

LR/LF	Fire District #1	GOG #: 3	ADOPTED
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FIRE POLICE

1. Purpose:

The purpose of the Fire Police activities are to protect Fire and EMS personnel and apparatus by directing, monitoring, and controlling the flow of traffic at traffic incidents which includes fires, automobile accidents, other emergencies, parades and special events. Fire Police will relinquish control of traffic operations if police units are available. Fire Police will also be available to assist Command in other ways such as crowd control, establishing fire lines, or in other ways as requested by Command. Fire Police shall be governed by the requirements of NJ Statute Title 15:8-4.

NOTE: For formal Traffic Incident Management (TIMS) guidance, refer to District GOG 22 - Traffic Incident Management System.

2. Scope:

- Provide qualifications for personnel that will be designated to perform Fire Police duties.
- Provide operating guidelines for personnel performing Fire Police duties.
- Identify resources required or professionally recommended to increase professionalism of the Fire Police staff.

3. Prerequisites:

- Must be a member of a fire department within the Hillsborough Fire District.
- Must successfully complete an approved NJ State Fire Police training course.
- Must be sworn in as Fire Police by the Township Clerk every five years in accordance with the NJ Statute Title 15:8-4.
- Encouraged involvement in Somerset County/NJ State Fire Police Association meetings.
- Coordinate with Hillsborough Twp. Police Department for local training/guidelines.

4. Responsibilities:

The primary functions of Fire Police at a traffic incident management area (TIMA) are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident. This will reduce the likelihood of secondary traffic incidents, and will preclude unnecessary use of the surrounding local road system. Emergency responders shall control oncoming traffic prior to turning their attention to the incident. Understanding that there is no absolute means to protect emergency responders at the scene on an incident on a limited access highway, responders are urged to constantly keep in mind the **“Three Guiding Principles”** when operating in or near moving traffic. Recognizing these principles will increase the margin of safety.

The three guiding principles are:

- **Provide Advanced Warning**

Use traffic control devices such as signs, other emergency vehicles, or other appropriate devices that will warn or direct motorists away from an approaching incident.

- **Protect the Scene**

Position vehicles and traffic control devices in such a way that allows for adequate space between the point where the traffic is diverted and the actual incident space. Fire apparatus should position in a manner that best protects the incident space. Such positioning affords protection to responders from the hazards of working in or near motor vehicle traffic.

- **Be Visible**

All responders operating at the incident on a roadway/highway shall wear high visibility (Hi-Vis) garments that meet ANSI 107. These Hi-Vis garments will increase the visibility of those responders working at the incident scene for both daytime and nighttime operations.

5. Procedure:

- Fire Police shall respond in apparatus designated by their respective fire company to be used for Fire Police operations. Personal vehicles are not permitted to be used to assist in controlling traffic at any time.
- Upon calling In-Service, Fire Police should identify the responding unit.

- Upon approach or arrival at the scene, the Fire Police unit should request an assignment from Command.
- Accountability tags shall be used in accordance with the current Accountability GOG.
- Fire Police shall be required to use proper personal protective equipment when operating at an incident.
- When possible, crew members should enter/exit their units on the side opposite the traffic flow. Emergency responders should always check for approaching traffic before exiting their apparatus.
- Standard practice will be to position emergency response vehicles in such a manner that best protects the incident space and passing motorists.
- Required traffic control equipment shall include at least the following”
 - A minimum of six (6) NJDOT approved reflective traffic cones,
 - A minimum of one (1) case of traffic flares or strobes,
 - NJDOT (NFPA 1901) approved reflective striping on the rear and sides of the appropriate response apparatus.

6. Demobilization:

- Demobilization of the incident must be managed with the same aggressiveness as initial actions. Apparatus and equipment should be removed from the roadway/highway promptly to reduce exposure to moving traffic and minimize traffic congestion.
- Demobilization begins at the downstream termination area and ends at the furthest, most upstream advance warning device. All responders and apparatus should clear the roadway/highway before the last device is picked up and secured.
- Apparatus which must merge into traffic traveling at highway speeds shall use the shoulder as an acceleration lane and emergency warning lights should be cancelled only after the vehicle has completely merged into traffic.