincial compensation rate for MVCs on provincial highways
Newfoundland	Compensation is only provided when the Jaws of Life are used. Approximately $300
Prince Edward Island	There is no provincial compensation rate for MVCs on provincial highways

Based on the provincial compensation review, it can be seen that in general, provinces compensate responding fire departments on a per hour or per truck basis. Compensation for *productive* calls versus *non-productive* calls is not the norm across provinces. The only other province that has a similar process is Manitoba; however, the basic response compensation is almost as high as Saskatchewan's existing *productive* rate.

Further discussions on provincial compensation rates are included in the following sections.

4.1 Manitoba

The Manitoba Association of Fire Chiefs, Association of Manitoba Municipalities and Manitoba Public Insurance negotiated a fixed rate for responding to MVC a number of years ago. At this time, two rates were established based on basic and complex response. A basic response is compensated at $806 and complex response at $1,075.

A basic response, as outlined by Manitoba Public Insurance is defined as *"Stabilization of an accident scene, with no fire or complex extrication."* A complex response is defined as *"A fire that needs extinguishing; or intense effort, involving special equipment, to remove someone from a vehicle."*

Manitoba also has a list of *"special allowances"* which is $250 for each additional hour after the first hour for a Pumper Truck, $200 for each additional hour after the first hour for a Rescue Track and $150 for each additional hour after the first hour for a Water Truck. It also includes a *"securing the scene"* rate of $60 which is a maximum amount (not eligible for additional hours). Fire departments are also allowed to claim for firefighting foam at a set rate of $40 per gallon. Rates are adjusted annually by Manitoba's Consumer's Price Index plus 1%.

This information was obtained through the Manitoba Association of Fire Chiefs and email correspondence is attached in **Appendix C – Provincial Comparison Research**.

4.2 Alberta

In Alberta, there are three rates which fire departments can claim compensation per hour. For Ladder and Pumper Trucks, departments can claim $615 per hour. Similarly, for Light and Medium Rescue Vehicles, departments can claim $615 per hour. For commercial vehicles, departments are able to claim $185.00 per hour. The unit rates are adjusted annually for inflation.

This information was obtained through the Alberta Fire Chiefs Association and email correspondence is attached in **Appendix C – Provincial Comparison Research.**

4.3 Ontario

The remuneration rate for fire response services on provincial highways in Ontario is $450 per truck per hour. This was increased in 2015 from $410 per truck per hour which was previously set in 2010. The Ministry of Transportation Ontario is responsible for setting the rates, and the ministry will adjust rates annually based on the Consumer Price Index.

This information was obtained through the Ministry of Transportation Ontario's letter to the Fire Fighters Association of Ontario. This letter is included in **Appendix C – Provincial Comparison Research.**

4.4 New Brunswick

In New Brunswick there is no standard compensation rate for MVC response on provincial highways. Individual departments may invoice insurance companies, but are responsible for setting their own rates. However, there is a standard rate for wildland fire response.

This information was provided by Conrad Landry, Provincial Director New Brunswick Association of Fire Chiefs. Email correspondence is included in **Appendix C – Provincial Comparison Research.**

4.5 Nova Scotia

In Nova Scotia there is no standard provincial compensation rate for response to MVCs on provincial highways. Most of the coverage is provided by private insurance. Departments will typically only submit for compensation for consumables; not for equipment or personnel. The fire department can also submit for equipment or personnel through that Department of Natural Resources, but these are very minimal amounts.

Recently, a bill was brought forward for cost compensation for responses on the Trans-Canada Highway. The result of this was a levy applied to each vehicle insured in the province. A fund was created which accumulates approximately $320,000 per year. This money is used to provide free firefighter courses in the Provincial Fire School. Courses are related to MVC responses and include:

- Emergency Vehicle Driver Training;
- Emergency Responders Traffic Management Guidelines;
- Vehicle Extrication;
- Incident Scene Safety Officer;
- Incident Command ICS 100 & ICS 200;
- Managing Company Tactical Operations; and
- Training for Critical Incident Management Response Team.

This information was provided by Rod Nielson, President of Fire Service Association of Nova Scotia. Email correspondence is included in **Appendix C – Provincial Comparison Research.**

4.6 Prince Edward Island

In the province of Prince Edward Island, there is no compensation provided by the provincial government for emergency response on or along provincially owned or operated highways. This information was provided by John Chisholm, Deputy Fire Marshal for province. Email correspondence is included in **Appendix C – Provincial Comparison Research.**

4.7 Newfoundland and Labrador

The remuneration rate for response to MVCs on provincial highways varies, as departments set their own fees. The department submits the expenses to Fire and Emergency Services – Newfoundland and Labrador which is the provincial body responsible for compensation. The compensation is only provided when the department uses the Jaws of Life. The rate is approximately $300.00.

This information was obtained through a phone call with the Newfoundland and Labrador Association of Fire Services.

5.0 Conclusions and Recommendations

Based on the broader survey group, the majority of responding departments (131) indicated that they do respond to MVCs on provincially owned or operated roadways/highways. Of these responding departments, three were full-time departments, six were composite departments, and 122 were volunteer departments. This supports the relevance of determining best practices for operational responses and fair and equitable compensation for responding to MVCs on provincially owned / operated roadways/highways.

The targeted stakeholder group of 21 responding departments provided additional data to support the analysis of operational responses and financial compensation. Based on historic call data provided by the targeted stakeholder group, on average full-time departments respond to 57.0 MVC calls per year on provincial roadways, composite departments respond to 14.3 and volunteer departments respond to 9.5.

