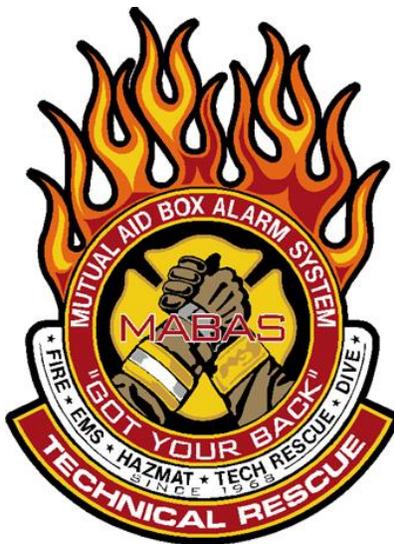


MUTUAL AID BOX ALARM SYSTEM

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URBAN SEARCH AND RESCUE (US&R)
COMPANY GUIDE



This guide is intended for the statewide-deployable technical rescue teams which are NIMS typed as a "Type I US&R Company."

January 2009 Version
as Adopted by TRT Committee

MUTUAL AID BOX ALARM SYSTEM

Illinois MABAS Offices
27475 Ferry Road Warrenville, IL 60555
630-717-2744 FAX 630-717-2745



January 2009

Dear Illinois Technical Rescue Personnel:

The MABAS TRT Committee's Mission is to guide the development of policy and practice that allows all state-recognized TRTs to effectively function during a technical rescue incident. While the scope of the committee's work is directed at events that are a declared emergency, many of the guidelines will equally benefit the local response.

The Strategic goals of MABAS TRT committee include:

1. Developing and updating of the definition of an Illinois TRT that includes deployment in the field for at least 72 hours with total self-sufficiency for the first 24 hours.
2. Establishing standards for individual TRTs that desire to be recognized under the Illinois Statewide Mutual Aid Plan (ISWMAP).
3. Typing each TRT using the FEMA Resource Typing guidelines. This necessitates a change in terminology from TRT to US&R Company.
4. Developing and updating of the training requirements of an Illinois TRT. The training requirements shall include both initial education and annual continuing education.
5. Determining the minimum equipment cache for individual TRTs that desire to be recognized under the ISWMAP. Such a minimum cache will ensure standardization among all TRTs.
6. Maintaining a working relationship with the Illinois Fire Service Institute in order to conduct an annual TRT validation. This annual event will task approximately one-third of the state's TRTs in a simulated incident that involves deployment.
7. Conducting audits of individual TRTs to insure each is capable of deployment and performance.
8. Making recommendations to the specific details of TRT Strike Team response under the ISWMAP.

All formal policies require approval of MABAS and the ITTF Board.

This document represents the work of more than four years of meetings and events attended by the members of the MABAS TRT Committee. This document contains the following items designed to assist each state TRT in meeting the mission stated above:

- Current committee members
- ICS guidelines
- Minimum Tool and Equipment Cache for TRTs
- Base of Operation (BoO) guidelines
- Suggested annual training requirements
- Original team participation standards

Sincerely,

Drew R. Smith
Deputy Chief, Prospect Heights Fire Protection District
Director, MABAS Division 3 Technical Rescue Team
Co-Chairman, MABAS Technical Rescue Committee

PRESIDENT AND CHIEF EXECUTIVE OFFICER

James P. Reardon, Chief (RET)
27475 Ferry Road
Warrenville, IL. 60555
847-727-6331
reardon@mabas-il.org

1ST VICE PRESIDENT

Terrence Lipinski, Chief (RET)
27475 Ferry Road
Warrenville, IL. 60555
708-906-9510
lipinski@mabas-il.org

2ND VICE PRESIDENT

Randy Justus, Chief (RET)
27475 Ferry Road
Warrenville, IL. 60555
847-977-6263
justus@mabas-il.org

TREASURER/COMPTROLLER

Paul Maplethorpe, Chief
Greater Round Lake FPD
409 Nippersink Rd.
Round lake, IL. 60073
847-546-6001
chief@rfire.org

EXECUTIVE LIAISON/

DEPUTY CHIEF EXECUTIVE OFFICER

Gerald D. Page, Chief (RET)
27475 Ferry Road
Warrenville, IL 60555
630-717-2744
page@mabas-il.org

FINANCE /

ADMINISTRATIVE BRANCH CHIEF

Jill Bywater
27475 Ferry Road
Warrenville, IL 60555
630-200-2977
bywater@mabas-il.org



MABAS / CART
Urban Search & Rescue Teams
ICS Guideline

URBAN SEARCH & RESCUE TEAMS

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INTRODUCTION

The MABAS / CART Urban Search & Rescue Team (US&R) organizational guide is designed to provide supervision and control of essential functions at incidents where Urban Search & Rescue expertise and equipment are required for safe and effective rescue operations. US&R incidents can be caused by a variety of events such as a man made, natural (weather) or terrorist incident that cause widespread damage to a variety of structures and entrap hundreds of people. Other examples of US&R events can range from mass transportation accidents with multiple victims to single site events such as a trench cave-in or confined space rescue involving only one or two victims. US&R operations are unique in that specialized training and equipment are required to mitigate the incident in the safest and most efficient manner possible.

Initial Urban Search & Rescue operations will be directed by the first arriving local response agency who will assume command as the Incident Commander (IC). Subsequent changes in the incident command structure will be based on the resource and management needs of the incident following established ICS procedures.

Additional resources may include Urban Search & Rescue Companies specifically trained and equipped for Urban Search & Rescue operations. The US&R Company is capable of conducting search and rescue operations at incidents where technical expertise and equipment are required. US&R Companies can be assigned as a single resource, grouped to form US&R Strike Teams or added to other resources to form a Task Force. US&R Single Resources, Strike Teams, and Task Forces are managed the same as other incident resources.

Due to the unique hazards and complexity of Urban Search & Rescue incidents the Incident Commander may need to request a wide variety and amount of multi-disciplinary resources to support the operation.

US&R Companies are “typed” based on an identified operational capability. Four levels of US&R operational capability have been identified to assist the IC in requesting appropriate resources for the incident. These levels are based on five general construction categories and an increasing capability of conducting a rescue at specified emergency situations with an identified minimum amount of training and equipment.

The MABAS / CART Urban Search & Rescue Teams in Illinois are all considered Type 1 US&R Companies. The typing provides consistency for the purpose of ordering resources using the IL Statewide Mutual Aid Plan.

The US&R Type-4 (Basic) Operational Level represents the minimum capability to conduct safe and effective search and rescue operations at incidents involving non-structural entrapment in non-collapsed structures.

The US&R Type-3 (Light) Operational Level represents the minimum capability to conduct safe and effective search and rescue operations at structure collapse incidents involving the collapse or failure of Light Frame Construction and low angle or one-person load rope rescue.

The US&R Type-2 (Medium) Operational Level represents the minimum capability to conduct safe and effective search and rescue operations at structure collapse incidents involving the collapse or failure of Heavy Wall Construction, high angle rope rescue (not including highline systems), confined space rescue (no permit required), and trench and excavation rescue.

The US&R Type-1 (Heavy) Operational Level represents the minimum capability to conduct safe and effective search and rescue operations at structure collapse incidents involving the collapse or failure of Heavy Floor, Pre-cast Concrete and Steel Frame Construction, high angle rope rescue (including highline systems), confined space rescue (permit required), and mass transportation rescue.

The MABAS / CART Urban Search & Rescue Companies are comprised of 10 people specially trained and equipped for large or complex Urban Search & Rescue operations. The multi-disciplinary organization provides five functional elements that include Supervision, Safety, Search, Rescue, and Logistics. The MABAS / CART US&R company is totally self-sufficient for the first 24 hours. Transportation and logistical support is provided by the sponsoring agency and may be supported by the requesting agency.

State/National US&R Task Force is comprised of 70 people specially trained and equipped for large or complex Urban Search & Rescue operations. The multi-disciplinary organization provides seven functional elements that include Supervision, Search, Rescue, Haz-Mat, Medical, Logistics and Planning. The State/National US&R Task Force is designed to be used as a "single resource." However, each element of the Task Force is modularized into functional components and can be independently requested and utilized.

Urban Search & Rescue incidents may occur that will require rescue operations that exceed a resource's identified capability. When the magnitude or type of incident is not commensurate with a capability level, the IC will have the flexibility to conduct rescue operations in a safe and appropriate manner using existing resources within the scope of their training and equipment until adequate resources can be obtained or the incident is terminated.

ICS MODULAR DEVELOPMENT

The flexibility and modular expansion capability of the Incident Command System provides an almost infinite number of ways US&R resources can be arranged and managed. A series of modular development examples are included to illustrate several possible methods of expanding the incident organization based on existing emergency conditions, available resources, and incident objectives.

The ICS Modular Development examples shown are not meant to be restrictive, nor imply these are the only ways to build an ICS organizational structure to manage Urban Search & Rescue resources at an incident. To the contrary, the ICS Modular Development examples are provided only to show conceptually how one can arrange and manage resources at an Urban Search & Rescue incident that builds from an initial response to a Multi-Branch organization.

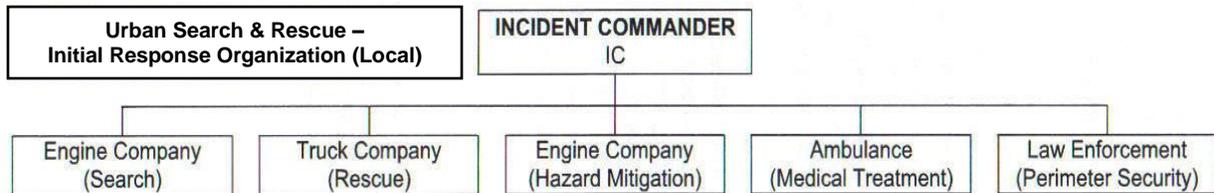
ICS MODULAR DEVELOPMENT EXAMPLES

Initial Response Organization (example): The first arriving Public Safety Officer will assume command of the incident as the Incident Commander (IC). The IC will assume all Command and General Staff functions and responsibilities and manage initial response resources. If the potential for escalation is low, then no specific ICS functional positions are established. If the incident requires an upgraded response, the IC should consider the early establishment of ICS positions. The following examples illustrate this modular growth of the ICS structure to keep pace with increased resource response.

