



FEMA

REVISED CONVOY STANDARD - DRAFT

August 30, 2011

FOR: National Urban Search & Rescue Response System
Task Force Representatives / Program Managers

FROM: Fred Endrikat, Branch Chief
Urban Search and Rescue

SUBJECT: US&R Program Directive 2013-XXX – US&R Vehicle Convoy Standard
Supersedes US&R PD 2011-014

ISSUE STATEMENT:

- Directive 2011-014 – US&R Convoy Standard was implemented in 2011 and is required to be reviewed and updated based on operational requirements due to the addition of the Water Operations component to US&R Task Forces in 2012-2013.
- Upon review of Directive 2011-014 US&R Convoy Standard, and the addition of Water Operations trailers and boats in 2012-2013, the Logistics Work Group recommends the revised Convoy Standard be distributed to the National US&R System for a 21 day review period.

US&R CONVOY STANDARD REQUIRED ACTIONS

- The US&R Vehicle Convoy Standard below includes the Prime Movers, Trailers, Support Units and Optional Base Power Generating Unit for Type I, Type III, Water Operations, and Modular deployments. No other Prime Movers, Trailers, Support Units, or Optional Base Power Generating Units are permitted without authorization from the US&R Branch.
- Refer to the FEMA US&R Program Directive on Vehicle Purchase, Replacement, and Disposal Guidelines for the approved complement and specifications of task force prime movers, trailers, and support units.
- Task Forces will deploy using FEMA-funded vehicles to the greatest extent possible. Task forces shall strive to purchase necessary components of the approved list of Prime Movers, Trailers, and Support Units with US&R Cooperative Agreement Funding. In cases in which

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- 49 the components have not been able to be purchased with US&R Cooperative Agreement
50 funding, task forces can utilize Sponsoring Agency vehicles or other donated or acquired
51 equipment to fill deficiencies when approved by the US&R Branch on US&R Form 18-4.
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- 53 • Task Forces shall utilize Sponsoring Agency-owned or privately contracted motor coaches
54 for personnel transport and Sponsoring Agency-owned or privately contracted service
55 vehicles. Appropriately qualified CDL motor coach drivers for motor coaches and ASE
56 certified mechanic for the service vehicle are additional personnel that will be the task force
57 responsibility to support. Task forces are not permitted to purchase and/or maintain motor
58 coaches or service vehicles with Cooperative Agreement Funding.
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 - 60 • The deployment of additional vehicles or support units other than those defined in the
61 Convoy Standard is NOT authorized (*not reimbursable*) without the express direction and
62 authorization from the US&R Branch. All authorized convoy vehicles shall be listed and
63 approved on US&R Form 18-4 prior to deployment of the task force.
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 - 65 • Optional Base Power Generating Units. Larger portable trailer or skid mounted power
66 generating units (75-125kW) that are capable of providing power for the task force base are
67 an optional task force support item. These units shall be Sponsoring Agency-owned or rental
68 units. Task forces are not authorized to purchase and maintain these units with FEMA US&R
69 Cooperative Agreement funding. These units will be compatible with the power distribution
70 system currently on the FEMA-approved Equipment Cache List. The generator unit must be
71 capable of being towed or transported with the current approved complement of task force
72 vehicles/trailers. No additional prime movers are authorized to tow/transport the optional
73 base power generating unit. The power generating unit shall be included on US&R Form 18-
74 4 submitted at time of activation and approved by the US&R Program Office prior to
75 departure for deployment.
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 - 77 • Task Forces will comply with the following Task Force Vehicle Convoy Standard for Type I,
78 Type III, Water Operations, and Modular-type deployments when activated for response by
79 ground. This standard will also apply to task forces deploying their vehicles and caches by
80 ground with the balance of task force members traveling by air to meet the cache/convoy
81 ground complement.
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 - 83 • Task Forces activated by the US&R Branch as a Type I Task Force will only take a Type I
84 equipment cache and the Type I complement of vehicles and support units. These vehicles
85 and support units will be the only ones allowed for reimbursement unless additional
86 equipment is specifically authorized and listed on US&R Form 18-4 prior to deployment of
87 the task force.
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 - 89 • Task Forces activated by the US&R Branch as a Type III Task Force will only take a Type
90 III equipment cache and the Type III complement of vehicles and support units. These
91 vehicles and support units will be the only ones allowed for reimbursement unless additional
92 equipment is specifically authorized and listed on US&R Form 18-4 prior to deployment of
93 the task force.
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- 95 • Task Forces activated by the US&R Branch as a Water Operations Team will only take the
96 items on the approved Water Operations Equipment Cache and the minimum required
97 complement of prime movers for cache and personnel transport, and support units to conduct
98 anticipated operations. These vehicles and support units will be submitted to the FEMA
99 US&R Program Office on US&R Form 18-4 at time of activation and approved prior to
100 deployment of the task force. The approved list of vehicles and support units will be the only
101 ones authorized to submit costs for reimbursement unless additional equipment is specifically
102 authorized by the FEMA US&R Program Office or US&R Incident Support Team.
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- 104 • Task Forces activated by the US&R Branch for a Modular Deployment will deploy the
105 appropriate complement of cache equipment and the minimum required complement of
106 prime movers for cache and personnel transport, and support units to conduct anticipated
107 operations. Vehicles and support units will be submitted to the FEMA US&R Program Office
108 on US&R Form 18-4 at time of activation and approved prior to deployment of the task
109 force. The approved list of vehicles and support units will be the only ones authorized to
110 submit costs for reimbursement unless additional equipment is specifically authorized by the
111 FEMA US&R Program Office or US&R Incident Support Team.
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117 **TYPE I**