5.1 Operational Responses Conclusions

Of the 21 responding departments, most indicated within their formal procedure the number of apparatus to be deployed to each MVC. Most of the SOPs deploy one rescue truck and one engine truck. Additionally, the command or utility vehicle (such as the Chief's car), is often deployed to the emergency scene. A two truck response was confirmed in practice, as based on historic call data provided by the targeted stakeholder group 1.89 trucks on average are deployed to MVC calls on provincial roadways. The deployment of a rescue truck and engine truck in response to a MVC call is therefore identified as a provincial best practice.

Most of the SOPs stated a minimum staffing and a maximum staffing. The majority of the responses were in the range of six to eight staff deployed. This is consistent with the staffing required for the rescue truck and engine truck noted above. This staffing value was confirmed to be consistent with actual practices of the responding departments. Based on historic call data provided by the targeted stakeholder group an average of 7.5 firefighters responded to MVC calls on provincial roadways. This ranges from 6.6 firefighters on average for volunteer departments to 7.7 firefighters on average for full-time departments to 8.7 firefighters on average for composite departments. Therefore the deployment of six to nine firefighters in response to a MVC call is identified as a provincial best practice. This is consistent with the staffing of an engine truck and rescue truck with the option of a command vehicle.

Most formal SOPs provided by 21 responding departments indicate that the fire department should provide blocker status. In the results of the broader survey 68 departments confirmed that their department's Standard Operating Guideline/ Procedure requires a "Blocker Apparatus" for scene safety when responding to MVC calls. This supports that the use of a blocker apparatus for scene safety is a provincial best practice.

5.2 Financial Compensation Conclusions

Based on hourly firefighter compensation rates and hourly apparatus operation rates provided by the respective departments and historic call details (i.e. number of staff responding, number and type of apparatus responding and the duration of the call) the calculated average cost per MVC call is estimated as **$1,551** for all department types. This average call cost does not include the cost of consumables.

When calculated by department type the results indicated that full-time departments had lower than average costs per MVC call (at *$777*), than both composite (at *$2,145*) and volunteer (at *$1,426*) departments and volunteer departments had lower costs per call than composite departments. Backfill costs for full-time and composite departments were not included in these costs as they are not consistent across all departments.

An average hourly cost per call was calculated, based on the average call cost and the duration of the calls (extracted from historic call data). While there are some calls which require departments to be on scene for much longer, the average time spent at MVCs by responding departments is **1.58** hours. Based on the received response data, Dillon was also able to identify the average hourly cost per call at **$1,154**.

As part of our research, departments were also asked, in their opinion, what do they consider to be a fair and reasonable compensation for the response to MVC calls. Based on these conversations and responses to the request for information, the average rate that would be considered fair and equitable for response to MVCs on provincial highways/ roadways is **$1,332** per hour.

When asked about fair and equitable compensation, responding fire departments gave a variety of answers based sometimes on a perception of response cost as well as frustration with the existing compensation system. Some responding fire departments stated there should be no difference between *productive* and *non-productive* rates, because the fire department has to perform many other duties on the scenes of MVCs, such as traffic control, use of a blocker apparatus or assisting medical teams with transfers. This finding aligns with the June 2015 Fire Service Motor Vehicle Collision Attendance Rates Business Case. Section 4.1 of business case outlines how to address the issues related with *productive* call classification.

Applying the operational response of two trucks (e.g. rescue and engine) responding to a MVC call with a duration of 1.6 hours (based in the average time on scene of 1.58 hours) and applying the compensation rates of Alberta, Ontario and Manitoba (not including consumables) result in the following:

- ***Ontario:*** two trucks at $450 each per hour for 1.6 hours = call cost of **$1,440**.
- ***Alberta:*** two trucks at $615 each per hour for 1.6 hours = call cost of **$1,968**.
- ***Manitoba:***
  - Basic: $806 + $60 (scene secure) + engine at $250 and rescue at $200 each per hour for 0.6 hours = call cost of **$1,136**.

- Complex: $1,075 + $60 (scene secure) + engine at $250 and rescue at $200 each per hour for 0.6 hours = call cost of **$1,405**.

5.3 Recommendations

Based on the research findings and conclusions, we recommend the following:

- It is recommended that the definition of a ***productive call*** be clarified such that it represents all MVC calls on provincial roadways where the responding fire department arrives on-scene and conducts any task to support the overall emergency response. This includes securing the scene, providing traffic control, providing a blocker apparatus, performing suppression tasks, performing or assisting with emergency medical response, conducting extrication tasks and addressing spills / performing scene clean-up.
- Based on the Saskatchewan-specific and peer provincial review, it is recommended that a **$1,200** per hour compensation rate be applied to all productive calls, as per the definition noted above. Optionally, **a $600 per truck per hour** rate could be adopted for productive call responses.
- It is recommended that ***non-productive*** calls be defined as those MVC calls on provincial roadways in which the department's response is cancelled en-route or dismissed upon arrival on-scene. No financial compensation would be required for non-productive calls by this definition.
- As the costs of consumable products vary depending upon the nature of the MVC call it is recommended that the costs for consumable products be invoiced separately for compensation to the departments.

Appendix A

Survey Summary

DILLON CONSULTING

SASKATCHEWAN URBAN MUNICIPALITIES ASSOCIATION

Summary and Analysis of Survey Results

Motor Vehicle Collision Responses – Final Report

November 2017 – 16-4541

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Tables

Appendices

1.0 Introduction

In May 2016 Dillon Consulting Limited (Dillon) was retained by the Saskatchewan Urban Municipalities Association (SUMA) to complete a study to provide evidence-based support for the actual costs incurred by municipal fire services in the Province of Saskatchewan when responding to motor vehicle collisions (MVCs). The first phase of the study gathered input, data, stakeholder contacts and stakeholder buy-in. In order to gather this information Dillon designed and hosted an online survey which was distributed to all fire departments within the province. This report summarizes the results of the online SUMA MVC survey.