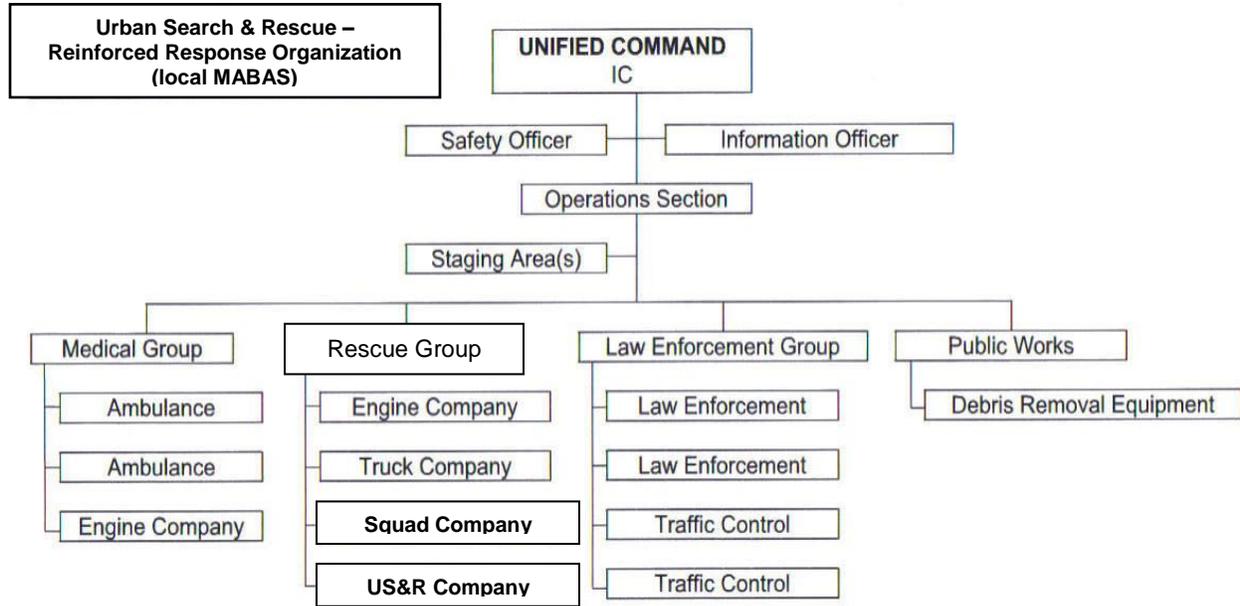
Reinforced Response Organization (example): In addition to the initial response, more Law Enforcement, local Engine and Truck Companies and Mutual Aid resources have arrived. The IC forms a Unified Command with the senior ranking Law Enforcement official on scene and has established a Safety Officer to assure personnel safety. A Public information Officer has been assigned to manage the large media presence. An Operations Section has been assigned to manage the tactical assignments and responsibilities. A Staging Area is established to check in arriving resources. A US&R Group has been established to better coordinate the search and rescue efforts. Public Works is removing debris from the street to improve access and egress routes.

Multi-Group/Division Response Organization (example): The IC has added a Liaison Officer to the Command Staff to coordinate assisting agencies participation and assigned a Planning and Logistics Section. One US&R Technical Specialist who understands the unique complexities and resource requirements at US&R incidents is assigned to the Planning Section. The Operations Section has established several Groups and Divisions to better coordinate the large volume of diverse resources at the incident. A Law Group and Medical Group have been formed. One State/National US&R Task Force has arrived and is assigned to Division "A". One Structural Engineer Technical Specialist from the Planning Section is assigned to Division "B" to conduct structural damage assessment. A Hand crew Strike Team is assisting with debris removal.

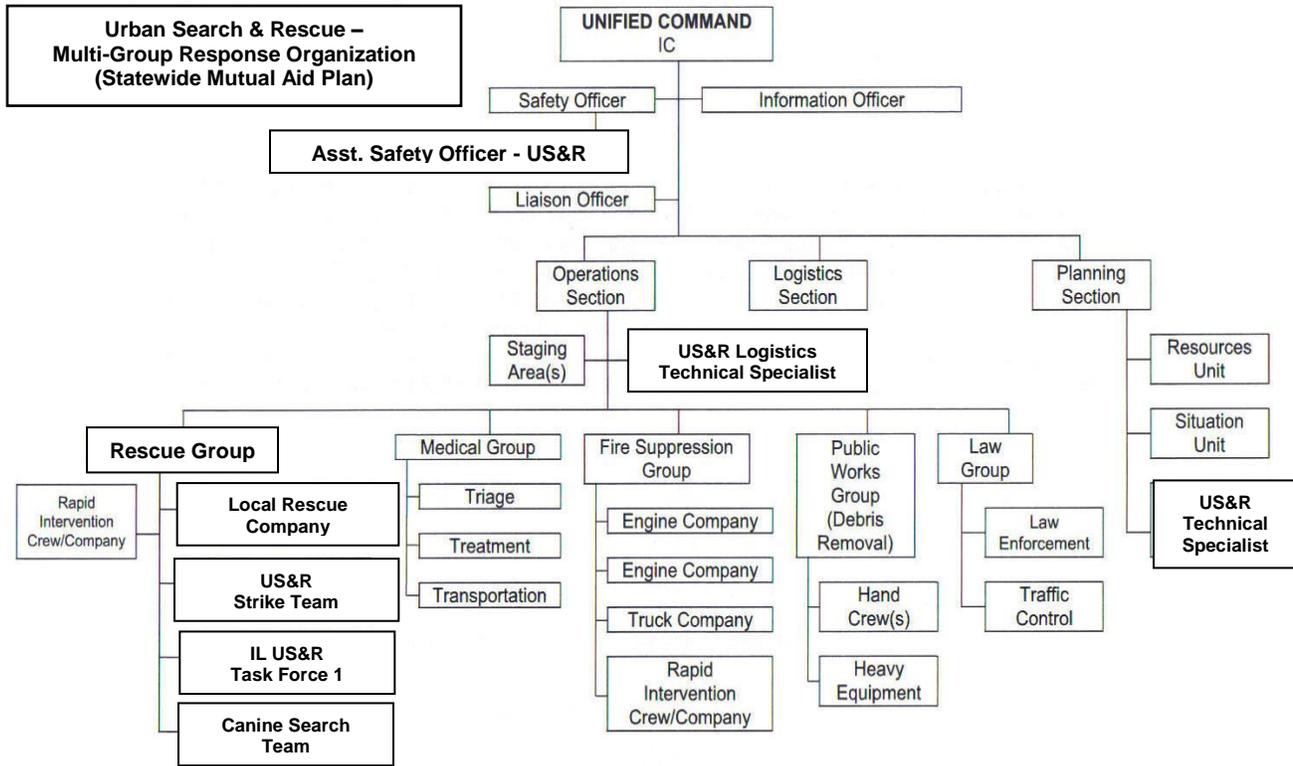
Multi-Branch Response Organization (example): The Incident Commander has assigned a Finance/Administration Section. The Operations Section has established five Branches with similar functions to better coordinate and manage resources. The Planning, Logistics and Finance/Administration Section have several Units operational to support the large amount of resources at the incident.



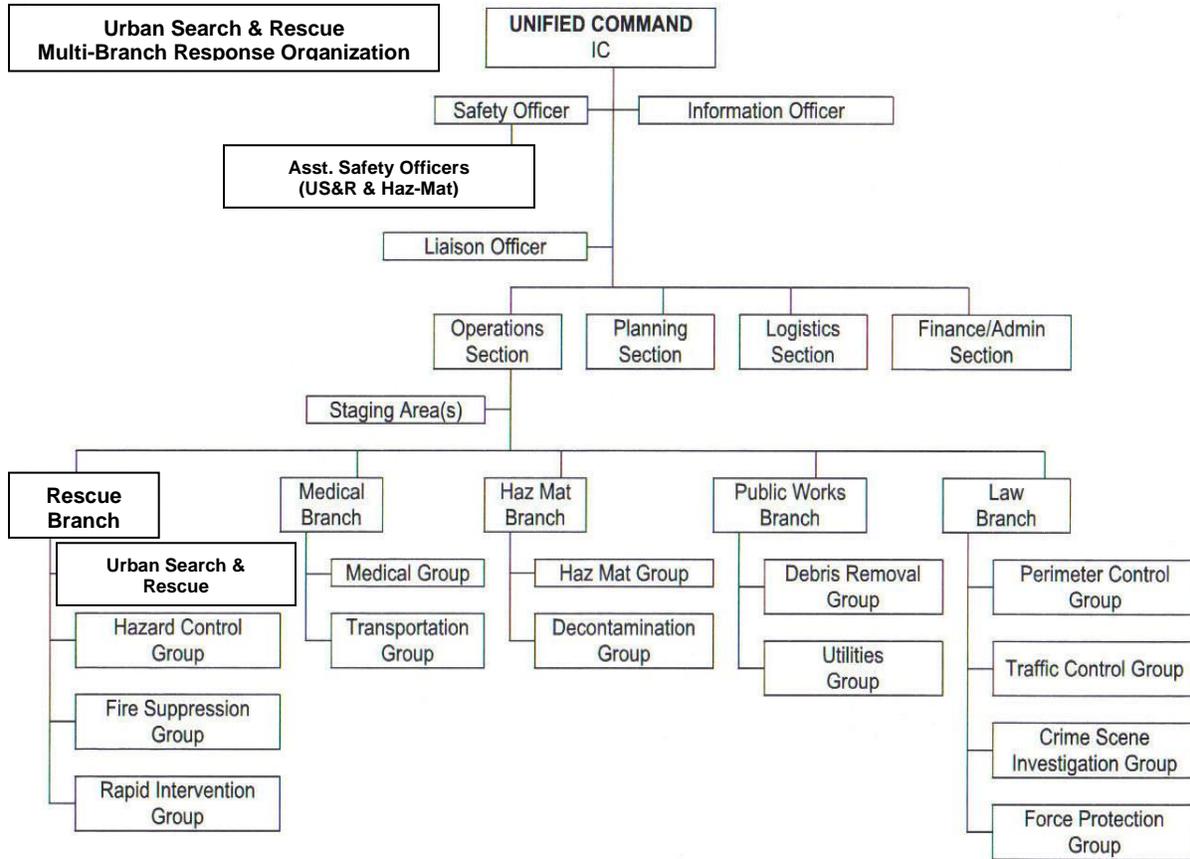
US&R Initial Response Organization (example): The first arriving Public Safety Officer will assume command of the incident as the Incident Commander (IC). The IC will assume all Command and General Staff functions and responsibilities and manage initial response resources. If the potential for escalation is low, then no specific ICS functional positions are established. If the incident requires an upgraded response, then the IC should consider the early establishment of ICS positions. The following examples illustrate this modular growth of the ICS structure to keep pace with increased resource response.



Response Organization (example): In addition to the initial response, the IC has activated the MABAS Box Alarm for their jurisdiction bringing additional companies and Mutual Aid resources. Additional Law Enforcement responds as well. The IC forms a Unified Command with the senior ranking Law Enforcement official on scene and has established a Safety Officer to assure personnel safety. A Public Information Officer has been assigned to manage the large media presence. An Operations Section has been assigned to manage the tactical assignments and responsibilities. A Staging Area is established to check-in arriving resources. A Rescue Group has been established to better coordinate the search and rescue efforts. Public Works is removing debris from the street to improve access and egress routes.



US&R Multi-Group Response Organization (example): The IC, via the local EMA has requested the statewide mutual aid plan of additional US&R resources. A Liaison Officer is added to the Command Staff to coordinate Assisting Agencies participation and assigned a Planning and Logistics Section. One US&R Technical Specialist who understands the unique complexities and resource requirements at US&R incidents is assigned to the Planning Section. The Operations Section has established several Groups and Divisions to better coordinate the large volume of diverse resources at the incident. A Law Group and Medical Group have been formed. A US&R Strike Team has been assigned to the Rescue Group. One State US&R Task Force has arrived and is assigned to Division “A”. One Canine Team from the Local SAR team is assigned to Division “B” to conduct searches.



US&R Multi-Branch Response Organization (example): The Incident Commander has assigned a Finance/Administration Section. The Operations Section has established five Branches with similar functions to better coordinate and manage resources. The Planning, Logistics and Finance/Administration Section have several Units operational to support the large amount of resources at the incident.

ILLINOIS US&R COMPANY & STRIKE TEAM (MABAS/CART US&R Companies) ICS MODULAR DEVELOPMENT

Urban Search and Rescue (US&R) Companies Response

US&R Companies may respond locally, regionally, and statewide.