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119 **Prime Movers for Type I**

- 120 • Five (5) Cache Transport vehicles, up to 215 linear feet
121 (Linear feet is comprised of the length of the cache storage space usage alone, this is not a
122 bumper to bumper measurement)
- 123 • Combination of:
- 124 ○ Tractor trailer transports. Comprised of over-the-road semi-tractor with semi-trailer.
125 (van, flatbed, flatbed/beavertail, or curtain-side trailers)
 - 126 ○ Box trucks. (dry van or temperature-controlled)
- 127 • Five (5) SUV/Pickup Vehicles: Any combination of:
- 128 ○ SUV: 1 Ton, 6-7 Passenger Expedition, Suburban, Excursion, 4x4 Diesel
 - 129 ○ Pick-up: 1 Ton, Crew Cab, 4x4 Diesel
- 130 • Two (2) commercial motor coaches, Sponsoring Agency-owned or privately contracted
131 (recommended to be equipped with lavatory for long-distance travel.
- 132 • One (1) service vehicle, Sponsoring Agency-owned or privately contracted with (1) ASE
133 Certified mechanic that also drives/operates the vehicle.
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135 **Total**

136 **Thirteen (13) Prime Movers** w/appropriate cache, personnel, and support unit transport
137 capability. NOTE: All Task Force Prime Mover vehicles should be equipped with 40
138 Watt Mobile Radio communications capability.
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140 **Support Units for Type I**

- 141 • One (1) forklift – 5,000 to 15,000 pound capacity for cache handling.
- 142 ○ One (1) DOT approved forklift transport trailer. Rated for forklift to be transported.
- 143 Utilize existing cache transport semi-trailer or additional trailer pulled by existing box
- 144 truck. No additional prime mover is authorized.
- 145 • Two (2) cache support vehicles. Gator, Mule or similar vehicle. Off-road capable (4-wheel
- 146 drive recommended) with transport bed, lighting kit, pneumatic all-terrain tires, trailer
- 147 hitch and minimum seating for two personnel.
- 148 • Two (2) utility trailers to transport cache support vehicles and associated equipment.

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150 **Total – Five (5) Support Units & One (1) Optional DOT Approved Forklift**
151 **Transport Trailer** towed by one of the 5 cache transport semi-tractor or box truck prime
152 movers identified for Type I. No additional prime mover is authorized.

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154 **Optional Support Unit**

- 155 • One (1) Base Power Generating Unit (75-125kW), Sponsoring Agency-owned or rental
- 156 units only. No additional prime mover is authorized to tow/transport this unit.

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159 **TYPE III**

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161 **Prime Movers for Type III**

- 162 • Three (3) Cache Transport vehicles: up to 109 linear feet. Combination of:
- 163 ○ (Linear feet is comprised of the length of the cache storage space usage alone, this is
- 164 not a bumper to bumper measurement)
- 165 ○ Tractor trailer transports. Comprised of over-the-road semi-tractor with semi-trailer.
- 166 (van, flatbed, flatbed/beavertail, or curtain-side trailers).
- 167 ○ Box trucks. (dry van or temperature-controlled)
- 168 • Five (5) SUV/Pickup Vehicles: Any combination of:
- 169 ○ SUV: 1 Ton, 6-7 Passenger Expedition, Suburban, Excursion, 4x4 Diesel
- 170 ○ Pick-up: 1 Ton, Crew Cab, 4x4 Diesel
- 171 • One (1) commercial motor coach, Sponsoring Agency-owned or privately contracted
- 172 (recommended to be equipped with lavatory for long-distance travel)
- 173 –or-
- 174 Two (2) 12-15 passenger vans (Sponsoring Agency-owned or rental vehicles) when a
- 175 motor coach is not available. NOTE: Vans are not recommended for long distance
- 176 transport of personnel. Vans do not provide appropriate long term seating comfort nor do
- 177 they provide lavatory capability.
- 178 • One (1) service vehicle, Sponsoring Agency-owned or privately contracted with (1) ASE
- 179 Certified mechanic that also drives/operates the vehicle.