1.1 Methodology

The survey was designed in collaboration with the SUMA and launched on December 5, 2016. The purpose of the survey was to solicit feedback, assess data availability and identify a focused group of stakeholders for further analyses. There were a total of 25 questions asked. The front end of the survey gathered background on the department, including type (e.g. full-time, composite or volunteer), location, municipalities served and contact information. The bulk of the survey were questions relating to MVC calls and operations, such as if the fire department currently responds to MVCs on provincial highways and roads, if the department has a standard operating procedure for responding to MVCs and if they have department-specific financial information available for the related costs of responding to MVCs (such as hourly rates and unit costs per consumable product). The final question of the survey asked if participants would be willing to participate in further consultation and data collection relating to MVC responses and the information provided within the survey. The purpose was to support the second phase of the study in which Dillon and SUMA would create a smaller working group to gather specific information related to actual costs incurred by municipal fire services in the province of Saskatchewan.

1.2 Key Stakeholder Survey Results

The survey was launched online on December 5, 2016 and generated 158 responses. Responses were from a variety of departments throughout Saskatchewan and provide a high level overview of which departments respond to MVCs on provincially owned and operated highways.

The questions, the possible responses, and the frequency with which each option was selected are presented below. The total frequency of responses for each question varies since not every respondent replied to every question.

1.2.1 Fire Department Statistics

The first six questions were designed to gather information about the respondents, their department, and to gather contact information. Table 1, 2 and 3 summarize the department responses. Other questions included contact information requests (e.g. name, email address, telephone number, etc.) and

the name of municipalities served by their fire department for MVC rescue response. These questions have been excluded from the survey summary but were applied to inform further consultation.

Table 1 indicates the number of fire department responses to the survey. There were 149 unique department responses.

Table 1: Response by Fire Department Name

Data Response	Frequency
Unique Departments	149
Skipped	5
No Response	5

Table 2 shows the respondents stated position within their organization. Of the respondents, 47% were the Acting Fire Chief or Fire Chief of their organization.

Table 2: Position within your organization

Position	Frequency
Acting Administrator	3
Acting Fire Chief	3
Administrator/ Admin Support	35
Chief Administrative Officer	10
Chairman of the Board	1
Fire Chief	69
Deputy Fire Chief	10
EMO	1
Finance Manager	1
Secretary/ Treasurer	15
Mayor	1
Clerk	2

1.2.2 Motor Vehicles Collision Response Questions

Table 3 asks if the respondents' fire department responds to MVCs outside their municipal boundary. 114 respondents indicated that they respond to MVCs outside their municipal boundary.

Table 3: Does your fire department respond to MVC calls outside your municipal boundary?

Selected Response	Frequency
Yes	114
No	36
Skipped	8

Table 4 shows the number of fire departments which are required to backfill firefighter positions at their station while responding to an MVC call outside of their municipal boundary. A total of 25 respondents stated that they are required to backfill positions, while 85 respondents stated that they are not required to backfill positions at their fire station.

Table 4: If your department responds to MVC calls outside of your City limits or municipal boundary, are you required to backfill positions at the fire station?

Selected Response	Frequency
Yes	25
No	85
Skipped	48

Of the 25 respondents who indicated that they were required to backfill positions at the fire station, a follow-up question asked participants to describe the requirements.

Requirements included:

- Make sure that there is enough staff available for another fire call;
- At least notify;
- Mutual Aid with neighbouring departments;
- Minimum four (one captain and three firefighters);
- Firefighters are put on Standby;
- Crew of four called in – minimum three hours of overtime;
- Paid-on-Call firefighters: Crew minimum of six, time minimum one hour;
- One engine with crew of four; and
- One firefighter to remain at station.

Table 5 asks respondents if their fire department responds to MVCs on provincially owned or operated roads or highways. A total of 131 respondents indicated that their fire department responds to these MVCs, compared to 14 who do not.

Table 5: Does your department respond to MVCs on provincially owned or operated roads/ highways?

Selected Response	Frequency
Yes	131
No	14
Skipped	13

Table 6 asks respondents to identify their fire department's composition. There were three full-time fire departments, six composite departments and 122 volunteer fire departments who responded to this survey. A total of 27 participants skipped this question.

Table 6: Please select the definition that most accurately describes your fire department

Selected Response	Frequency
Full-time Fire Department – consisting primarily of full-time/ career firefighters	3
Composite Fire Department – including a combination of full-time/ part-time/ volunteer firefighters	6
Volunteer Fire Department – all volunteer firefighters	122
Skipped	27

Table 7 indicates if the department has a Standard Operating Guideline (SOG) or formal procedure, which outlines the process for responding to MVCs. A total of 86 departments indicated that they have a procedure in place. Another 13 respondents wrote other comments, the majority of these responses stated that they were in the process of creating an SOG or procedure, or that they have processes but they are not formalized in writing.

Table 7: Does your department have a Standard Operating Guideline/ Procedure for responding to MVCs?