- A local response may involve one to three Type 1 - US&R Companies depending upon the severity and nature of the incident. This response would typically be a MABAS General or Box Level Alarm for a local jurisdiction.
- A regional deployment is a five Type 1 – US&R Companies Strike Team response sent to augment a local response as specified through local Box Cards. This response would typically be an Interdivisional MABAS Box Alarm from one or more neighboring MABAS Divisions.
- A statewide deployment is a number of strike teams sent to support a local or regional incident(s). This response would require approval by IEMA through a local disaster declaration.

Regional Deployment of State US&R Companies

Organization

A Type I US&R Strike Team is defined as five Regional Type 1 - US&R Companies (generally closely geographically located). A US&R Strike Team Leader is the leader of this 51 member team. The US&R Strike Team Leader is the point of contact for the local incident commander.

Each of the five Regional Type 1 – US&R Companies shall consist of a minimum of ten members. The team shall have a designated Supervisor (Rescue Squad Officer), one Safety Officer, six Rescue Specialists, and two designated logistics personnel



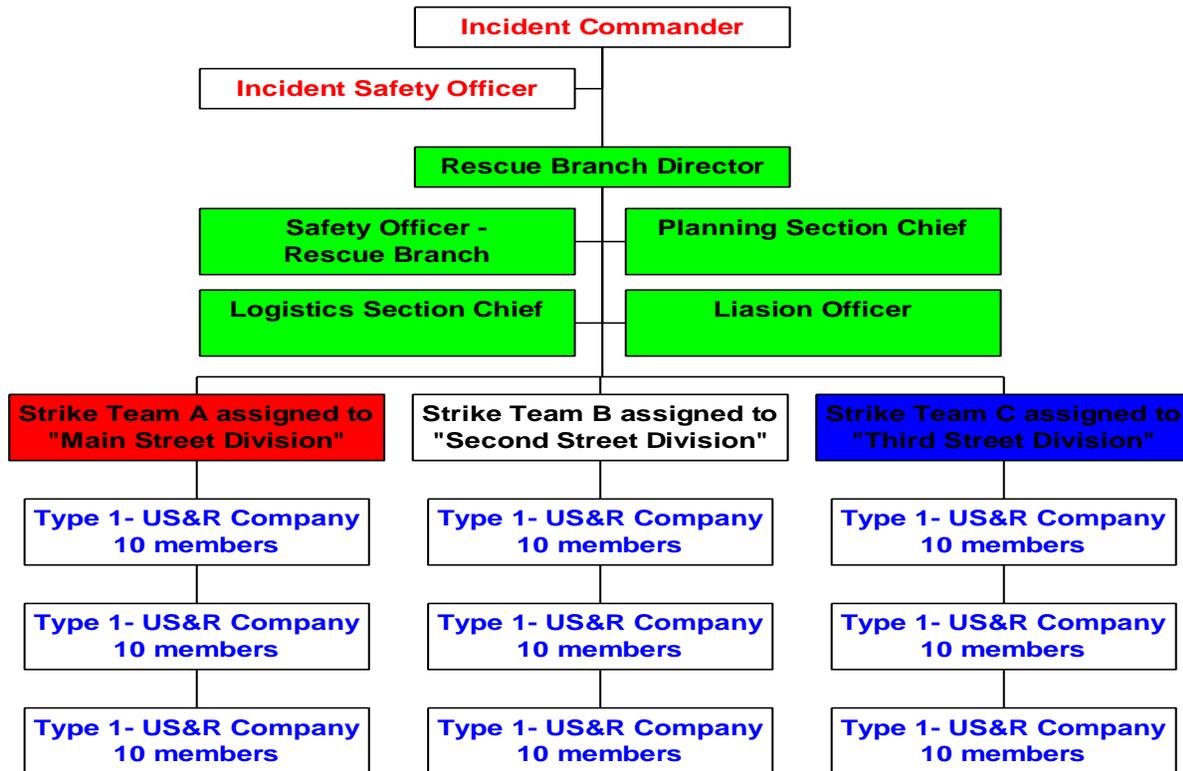
Ideally, a Strike Team would travel to a remote incident as a group. However, it is not required. A pre-determined staging area will be required for all of the individually arriving member teams of the Strike Team to form as a group.

The Strike Team Leader should be a senior Type 1 - US&R Company member (preferably senior ranking) from one of the five designated Type 1 - US&R Companies. The Strike Team Leader will be the lead member of the Strike Team and responsible for all activities of the Strike Team.

Suggested training and experience required for a Strike Team Leader:
 Experience/suggested rank: Battalion Chief Officer or higher
 Required training:

- Technician level training in all four technical rescue disciplines.
- IS 100, IS 200, IS 700, IS 800
- Unified Command
- NFA Command and General Staff course

In the event a regional deployment is initiated, a standard incident command structure for the incident shall be established. Command and general staff positions shall be filled from the members of the responding strike teams. To illustrate this concept, it is depicted below in a sample response organizational chart.



Command Support

One could assume that the Incident Commander of a large technical rescue incident could benefit from having additional trained and experienced Command and General Staff positions (Safety, Liaison, Operations, Planning, and Logistics) specific to Technical Rescue.

An Incident Advance Team (IAT) may be deployed in advance of the Type 1 - US&R Company Deployment package. The concept is that a forward element (IAT) of the Type I – US&R Companies would gather information regarding the emergency and begin planning on the best approach with the resources enroute.

Team Identifiers

- Single US&R Companies shall be designated as “Agency” US&R “Apparatus #” e.g. “DeKalb -US&R Company 1”
- Regional US&R company strike teams (ST) shall be designated as MABAS ST-“#” e.g. “MABAS-Strike Team #3”
- Any US&R Taskforce temporarily developed to meet the needs of an incident shall be designated by State ID, Type, Number Identifier. E.g. IL-TF2. Note: the designation IL-TF1 has been permanently assigned and shall not be used for any other taskforce assignment.

Technical Rescue Incident Advance Team (IAT)

A Technical Rescue Incident Advance Team (IAT) is a group of trained individuals sent ahead of the Strike Team to determine and prioritize the work of the Strike Team. The Advance Team shall have personnel who have trained and/or qualified to serve as a Task Force Leader, Planning Section Chief, Logistics Section Chief, and Communication Specialist. Members of a responding Incident Advance Team may continue to support the Incident Commander by transitioning into various positions in the Incident Commander’s Command or General staff.

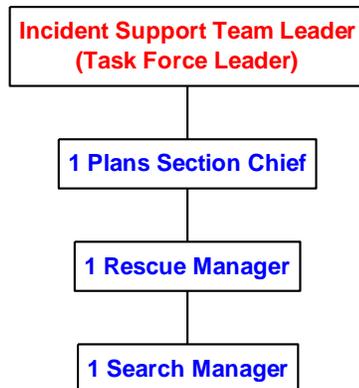
Technical Rescue Incident Support Team (IST)

An Incident Support Team (IST) is a group of trained individuals sent to support the Incident Commander. The incident support team is a group of personnel trained to function in various command roles such as - Task Force Leader, Planning Section Chief, Rescue Manager, and Search Manager. It is the intent of this response to evaluate the scene for any additional resource needs, provide technical informational support, and operational support for the local incident commander.

These function(s) shall be assigned to Illinois Task Force 1 (IL-TF1). Assigned IL-TF1 personnel shall respond, assess the scene, and report their findings to Illinois Emergency Management Agency (IEMA). After the assessment phase is complete, IL-TF1 personnel may be utilized in various command and general staff roles as needed to support the Incident Commander.

The functional difference between an IAT and an IST:

- The IAT arrives before the first strike team(s) and interfaces with the IC to begin prioritizing strike team tasks. The IAT operates in the initial operation period and may or may not function at the command post. The IAT may begin recon or planning at a work site assigned by the IC
- The IST interfaces with a formal IC structure that has command and general staff functions assigned to personnel who may or may not be part of an IMT. The IST generally operates at the command post and serves during each operational period.
- When involved in a Federal Type 1 Incident, the US&R Strike team or US&R Companies may report directly to an IST.



Incident Management Team (IMT)

An Incident Management Team (IMT) is a group of trained individuals (can be emergency management, fire, police, emergency medical services, and public works back ground) sent to support the Incident Commander in overall incident management. IMT personnel will most likely not have US&R background. The Incident Management Team consists of personnel trained to function in various command and general staff roles such as – Incident Commander, Safety Officer, Liaison Officer, Information Officer, Operations Section Chief, Planning Section Chief, Logistics Section Chief, and Finance/Admin. Section Chief. It is the intent of this group to provide operational support for the local incident commander.

Documentation

All local, regional, or statewide responses require the use of FEMA ICS Forms. Copies of those forms are available on FEMA's website (http://training.fema.gov/EMIWeb/IS/ICSResource/ICSResCntr_Forms.htm) as a PDF or Word Document. The following are the typical ICS Forms that are used.

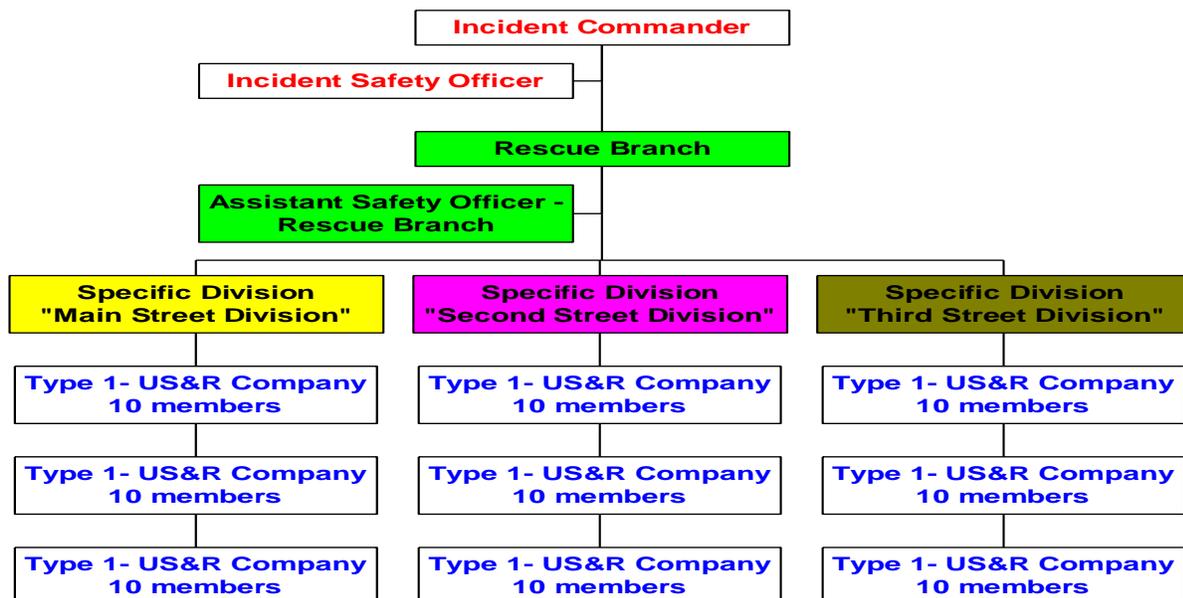
- ICS Form 201, Incident Briefing
- ICS Form 202, Incident Objectives
- ICS Form 203, Organization Assignment List
- ICS Form 204, Assignment List
- ICS Form 205, Incident Radio Communications Plan
- ICS Form 206, Medical Plan
- ICS Form 207, Organizational Chart
- ICS Form 209, Incident Status Summary
- ICS Form 210, Status Change Card
- ICS Form 211, Check-In List
- ICS Form 213, General Message
- ICS Form 214, Unit Log
- ICS Form 215, Operational Planning Worksheet
- ICS Form 215a, Incident Action Plan Safety Analysis
- ICS Form 216, Radio Requirements Worksheet
- ICS Form 217, Radio Frequency Assignment Worksheet
- ICS Form 218, Support Vehicle Inventory
- ICS Form 219-2, Card Stock - Green (Crew)
- ICS Form 219-4, Card Stock - Blue (Helicopter)
- ICS Form 219-6, Card Stock - Orange (Aircraft)
- ICS Form 219-7, Card Stock - Yellow (Dozer)
- ICS Form 220, Air Operations Summary
- ICS Form 221, Demobilization Plan
- ICS Form 221 Page 1, Demobilization Checkout

US&R Companies Response

The basic design of the local technical rescue response is based upon a ten to thirty technical rescuer response. It is suggested that the initial response to a technical rescue incident be designed as a three team package. This is based on the predetermined number of personnel assigned to a Type 1 - US&R Company (10). Thus, for the purposes of this discussion, we have made the assumption that the local technical rescue response would be a single site, single event situation. Therefore, we have designated the person in charge of the entire rescue operation as the Rescue Branch and all of the assumptions of this paper are based upon the ten person per US&R Company (Type 1 - US&R Company) response. To illustrate this concept, it is depicted below in a response organizational chart.