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181 **Total**
182 **Ten (10) Prime Movers** w/appropriate cache, personnel, and support unit transport
183 capability. NOTE: All Task Force Prime Mover vehicles should be equipped with 40
184 Watt Mobile Radio communications capability.

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Support Units for Type III

- One (1) forklift – 5,000 to 15,000 pound capacity for cache handling.
 - One (1) DOT approved forklift transport (Optional for task forces that require one). Rated for forklift to be transported. Existing flatbed semi-trailer or additional trailer pulled by existing box truck.
- Two (2) cache support vehicles. Gator, Mule or similar vehicle. Off-road capable (4-wheel drive recommended) with transport bed, lighting kit, pneumatic all-terrain tires, trailer hitch and minimum seating for two personnel.
- Two (2) utility trailers to transport cache support vehicles and associated equipment.

Total – Five (5) Support Units & One (1) Optional DOT Approved Forklift Transport Trailer towed by one of the 3 cache transport semi-tractor or box truck prime movers identified for Type III. No additional prime mover is authorized.

Optional Support Unit for Type III

- One (1) Base Power Generating Unit (75-125kW), Sponsoring Agency-owned or rental units only. No additional prime mover is authorized to tow/transport this unit.

WATER OPERATIONS

- Four (4) Boats
- Two (2) Boat Transport Trailers

Total – Four (4) Water Operations Boats & Two (2) Boat Trailers

- Water Operations Boats, Trailers, and support equipment may be added to Type I or Type III configurations above, or may be activated as a stand-alone modular-type resource.
- Water Operations trailers are to be towed by existing Task Force prime movers. No additional prime movers are authorized.

MODULAR DEPLOYMENT

- Minimum number of prime movers for cache and personnel transport, and support units to conduct anticipated operations.

ADDITIONAL REQUIREMENTS

- The Department of Transportation (DOT) Federal Motor Carrier Safety Administration (FMCSA) governs the rules and regulations that pertain to the operation of Task Force CDL vehicles. US&R Task Forces will ensure that they are in compliance with these DOT FMCSA and/or State CDL vehicle and driver regulations when transporting personnel and equipment. Current DOT regulations are available from the following website:
<http://www.fmcsa.dot.gov/>

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- 230 • A memorandum summarizing Federal DOT regulation requirements related to task force
231 transportation issues is attached to this Program Directive for reference.
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- 233 • The US&R Branch will conduct coordination teleconferences with the assigned task force(s),
234 IST and ERT/IMAT leadership prior to deployment. Vehicle and support issues will be
235 identified and discussed. These should include:
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- 237 ○ Transportation, material handling and other resources to be provided by FEMA or other
238 agencies.
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- 240 ○ The need for additional operational vehicles (i.e., 4-wheel drive, etc.) or support units.
241 The IST will work with the respective IMAT/ERT/IOF/JFO either during pre-staging or
242 during an incident to procure additional vehicles and/or support units as required.
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- 244 ○ Any need for additional incident site personnel, cache transport vehicles or support units
245 such as forklifts and/or gator-type ATVs over and above those authorized on the
246 approved US&R Form 18-4 will be coordinated by the US&R Branch and Incident
247 Support Team.
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- 249 • By June 1 of each year, each Task Force shall complete and submit the US&R Form 18-4,
250 Deployment Vehicle Inventory for both Type I and Type III configurations to the US&R
251 Branch for pre-activation review and approval. The US&R Form 18-4 should include the
252 vehicles and support units as outlined in this Convoy Standard. Once approved, US&R Form
253 18-4 will serve as the established deployment vehicle inventory for each task force.
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- 255 • Each Task Force shall also prepare and submit a US&R Form 18-4 listing any additional or
256 alternate vehicles and/or support units that could be used to substitute for those listed on the
257 Type I and Type III submissions. These vehicles should not be listed on the US&R Form 18-
258 4's submitted for Type I and Type III.
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- 260 • Task forces may request adjustments to their deployment vehicle inventory at time of
261 activation and prior to deployment based on any special or unforeseen considerations during
262 the Activation Coordination Conference Call with the National US&R Program Office.
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