Selected Response	Frequency
Yes	86
No	31
Other	13
Skipped	28

The 86 departments who have a SOG or process for responding to MVCs were asked a follow up question on which type of apparatus units are deployed. Table 8 shows which type of apparatus is initially dispatched to the MVC. Typically a rescue truck or pumper / engine are initially deployed. There were also 40 comments, providing more detail on the apparatus deployed. Most of the comments referred to smaller speciality vehicles or command vehicles which are also deployed. This information will be useful during the more detailed examination of responses.

Table 8: If your department has a Standard Operating Guideline/ Procedure, please describe the type and number of apparatus initially dispatched to the MVC

Selected Response	Frequency
Rescue Truck	74
Pumper Engine	72
Tanker Truck	15

Figure 1 shows the number of trucks deployed by department responses. A total of 56 respondents stated that they deploy two trucks to an MVC call. This typically includes a rescue apparatus and a pumper engine. The average truck deployment from all respondents is 2.1 trucks.

Figure 1: Apparatus Deployment

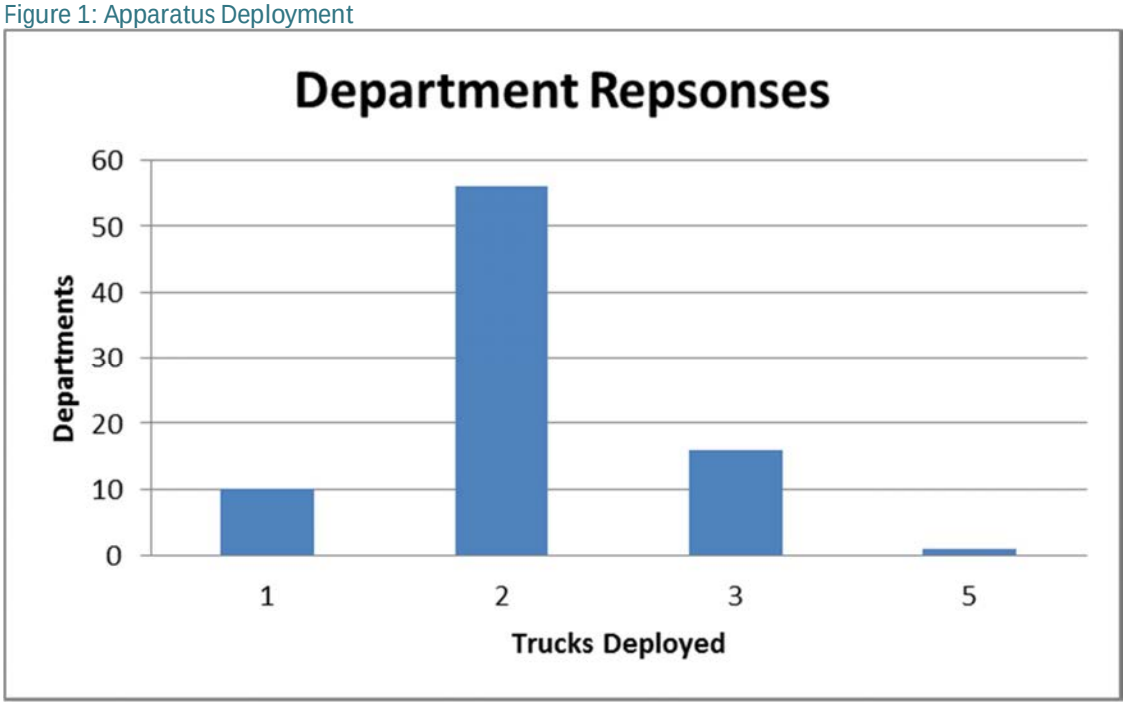

Table 9 shows the number of firefighters on each responding unit. The majority of departments deploy at least two firefighters on each unit.

Table 9: For the initial responding apparatus referred to in the previous question, please identify the number of firefighters on each unit responding to the MVC

Number of Firefighters	Rescue Truck	Pumper/ Engine	Tanker Truck
One Firefighter	1	1	4
Two Firefighters	22	31	12
Three Firefighters	11	15	1
Four Firefighters	23	14	0

Number of Firefighters	Rescue Truck	Pumper/ Engine	Tanker Truck
Five Firefighters	12	7	1
Six Firefighters	6	9	0

Figure 2 shows the number of firefighters deployed to MVCs. The majority of departments deploy six firefighters to MVCs. The average of all responses is 6.5 firefighters.