In the case of multiple technical rescue events or sites, there should be one Rescue Branch with the appropriate number of Division Type 1 - US&R Company Rescue Squad leaders in charge of each respective site. For example, a structural collapse incident with three locations may be organized this way:

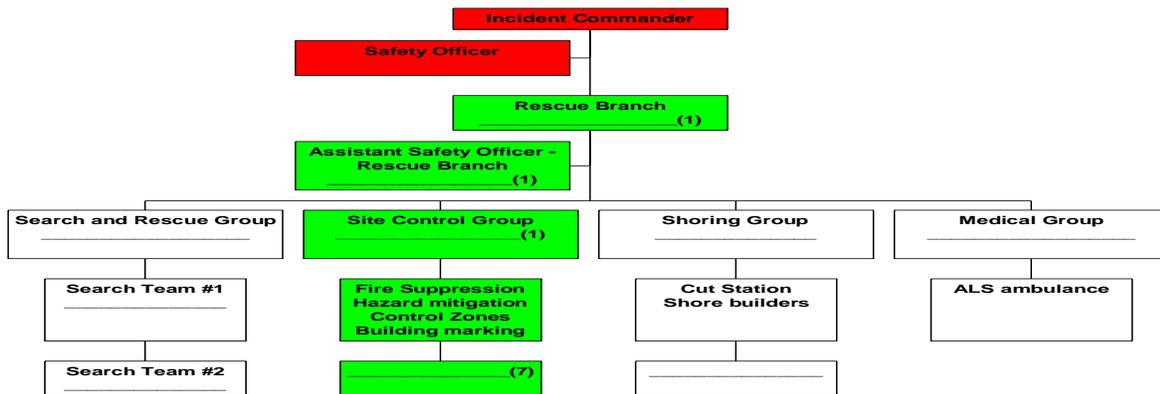


Objectives #1 Identify the minimum standard command roles for technical rescue incident for first arriving US&R Companies and **#2** Identify the additional roles to be filled by second and third arriving US&R Companies.

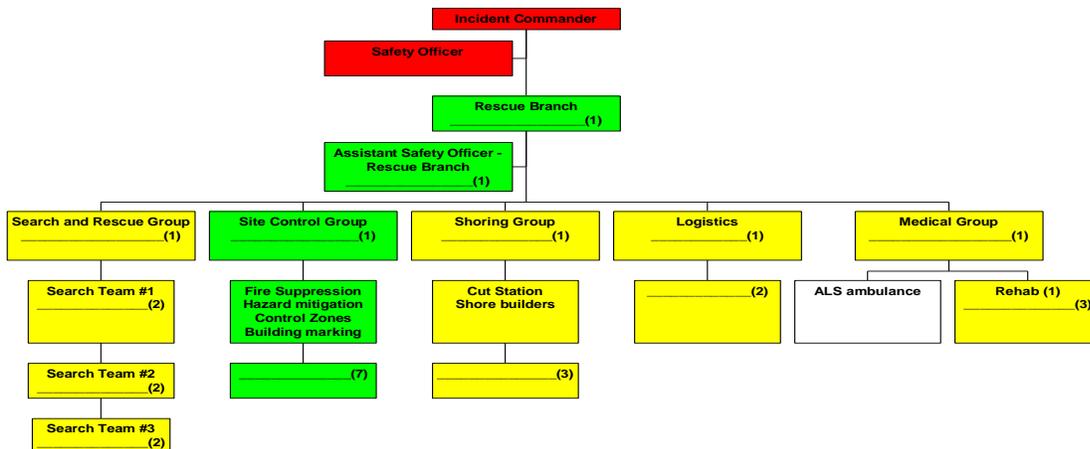
Technical Rescue Incident type - Structural Collapse Incident:

Assume that the initial arriving emergency responders have implemented the Incident Command System (ICS). Command shall be established and Safety Officer should be designated.

The senior officer or firefighter on the first arriving Type 1 - US&R Company (assume a ten person team) should establish the Rescue Branch/Group and assign a Type 1 - US&R Company Safety Officer (Assistant Safety Officer) to consult with the Rescue Branch/Group on the safety measures and precautions to be taken in the operation. The Type 1 - US&R Company Safety Officer shall evaluate the risks and enforce all safety requirements associated with the particular situation. If the Incident Safety Officer or Type 1 - US&R Company Safety Officer judges that an operation is unsafe, the operation shall be suspended. The type and intensity of the incident will help to determine additional ICS positions. For example, in the early stages of a structural collapse incident, a Site Control Group Leader may be appointed to oversee the Site Control activities of the remainder (7 members) of the unassigned members of the initial arriving US&R Company. We shall assume that this first arriving Type 1 -US&R Company will be overwhelmed with the incident to be able to fulfill any other ICS positions.



The second and third arriving Type 1 - US&R Companies will help to fulfill additional ICS positions necessary for an expanding rescue operation. The senior officer(s) or firefighter on the second and third arriving Type 1 - US&R Companies (assume a ten person team) could head the Search and Rescue Group, Medical Group, Logistics, or Shoring Group. Again, the quality of the incident will help to determine the breadth of the command structure. Below is an example of an expanded typical Structural Collapse incident command structure:

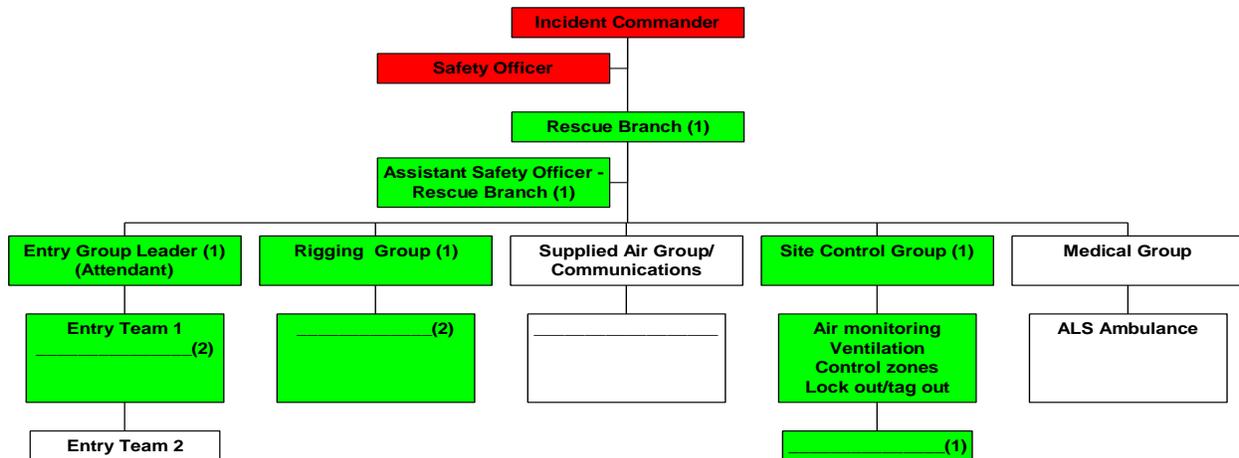


Technical Rescue Incident type - Confined Space

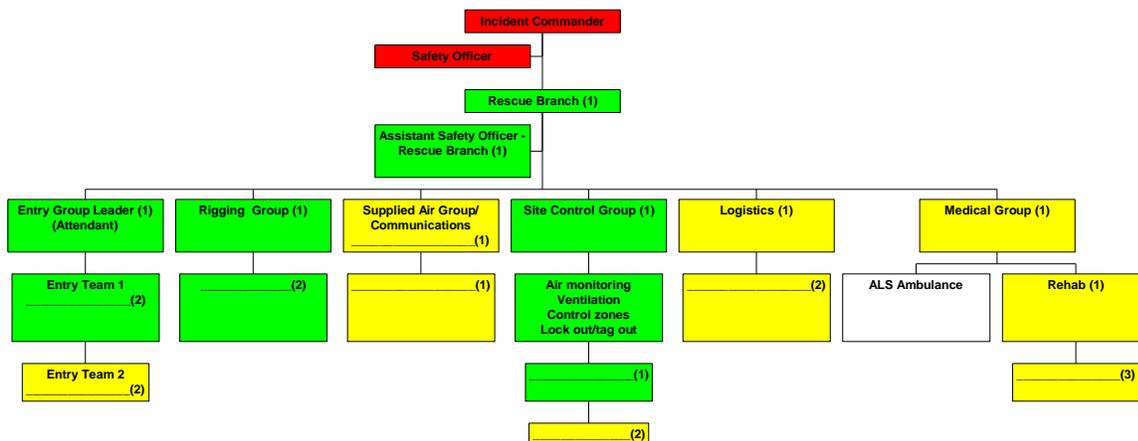
Assume that the initial arriving emergency responders have implemented the Incident Command System (ICS). Command shall be established and Safety Officer should be designated.

The senior officer or firefighter on the first arriving Type 1 - US&R Company (assume a ten person team) should establish the Rescue Branch/Group and assign a Type 1 - US&R Company Safety Officer (Assistant Safety Officer) to consult with the Rescue Branch on the safety measures and precautions to be taken in the operation. The Type 1 - US&R Company Safety Officer shall evaluate the risks and enforce all safety requirements associated with the particular situation. If the Safety Officer or Type 1 - US&R Company Safety Officer judges that an operation is unsafe, the operation shall be suspended.

The type and intensity of the incident will help to determine additional ICS positions. For example, in the early stages of a confined space incident, a Site Control, Rigging, and Entry Group Leaders may be appointed to oversee the site activities of the remainder (5 members) of the unassigned members of the initial arriving Type 1 - US&R Company. We shall assume that this first arriving Type 1 - US&R Company will be overwhelmed with the incident to be able to fulfill any other ICS positions.



