



FEMA

REVISED CONVOY STANDARD

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August 30, 2011 **DRAFT**
Revised December 2, 2013

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,

US&R Program Directive 2013-XXX – Revised Convoy Standard
Page 2

50 Trailers, and Support Units with US&R Cooperative Agreement Funding. In cases in which
51 the components have not been able to be purchased with US&R Cooperative Agreement
52 funding, task forces can utilize Sponsoring Agency vehicles, rental vehicles, or other donated
53 or acquired equipment to fill deficiencies when approved by the US&R Branch on US&R
54 Form 18-4 at time of activation and prior to deployment.

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56 • Task Forces shall utilize Sponsoring Agency-owned or privately contracted motor coaches or
57 and/or Sponsoring Agency-owned or rental vans for personnel transport. Task Forces can
58 utilize an optional Sponsoring Agency-owned or privately contracted service vehicle to
59 support fleet maintenance and repair during deployment. Appropriately qualified CDL motor
60 coach drivers for motor coaches and ASE, EVT, or Sponsoring Agency qualified/certified
61 mechanic for the service vehicle are additional personnel above the rostered task force
62 positions and are the task force responsibility to support. Task forces are not permitted to
63 purchase and/or maintain motor coaches or service vehicles with Cooperative Agreement
64 Funding.

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66 • The deployment of additional vehicles or support units other than those defined in the
67 Convoy Standard or otherwise approved at time of activation is NOT authorized (not
68 reimbursable) without the express direction and authorization from the US&R Branch. All
69 convoy vehicles shall be listed on US&R Form 18-4 at time of activation and approved by
70 the US&R Branch prior to departure for deployment.

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72 • Optional Base Power Generating Units. Larger portable trailer or skid mounted power
73 generating units (75-125kW) that are capable of providing power for the task force base are
74 an optional task force support item. These units shall be Sponsoring Agency-owned or rental
75 units. Task forces are not authorized to purchase and maintain these units with FEMA US&R
76 Cooperative Agreement funding. These units will be compatible with the power distribution
77 system currently on the FEMA-approved Equipment Cache List. The generator unit must be
78 capable of being towed or transported with the current approved complement of task force
79 vehicles/trailers. No additional prime movers are authorized to tow/transport the optional
80 base power generating unit. The power generating unit shall be included on US&R Form 18-
81 4 submitted at time of activation and approved by the US&R Program Office prior to
82 departure for deployment.

84 • Task Forces will comply with the following Task Force Vehicle Convoy Standard for Type I,
85 Type III, Water Operations, and Modular-type deployments when activated for response by
86 ground. This standard will also apply to task forces deploying their vehicles and caches by
87 ground with the balance of task force members traveling by air to meet the cache/convoy
88 ground complement.

90 • Task Forces activated by the US&R Branch as a Type I Task Force will only take a Type I
91 equipment cache and the Type I complement of vehicles and support units. These vehicles
92 and support units will be the only ones allowed for reimbursement unless additional
93 equipment is specifically authorized and listed on US&R Form 18-4 prior to deployment of
94 the task force.

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US&R Program Directive 2013-XXX – Revised Convoy Standard
Page 3

- 108 • Task Forces activated by the US&R Branch as a Type III Task Force will only take a Type
109 III equipment cache and the Type III complement of vehicles and support units. These
110 vehicles and support units will be the only ones allowed for reimbursement unless additional
111 equipment is specifically authorized and listed on US&R Form 18-4 prior to deployment of
112 the task force.
113
- 114 • Task Forces activated by the US&R Branch as a Water Operations Team will only take the
115 items on the approved Water Operations Equipment Cache and the minimum required
116 complement of prime movers for cache and personnel transport, and support units to conduct
117 anticipated operations. These vehicles and support units will be submitted to the **US&R**
118 **Branch** on US&R Form 18-4 at time of activation and approved prior to deployment of the
119 task force. The approved list of vehicles and support units will be the only ones authorized to
120 submit costs for reimbursement unless additional equipment is specifically authorized by the
121 **US&R Branch** or US&R Incident Support Team.
122
- 123 • Task Forces activated by the US&R Branch for a Modular Deployment will deploy the
124 appropriate complement of cache equipment and the minimum required complement of
125 prime movers for cache and personnel transport, and support units to conduct anticipated
126 operations. Vehicles and support units will be submitted to the **US&R Branch** on US&R
127 Form 18-4 at time of activation and approved prior to deployment of the task force. The
128 approved list of vehicles and support units will be the only ones authorized to submit costs
129 for reimbursement unless additional equipment is specifically authorized by the **US&R**
130 **Branch** or US&R Incident Support Team.
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TYPE I