Figure 2: Firefighter Deployment to MVCs

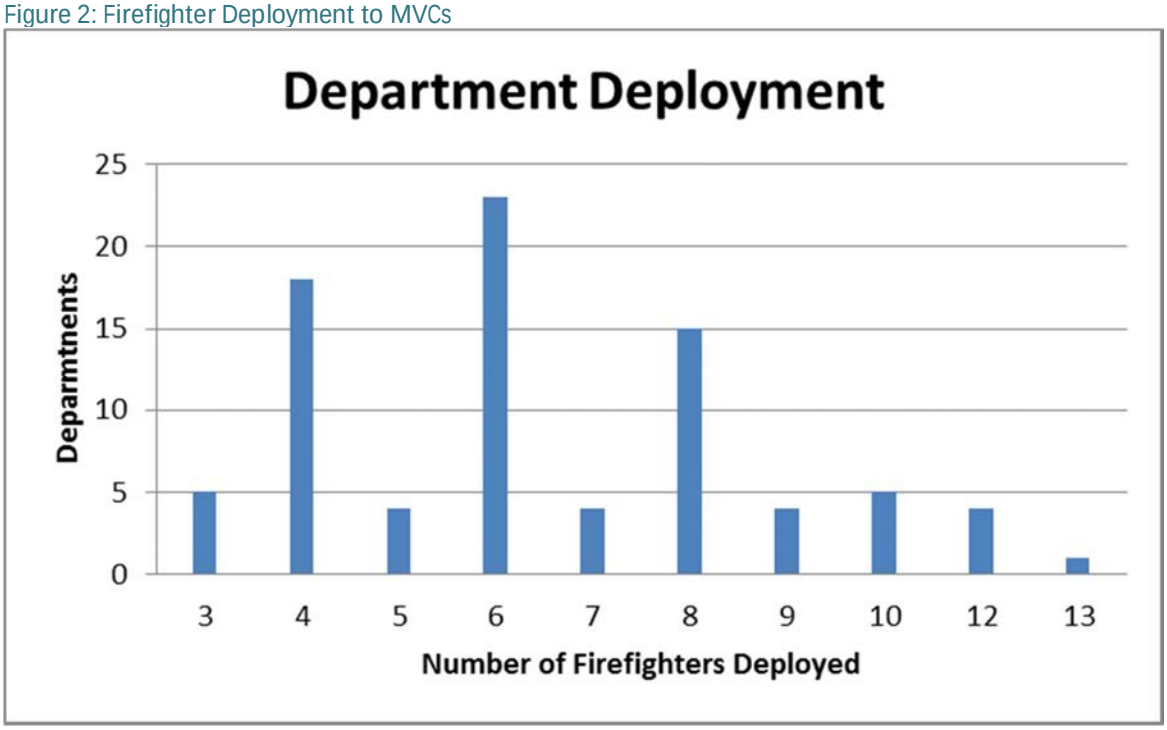

Table 10 indicates whether the standard procedures for responding to MVCs require a "Blocker Apparatus". A total of 65 respondents indicated that they require a blocker, while only 18 stated that they did not require a "Blocker Apparatus".

Table 10: When responding to an MVC does your department's Standard Operating Guideline/ Procedure require a "Blocker Apparatus" for scene safety?

Selected Response	Frequency
Yes	65
No	18
Skipped	75

Of the fire departments that require a "Blocker Apparatus", Table 11 shows which apparatus is used for a "Blocker Apparatus". The majority of departments either use the Rescue Truck or Pumper/ Engine as a "Blocker Apparatus".

Table 11: If yes, is the Blocker Apparatus included within the number of apparatus identified above?

Selected Response	Frequency
Yes, with the Rescue Truck	31
Yes, with the Pumper/ Engine	42
Yes, with the Tanker Truck	6
Other Apparatus	19
No, it's an additional apparatus	3

Table 12 looks at the type of consumable products which each of the fire departments commonly use at an MVC. Depending on the type of accident that the department is responding to, they use a variety of consumable products. A total of 104 respondents indicated that they used medical supplies at MVCs. There were an additional 25 comments provided by respondents that referenced other specific consumable products used at MVCs.

Table 12: Please confirm which types of consumable products your department would commonly use at an MVC.

Selected Response	Frequency
Foam	88
Absorbal/ absorbent products	99
Medical Supplies (e.g., disposable gloves, first aid supplies, etc.)	104
Comments	25
Skipped	36

Table 13 shows if the responding fire department uses a computerized records management system or simply records MVCs through paper copies. A total of 31 departments use a computerized software program, whereas 92 departments state that they use manual reporting. There were an additional 21 comments, most stating the type of software used or justification for manual records management.

Table 13: What type of records management system does your department use for MVC reporting?

Selected Response	Frequency
Fully integrated software program (computerized)	31
Manual reporting (paper copies)	92
Comments	21

Table 14 shows the information recorded by each department for each MVC response. Most of the responding departments record the time of call, time of dispatch, and information for the first responding apparatus.

Table 14: What type of information does your department record for MVC responses?

Selected Response	Percent	Frequency
Incident number	67%	87
Time of call	98%	126
Time of dispatch	97%	125
Time first apparatus leaves station	92%	119
Time second apparatus leaves station	58%	75
Time third apparatus leaves station	36%	47
Time first apparatus arrives on scene	91%	117
Time second apparatus arrives on scene	63%	81
Time third apparatus arrives on scene	36%	47
Number of firefighters responding on each apparatus	81%	104
Time first apparatus leaves scene	92%	119
Time second apparatus leaves scene	64%	82
Time third apparatus leaves scene	37%	48
Time first apparatus arrives back at station	88%	114
Time second apparatus arrives back at station	64%	82
Time third apparatus arrives back at station	39%	50
Total number of firefighters responding on each apparatus	77%	99

Tables 15 to 18 show what financial information is available for each department responding to MVCs.

Table 15 indicates that the majority of fire departments have hourly rates for firefighters readily available or can provide the details with additional time.

Table 15: Regular hourly rates for firefighters full-time/part-time/volunteer/other

Selected Response	Frequency
This information is not available for our department	17
This information can be provided but requires additional time to prepare	29
This information is readily available and is provided below	67

Table 16 shows the number of departments that know the hourly operating costs for each type of apparatus. A total of 42 departments surveyed do not have this information available for their departments, 38 departments indicated they could provide the information readily and 34 departments stated the information was available but required additional time to prepare.

Table 16: Hourly operating cost for each type of apparatus

Selected Response	Frequency
This information is not available for our department	42
This information can be provided but requires additional time to prepare	34
This information is readily available and is provided below	38

Table 17 indicates the mileage cost for each type of apparatus. A total of 62 departments do not have this information available for their department.

Table 17: Mileage cost for each type of apparatus

Selected Response	Frequency
This information is not available for our department	62
This information can be provided but requires additional time to prepare	25
This information is readily available and is provided below	19

Table 18 shows which departments have a per-unit cost for each type of consumable product identified. 49 departments do not have this information available for their department.