The second and third arriving Type 1 - US&R Company will help to fulfill additional ICS positions necessary for an expanding rescue operation. The senior officer(s) or firefighter on the second and third arriving Type 1 - US&R Companies (assume a ten person team) could head the Supplied Air/Communication, Medical, Logistics, and Rehab Groups. Again, the quality of the incident will help to determine the breadth of the command structure. Below is an example of an expanded typical Confined Space incident command structure:

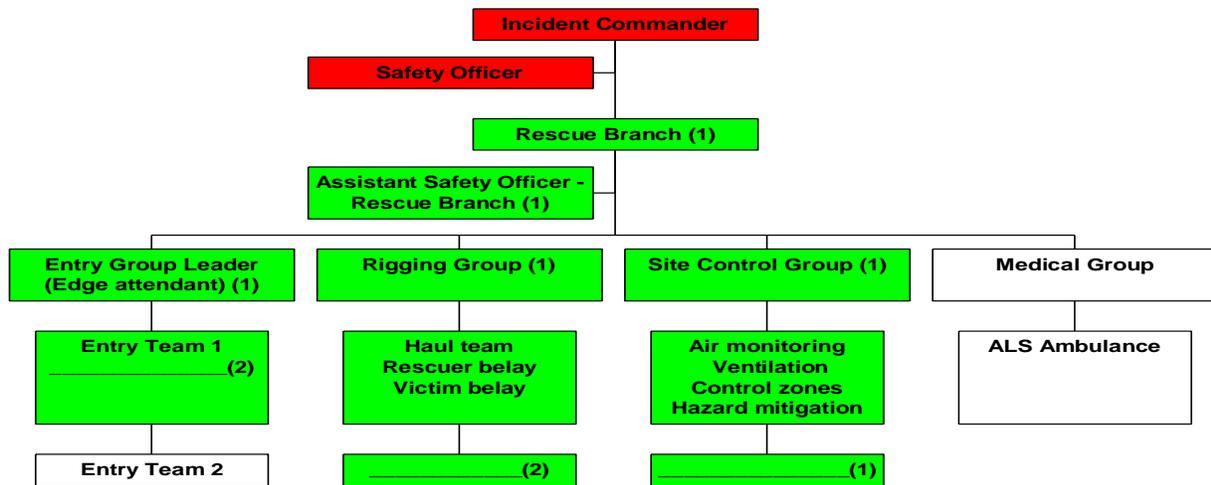


Technical Rescue Incident type - Rope Rescue Incident:

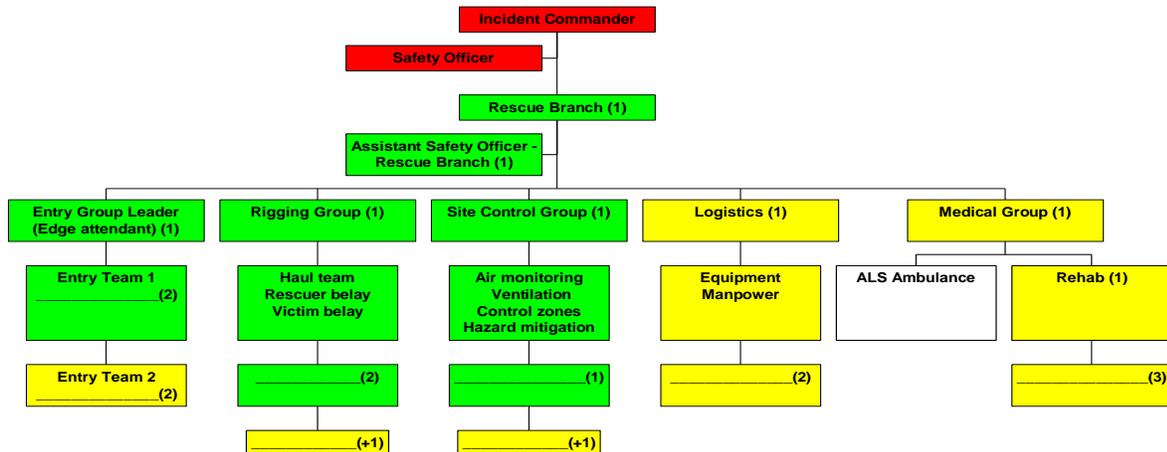
Assume that the initial arriving emergency responders have implemented the Incident Command System (ICS). Command shall be established and Safety Officer should be designated.

The senior officer or firefighter on the first arriving Type 1 - US&R Company (assume a ten person team) should establish the Rescue Branch/Group and assign a Type 1 - US&R Company Safety Officer (Assistant Safety Officer) to consult with the Rescue Branch on the safety measures and precautions to be taken in the operation. The Type 1 - US&R Company Safety Officer shall evaluate the risks and enforce all safety requirements associated with the particular situation. If the Safety Officer or Type 1 - US&R Company Safety Officer judges that an operation is unsafe, the operation shall be suspended.

The type and intensity of the incident will help to determine additional ICS positions. For example, in the early stages of a rope rescue incident, Site Control, Rigging, and Entry Group Leaders may be appointed to oversee the site activities of the remainder (5 members) of the unassigned members of the initial arriving US&R Company. We shall assume that this first arriving Type 1 -US&R Company will be overwhelmed with the incident to be able to fulfill any other ICS positions.



The second and third arriving Type 1 - US&R Companies will help to fulfill additional ICS positions necessary for an expanding rescue operation. The senior officer(s) or firefighters on the second and third arriving US&R Company Type 1 - US&R Companies (assume a ten person team) could head the Logistics, Medical, and Rehab Groups. Again, the quality of the incident will help to determine the breadth of the command structure. Below is an example of an expanded typical Rope Rescue incident command structure:

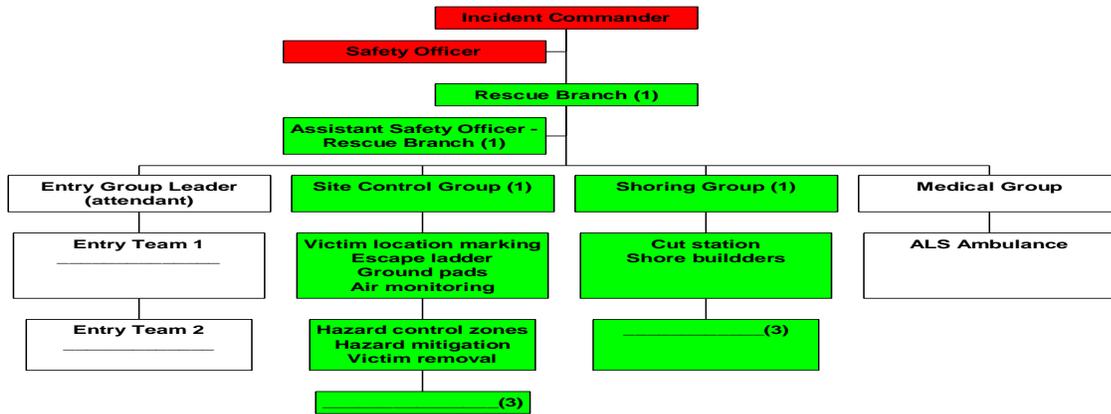


Technical Rescue Incident type - Trench Rescue Incident:

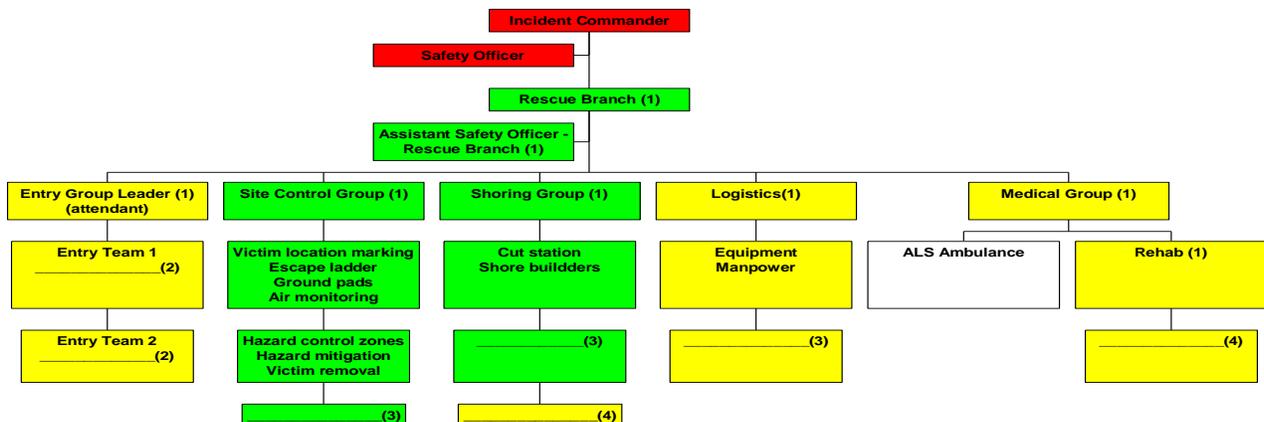
Assume that the initial arriving emergency responders have implemented the Incident Command System (ICS). Command shall be established and Safety Officer should be designated.

The senior officer or firefighter on the first arriving Type 1 - US&R Company (assume a ten person team) should establish the Rescue Branch/Group and assign a Type 1 - US&R Company Safety Officer (Assistant Safety Officer) to consult with the Rescue Branch on the safety measures and precautions to be taken in the operation. The Type 1 - US&R Company Safety Officer shall evaluate the risks and enforce all safety requirements associated with the particular situation. If the Safety Officer or Type 1 - US&R Company Safety Officer judges that an operation is unsafe, the operation shall be suspended.

The type and intensity of the incident will help to determine additional ICS positions. For example, in the early stages of a trench rescue incident, a Site Control Group and Shoring Group Leaders may be appointed to oversee the various site activities of the remainder (6 members) of the unassigned members of the initial arriving US&R Company. We shall assume that this first arriving Type 1 - US&R Company will be overwhelmed with the incident to be able to fulfill any other ICS positions.



The second and third arriving Type 1 - US&R Companies will help to fulfill additional ICS positions necessary for an expanding rescue operation. The senior officer(s) or firefighter on the second and third arriving US&R Company Type 1 – US&R Companies (assume a ten person team) could head the Entry, Medical, Logistics, and Rehab Groups with the balance of the technical rescue personnel filling out those groups. Again, the quality of the incident will help to determine the breadth of the command structure. Below is an example of an expanded typical Trench rescue incident command structure:



Objective #3. Define the responsibilities of the following roles during an emergency incident response: Incident Commander, Rescue Branch or Group Type 1 - US&R Company Rescue Squad Leader, Safety Officer (Assistant Safety Officer), Site Control Group, Search and Rescue Group, Medical (EMS) Group, Rigging Group, Air Monitoring Group, Logistics (Equipment/Support) Group, Entry Group, and Shoring Group.

ICS POSITIONS

Incident Commander – typically a senior officer of the stricken jurisdiction. The IC assumes overall command of an incident.

1. Ensure the response of appropriate apparatus, requesting needed assistance early.
2. Establish a visible Incident Command Post (ICP).
3. Directs first in unit is performing adequate size-up
4. Establish an incident Safety Officer early in the incident
5. Confer with first arriving US&R Company personnel to assign a Rescue Branch Officer.
6. Establish Site Control Group (second or third in Type 1 - US&R Company).
7. Determine a staging area for US&R Company apparatus that will allow site access for the placement of specialized equipment.
8. Ensure direct access to the scene for additional arriving US&R Companies and apparatus

Rescue Branch or Group Supervisor - typically the senior officer on the first arriving Type 1 - US&R Company. The Rescue Branch assumes overall command of the rescue operation.