Prime Movers for Type I

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- 139 • Five (5) Cache Transport vehicles, up to 215 linear feet
140 (Linear feet is comprised of the length of the cache storage space usage alone, this is not a
141 bumper to bumper measurement)
- 142 • Combination of:
- 143 ○ Tractor trailer transports. Comprised of over-the-road semi-tractor with semi-trailer.
144 (van, flatbed, flatbed/beavertail, or curtain-side trailers)
- 145 ○ Box trucks. (dry van or temperature-controlled)
- 146 • Five (5) **4x4 SUV/Pickup/Van** Vehicles: Any combination of:
- 147 ○ SUV: **6-7 Passenger Expedition, Suburban, Excursion, 4x4 Diesel**
- 148 ○ Pick-up: **Minimum 1 Ton, Class 3 or 4, Crew Cab, 4x4 Diesel**
- 149 ○ **Van: 12-15 Passenger, Minimum 1 Ton, 4x4 Diesel**
- 150 • Two (2) commercial motor coaches, Sponsoring Agency-owned or privately contracted
151 (recommended to be equipped with lavatory for long-distance travel

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-or-

158 Two (2) 12-15 passenger vans (Sponsoring Agency-owned or rental vans) when 1 motor
159 coach is used -or- Five (5) 12-15 passenger vans (Sponsoring Agency-owned or rental
160 vans) when no motor coaches are used. NOTE: Vans are not recommended for long
161 distance transport of personnel. Vans do not provide appropriate long term seating
162 comfort nor do they provide lavatory capability.

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- 164 • One (1) service vehicle. Sponsoring Agency-owned or privately contracted with (1) ASE,
165 EVT, or Sponsoring Agency qualified/certified mechanic that also drives/operates the
166 vehicle.

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167 **Total**

168 **Thirteen (13) Prime Movers** w/appropriate cache, personnel, and support unit transport
169 capability. NOTE: All Task Force-**Owned** Prime Mover vehicles should be equipped with
170 40 Watt Mobile Radio communications capability.

171 **Support Units for Type I**

- 172 • One (1) forklift – 5,000 to 15,000 pound capacity for cache handling.
 - 173 ○ One (1) DOT approved forklift transport trailer. Rated for forklift to be transported.
 - 174 Utilize existing cache transport semi-trailer or additional trailer pulled by existing box
 - 175 truck. No additional prime mover is authorized.
- 176 • Two (2) cache support vehicles. Gator, Mule or similar off-highway ATV vehicle. Off-road
- 177 capable (4-wheel drive recommended) with rollover safety cage protection, transport bed,
178 lighting kit, pneumatic all-terrain tires, trailer hitch and seating for a minimum of two
179 personnel.
- 180 • Two (2) utility trailers to transport cache support vehicles and associated equipment.

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

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184 **Optional Support Unit**

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

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187 **TYPE III**

188 **Prime Movers for Type III**

- 189 • Three (3) Cache Transport vehicles: up to 109 linear feet. Combination of:
 - 190 ○ (Linear feet is comprised of the length of the cache storage space usage alone, this is
 - 191 not a bumper to bumper measurement)
 - 192 ○ Tractor trailer transports. Comprised of over-the-road semi-tractor with semi-trailer.
 - 193 (van, flatbed, flatbed/beavertail, or curtain-side trailers).
 - 194 ○ Box trucks. (dry van or temperature-controlled)
- 195 • Five (5) SUV/Pickup Vehicles: Any combination of:

- SUV: 1 Ton, 6-7 Passenger Expedition, Suburban, Excursion, 4x4 Diesel
 - Pick-up: **Minimum 1 Ton, Class 3 or 4, Crew Cab, 4x4 Diesel**
 - **Van: 12-15 Passenger, Minimum 1 Ton, 4x4 Diesel**
 - One (1) commercial motor coach, Sponsoring Agency-owned or privately contracted (recommended to be equipped with lavatory for long-distance travel)
- or-
- Two (2) 12-15 passenger vans (Sponsoring Agency-owned or rental vehicles) when a motor coach is not available. NOTE: Vans are not recommended for long distance transport of personnel. Vans do not provide appropriate long term seating comfort nor do they provide lavatory capability.
- One (1) service vehicle, Sponsoring Agency-owned or privately contracted with (1) ASE Certified mechanic that also drives/operates the vehicle.