Table 18: Per unit cost for each type of consumable product identified

Selected Response	Frequency
This information is not available for our department	49
This information can be provided but requires additional time to prepare	41
This information is readily available and is provided below	18

Respondents that indicated information was readily available provided the additional information for each of the four questions. While the answers varied for each response, the majority of responses pointed to hourly rates for each category.

Table 19 identifies which departments would be willing to participate in further consultation. A total of 89 departments indicated that they would be willing to continue with this study.

Table 19: Would you be willing to participate in further consultation and data collection relating to MVC responses and the information you have provided within this survey?

Selected Response	Frequency
Yes	89
No	32

Appendix A

Survey Questions

SUMA MVC Research

Introduction

The Saskatchewan Urban Municipalities Association (SUMA), in association with the Saskatchewan Association of Rural Municipalities (SARM), Saskatchewan Association of Fire Chiefs (SAFC) and the Saskatchewan Volunteer Fire Fighters Association (SVFFA), are conducting research with municipal fire departments in Saskatchewan to determine what the actual costs are related to responding to motor vehicle collisions (MVCs). This research will provide additional support to the June 2015 Fire Service Motor Vehicle Collision Attendance Rates Business Case to further substantiate the applicable municipal cost recovery for responding to motor vehicle collisions on provincial highways/roads and to inform a consistent application of the current productive and non-productive MVC classifications,

Dillon Consulting Limited (Dillon) has been contracted to conduct the research. They have prepared the following survey to support the data collection process from peer fire departments across the province of Saskatchewan.

Peer department input is essential to the successful data collection process. By completing this survey you provide valuable feedback regarding your department's responses to MVCs.

The survey should take about 10 minutes to complete. Your participation is greatly appreciated.

1. Fire Department Name

2. Names of Municipalities Served by Fire Department for MVC Rescue Response:

3. Your Name:

4. Your Position:

5. Your Email Address:

6. Your Telephone Number (daytime):

SUMA MVC Research

7. Does your fire department respond to MVC calls outside of your municipal boundary?

- Yes
- No

SUMA MVC Research

8. If your department responds to MVC calls outside of your City limits or municipal boundary, are you required to backfill positions at the fire station?

- Yes
- No

SUMA MVC Research

9. Please describe the backfill requirements / procedures (e.g. how many, for how long, compensation, etc.):

SUMA MVC Research

10. Does your department respond to MVCs on provincially owned or operated roads / highways?

- ◯ Yes
- ◯ No

SUMA MVC Research

11. Please select the definition that most accurately describes your fire department:

- ◯ Full-time Fire Department - consisting primarily of full-time/ career firefighters
- ◯ Composite Fire Department - including a combination of full-time/part-time/ volunteer firefighters
- ◯ Volunteer Fire Department - all volunteer firefighters

12. Does your department have a Standard Operating Guideline/Procedure for responding to MVCs?

- ◯ Yes
- ◯ No
- ◯ Other (please specify)

SUMA MVC Research

13. If your department has a Standard Operating Guideline/Procedure please describe the type and number of apparatus initially dispatched to the MVC:

	1	2	3	4	5
Rescue Truck:	◯	◯	◯	◯	◯
Pumper / Engine:	◯	◯	◯	◯	◯
Tanker Truck:	◯	◯	◯	◯	◯

Other Apparatus (please specify)

14. For the initial responding apparatus referred to in the previous question, please identify the number of firefighters on each unit responding to the MVC:

	1 firefighter	2 firefighters	3 firefighters	4 firefighters	5 firefighters	6 firefighters
Rescue Truck	○	○	○	○	○	○
Pumper/ Engine	○	○	○	○	○	○
Tanker Truck	○	○	○	○	○	○

Other Apparatus (please specify)

SUMA MVC Research

15. When responding to an MVC does your department's Standard Operating Guideline/Procedure require a "Blocker Apparatus" for scene safety?

- ○ Yes
- ○ No

SUMA MVC Research

16. If yes, is the Blocker Apparatus included within the number of apparatus identified above?

- ☐ Yes, with the Rescue Truck
- ☐ Yes, with the Pumper / Engine
- ☐ Yes, with the Tanker Truck
- ☐ Other Apparatus
- ☐ No, It's an additional apparatus

SUMA MVC Research

17. Please confirm which types of consumable products your department would commonly use at an MVC:

- [ ] Foam
- [ ] Absorbal/absorbant products
- [ ] Medical supplies (e.g. disposable gloves, first aid supplies, etc.)

Other (please specify)

18. What type of records management system does your department use for MVC reporting?

- ( ) Fully integrated software program (computerized)
- ( ) Manual reporting (paper copies)

Other (please specify)

SUMA MVC Research

19. What type of information does your department record for MVC responses?
Check all that apply.

- [ ] Incident number
- [ ] Time of call
- [ ] Time of dispatch
- [ ] Time first apparatus leaves station
- [ ] Time second apparatus leaves station
- [ ] Time third apparatus leaves station
- [ ] Time first apparatus arrives on scene
- [ ] Time second apparatus arrives on scene
- [ ] Time third apparatus arrives on scene
- [ ] Number of firefighters responding on each apparatus
- [ ] Time first apparatus leaves scene
- [ ] Time second apparatus leaves scene
- [ ] Time third apparatus leaves scene
- [ ] Time first apparatus arrives back at station
- [ ] Time second apparatus arrives back at station
- [ ] Time third apparatus arrives back at station
- [ ] Total number of firefighters responding on each apparatus