1. Coordinates all rescue operations and assigns needed ICS positions.
2. Reports directly to the Incident Commander (IC) of the agency having jurisdiction
3. Provide an initial technical rescue size-up
4. Establish control zones – Do not allow unauthorized and/or untrained personnel (including department personnel) into the HOT ZONE.
5. Determine the location and number of victims
6. Determine if hazardous atmospheric conditions exist
7. Attempt to establish contact with the victim(s) while remaining in a safe area. Contact established by FD personnel must be maintained throughout the call.
8. Determine the number and location of access points to the area of rescue.
9. Attempt to determine the mechanism of entrapment or nature of illness or possible trauma to victim.
10. Determine electrical, mechanical and chemical hazards in the area.

Safety Officer (Assistant Safety Officer) – typically an officer or senior firefighter from the first due Type 1 - US&R Company assigned by the Rescue Branch. This position may be supported by 1-2 additional US&R Company Rescue Specialists if the rescue site is large or complex.

1. Responsible for observing and checking all technical aspects of the rescue
2. Works with all rescue groups.
3. **Reports directly to the Incident Safety Officer.**
4. The Safety Officer will consult with the Rescue Branch on the safety measures and precautions to be taken in each case.
5. The Safety Officer shall evaluate the risks and enforce all safety requirements associated with the particular situation. If the Technical Safety Officer judges that an operation is unsafe, the operation shall be suspended.
6. The Safety Officer must be trained to the level of the incident.

Site Control Group – typically an officer from the first or second due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Establish and secure a perimeter (hot zone) with safety tape a minimum of two times (2X) the height of the structure.
2. Ensure that all Fire Department personnel, co-workers, family members and bystanders do not enter unauthorized areas.
3. Request Police to assist with control of perimeter and the rerouting or stopping of traffic, including air traffic (vibrations / noise).
4. Keep / relocate spectators, unnecessary personnel, and apparatus, a minimum of 100 feet away from the cold zone.
5. Ensure site access for US&R Company apparatus.
6. Ensure that ambulances have direct access to the site.
7. Determine wind direction and consider its effect on vehicle exhaust travel.
8. Shut down all devices capable of causing vibrations.
9. Shut down all devices capable of causing adverse changes in the atmospheric conditions near the structure.
10. Ensure fire extinguisher and/ or hose line protection is in place when potentially flammable atmospheric conditions exist.
11. Ensure elimination of potential ignition sources.
12. Perform lock out/ tag out procedures to all utilities.
13. Ensure adequate lighting.
14. Complete a tactical worksheet as soon as possible and report directly to IC or Rescue Branch
15. Control or eliminate any hazards to rescuers

Search and Rescue Group - typically an officer or firefighter from the first due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Assembly of two person search teams
2. Coordinates all search and rescue efforts in a defined area
3. Keeps Rescue Branch informed of search and rescue efforts and observations of the site.

Medical (EMS) Group – typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 ambulances staffed by emergency medical technician personnel. This group would typically be responsible for:

1. Coordinates all EMS related activity within the Rescue Branch
2. Informs Rescue Branch of the needs of the Medical Group
3. Provides care and transport to medical facility for injured rescuers
4. Provides care and transport to medical facility for victims
5. Facilitates EMS resources through Rescue Branch
6. Provides pre-entry assessment and post-entry assessment for rescuers working in a confined space
7. Keeps local hospital(s) informed of patient numbers and condition

Rigging Group - typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Assembly of rope systems and placement of necessary equipment to perform the rescue.
2. Reports directly to the Rescue Branch
3. May serve as haul team if needed, for victim removal

Air Monitoring Group- typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Responsible for continuous atmospheric monitoring (every ten minutes)
2. To log all air monitoring readings and periodically report findings to the Rescue Branch
3. To evaluate the area for best ventilation practices and report findings to the Rescue Branch

Logistics (Equipment/Support) Group- typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 2-3 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Securing an area to centrally locate rescue equipment needed to support the rescue operation.
2. Works closely with all functional groups
3. Facilitates tools and equipment to functional groups as requested
4. Sets up supplied air system and rescuer communication system as needed
5. Provided manpower to various functional groups as needed
6. Reports directly to the Rescue Branch.

Entry Group - typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 4-5 US&R Company Rescue Specialists. This group would typically be responsible for:

1. Assembly of two 2 person entry teams with appropriate personal protective equipment
2. Provide rescue teams the necessary equipment to perform the rescue.
3. Reports directly to the Rescue Branch
4. Controlling access to the confined space by monitoring the entrance/exit point
5. Record the names, assignments, entry times, and SCBA cylinder pressure of all personnel entering the confined space.
6. Maintain a time awareness of the expected exit time for each individual based on air supply at the time of entry and provide a warning at the predetermined time to begin exit procedures. Warning will be provided by radio or other pre-established communications system.
7. Control the number of persons and prevent crowding at the entrance to the confined space.

Shoring Group - typically an officer or firefighter from the second or third due Type 1 - US&R Company assigned by Incident Command or Rescue Branch. This group would be supported by 1-2 US&R Company Rescue Specialists. This group would typically be responsible for:

1. The set up and operation of a cut station for wood shoring
2. The building of shores as measured by the entry teams

Objective #4 Define the role of the following during non-emergency routine operations: Team Leader/Coordinator, Assistant Team Leader/Assistant Team Coordinator – Logistics, and Assistant Team Leader/Assistant Team Coordinator - Training

The non-emergency roles for Type 1 - US&R Companies generally revolve around three issues: team administration, team equipment – procurement and maintenance, and team training – basic and continuing. Typically, these positions in various forms may be assigned to the senior most officers or firefighters of the team. Some times those roles may be assigned to the strengths or interest of the members of the team involved, but generally, the lead positions of the team are the most senior officer of the team. The following is an example of the non-emergency team structure.

Team Leader/Team Coordinator - Team administration

The Team leader is responsible for team administration - serves as contact with the Team Administrative liaison, attending required meetings, scheduling of team activities, and keeping members informed of team activities.

Assistant Team Leader/Assistant Team Coordinator - Team equipment (Logistics)

The Assistant Team Coordinator - Team equipment is responsible for the accountability, repair and maintenance of issued TRT equipment

Assistant Team Leader/Assistant Team Coordinator - Team training

The Assistant Team Coordinator - Team training is responsible for the basic and continuing training of team members

Once the rescue mode has been activated, and under perfect conditions, these three positions are designed to fill the top three positions on the emergency organizational chart – Rescue Branch, Safety, and the initial required functional group for the incident.

Objective #5 Identify the roles/position for an incident support team for a technical rescue incident response: Rescue Branch Director, Safety Officer, Logistics Officer, Planning Officer

The Incident Support Team is a group of trained individuals sent to support the Incident Commander. The incident support team is a group of individuals trained to function in various command roles such as - Rescue Branch Director, Safety Officer, Logistics Officer, and Planning Officer. The CART organization has used for many years a form of this team called a “Technical Advisory Response”. A technical advisory response would entail the CART Chairman, Operations, Planning, and Logistic Officers. It is the intent of this response to provide technical and organizational support.

One could assume that the Incident Commander of a large technical rescue incident could benefit from having additional trained and experienced Command and General Staff positions (Safety, Liaison, Operations, Planning, and Logistics) specific to Technical Rescue. In order to explore this concept, one must be aware of the current state of IMT in Illinois.

In July 2005, a proposal for the creation of an Illinois Incident Management Team (IMT) was forwarded to the Illinois Terrorism Task Force (ITTF) for consideration. The ITTF asked the Crisis Response and Preparedness Sub-Committee to conduct a thorough review of the concept and, if deemed feasible for Illinois, recommend how such a team could be implemented. The group formed by the Crisis Response and Preparedness Sub-Committee comprised of personnel from Illinois Emergency Management Agency (IEMA), Illinois Emergency Services Management Agency (IESMA), Illinois Fire Service Institute (IFSI), Mutual Aid Box Alarm System (MABAS), Illinois Medical Emergency Response Team (IMERT), Illinois Law Enforcement Alarm System (ILEAS), Illinois Law Enforcement Training Standards Board (ILETSB), Office of the State Fire Marshall (OSFM) and Illinois State Police (ISP), was asked to resolve several issues. The state will require an MOU with IEMA similar to the agreement with ILEAS and MABAS, since the State Emergency Operations Center (SEOC) will be the controlling authority for deployment of an IMT. The standardized IMT concept can then be incorporated into Emergency Management Agreements (EMAs) to allow response to incidents of any nature.

The purpose of creating an IMT is to provide a valuable resource for state and local Incident Command/Unified Command. The goal for an Illinois IMT would be to develop teams to assist with Type 3 (significant local event) and Type 2 (significant statewide event) incidents. It is overwhelmingly suggested Illinois first develop a Type 3 team, which should evolve into a Type 2 team.

It is suggested Illinois create a standing IMT committee, comprised of one person from IEMA, IESMA, IFSI, MABAS, ILEAS, ILETSB, OSFM, ISP, IMERT and the Illinois Department of Public Health (IDPH), who will have equal voting power in the development of training requirements, operational policies and selection of team members. The IMT committee will be responsible for development and oversight of the team, managing and approval of continuing education/training for team members, and selection of replacements if team members resign. It is further recommended Illinois' IMT consist of the following positions:

1. IMT Leader
2. Deputy IMT Leader
3. Safety Officer
4. Liaison Officer
5. Information Officer
6. Operations Section Chief
7. Planning Section Chief
8. Logistics Section Chief
9. Finance/Admin. Section Chief

The concept of an IMT for Technical Rescue is to provide support to a regional technical rescue response. With the Illinois IMT Committee already undertaking the responsibility for development of an IMT Team, one could envision the ability to "spin off" technical rescue personnel also qualified as a state IMT member. For example, a US&R Company member who would be qualified as a Planning Section Chief for the Illinois IMT would therefore be potentially qualified as a Technical Rescue Planning Officer. One could assume that many of the more senior ranking technical rescue personnel will be participating in Illinois IMT in various positions and could serve a dual role in a Technical Rescue Support Team. Many of the issues (administration, training, continuing training, and specific role experience) for a Technical Rescue Support team would be the same for the Illinois IMT concept.