Total

Ten (10) Prime Movers w/appropriate cache, personnel, and support unit transport capability. NOTE: All Task Force-**Owned** Prime Mover vehicles should be equipped with **40 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 **off-highway ATV** vehicle. Off-road capable (4-wheel drive recommended) with **rollover safety cage protection**, transport bed, lighting kit, pneumatic all-terrain tires, trailer hitch and **seating for a minimum two** personnel.
- Two (2) utility trailers to transport cache support vehicles and associated equipment.

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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 movers **are** authorized.

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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.

US&R Program Directive 2013-XXX – Revised Convoy Standard
Page 6

- 262 • Water Operations trailers are to be towed by existing Task Force prime movers. No
263 additional prime movers are authorized.
264 • ~~Sponsoring Agency-owned or rental vans may be utilized, if required, and when listed on~~
265 ~~US&R Form 18-4 and approved by the US&R Branch, prior to departure for deployment.~~

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269 **MODULAR DEPLOYMENT**

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271 • Minimum number of prime movers for cache and personnel transport, and support units to
272 conduct anticipated operations.
273 • ~~Sponsoring Agency-owned or rental vans may be utilized, if required, and when listed on~~
274 ~~US&R Form 18-4 and approved by the US&R Branch prior to departure for deployment.~~

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276 **ADDITIONAL REQUIREMENTS**

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278 • The Department of Transportation (DOT) Federal Motor Carrier Safety Administration
279 (FMCSA) governs the rules and regulations that pertain to the operation of Task Force CDL
280 vehicles. US&R Task Forces will ensure that they are in compliance with these DOT
281 FMCSA and/or State CDL vehicle and driver regulations when transporting personnel and
282 equipment. Current DOT regulations are available from the following website:
283 <http://www.fmcsa.dot.gov/>
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285 • A memorandum summarizing Federal DOT regulation requirements related to task force
286 transportation issues is attached to this Program Directive for reference.
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288 • The US&R Branch will conduct coordination teleconferences with the assigned task force(s),
289 IST and ERT/IMAT leadership prior to deployment. Vehicle and support issues will be
290 identified and discussed. These should include:
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292 ○ Transportation, material handling and other resources to be provided by FEMA or other
293 agencies.
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295 ○ The need for additional operational vehicles (i.e., 4-wheel drive, etc.) or support units.
296 The IST will work with the respective IMAT/ERT/IOF/JFO either during pre-staging or
297 during an incident to procure additional vehicles and/or support units as required.
298
299 ○ Any need for additional incident site personnel, cache transport vehicles or support units
300 such as forklifts and/or gator-type ATVs over and above those authorized on the
301 approved US&R Form 18-4 will be coordinated by the US&R Branch and Incident
302 Support Team.
303
304 • By June 1 of each year, each Task Force shall complete and submit the US&R Form 18-4,
305 Deployment Vehicle Inventory for both Type I and Type III configurations to the US&R
306 Branch for pre-activation review and approval. The US&R Form 18-4 should include the

US&R Program Directive 2013-XXX – Revised Convoy Standard
Page 7

309 vehicles and support units as outlined in this Convoy Standard. Once approved, US&R Form
310 18-4 will serve as the established deployment vehicle inventory for each task force.

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312 • Each Task Force shall also prepare and submit a US&R Form 18-4 listing any additional or
313 alternate vehicles and/or support units that could be used to substitute for those listed on the
314 Type I and Type III submissions. These vehicles should not be listed on the US&R Form 18-
315 4's submitted for Type I and Type III.

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317 • Task forces may request adjustments to their deployment vehicle inventory at time of
318 activation and prior to deployment based on any special or unforeseen considerations during
319 the Activation Coordination Conference Call with the **US&R Branch**.

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