SUMA MVC Research

20. Please answer the following and provide available details regarding financial information:

	This information is not available for our department.	This information can be provided, but requires additional time to prepare.	This information is ready available and is provided below.
Regular hourly rates for firefighters full-time/part-time/volunteer/other	☐	☐	☐
Hourly operating cost for each type of apparatus	☐	☐	☐
Mileage cost for each type of apparatus	☐	☐	☐
Per unit cost for each type of consumable product identified	☐	☐	☐

21. Provide additional detail of mileage cost for each apparatus, referred to in the above question:

22. Provide additional detail of hourly firefighter rates, referred to in the above question:

23. Provide additional detail of hourly operating costs for each apparatus, referred to in the above question:

24. Provide additional detail per unit cost of each consumable product identified, referred to in the above question:

SUMA MVC Research

25. Would you be willing to participate in further consultation and data collection relating to MVC responses and the information you have provided within this survey?

- ◯ Yes
- ◯ No

Appendix B

Request for Information and Participation

Thank you for participating in *Phase I* of the Motor Vehicle Collision research survey distributed by SUMA in December 2016. As a result of your department/municipality's responses it has been selected as one of 25 departments/municipalities representing a cross-section of fire services across the province to participate in *Phase II.*

Phase II will include a more detailed analysis of operating guidelines/procedures, apparatus and staff resource deployment and costs associated with responding to motor vehicle collisions on provincial highways/roads. Your participation will be extremely valuable in developing recommendations with respect to municipal cost recovery for responding to motor vehicle collisions on provincial highways/ road.

Dillon Consulting, on behalf of SUMA, is requesting the following information from your department/municipality:

1. *Operating Procedures/Guidelines:*
   Please provide either a digital copy (preferred) or a scanned hard copy of your current Standard Operating Procedures or Guidelines that identify your department's current practices for deploying fire suppression staff and apparatus to motor vehicle collisions on provincial highways/ roadways.

2. *2014 to 2016 Emergency Response Data:*
   Please provide either a digital format (preferred) or scanned hard copy of your emergency responses to motor vehicle collisions on provincial highways/ road over the three-year period from 2014 to 2016. Through this data we are seeking to collect details with respect to your department's actual number of staff resources responding, and the actual number of apparatus deployed, and the total time commitment to each incident. Ideally this information would be extracted from a Computer-Aided Dispatch (CAD) or Digital Records Management program and provided digitally as a spreadsheet or database file. Alternatively, other digital formats or scanned hard copies would suffice.

3. *Financial Compensation:*
   Please provide copies either in either a digital format (preferred), or scanned hard copies identifying the following financial information:
   - *Regular hourly rates for firefighters;*
   - *Hourly operating cost for each type of apparatus deployed to a motor vehicle collision on provincial highways/ roads (as per your Standard Operating Procedures/Guidelines);*
   - *Mileage cost for each type of apparatus deployed to a motor vehicle collision on provincial highways/ roads (as per your Standard Operating Procedures/Guidelines);*
   - *The per unit cost for any consumable product that your department would utilize at a motor vehicle collision on provincial highways/ roads (as per your Standard Operating Procedures/Guidelines).*

4. Opinion Question for Departments

What does your department consider to a fair and reasonable compensation for the response to MVC calls?

Appendix C

Provincial Comparison Research

Siersma, Ryan <rsiersma@dillon.ca>

Remuneration Rates for Response on Provincial Highways

MAFC <mb.firechiefs@mymts.net> Thu, Apr 6, 2017 at 7:31 PM
To: "Siersma, Ryan" <rsiersma@dillon.ca>

Hi Ryan,

Thank you for your inquiry.

The Manitoba Associa on of Fire Chiefs, Associa on of Manitoba Municipali es and Manitoba Public Insurance nego ated a fixed rate for responding to motor vehicle incidents a number of years ago. Since August 2009, MPI adjusts the rate effec ve March 01 of each calendar year by the Manitoba Consumer's Price Index plus 1%. The 2017 rates are as follows:

- BASIC Response - $806.00
- COMPLEX Response - $1,075.00

A BASIC Response as outlined by MPI is defined as "Stabiliza on of an accident scene, with no fire or complex extrica on." A COMPLEX Response is defined as "A fire that needs ex nguishing; or intense effort, involving special equipment, to remove someone from a vehicle." There is no reimbursement for false alarms, cancella on or services not required; traffic control at the scene, or clean up of debris.

MPI also has a list of "Special Allowances" which is $250.00 for each addi onal hour a er the first hour for a Pumper Truck, $200.00 for each addi onal hour a er the first hour for a Rescue Truck and $150.00 for each addi onal hour a er the first hour for a Water Tanker. It also includes a "Securing the Scene" rate of $60.00 which is a maximum amount (not eligible for addi onal hours). Each of the aforemen oned Special Allowances are also pro-rated to 15 minute increments.

Fire Departments are also allowed to claim for Firefigh ng Foam at a set rate of $40.00/gallon.

Fire Departments are only allowed to claim for incidents that they respond to on Provincial Roads or Provincial Trunk Highways. They may claim for reimbursement if an incident happens on a municipal owned roadway only if the driver of the vehicle is a non-ratepayer of that community; for example if a driver from Brandon, MB has an accident on a municipal road in Dauphin, MB, then the Dauphin Fire Department may make a claim against MPI for reimbursement.

For vehicles that are from out of Province, many municipali es have written and enacted By-Laws that have a rate per fire apparatus per hour that Fire Departments will use to invoice the out of Province insurer. As each municipality seems to establish their own rates, they may vary greatly and we wouldn't be able to provide you with those specific rates.