US&R Resource Types

| Always use the prefix US&R for Urban Search & Rescue resources. Order Single Resource or Strike Team by Type (Capability - HEAVY, MEDIUM, LIGHT or BASIC) | | | | | | | |
|--|---|---|--|--------|---|-------|---|
| Type | Type 1 (Heavy) <input type="checkbox"/> Heavy Floor Construction <input type="checkbox"/> Pre-Cast Concrete Construction <input type="checkbox"/> Steel Frame Construction <input type="checkbox"/> High Angle Rope Rescue (including high line systems) <input type="checkbox"/> Confined Space Rescue (permit required) <input type="checkbox"/> Mass Transportation Rescue | | Type 2 (Medium) <input type="checkbox"/> Heavy Wall Construction <input type="checkbox"/> High Angle Rope Rescue (not including high line systems) <input type="checkbox"/> Confined Space Rescue (no permit required) <input type="checkbox"/> Trench & Excavation Rescue | | Type 3 (Light) <input type="checkbox"/> Light Frame Construction <input type="checkbox"/> Low Angle Rope Rescue | | Type 4 (Basic) <input type="checkbox"/> Surface Rescue <input type="checkbox"/> Non-Structural Entrapment in Non-Collapsed Structures |
| RESOURCE | RADIO | COMPONENT | TYPES | | | | |
| | | | 1 | 2 | 3 | 4 | |
| US&R Company | Agency ID | Equipment Personnel Trained to Appropriate Level Supervision Transportation | Heavy | Medium | Light | Basic | |
| | US&R (phonetic) | | 10 | 10 | 10 | 10 | |
| | Number ID | | 1 | 1 | 1 | 1 | |
| | (MABAS US&R 4) | | * | * | * | * | |
| <i>A MABAS US&R Strike Team (ST) is comprised of five (5) US&R Companies</i> | | | | | | | |
| State US&R Task Force | State ID Task Force Number ID (IL TF-1) | Equipment Personnel Trained To Appropriate Level Supervision Transportation | The State US&R Task Force is comprised of 70 persons specially trained and equipped for large or complex Urban Search and Rescue Operations. The multi-disciplinary organization provides seven Functional elements that include Command, Search, Rescue, Haz-Mat, Medical, Logistics and Plans. The Task Force is self sufficient for 72 hours. | | | | |
| *Requests should include vehicle capabilities when necessary (i.e., four wheel drive, off-road truck, etc.) The CART / MABAS / METRO US&R Companies are considered a Type 1 Collapse Search & Rescue Teams as outlined by FEMA NIMS Resource Typing Definitions | | | | | | | |

Urban Search & Rescue Strike Team

As outlined by the Statewide Mutual Aid Plan, an Urban Search & Rescue Strike Team consists of three (3) to five (5) US&R companies with a leader. The following outlines the equipment and staffing for a strike team.

| US&R Company | Equipment | Leader * | Technicians | Total |
|--|-------------|----------|-------------|-----------|
| 1 | Heavy Cache | 1 | 10 | 11 |
| 2 | Heavy Cache | 1 | 10 | 11 |
| 3 | Heavy Cache | 1 | 10 | 11 |
| 4 | Heavy Cache | 1 | 10 | 11 |
| 5 | Heavy Cache | 1 | 10 | 11 |
| TOTAL | | 5 | 50 | 55 |
| <i>* One (1) Company Officer must be assigned as the Strike Team Leader</i> | | | | |

STATE US&R TASK FORCE

IL TF-1

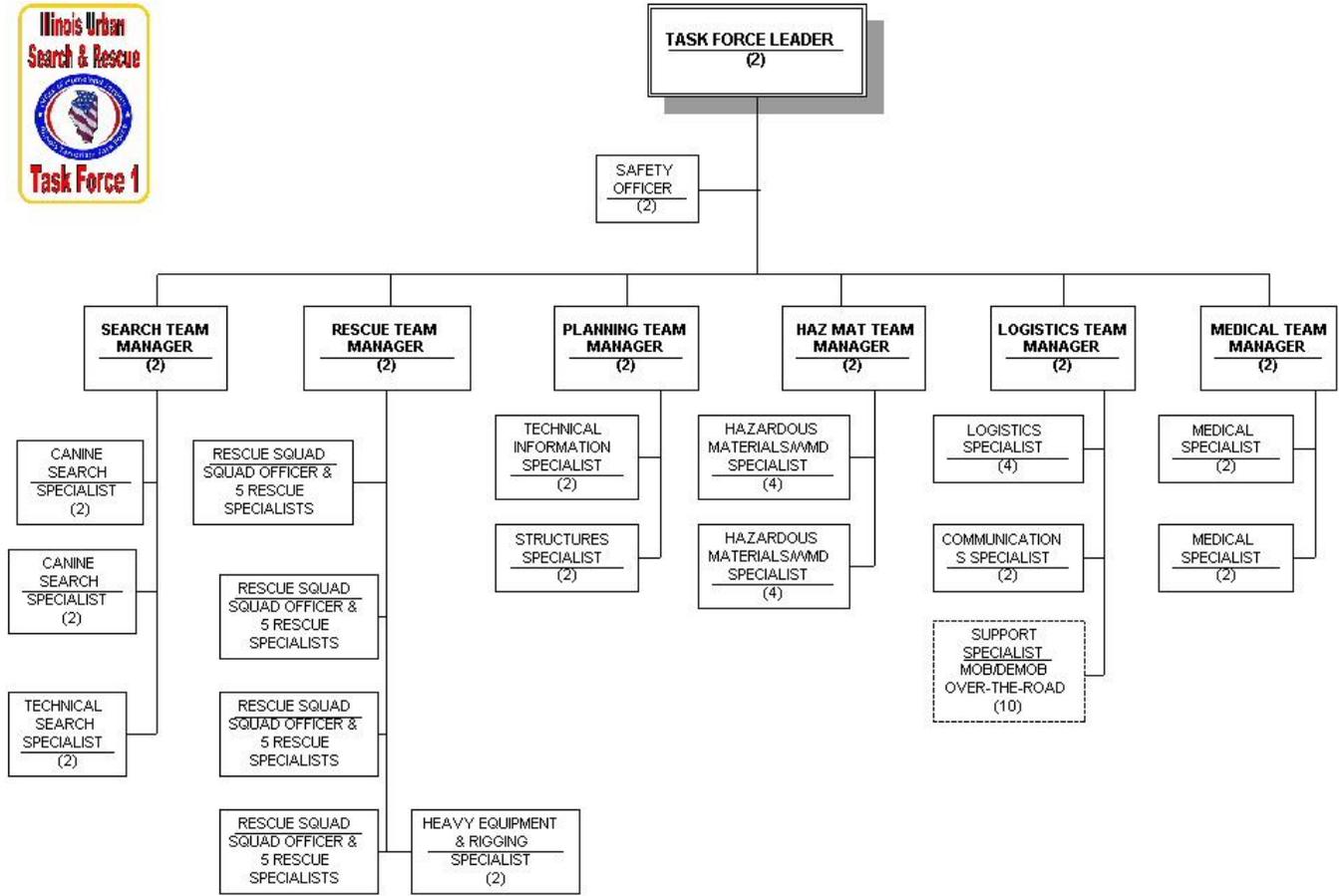
The Illinois Terrorism Task Force (ITTF) and the Mutual Aid Box Alarm System (MABAS), has established a State Urban Search & Rescue (US&R) Task Force to respond throughout Illinois. All US&R Task Force activities are coordinated through the Illinois Emergency Management Agency (IEMA) who serves as the primary point of contact for IL TF-1. All requests for a US&R Task Force must go through normal Mutual Aid request procedures. The full, 70-person, Type I, State US&R Task Force is able to deploy within six hours of activation.

The State US&R Task Force is comprised of 70 persons specifically trained and equipped for large or complex Urban Search & Rescue Operations. The multi-disciplinary organization provides seven functional elements that include Supervision, Search, Rescue, Haz Mat, Medical, Logistics and Planning. The State US&R Task Force can provide round-the-clock Urban Search & Rescue Operations (two 12-hour shifts). The US&R Task Force is totally self-sufficient for the first 72 hours and has a full equipment cache to support its operation. Transportation and Logistical support is provided by State, MABAS and ITTF resources.

A Task Force Leader supervises the State US&R Task Force. The US&R Task Force Search element includes physical, canine and electronic capabilities. The Rescue element can conduct rescue operations in all types of structures. The Haz Mat element is primarily responsible for the detection and decontamination of Chemical, Biological, Radiological, Nuclear and Explosive (CBRNE) substances for Task Force members and entrapped victims. The Medical element is primarily responsible for the care and treatment of Task Force members and entrapped victims during extrication. The Logistics element provides the Task Force with logistical support and communications. The Planning element provides personnel competent in structural integrity assessments and documentation of Task Force activities.

The State US&R Task Force is designed to be used as a Single Resource, but is modularized into functional elements that can be independently requested and utilized. However, once mobilized as a State US&R Task Force, the elements shall remain under the supervision of the US&R Task Force Leader.

A State US&R Incident Support Team (IST) coordinates the arrival of a State US&R Task Force. The IST is capable of providing overhead management and logistical support to the US&R Task Force while on deployment if an ICS organization is not in place. If an ICS organization is in place, the IST will integrate into that organization. The State US&R Task Force will work within the local incident command organization.



70 POSITIONS / 24-HOUR OPERATION
Revision B - 05/27/2004

STRUCTURE & HAZARDS MARKINGS

At incidents involving several structures or large areas of damage, the identity and location of individual structures is crucial. The use of existing street names and addresses should always be considered first. If due to damage this is not possible, use the existing hundred block and place all even numbers on one side of the street and all odd numbers on the other side. Mark the new numbers on the front of the structure with orange spray paint. If due to damage the name of the street is not identifiable start with the letter "A" using the phonetic alphabet "Alpha", "Bravo", Charlie, etc.

Structure hazards identified during initial size-up activities and throughout the incident should be noted. This Structure/Hazards Mark should be made on the outside of all normal entry points. Orange spray paint seems to be the most easily seen color on most backgrounds and line marking or downward spray cans apply the best paint marks. Lumber chalk or lumber crayons should be used to mark additional information inside the search mark itself because they are easier to write with than spray paint.

A large square box (approximately two feet) is outlined at any entrance accessible for entry into any compromised structure. Use orange paint for this marking. Specific markings will be clearly made adjacent to the box to indicate the condition of the structure and any hazards found at the time of this assessment. Normally the square box marking would be made immediately adjacent to the entry point identified as safe. An arrow will be placed next to the box indicating the direction of the safe entrance if the Structure/Hazards marking must be made somewhat remote from the safe entrance.

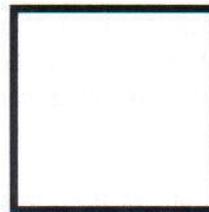
STRUCTURE/HAZARDS MARKINGS

Make a large (2' x 2') square box with orange spray paint on the outside of the main entrance to the structure. Put the date, time, hazardous material conditions and team or company identifier outside the box on the right-hand side. This information can be made with a lumber-marking device.



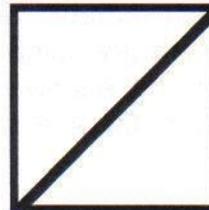
**9/12/93
1310 hrs.
HM – nat.
gas
SMA – E-1**

Structure is accessible and safe for search and rescue operations. Damage is minor with little danger of further collapse.



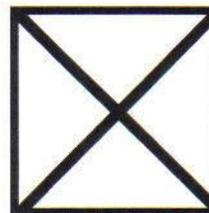
**9/12/93
1310 hrs.
HM – none
SMA – E-1**

Structure is significantly damaged. Some areas are relatively safe, but other areas may need shoring, bracing, or removal of falling and collapse hazards.



**9/12/93
1310 hrs.
HM – nat. gas
SMA – E-1**

Structure is not safe for search or rescue operations. May be subject to sudden additional collapse. Remote search operations may proceed at significant risk. If rescue operations are undertaken, safe haven areas and rapid evacuation routes should be created.



**9/12/93
1310 hrs.
HM – nat. gas
SMA – E-1**

Arrow located next to a marking box indicates the direction to a safe entrance into the structure, should the marking box need to be made remote from the indicated entrance.



SEARCH MARKING SYSTEM

Search Markings must be easy to make, easy to read and easy to understand. To be easily seen the search mark must be large and of a contrasting color to the background surface. Orange spray paint seems to be the most easily seen color on most backgrounds and line marking or downward spray cans apply the best paint marks. A lumber marking device may be used to write additional information inside the search mark itself when it would be difficult to write the additional information with spray paint.

A large distinct marking will be made outside the main entrance of each building, structure or area to be searched. This "Main Entrance" search marking will be completed in two steps. First, a large, single slash (approximately two feet) shall be made starting at the upper left moving to the lower right near the main entrance at the start of the search. The Search Team identifier and time that the structure was entered shall be marked to the left of the mid-point of the slash and the date shall be marked near the top of the slash on the opposite side.

