

## I. **Scope**

This standard regulated the placement and positioning of emergency vehicles at fire control and rescue incidents.

## II. **General Rules for Positioning Emergency Vehicles**

- A. Apparatus function shall regulate placement. The first-arriving companies should position themselves to maximum advantage and go to work. Later arriving units should place themselves in a manner that builds off the initial plan and allows for expansion of the operation. However, at no time shall apparatus be positioned in a manner as to place it in an unnecessarily dangerous position.
- B. Apparatus that is not being used should be staged in an uncommitted position that will not congest the incident site and will facilitate a maximum number of evolutions. Likewise, private vehicles brought to the scene by personnel should:
  1. Not block the street. Leave the street open at all times to permit the movement of additional apparatus.
  2. Park at least one block away and never in a cul-de-sac or in front of the building(s) involved in the incident.
  3. Do not park in front of fire hydrants, automatic sprinklers, or standpipe connections.
  4. Do not block private driveways.
  5. Do not run over or park on fire hose with your vehicle.
- C. When placing or positioning an emergency vehicle at an incident, consider the following items:
  1. Leave an access lane open down the center of the street.
  2. Do not park in such a manner as to make the emergency vehicle an exposure.
  3. At fires, avoid heat and smoke. Guard against possible building collapse.
  4. Do not become trapped. Allow adequate room to reposition the vehicle if necessary.
  5. Be aware of overhead lines.
  6. Try to use hoselines and equipment off of the apparatus at the immediate scene to maintain better control and do not strip all the apparatus.
  7. On large incidents, an officer shall be assigned to stage apparatus and deploy them per the incident commander's request.
  8. Take maximum advantage of key hydrants to avoid excessive lays and to ensure maximum use of water supply.
  9. Do *not* park too close to another emergency vehicle. Allow sufficient room to deploy hoselines, ladders, and other equipment from the vehicle.
- D. The first arriving engine at the fire should attempt proceed just past the front of the fire, laying a supply line if necessary. ("Front" does not necessarily mean the front of the building. It may mean the area for heaviest involvement or primary access.) Driving past the structure this way will enable its crew to see three sides of the building.
- E. Position the engine to use its deck gun, floodlights, etc. Take care to leave room for a ladder or rescue truck. If the building has a wide frontage, position the engine at the entrance that provides the best access to the fire. Avoid laying large diameter hose across access available to a Truck Company.
- F. If nothing is showing, the second – arriving engine should stage at the nearest hydrant and await orders if the first arriving engine did not lay a line.
- G. Unless otherwise directed, the second – arriving engine should proceed towards the rear of the structure or other access point and go to work.
- H. Truck companies should stage in such a position as to not congest the incident scene. A truck company should position itself for maximum use as ordered by the incident commander.

# Hiawatha Fire & Rescue

Policy 603  
Emergency Operations  
Emergency Vehicle Placement  
02/11/04

- I. Additional arriving companies should stage at least one block away and await orders from the incident commander or staging officer. Companies should only commit only when ordered to do so. These companies should report the number of personnel in their respective companies, as well as their staging location. Example, *“Rescue 281 is staged at 12<sup>th</sup> and Emmons with 6 personnel.”* Staged companies should be aware of additional hydrant locations if needed.

### III. Medical Incidents

- A. If a rescue, squad, or engine arrives on scene prior to the ambulance, the company should leave clear access for the ambulance and not block the incident site.
- B. Due to the danger of oncoming traffic at motor vehicle accidents, the rescue or engine should be parked as to provide a barrier for personnel.

### IV. Staging

- A. Level I Staging.
  1. First engine to scene
  2. Second engine and additional engines – one block away and report staffing and location.
  3. First rescue and truck companies on scene.
  4. Level I staging begins on the arrival of the first company. The first company gives a situation report and advises the action to be taken.
  5. Additional companies advise staging location.
  6. If additional companies lay, advise dispatch.
- B. Level II Staging: Multiple Alarms / Mass – Casualty Incidents
  1. Command designated staging area and staging officer.
  2. All companies and personnel report to staging area and await assignment.
  3. The incident commander shall designate a staging frequency and notify dispatch.
  4. “Staging” shall be used as the radio identifier. Staging maintains a log of the personnel and apparatus available.
  5. Staging should maintain a reserve of personnel and apparatus unless instructed otherwise.
- C. Level III Staging: Multiple Alarms / Mass – Casualty Incidents
  1. To be used when severe weather makes Level II staging inadvisable, such as during floods, tornadoes, and winter storms.
  2. Companies will remain at the fire station or other covered areas and await orders.
  3. The incident commander shall designate a staging frequency and notify dispatch.
  4. “Staging” shall be used as the radio identifier. Staging maintains a log of the personnel and apparatus available.