I hope you find this informa on useful, should you have any further ques ons, please do not hesitate to contact us.

Sharon Williams

Execu ve Director

Manitoba Associa on of Fire Chiefs

Box 1208

Portage la Prairie, MB R1N 3J9

Ph: 204-857-6249

Fax: 204-857-7593

www.mafc.ca

From: Siersma, Ryan [mailto:rsiersma@dillon.ca]
Sent: Friday, March 31, 2017 2:55 PM
To: mb.firechiefs@mymts.net
Subject: Remunera on Rates for Response on Provincial Highways

[Quoted text hidden]

Siersma, Ryan <rsiersma@dillon.ca>

FW: Emergency Response Calls on Highways (Recovery of Damage Claims)

2 messages

Executive Director <afca.ed@shaw.ca> Thu, Apr 13, 2017 at 5:32 PM
To: "Siersma, Ryan" <rsiersma@dillon.ca>

Ryan:

Here is the official notification we received. There was a subsequent correction raising the one figure to $185.00.

Fred Tyrrell

Executive Director

Alberta Fire Chiefs Association

Cell phone: 587-991-0294

Website: www.afca.ca

From: Richard Chow [mailto:Richard.Chow@gov.ab.ca]
Sent: March 20, 2017 4:30 PM
To: afca.ed@shaw.ca
Cc: Bill Heaslip <Bill.Heaslip@gov.ab.ca>; Craig Siewert <Craig.Siewert@gov.ab.ca>; Darren Davidson <darren.davidson@gov.ab.ca>; Fred Lee <Fred.Lee@gov.ab.ca>; Henry Surowaniec <Henry.Surowaniec@gov.ab.ca>; James Poole <james.poole@gov.ab.ca>; Mike Baik <Mike.Baik@gov.ab.ca>; Paul Buryn <paul.buryn@gov.ab.ca>; Paula Campbell <Paula.Campbell@gov.ab.ca>; Rommel Directo <Rommel.Directo@gov.ab.ca>; Sabhago Oad

<sabhago.oad@gov.ab.ca>; Wing Choy <wing.choy@gov.ab.ca>; Michal Pylko <Michal.Pylko@gov.ab.ca>; Michael Botros <Michael.Botros@gov.ab.ca>; Glen Cuming <Glen.Cuming@gov.ab.ca>
Subject: Emergency Response Calls on Highways (Recovery of Damage Claims)

To: Fred Tyrrell

Executive Director

Alberta Fire Chiefs Association

Hi Mr. Fred Tyrrell:

A few of your fire department members have asked if there would be any change of fire call unit rates for the coming 2017-18 fiscal. The department has reviewed the unit rates against the annual inflation adjustment factor for the following fiscal as follows:

Type of Unit	Hourly Rate for Fiscal 2015-16 Effective April 1, 2015 (New Rates Negotiated)	Hourly Rate for Fiscal 2016-17 Effective April 1, 2016 (Rates Based on -2.05 Inflation)*	Hourly Rate for Fiscal 2017-18 Effective April 1, 2017 (Rates Based on 0.45 Inflation)**	Hourly Rate for Fiscal 2018-19
Ladder and Pumper Trucks	$615	$615	$615	
Light and Medium Rescue Vehicles	$615	$615	$615	
Commercial Vehicles	$180	$180	$180	

Notes:

* The inflation rate of -2.05 was supposed to be applied to the 2016-17 unit rates but did not occur. The department kept the rates unchanged.

** The inflation rate of 0.045 is to be applied to the 2017-18 unit rates. The amount of change is considered to be significantly small. Since the department did not decrease the unit rates for the 2016-17 fiscal, the 2017-18 unit rates will remain unchanged and will be effective from April 1, 2017.

Please advise your fire department memberships accordingly. Alberta Transportation would like to thank your Association's support over the years.

Richard Chow, P.Eng.
Traffic Operations Specialist

Operations, Programming and Planning Branch
Alberta Transportation
Government of Alberta

Tel 780-415-1050

Fax 780-422-202

Richard.Chow@gov.ab.ca

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http://511.alberta.ca/ab/en.html
https://twitter.com/511Alberta

Siersma, Ryan <rsiersma@dillon.ca> Mon, Apr 17, 2017 at 9:00 AM
To: Executive Director <afca.ed@shaw.ca>

Thanks, Fred.

Best,

Ryan

Ryan Siersma
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[Quoted text hidden]

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Ontario

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M2015-4943

Deputy Chief Matt Pegg
President
Ontario Association of Fire Chiefs
520 Westney Road South, Unit 22
Ajax ON L1S 6W6

Dear Deputy Chief Pegg:

I am pleased to inform you that the ministry is increasing the remuneration rate for fire response services on provincial highways.

Effective November 1, 2015, this rate will increase to $450. We value the services that firefighters across Ontario provide and recognize the need to increase the fee that had been in place since 2010. This increase was based on the Consumer Price Index (CPI). The ministry currently pays $410 per hour, or part thereof, for each fire department vehicle sent to an incident on provincial highways. In addition, the ministry will adjust rates annually based on the CPI.

Fire departments may also opt out of the ministry payment process and bill the liable party directly at rates determined by the municipality. Ministry staff will continue to work with the Ontario Association of Fire Chiefs and the Office of the Fire Marshall to review rates in the future and ensure they are fair.

I appreciate our partnership with the province's firefighters and municipalities and want to thank you again for your commitment to road safety.

Sincerely,

Steven Del Duca
Minister