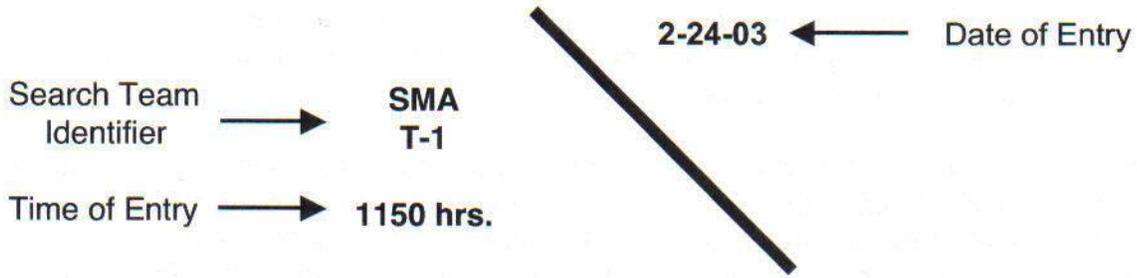
When the search of the entire structure is complete and the Search Team exits the building, a second large slash shall be made in the opposite direction forming an "X" on the Main Entrance search marking. Additional information summarizing the entire search of the structure will be placed in three quadrants of the "X". The left quadrant will already contain the Search Team identifier and time when the Search Team first entered the structure. In the top quadrant enter the time the Search Team exited the structure under the date. Change the date if different from date the structure was entered. The right quadrant is for any significant hazards located inside the structure. The bottom quadrant is for the number of live "V" or dead "∇" victims still inside the structure. Use a small "X" in the bottom quadrant if no victims are inside the structure.

If the search of the entire structure is incomplete, make a circle (approximately 1' diameter) in the middle of the single slash. The left side will already contain the Search Team identifier and time when the Search Team first entered the structure. At the top end of the slash enter the time the Search Team exited the structure under the date. Change the date if different from date the structure was entered. On the right side, mid-point of the slash is for any significant hazards located inside the structure. The bottom end of the slash is for the number of live "V" or dead "∇" victims still inside the structure. Use a small "X" at the bottom if no victims are inside the structure.

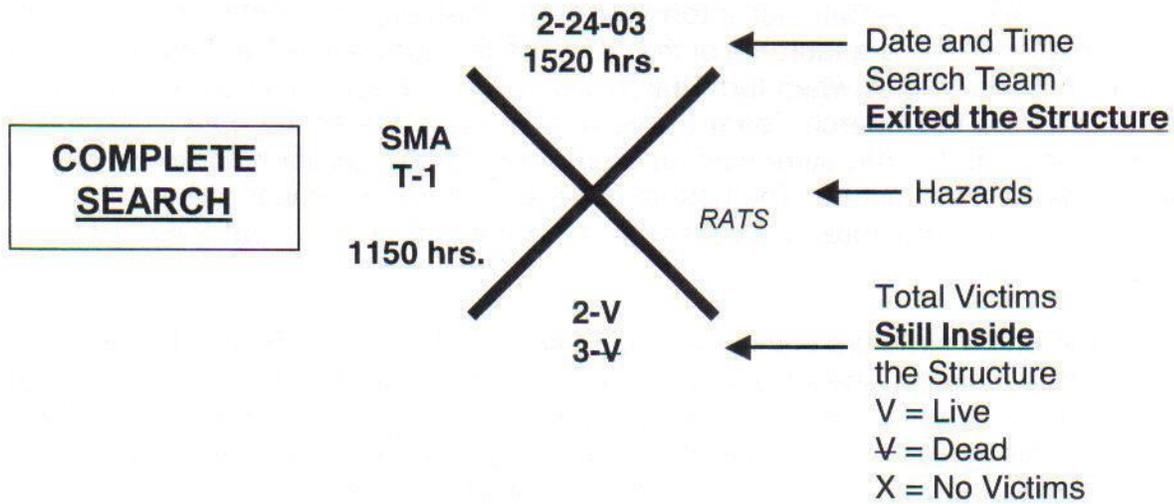
During the search function, while inside the structure, a large single slash shall be made upon entry of each room, area or floor. After the search of the room or area has been completed, a second large slash shall be drawn in the opposite direction forming an "X". The only additional information placed in any of the "X" quadrants while inside the structure shall be that pertaining to any significant hazards and the number of live "V" or dead "∇" victims, as indicated by "V" for live and "∇" for dead.

SEARCH MARKINGS

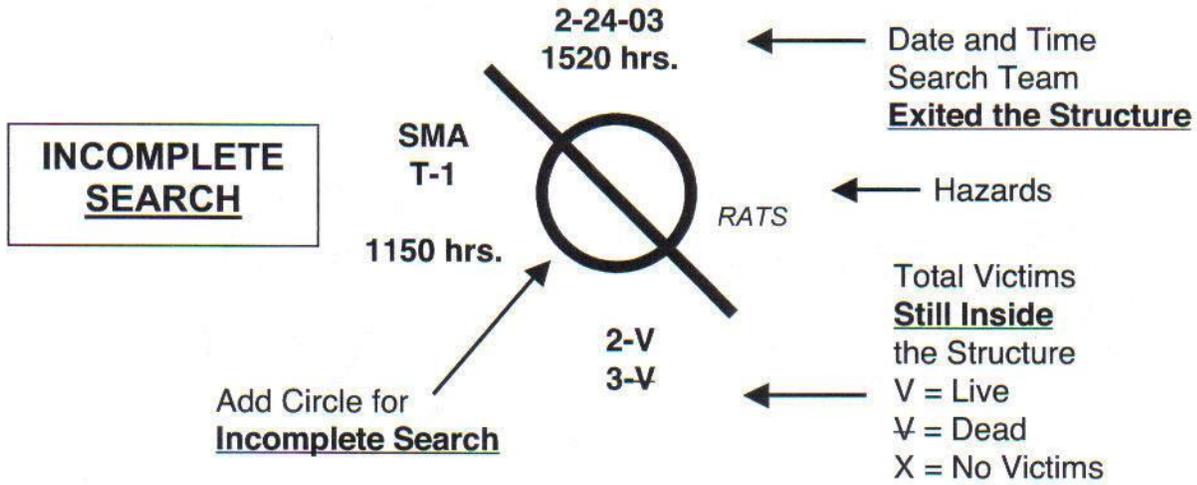
Main Entrance Search Marking- WHEN YOU ENTER



Main Entrance Search Marking- WHEN YOU EXIT



Main Entrance Search Marking- WHEN YOU EXIT

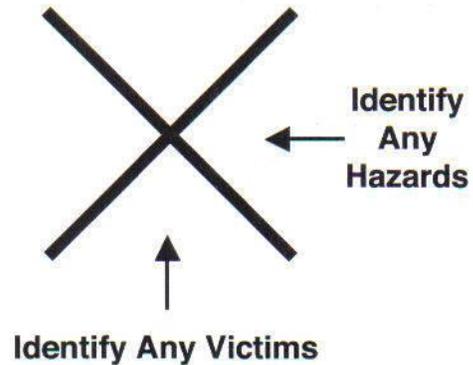


Interior Search Markings- Each Room, AREA OR FLOOR

WHEN YOU ENTER



WHEN YOU EXIT

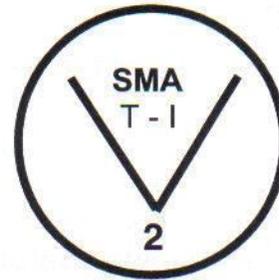


VICTIM MARKING SYSTEM

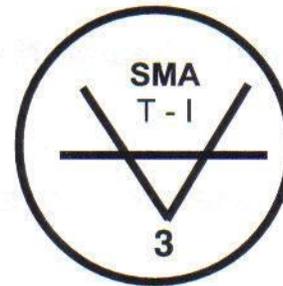
Make a large (2' x 2') "V" with orange spray paint near the location of a **potential** victim. Mark the name of the Search Team or Crew identifier in the top part of the "V" with paint or a lumber marker type device.



Paint a circle around the "V" when a potential victim is **confirmed** to be **alive** either visually, vocally, or hearing specific sounds that would indicate a high probability of a live victim. If more than one confirmed live victim, mark the total number of victims under the "V".



Paint a horizontal line through the middle of the "V" when a **confirmed** victim is determined to be **deceased**. If more than one confirmed deceased victim, mark the total number of victims under the "V". Use both the live and deceased victim-marking symbols when a combination of live and deceased victims are determined to be in the same location.



Paint an "X" through the confirmed victim symbol after **all** victim(s) have been removed from the specific location identified by the marking.



An arrow may need to be painted next to the "V" pointing towards the victim when the victim's location is not immediately near where the "V" is painted.



US&R Company Safety

Maintain accountability using PASSPORT system.

Maintain Situational Awareness at all times.

Use appropriate Personal Protective Equipment (PPE).

Review emergency signaling and evacuation procedures.

Establish LCES for all work areas.

Monitor daily health and safety plans for:

- Sanitation & Hygiene
- Evacuation and Assembly Points
- Proper level of PPE
- Decontamination procedure
- Operations to determine safe practices
- Work/rest cycles
- Weather
- Fire protection monitoring at all locations.

LCES

- **Lookouts**
 - **Appoint site Safety Officer**
 - **Observe only**
- **Communications**
 - **Request radio channel(s)**
 - **Review evacuation signals**
- **Escape Routes**
 - **Pre-established path to safe area**
- **Safe Zones**
 - **Pre-established areas of refuge**
 - **Pre-identified assembly area**

| | |
|----------------------------------|---|
| <p>EMERGENCY TRAFFIC:</p> | <p>Term will be utilized by any unit encountering an immediate perilous situation and will receive the highest communications priority from all operating units on the frequency. Examples of emergency traffic are as follows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Structural collapse or potential <input type="checkbox"/> Rapidly changing conditions <input type="checkbox"/> Hazardous Materials <input type="checkbox"/> To initiate immediate evacuation of building or area. <p>Units can initiate "EMERGENCY TRAFFIC" by verbally contacting a Division/Group Supervisor or Command and declaring "EMERGENCY TRAFFIC" then stating what the nature of the emergency is.</p> |
| <p>MAYDAY:</p> | <p>Term used exclusively for the purpose of identifying a rescuer(s) that are in imminent danger and require the action of the Rapid Intervention Team (RIT), such as:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Injured or in need of immediate assistance <input type="checkbox"/> Lost or missing <input type="checkbox"/> Trapped <input type="checkbox"/> Out of SCBA/SABA air <input type="checkbox"/> Any circumstance that can seriously injure a rescuer(s) <input type="checkbox"/> To be used by any rescuer who locates another rescuer(s) in any of the above situations |

Emergency Signaling

Effective emergency signaling procedures are essential for the safe operation of rescue personnel operating at a disaster site. These signals must be clear and understood by all rescue personnel. Hand-held air horns, bull horns, vehicle air horns or other appropriate hailing devices shall be used to sound the appropriate signals as follows:

- Cease Operation/All Quiet:
 - ◊ 1 long blast (3 seconds).
- Evacuate the Area:
 - ◊ 3 short blasts (1 second each).
 - ◊ Evacuate to the designated safety zone.
 - ◊ Conduct a Personnel Accountability Report (PAR) to account for all personnel.
 - ◊ All task forces must develop a personnel accounting system.
- Resume Operations:
 - ◊ 1 long and 1 short blast.

Emergency Traffic must also be declared on the radio.